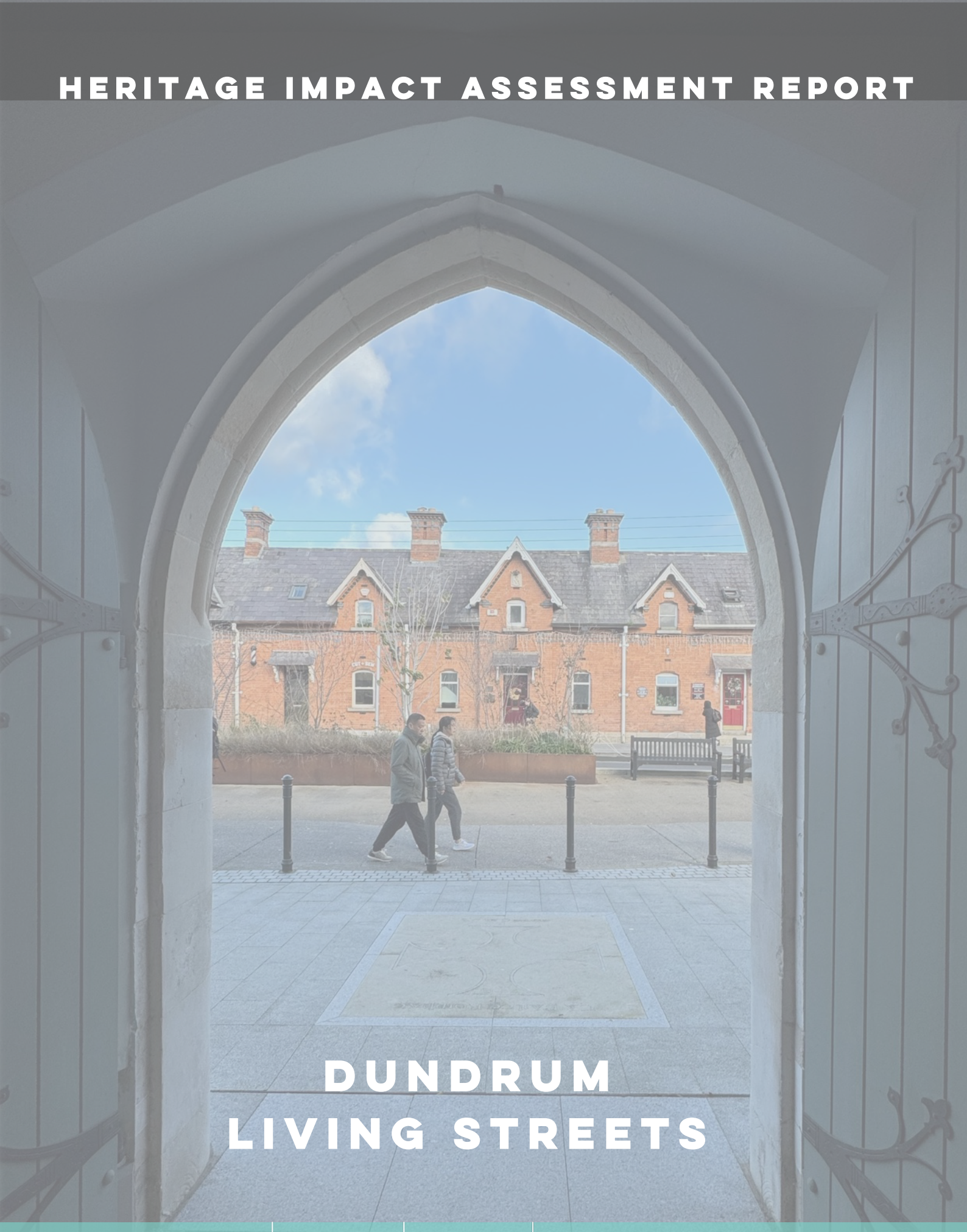
HERITAGE IMPACT ASSESSMENT REPORT



DUNDRUM LIVING STREETS

FERGAL MC GIRL ARCHITECTS

16 NOVEMBER 2026

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This report should be read in conjunction with the scheme design drawings and other documents prepared by DBFL and Áit Landscape & Urbanism (See separate schedule)

Document Control Register		
Issue	*Date*	*Comments*
	18 March 2026	*Preliminary draft issue*
A	*16 October 2026*	*Draft final report*
B	*12 November 2026*	*Final Part 8 application report*
C	*16 November 2026*	*Final Part 8 application report*

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1. Introduction & Scope of Report

The Dundrum Living Streets project was initially considered as a wider study area during the options assessment and scheme development process. This wider consideration informed the overall approach to public realm and active travel improvements within Dundrum. The scheme now being brought forward through the Part 8 process represents Phase 1 of the wider Dundrum Living Streets project and comprises a clearly defined and independently deliverable package of works. The remaining elements of the wider project are intended to be progressed separately as Phase 2, subject to further design development, assessment and the appropriate statutory approval process.

Notwithstanding this phased approach to delivery, the current scheme has not been considered in isolation. The relationship between Phase 1 and the wider Living Streets project has been recognised throughout the assessment process, with potential cumulative and in-combination effects considered, where relevant, as part of the environmental assessments accompanying the current Part 8 application.

This Heritage Impact Assessment Report is intended to inform the potential architectural heritage impacts associated with the 2026 Dundrum Living Streets Scheme within Dundrum Village to support a Part 8 planning consent process. The proposed scheme will involve changes to the road and cycle path configuration, footpath surfacing, junction realignments, landscaping and changes to the urban setting.

This study determines from existing records and on-site surveys, the nature of the architectural heritage resources within the boundary of the proposed scheme. Architectural heritage assets include where they exist, buildings and structures, their settings, street furniture, statuary, paving as well as industrial heritage features.

The assessment determines, as far as reasonably possible from available information, the nature, extent and significance of the historic environment/architectural heritage assets in and within the vicinity of the proposed scheme. The assessment comprises of a desk study of documentary and cartographic sources, supported by field inspections and by mapping of the assets to inform the potential impact of the Proposed Scheme. Sources include the current 2022-2028 Dun Laoghaire Development Plan (including the ACA and LAP documents).It is noted that the National Inventory of Architectural Heritage does not currently cover the Dundrum area.

This allows the nature and significance of known architectural heritage assets that may be affected by the Proposed Scheme to be established. The impact on character, setting and vistas of architectural heritage features and streetscapes is assessed with mitigation measures noted.

The assessment has been carried out according to best practice and guidelines as outlined in the references section. It should be read in conjunction with all relevant engineering and landscape design drawings and reports included in the application. The study area is defined by the DBFL extents drawings.

2. Core Data

Purpose of Assessment:	This report has been commissioned by Dun Laoghaire Rathdown County Council and relates to a conservation heritage impact assessment of the built heritage and materials within the proposed 2026 Dundrum Living Streets public realm upgrade scheme.
Owner of the Structure:	Public/local authority
Address of the Structure:	Main Street & elements of Sandyford Road, Wyckham Way & Dundrum Bypass, Dundrum, Co. Dublin.
Description of proposal:	Proposed public ream improved pedestrian & cycling facilities.
ACA Designation:	Scheme traverses Dundrum Architectural Conservation Area (ACA).
Zoning:	Existing roadway bounded by Objective MTC and Objective A zoned lands.
Protection:	A number of Protected Structure fronts onto the proposed route which have been identified and scheduled within the report.
NIAH Registration:	n/a
Archaeological Interest:	See separate report
Competency of the Author:	Fergal McGirl Dip. Arch B.Arch Sc Dip. App. Bldg Cons. FRIAI is an RIAI Fellow & Grade I conservation architect and holds a postgraduate diploma in Applied Building Repair & Conservation.
Date of Site Inspection:	19 November 2025 & 26 March 2026
Name of Planning Authority:	Dun Laoghaire Rathdown County Council (DLRCC)

3. Historic Development Phases of the Receiving Environment

The background and history of Dundrum is summarised in the DLRCC 2020 ACA document quoted below:

Dundrum is located west of Stillorgan and south-west of Donnybrook, close to the Dargle tributary, having developed around a crossing point on the River Slang. Dundrum Castle stands on the steeply sloping western side of the river, which is now heavily culverted in this area. Indeed, this is where the area got its name Dundrum, meaning the 'fort on the ridge'. It is likely that the castle is located on, or close to, the original fort.

Dundrum came under the Parish of Saint Mary's Booterstown, until the construction of the Holy Cross Church on Main Street, which was in effect a chapel of ease, until the parish was established a short time later.

The first Castle in Dundrum was built c. 1220 (1987-91 Excavation Reports, Elizabeth O'Brien) most likely on the site of the dun that gave Dundrum its name. It came into the possession of Robert Bagod in 1268. He was ancestor of the Fitzwilliams (Dalton, 1838) and was occupied by them until 1465 when a murderous attack by the Harolds of Rathfarnham caused them to abandon it. In 1590s they returned and built a new Castle on the ruins of the old one. In 1767 a house was built near the castle. The ruins that still stand on the site today date from the latter period.

At the middle of the eighteenth-century Dundrum was a small village and was recorded as such on mapping from 1760, where it was depicted as a small scattering of buildings on the western side of what is now Main Street. The original village of Dundrum, which still forms much of the basis of the urban layout in the area is centred around Dundrum Cross, which comprises of a Main Street from which roads to Sandyford, Kilmacud and Ballinteer run south, east and west respectively. As such, the urban layout of Dundrum is relatively recent, instigated by the construction of the railway and the Pembroke Estate, which included the terraces and cottages which were constructed for its workers, and which continue to form a key part of the character of the area.

Historic Morphology

An assessment of historic mapping in the DLRCC ACA document notes that the village develops between the time of Rocque's 1760 map and Taylor's 1816 map where it first features on the latter map. The village evolved in a linear form along an existing roadway roughly defined between the existing crossroad and another crossroads junction at the northern end of Main Street that features on Rocque. The street pattern was informal without the formal classical planning of other towns of the same era.

The existing village crossroads dates from 1782 when the Kilmacud Road was created. Dundrum village was the creation of a young architect, Samuel Sproule, who got a lease from Viscount Fitzwilliam of land on each side of the road to Powerscourt in 1781 and let out sites for houses and shops. The village is substantially developed and identifiable by the time of Taylor's Map (Fig. 1 below) with street-fronting development along modern-day Main Street and Sandyford Road as well as the crossroads being defined by structures on all four sides. A chapel is marked on the map which is probably the chapel that preceded the present Church of the Holy Cross structure.



Fig. 1: Dundrum village developed along Main Street from Taylor's Map of 1816

The village continued to develop through the early 19th century as evidenced on Duncan's map of 1821. By the time of the first edition Ordnance Survey of Dundrum 1843 (Fig. 2 below) and the slightly later and more detailed 1865 Taney Civil Parish Map (Fig. 3 below), the character of the urban form of the village can be made out. Features including the individual plots to street-fronting buildings with irregular stepped frontage, the crossroads and chapel can be clearly made out. The train line and station have been established running north/south to the east of the village. A terrace of what appears to be workers' cottages are laid out along a laneway perpendicular from around the site of today's 2-3 Main Street. A number of large houses with formal gardens feature on the map with. A house to the west side of main street was approached via an entrance avenue with a gatelodge that extended along the east side of the current Old Shopping Centre site. Fairfield House featured as the most prominent house situated to the east side of Main Street. Industrial functions such as a smithy and a gasworks marked on the map co-existed side-by-side with the towns residences, many of which featured formally laid out front gardens along Main Street. The layout of the grounds of Dundrum Castle and House is clearly illustrated including its direct connection to the town from the crossroads. The crossroads featured a clearly defined urban form with street-edged terraced buildings which differs from the more informal residential character further north along Main Street. Many of the buildings that existed by this early 19th century period were later replaced, as for example is evident along Glenville Terrace and the future site of Pembroke Cottages.

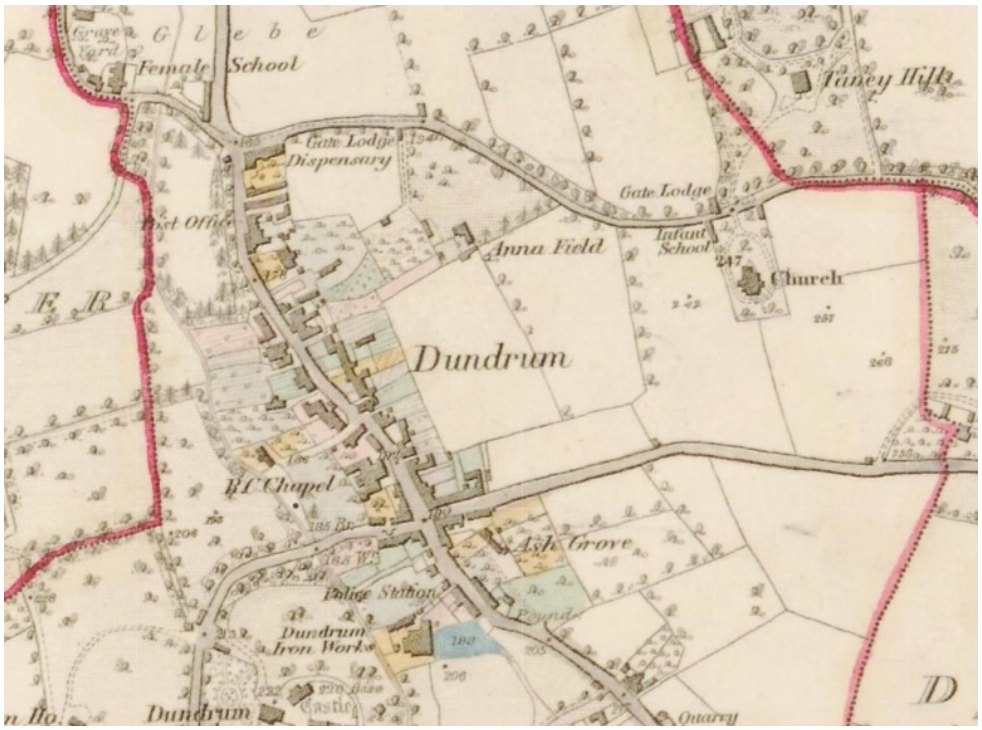

Fig. 2: Dundrum as illustrated on the first edition Ordnance Survey map 1843

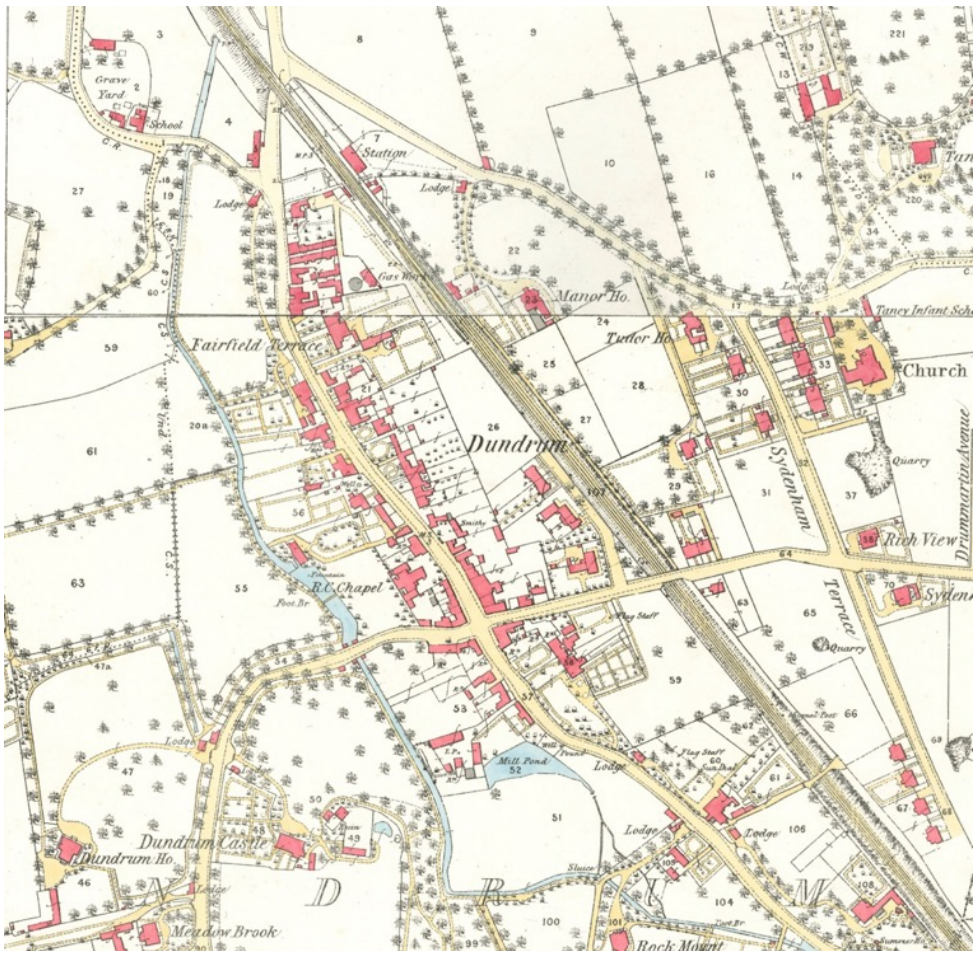

Fig. 3: Dundrum as illustrated on 1865 Taney Parish Map

The c1911 25" Ordnance Survey (Fig. 4 below) captures the village in the early 20th century following significant change to the urban form in the Victorian era likely stimulated by the arrival of the railway. The prominent structure marked Fairfield Terrace has been demolished and the site to the north of it along the east side of main street have been redeveloped into its current commercially-fronted form. Pembroke Cottages have been developed, set back from the earlier structures at this location to create the current sense of a civic node in front of the Holy Cross Church. The school has also by this time been developed to the rear of the church. The cross roads retains its original definition, but the south-western quadrant has been significantly re-developed featuring Ashgrove Terrace along Sandyford Road and the Ballinteer Road Pembroke Cottages. The latter leads to and was possibly ancillary to Manor Mill to the south. Most of the structures scheduled in Section 3 below are identifiable on the 1911 map.

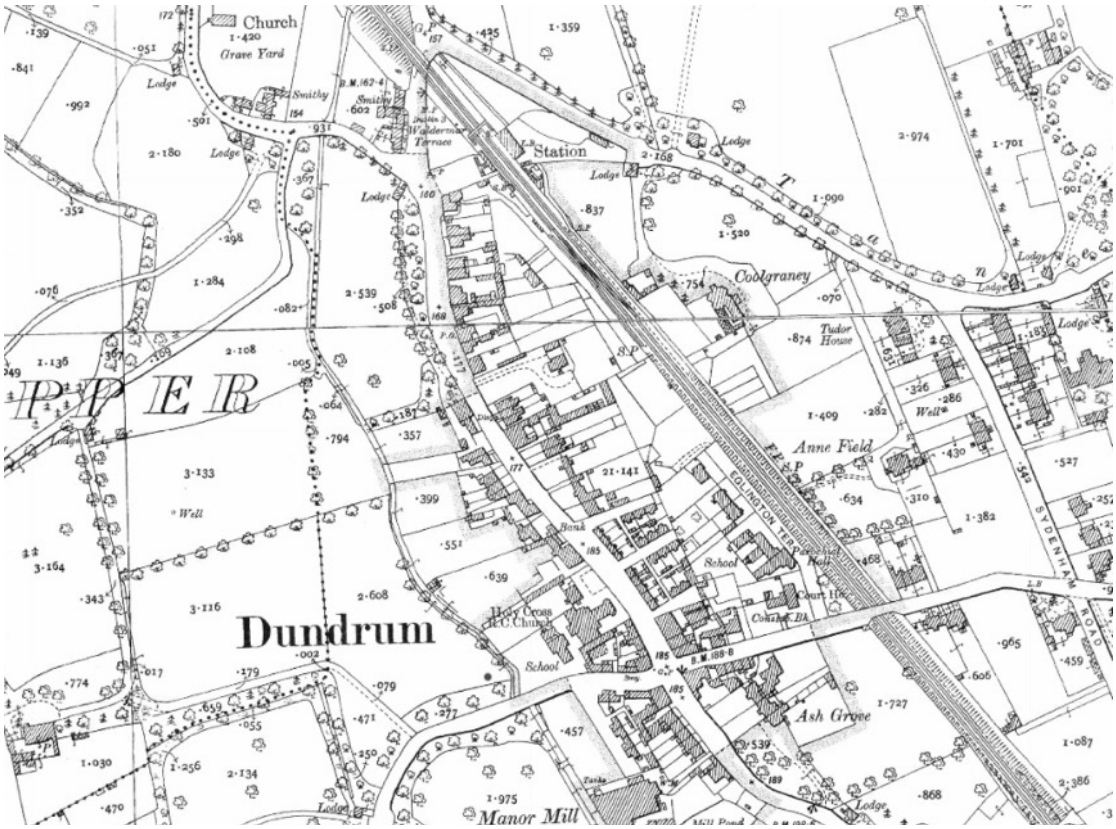

Fig. 4: Dundrum as illustrated on the second edition 25" Ordnance Survey map c1911

The village centre continued to be adapted to commercial and civic needs through the 20th century. The historic early 20th century photographs below capture the original open spatial character of the Main Street and the subsequent changes that have occurred to the streetscape. Changes include the loss soft green frontage and trees; the redevelopment of individual sites; the removal of historic structures and the adaptation of existing buildings with new commercial shopfront facades at ground floor level. The photographs also inform in relation to the impact of later overhead wired electrical/telecom services on the vistas along Main Street. The original public realm treatment of a simple stepped kerb and footpath either side of the carriageway is illustrated in the photos. Perhaps the greatest impact on the historic character of the village has been the advent of private car transport. This has resulted in parking bays, traffic lights and signage as well as the vehicles themselves which impact on the historic setting.



Fig. 5: Late 19th/early 20th century historic photographs of Dundrum Village (left) with contemporary Google Streetview images (right)

Current Issues and Future Development

Imagine Dundrum, a community group formed in 2016 published a comprehensive set of proposals for the redevelopment of Dundrum's old Shopping Centre site and related Main Street properties in their 2021 "*Proposals for Imagine Dundrum*" document. The document outlines a vision for how the redevelopment of the Old Shopping Centre can create a vibrant, sustainable, human-scaled urban village rooted in heritage, community life, and long-term affordability. The group have noted that following the large-scale housing development schemes in the late 20th century, the Dundrum area developed a strong new sense of community and place, focused around its historic village. In recent years, however, a progressive sense of the visible downgrading of the local environment has been reported, resulting primarily from the construction of the Dundrum Town Centre Shopping Centre and the Bypass.[1]

The group advocate pedestrian friendly environment that provides for greater ease of pedestrian movement, safe cycleways, and limited traffic movement through Main Street and a one-way traffic flow from south to north of the Village. Dundrum Village is the only Village/town in the county with overhead power lines on the Main Street and the group proposes that the power lines on Main Street are relocated underground.

A temporary one-way system was introduced in 2020 along with footpath widening measures, planters and other landscaping upgrades in order to better facilitate social distancing along Main Street. A study by TU Dublin School of Architecture, Building and Environment in 2024 noted that public realm interventions carried out in the Main Street by DLRCC during the Covid-19 pandemic have been largely welcomed. More mixed views are found from the business community with some finding the trade-off between maintaining full vehicular access and improved public spaces more difficult to reconcile. The research identified a 26% increase in public space available for community and additional outdoor trading space on Main Street; the introduction of three new pedestrian crossings; safer more traffic-calmed streets; and a 19% improvement in the overall 'health' of Dundrum Main Street (using the TfL Healthy Streets Check Methodology). Whilst most people interviewed were largely supportive of the retention of these public realm gains, the temporary black rubber kerbs protecting the contra-flow cycle lane are near universally recognised as not the right solution for the Main Street due to their lack of visibility for some pedestrians.[2]

The redevelopment of the Old Shopping Centre Site in an appropriate way has the potential to revitalise the village and make positive contribution to streetscape character and village definition. A Strategic Housing Development application developed from 2021 onwards was refused permission by An Bord Pleanála in December 2024. Reasons for refusal noted included density, height, mix of uses, impacts on the adjoining ACA and Protected Structures, material contravention of Development Plan Policy Objectives HER 8, HER 13, HER14 and Specific Local Objective 9.

[1] *Imagine Dundrum Proposals document*

[2] *https://www.tudublin.ie/explore/faculties-and-schools/engineering-built-environment/architecture-building-and-environment/news/tu-dublins-dundrum-main-street-study-finds-a-complex-history-but-with-a-communitywelcomingof-the-pedestrian-friendly-and-traffic-calmed-environment-.php*

4. Development Plan and National Guidelines Context:

Dun Laoghaire-Rathdown County Development Plan 2022-2028 (DLRCDP)
This Development Plan was adopted on the 10th of March 2022 and came into force on the 21st of April 2022. Dundrum is a designated within the plan as a Major Town Centre being located c.6km south of Dublin City Centre. Major Town Centres are considered '*Strategic Employment Locations'* with potential for the development of key strategic urban regeneration sites for employee-intensive development on strategic transport corridors, aligning employment growth with both existing and new residential communities.

The majority of the Dundrum Living Streets scheme area is bounded by lands zoned Objective MTC "*To protect, provide for and-or improve major town centre facilities*" with the western edge of the scheme along Dundrum Bypass zoned Objective A "*To provide residential development and improve residential amenity while protecting the existing residential amenities*".

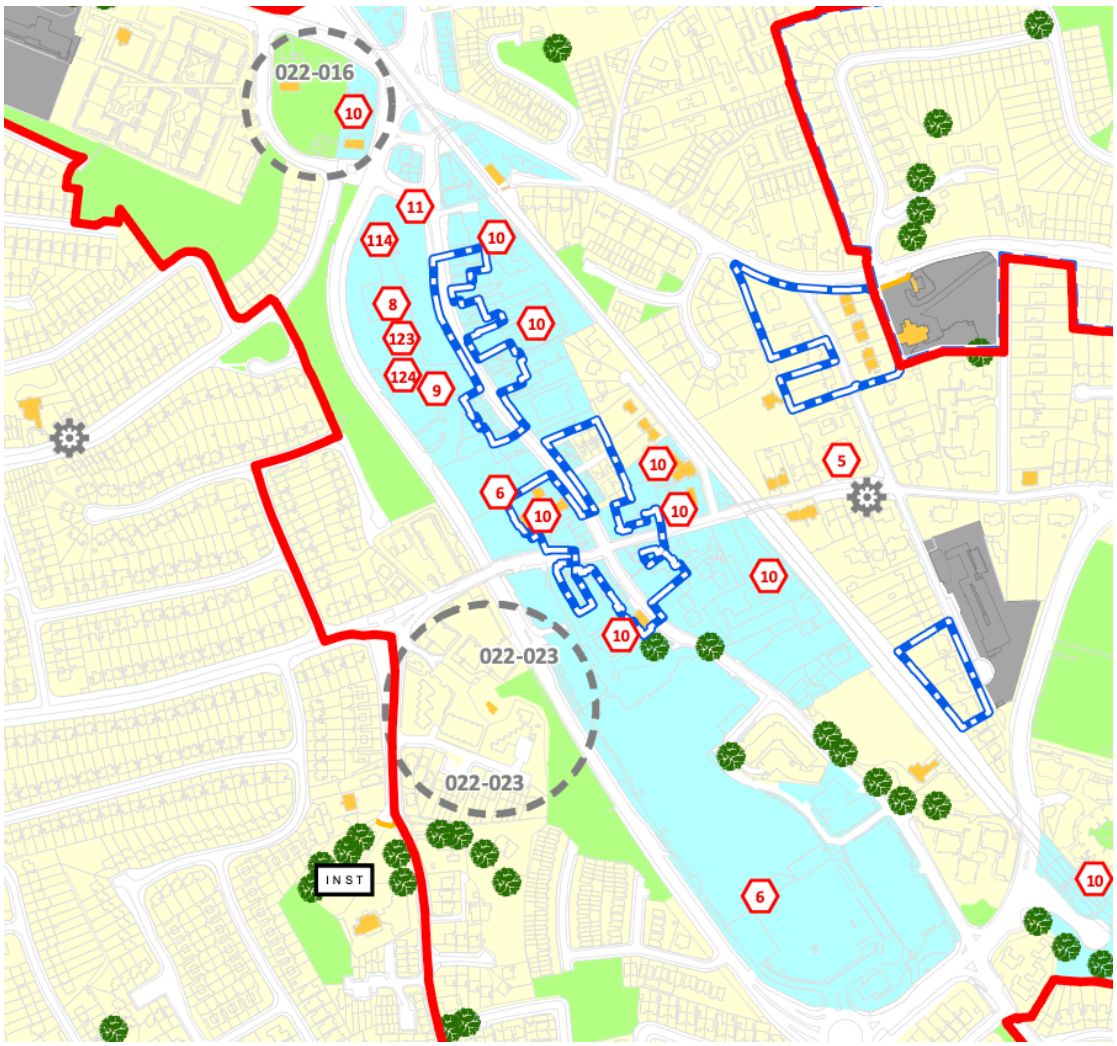

Fig. 6: Dundrum LAP map showing zoning context of scheme area

Chapter 11 - Conservation Policies & Objectives

Chapter 11 (Heritage and Conservation) of the DLRCDP aims to protect heritage by providing the appropriate tools and mechanisms to manage change in a positive way, so that it enhances the evolving character of the county. Designated Protected Structures within the scheme area are identified in the table in Section 5 below. A number of Architectural Conservation Areas (ACAs) are identified within the scheme area which area described in more detail in the Section 5 below. Chapter 11 also notes that heritage includes "*landscapes, townscapes and seascapes whose character is defined not only by the physical and visible aspects of history but also the associations, art, stories, characters and activities associated with any particular place*". Chapter 11 policy objectives relevant to the proposed scheme are summarised as follows:

HER1: **Protection of Archaeological Heritage**

It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.

HER8: **Work to Protected Structures**

To protect structures included on the RPS from any works that would negatively impact their special character and appearance, including their setting.

HER13: **(Architectural Conservation Areas)**

(i) To protect the character and special interest of ACAs.

(ii) Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.

(v) Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.

(vi) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

HER16: Public Realm and Public Utility works within an ACA

(i) Retain or sensitively reintegrate any surviving items of historic street furniture and finishes such as granite kerbing and paving that contribute to the character of an ACA.

(ii) Ensure that works to the public realm as the provision of traffic control measures, street furniture, materials and finishes such have regard to the distinctive character of the area.

(iii) Encourage the undergrounding of over-head services and the removal of redundant wiring/cables within an ACA.

(in relation to the above, the DLRCPD notes that "*Proposed infrastructural and public utility works within an ACA can have an impact upon the character of the public realm. The Council recognises the need for care in the undertaking of works by private developers, property owners, statutory undertakers and by the Council itself within an ACA*".)

HER22: Protection of Historic Street Furniture and Public Realm

(i) Preserve the retention of historic items of street furniture where these contribute to the character of the area, including items of a vernacular or local significance.

(ii) Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.

(in relation to the above, the DLRCPD notes that "*Items of historic street furniture can be important elements in establishing the character of our streetscapes and sense of place. Such items could include bollards, railings, street signs, post boxes, telephone kiosks, horse troughs, water pumps, jostle stones, milestones, cobbles and setts, coal hole covers, weighbridges, plaques and granite kerbing. These elements can be vulnerable to needless loss as well as poor reconstruction due to carelessness and a lack of awareness.")*

Dundrum Local Area Plan 2023 (LAP)

The Dundrum LAP came into effect on the 21st of November 2023. It sets out a framework for the future development of lands at Dundrum through a series of objectives that clearly define a development strategy. The proposed Dundrum Living Streets scheme area is largely contained within the LAP boundary area (Fig. 7 below).

Chapter 2 sets out an overall strategy, principles, policies and objectives which will shape the future development of Dundrum. Strategies include identification of character areas; the general urban design parameters for the LAP area; individual site development frameworks for identified key development areas and a section focusing on public realm and urban greening on Main Street. Four distinct character areas are identified. The land zoned Major Town Centre (MTC) within the scheme area include distinct character areas titled "The Village" and "Retail Core" to the north and south of Dundrum Cross. The following policies from Section 2.7 (Street Improvements and Public Realm – Policy and Objectives) are noted in particular as being relevant to the proposed scheme:

Policy DLAP5 – Public Realm:
It is Policy that all significant new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public spaces and parks.

Policy DLAP6 – Public Realm Rebalancing:
It is Policy that that there is a rebalance of available space toward pedestrians, cyclists and urban greening.

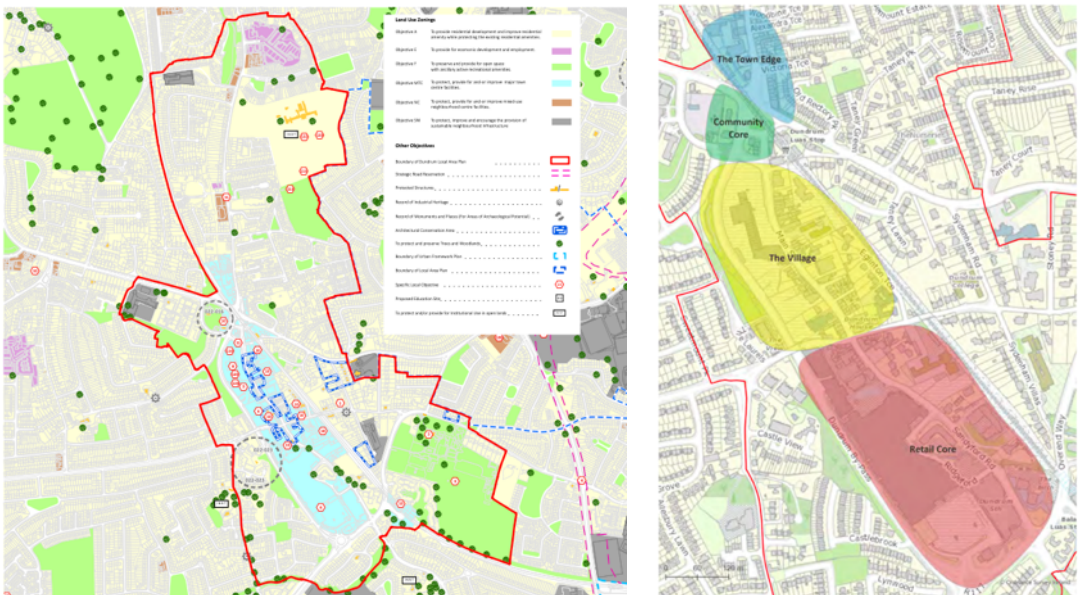

Fig. 7: Left - Extent of LAP boundary outlined red (from DLRCDP)
Right – Character areas identified in LAP

Chapter 4 outlines Transport and Movement policies which are noted below:

Policy DLAP24 – Connected Network:
It is Policy to provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.

Policy DLAP25 – 10-Minute Concept:
It is Policy to promote the '10-minute' settlement concept in Dundrum with reduced walking times to essential daily services.

Policy DLAP26 – Modal Shift:
It is Policy to provide an environment which supports moving people from the private car to more sustainable modes. This can be done by way of further developing the network where a range of facilities and services are accessible in a short walking and cycling timeframe from homes, or are accessible by high quality public transport located within a short walk from home.

Policy DLAP27 – Improved Environment:
It is Policy to seek to improve the air quality and pedestrian environment along the streets through Dundrum village including, Main St, Sandyford Road, Kilmacud Road Upper and Ballinteer Road as well as at school zones and along the main pedestrian access routes immediately adjacent to the school.

Policy DLAP28 – Employment Access:
It is Policy to support improved economic competitiveness of Dundrum Major Town Centre by improving access for all.

Policy DLAP29 – Vehicle Reduction:
It is Policy to reduce the need for vehicular travel within Dundrum by enhancing the integration of land-use and transport.

Policy DLAP30 – Safe Schools:
It is Policy to provide safe access to schools via walking/cycling, safe front of school environment and to support the Safe Routes to School initiative.

An Area Based Transport Assessment (ATBA) was carried out with various proposals for the local transport network proposed. These included proposals for Dundrum Cross which may be relevant to the scheme proposals.

Architectural Conservation Areas (ACAs)
An ACA is defined by the 2000 Planning & Development Act as *"a place, area, group of structures or townscape, taking account of building taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural, social or technical interest or value, or contributes to the appreciation of protected structures".*

The former Pembroke Cottages, Ballinteer Road and Main Street ACAs as well as the Candidate ACA based around the crossroads that were included in the previous 2016-2022 Development Plan have been incorporated into a broader 'Dundrum ACA'. This combined ACA covers a substantial proportion of Main Street included in the study area and is illustrated in Fig. 8 below. In addition to the main Dundrum ACA, there are also ACAs located at Sydenham Road, Sydenham Villas and at Campfield Terrace which are outside the study area. Dundrum ACA Character Appraisal and Recommendations were published by DLRCC in July, 2021. The appraisal aimed to identify the special character of the ACA and set out conservation and planning policies which protect its special character. At the time of publication of the ACA document, the southern section of the ACA at the crossroads was a candidate ACA which we understand was later adopted.

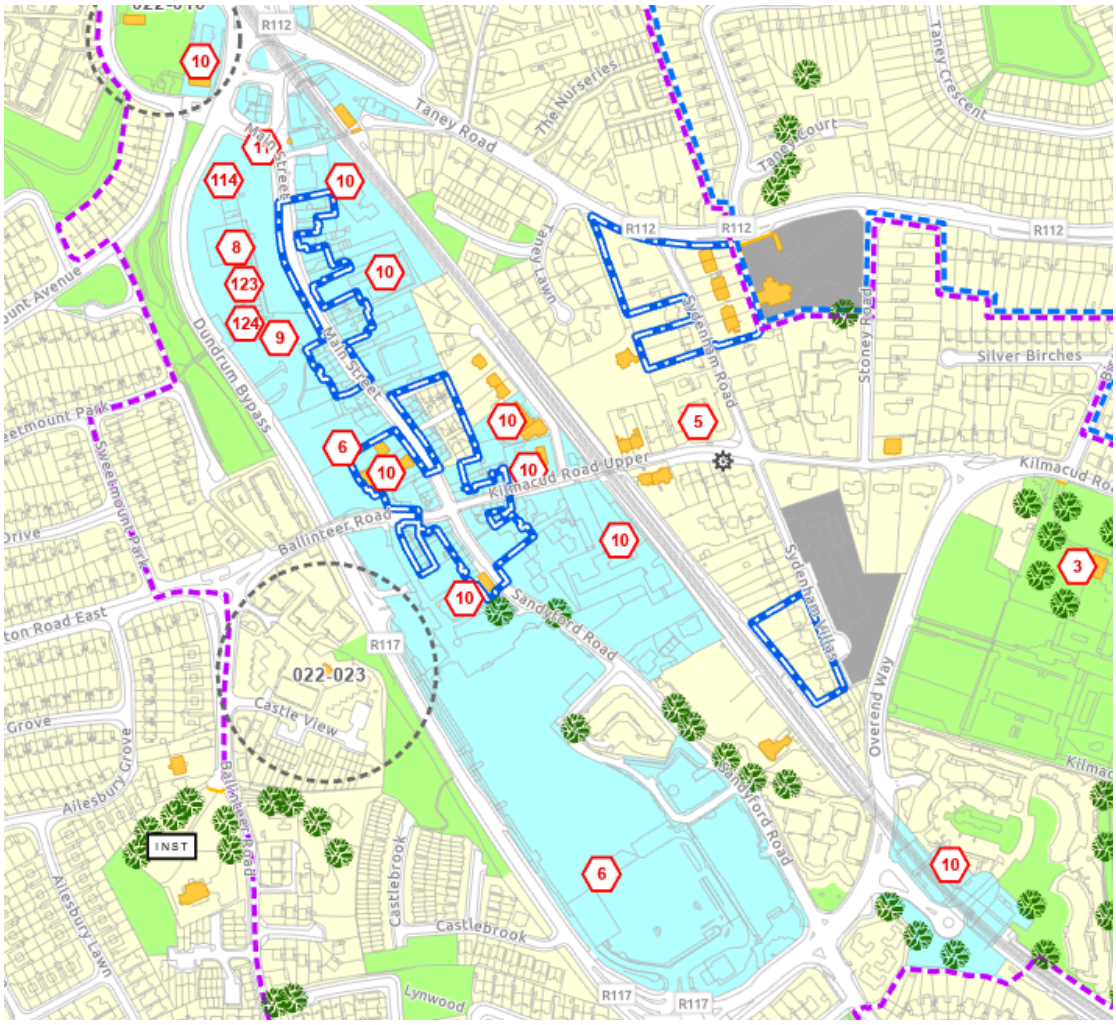

Fig. 8: Map showing the Dundrum ACA within the study area and the Sydenham Road and Sydenham Villas ACAs further to the east

The ACA character appraisal notes that:

> *"the character is centred around Dundrum Cross and Main Street/Sandyford Road and the connecting streets. Dundrum Cross, where Main Street (north), Sandyford Road (south), Kilmacud Road Upper (east) and Ballinteer Road (west) meet, forms the centre of the historic village. This feature dates back at least to the early nineteenth century, where it is clearly defined by buildings on all four sides of the cross on Taylor's map of County Dublin, 1816. Main Street is the predominant element, with the connecting streets/roads compliment the role of Main Street. The original layout of the northern end of Main Street (west side) originally more closely mirrored that of the eastern side, however, the morphology of the northern part of the street was fundamentally altered by the construction of the Old Dundrum Shopping Centre, which resulted in the building line being moved back to accommodate an area of surface car parking."*

It is noted in relation to the morphology of the northern end of Main Street that the Old Dundrum Shopping Centre lands were still undeveloped by the time of the 1911 Ordnance Survey (Fig. 4 above).

Pearson (1998,162) separately states that Dundrum Main Street has few major buildings of architectural significance, but does possess a distinctive village atmosphere. This he notes '*is derived from the pleasant groupings of two storey brick houses and shops*'.

These structures as scheduled in Section 5 below and identified on the key maps in Appendix A. The prevailing palette of historic materials to building facades in the ACA are characterised by red brick, squared rubble granite, natural slate, and stucco/render with iron railing boundary treatment.

The ACA document notes that in August 2020, a temporary one-way system was introduced along Main Street along with footpath widening measures, planters and other landscaping upgrades in order to better facilitate social distancing along Main Street. The introduction of these temporary measures is considered in the document to have significantly improved the visual amenity of Main Street. The issue of visual clutter along Main Street including poor quality shopfronts, above-ground electrical services and ad-hoc placement of signage and other objects within the public realm is noted.

The ACA document notes the following public realm works which area likely to affect the character of an ACA:

Boundary Treatments

- The removal of any original boundary walls, gates piers or decorative railings.
- Any creation of and modification to the width of the entrances.
- Alteration to the height of the plinth walls on the front boundary.
- Alternation or removal of coping stones on boundary walls on street frontages.
- Repointing of boundary walls or plinth walls using cement-based render.

External Seating and Screening

- External seating should be of wood, painted metal or other material which enhances the visual appearance of the ACA. Plastic is not an acceptable material for seating.

HERITAGE-RELATED OBJECTIVES OF OTHER RELEVANT NATIONAL POLICY DOCUMENTS:

DAHG Architectural Heritage Protection Guidelines for Planning Authorities 2011

The above national guidelines published at the time by the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) serve as the definitive heritage guidelines manual for local planning authorities. Guidance is provided in 14.4 of the document in relation to historic street furniture and paving work. The following policies in 14.4 of the document relevant to this development are noted:

- *Proposals to remove or relocate items of street furniture or other features should not be granted permission without consideration of all the implications.*

- *Where it is proposed to pedestrianise a street in an ACA, or one that contributes to the character of a protected structure, it may be preferable that it should simply become a street without traffic rather than be converted into a new landscaped area which could adversely affect the character of protected structures or the character of an ACA.*

- *New items of street furniture, which will impact on the character of a protected structure or of an ACA, should be appropriately and sensitively designed. The design of these objects need not imitate historical styles or detailing in order to be considered acceptable. The design and location of any proposed traffic-calming measures such as ramps, bollards or traffic islands should be carefully considered.*

Transport Policies - Greater Dublin Area Transport Strategy 2022-2042

The Greater Dublin Area Transport Strategy 2022-2042 (NTA) sets out a framework aiming to provide a sustainable, accessible, and effective transport system for the area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy. The former historic Harcourt Street Railway Line ran to and from the city centre from Dundrum until it was closed in 1958. The LUAS Green line opened in 2004 and now runs to the east of the study area along the old railway's track-bed with the Dundrum stop located c.50m from the northern end of the study area near the original railway station. There is also a high concentration of bus stops/services adjoining the northern end of the site at Main Street/Waldemar Terrace and along the Bypass. The Plan proposes primary and secondary orbital/radial cycle routes throughout the LAP lands.

National Transport Authority (NTA) Cycle Design Manual

The NTA have issued a Cycle Design Manual (September 2023) which notes as an objective:

*To design and promote schemes that balance aesthetics and the visual amenity of a place and that are sympathetic to the receiving environment and furthermore seek to enhance the existing heritage***.**

In relation to the visual Impact of cycle routes, the document notes that:

in locations with cultural heritage value or high visual amenity characteristics the use of a red coloured surfacing may not be appropriate. Subject to Approving Authority agreement, alternative surface colour can be considered in such locations.

5. Description & Assessment of Significance of the Study Area:

This section to be read in conjunction with the reference key plans in Appendix A and photographic survey in Appendix B.

The Dundrum Living Streets scheme area is located in Dundrum Village, Dublin 14. Its extents comprise of approximately 417m of the central village public realm along Dundrum Main Street and a section of approximately 385m along Sandyford Road between between the Ballinteer Road junction and the Riversdale Apartments entrance.



Fig. 9: The extents of the Dundrum Living Streets study (DBFL)

The majority of the significance and heritage sensitivity of the study area is concentrated within the historic village core between Dundrum Cross and the northern end of Main Street which is the principal focus of this report. The Main Street retains a largely uniform, two-storey scale only exceeded by the three-storey Dundrum House and Holy Cross Church and Presbytery. The sense of village street frontage definition changes at the northern end of Main Street where it opens out to the west into the car park of the Old Shopping Centre. Street frontage consisting of a mixture of modern development and individual or short terraces of historic buildings extends along Main Street with building lines that vary. The street frontage is broken up by the set-back open car parking areas of the DCFE and Permanent TSB facilities.

A more defined sense of a historic village node is evident to the public realm area between the Holy Cross Church and the distinctive Pembroke Cottages to the east of and in front of the church. The boundary frontage to the church has been opened up with a line of bollards and a pedestrian route through the site which extends to the Ballinteer Road. This pedestrian route extends the sense of the permeable public realm around the church and further activates the Main Street at this location. 2020 public realm works including planters and seating have been located in front of the church which separate it somewhat from the Main Street thoroughfare.



Fig. 10: The historic core of the village between Dundrum Cross and Main Street

The sense of a more well-defined historic town setting extends southwards from the Holy Cross Church. Mahers's Terrace and Dundrum House and terrace provide frontage as far as the historic Dundrum Cross which is defined at its four corners by Campbell's Corner, Devaney's, Dundrum Terrace and the former Eagle Pub. These four structures are all distinctive historic buildings that make the cross unique. The historic extents of the town continue south of Dundrum Cross featuring Ashgrove Terrace and Lynton (Flyefit). The historic core effectively ends at The Mill House.

The characteristics of the village create the sense of three character areas being (a) Dundrum Cross, (b) the area in front of Holy Cross Church and (c) the more loosely defined area to the north characterised by more varying building lines and building types from different eras. The historic two-storey elements of the town retain a late-19th century character. Salient characteristics include brick or rendered two-storey blocks with pitched slated roofs and Victorian-era features including camber-arched window openings, roof details and boundary treatment.

Buildings and heritage assets which contribute to the village character are scheduled below. The location of the tabled items is identified in the Appendix A key maps.

	Location	Outline Description	RPS/ACA:	Summary Assessment of Significance
1.	Dundrum Carnegie Library 	Five bay, two storey library building built 1912-1914, now in use as a community centre.	RPS: 883	Carnegie Library was built in 1912-1914 to the design of Rudolf Maximilian Butler (1872-1942) who designed more libraries than any other Irish architect. Pearson (1998) regards the library as one of the most attractive 20th century buildings in Dundrum. It is noted to be of a plain but attractive appearance, and its internal arrangements create a bright yet restful impression. The building is of architectural interest retaining a stripped classical early 20th century cement render façade and its original setting within stone boundary walls.
2.	Waldermar Terrace, Main Street 	Terrace of two three-bay and one central two-bay two-storey dwellinghouses, c1870	RPS: n/a	This terrace of brick-fronted buildings retain largely their original residential setting with railed front areas and rear garden areas enclosed by stone walls. Victorian-era brick façade features including a dentillated eaves, corbelled chimneys, polychromatic bricks with string courses and gauged brick lintels enliven the elevation. They are a prominent feature in their free-standing location whereby they can be appreciated in the round at the northern end of the village.
3.	Usher Monument, Main Street 	Cut stone obelisk monument with four quadrant drinking troughs, constructed c1917.	RPS: 934	A memorial to Dr. Isaac Usher, a local general practitioner who died in a motor vehicle accident in 1917, becoming one of Ireland's first motor fatalities. Erected by his friends, the stone obelisk was originally a fountain with troughs for humans and animals but now has the troughs filled in. A legal clause prevents the monument from being moved from its original location, making it a unique landmark in Dundrum that serves as a reminder of the advent of motor cars and the importance of road safety.

4.	4-5 Main Street 	Pair of three-bay, two storey pitched-roofed commercial buildings	RPS: n/a Located in ACA	The architectural interest of these buildings relates to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.
5.	6 Main Street 	Terrace of three two-bay, two-storey commercial buildings, c1910.	RPS: n/a Located in ACA	The buildings are included in the ACA although they appear to post-date the c1910 Ordnance Survey but possibly incorporating an earlier structure. The structure is of local importance due to its architectural and streetscape values which contribute to the character of the ACA.
6.	8-9 Main Street 	Pair of three-bay, two-storey brick-faced commercial buildings, c1890.	RPS: n/a Located in ACA	This terrace of brick-fronted buildings retain Victorian-era brick façade features including corbelled chimneys and polychromatic bricks with string courses and camber-arched openings enliven the elevation. The architectural interest of these buildings relates to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.

7.	AIB 10 Main Street 	Three-bay, two-storey bank building c1890.	RPS: n/a Located in ACA	Although heavily modified at ground floor and extended to the rear in its commercial function as an AIB bank, this brick-fronted building retains Victorian-era features including corbelled chimneys and camber-arched openings above its modern shopfront. The structure is of local importance due to its architectural and streetscape values which contribute to the character of the ACA.
8.	5-7 Pembroke Terrace, Main Street 	Terrace of three two-bay, two-storey former dwellinghouses c1890.	RPS: n/a Located in ACA	This terrace of brick-fronted buildings retain Victorian-era brick façade features including corbelled eaves brackets supported on an eaves string course and camber-arched openings recessed into the facade. This terrace retains evidence of its residential origins set within a railed front area with granite plinths and steps that extend onto the public realm. The architectural interest of these buildings relates to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.
9.	14-15 Main Street 	Five-bay, two-storey commercial building with separate access to upper floor, c1890.	RPS: n/a Located in ACA	This brick-fronted building retains Victorian-era brick façade features including corbelled eaves brackets and first-floor openings with camber-arched polychromatic lintels. The architectural interest of these buildings relates to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.

10.	"Daisyville", Building North of Glenville Terrace on Main Street (Former Joe Daly Cycles) 	Two-storey (three-storey to rear), three-bay symmetrical building with hipped roof finished in natural slate with red brick chimney stack to left gable, c1860 with later alterations.	RPS: n/a Located in ACA	The building retains much of its architectural form and composition and its presence enhances the special character and appearance of the ACA. The former post office is of architectural, social and artistic interest. The architectural interest relates to the historic 19th century form, proportion and detailing of the principal elevation, and how this elevation relates to what remains of the nineteenth century streetscape. Some changes have occurred at ground level which alter the original elevation. The building is of some social interest due to its former use as a post office. There is limited artistic interest in the surviving decorative plasterwork, and joinery in the interior. The former post office is of local importance due to its architectural and streetscape values.
11.	1-3 Glenville Terrace, Main Street 	Terrace of three two-bay, 2-storey (3-storey to rear), red brick buildings with slated, pitched roofs and railed front gardens, likely built late 19th century.	RPS: n/a Located in ACA	1 to 3 Glenville Terrace is of architectural and artistic interest. The architectural interest is established through the design, proportion and detailing of the principal elevations, and how this elevation relates to what remains of the nineteenth century streetscape. Features of note include the windows and doors, the over-hanging eaves, the natural slate roof and the brick stacks, the front gardens, gates, railings and granite plinths. In the interior the original plan form, spatial hierarchies, relationships and proportions are also of note.
12.	4 Glenville Terrace, Main Street 	Three-bay, two-storey former double-fronted dwellinghouse with hipped roof c1860.	RPS: n/a	The structure features on the c8160 parish map of Dundrum and the 1905 photograph Fig. 5 above where it presents a double fronted house with central door and fanlight. The architectural interest is established through the design, proportion and detailing of the front elevation, including the window openings, the roof scape and stacks, though this has been diminished by the insertion of the shop in front of the ground floor. 4 Glenville Terrace is of Local importance with regard to its contribution to the streetscape of Dundrum Main Street.

13.	13 & 13a Main Street 	Three-bay, two-storey red brick building now subdivided as two shops with a single storey modern flat roofed extension to the front.	RPS: n/a Located in ACA	The 1905 photograph Fig. 5 above indicates that the building originally featured a single flat-roofed projecting front porch and carriage arch to the north. Although diminished by the modern flat roofed shopfront extensions, the architectural interest of the building relates to the surviving design, proportion and detailing of the front elevation, including the window openings with decorative brick surrounds and stacks. 13 and 13a Main Street is of Local importance with regard to its contribution to the streetscape of Dundrum Main Street.
14.	8, 15 and 15A Main Street 	Detached three-bay, two-storey villa with a large return to the rear, set back from the Main Street, extended to the east at ground level as commercial premises	RPS: n/a	Although diminished by the modern flat roofed extensions to the front, the architectural interest of the building relates to the surviving design, proportion and detailing of the front elevation, 15a Main Street is of Local importance with regard to its contribution to the streetscape of Dundrum Main Street.
15.	Pembroke Cottages, 1-3 & 8-13 Main Street, Dundrum. 	Two terraces of Dormer two-storey red brick houses facing Main Street, built 1881.	RPS: n/a Located in ACA	The Pembroke Cottages Dundrum forms one of two distinct developments of Pembroke Cottages located in the village of Dundrum. The Pembroke Cottages occupy the whole of the east side of Main Street between Dundrum House Public House to the south and the Credit Union building to the north. The cottages are a very significant character element within the centre of the village with define the frontage and node with the Holy Cross Roman Catholic Church on the opposite side of the road.

16.	Holy Cross Roman Catholic Church (protected structure) and Parochial House 	Freestanding Roman Catholic Church, built 1813.	RPS: 1129 Located in ACA	While the area to the front of the church has been substantially changed since its original construction, it is considered that the church and its grounds in their current form contribute significantly to the public realm in this part of Main Street. The granite plinth wall and distinctive wrought-iron railings, church and parochial house are a key landmark on Dundrum's Main Street and also contribute significantly to a contextual appreciation of the Pembroke Cottages.
17.	1-5 Maher's Terrace, Main Street 	Terrace of six two-storey commercial buildings with first-floor accommodation c1900	RPS: n/a Located in ACA	These buildings form part of the setting of the Holy Cross Roman Catholic Church framing the southern aspect of the forecourt to the church. The northernmost unit in the terrace retains its brick facade and historic wigging joints with a random rubble gable. Although the facades of the central units have been painted or cement rendered, they retain evidence of their camber-arched window openings. The southernmost unit (Campbells Corner) retains a traditional shopfront with carved console brackets supporting a hand-painted signage fascia. The terrace is of architectural interest relating to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.
18.	Dundrum House and terrace (northeast corner of Village Crossroads 	Late 19th century five-bay three-storey public house	RPS: n/a Located in ACA	The group is a significant element within the ensemble of historic buildings on Main Street, including the Pembroke Cottages. This building group encloses the streetscape adding to the identity of the village character and Dundrum Cross. The red brick elevations are further examples of the prevailing use of red brick as a building material in the village. The terrace is of architectural interest relating to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.

19.	Former Eagle Pub, Kilmacud Road Upper/ Dundrum Cross 	Six-bay, two-storey former public house c1900.	RPS: n/a Located in ACA	The former Eagle Public House gives a distinct village atmosphere to Dundrum Cross as a key landmark building constructed to emphasise the junction and gives a greater sense of place to the village. The building line continues uphill along Kilmacud Road Upper to form a terrace of two-storey houses. Beyond a carriage arch, the residential Eagle Terrace encloses the streetscape. The building is of architectural interest relating to the historic 19th century design, proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.
20.	Deveney's Public House, Dundrum Cross 	Mid-to-late 19th century two-storey gable-ended public house	RPS: n/a Located in ACA	The pub forms one of two two-bay semi-detached houses, and is prolonged along Ballinteer Road by a diminutive row of white painted two-storey brick houses. This group of buildings is enlivened by moulded brick detailing and contributes to the streetscape enclosure approaching the village crossroads. It reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.
21.	Lynton (Ashgrove) 	Early 19th century Regency house/pair of houses now in commercial/recreational use.	RPS: n/a Located in ACA	Set back significantly from the road frontage, the pristine white multi-bay stucco façade, and lawned front site with original granite gate piers, gives further interest and variety to the village, and proves to be a reminder of the fine villas that once lined the Main Street of the village. The building is of architectural interest relating to the proportion and detailing of the principal elevation, and how this elevation reinforces what remains of the nineteenth century streetscape of Dundrum within the ACA.

22.	Ashgrove Terrace, Sandyford Road 	Terrace of five red brick two-bay two-storey late 19th century terraced houses	RPS: n/a Located in ACA	These buildings are noted in the ACA document to be intended for commercial use, while only two have been altered to incorporate shopfronts. Only nos. 3 & 4 retain the original railed front boundary feature. The uniformity of the terrace adds significantly to the village atmosphere and sense of enclosure that defines the west side of the Sandyford Road approaching the village crossroads.
23.	The Mill House 	Late 18th/early 19th century eight-bay two-storey rendered house, with a two-bay centrally placed gabled entrance front	RPS: 1234 Located in ACA	Formerly part of a mill complex, and later an ironworks, the building adds significantly to the architectural variety of the streetscape ensemble, and provides an important link to the past economic heritage and anthropological development of this village. The ACA document notes that it is presented here as part of the site owned/leased by Wm. Mallet. In recent years, the Mill House has undergone renovation in order to facilitate its active re-use.
24.	Rockville, Sandyford Road 	Three-bay, two-storey dwellinghouse built c1850.	RPS: n/a	The house retains a presence to Sandyford Road and although heavily modified retains Victorian features including a masonry boundary wall with cast iron railing.

25.	Herbert Hill, Sandyford Road 	Multi-bay, two storey country house, built c1840	RPS: 1362	Although set back significantly and screened from the road frontage, this three-bay stucco villa and its outbuildings gives further interest and variety to the historic assets of the village and is a reminder of the of fine historic residences that once lined the Main Street of the village.

Summary Statement of Significance of Dundrum Village

The special interest of the Village core study area is assessed in the 2020 Dundrum ACA document which is summarised as follows:

Architectural Interest

The Dundrum ACA area retains a diverse, eclectic and interesting mix of high quality historic buildings and the high degree of survival of the original character and layout of the individual buildings. This diversity lends an interesting quality to the area and contributes to the area's architectural character and interest. Terraced groups of buildings such as the Pembroke cottages create a level of homogeneity to the streetscape.

Historical and Social interest

Dundrum is associated with the Fitzwilliam family back to the 1300's when the castle was built by the river Slang. The remaining ruins of the Castle date from the late 16th Century and were rebuilt preceding the rebellion of the 1640's. Dundrum became part of the vast Pembroke Estate, the largest family owned estate in County Dublin in 1816. Dundrum also illustrates the impact of the industrial revolution with historic evidence of water mills, saw mills, paper mills and cloth and laundry mills.

6. Proposed Works: Impact Assessment & Mitigation Measures:

Background – Conservation Principles
This Architectural Heritage Impact Assessment, which includes a conservation-led assessment of the significance of the site seeks to identify and mitigate the impact of the proposed development on the setting of Dundrum Village to ensure that the design proposals take account of its significance and that the overall development proposals are appropriate to its special interest. The proposals have been assessed in relation to the DLRCC Development Plan, the Dundrum LAP 2023 and national guidelines context outlined in Section 4 above.

Design team engagement
An initial pre-design meeting took place with Aimee Dunne of DBFL Consulting Engineers on 26.11.25. The general character of Main Street Dundrum including the identification of three distinct character zones being the northern section of Main Street, the area in front of the Holy Cross Roman Catholic Church and Dundrum Cross were identified. The limited amount of historic public realm features were noted with the exception of the granite kerbing in front of Dundrum House. The modern public realm finishes were noted to have capacity for change, preferably with high quality materials. We have subsequently provided reviews of the progress engineering and landscape design drawings. We were consulted on several design revisions to the scheme which incorporated feedback from the relevant DLRCC departments during design development.

General Description of Proposed Works
The proposed works are described in the relevant DBFL Engineers and Áit Urbanism & Landscape drawings and reports included in the application. The proposed scheme involves public realm enhancements including changes to the road and existing cycle path configuration and alignment; resurfacing works including substantial replacement of public realm footpaths and paving; landscaping works including the provision of planting, seating, street furniture and junction realignments.

General Observations & Preliminary Recommendations Issued
The following general observations in relation to the scheme area were noted to the design in a preliminary conservation statement at the outset of the project which noted the following:

- The historic core of Dundrum Village has had previous significant alterations carried out within the public realm since its early-19th century origins including replacement of footpaths, alteration of road junction geometry, replacement of original late 19th/early 20th century public lighting. Marked dedicated cycle lanes and public realm works including planters, etc. have been carried out in recent years. The existing historic context of the scheme aera is generally considered to have the capacity to absorb significant interventions with appropriate reference to the historic context of the village.

- The proposed scheme has the potential to improve the setting and presentation of the heritage assets along its route with careful consideration of surface treatment, street furniture, public lighting, etc.

- There is potential to reinforce the sense of a village centre civic node in front of the Holy Cross Roman Catholic Church which may facilitate public events, etc. The granite paving around the church could for example be extended into the public realm to create a unified surface treatment.

- The majority of the footpaths in the study area have been replaced with concrete in the 20th century with limited surviving historic features such as historic granite kerbs located in front

of Dundrum House. The limited surviving original pavement features should be retained with consideration be given to paving materials that reinforce the character of the village.

- The potential removal and under-grounding of overhead cables would have a positive impact on the village setting.

- The understanding of the development phases of the village as outlined above could be reinforced by means of a heritage trail, interpretation panels, etc. carried out in tandem with the works.

Heritage Impact Assessment of Proposed Works – General Comments

The majority of the significance and heritage sensitivity of the study area was identified in Section 5 to be concentrated within the historic village core between Dundrum Cross and the northern end of Main Street which is the focus of this assessment. In summary, the public realm of the scheme area has significant capacity for change and the potential for enhancement of the setting of heritage assets identified in Section 4 contained within it.

Recent cycle path interventions including raised rubber kerbs with metal barriers and plastic bollards are considered inappropriate to the setting of the village. The proposed removal of same is considered positive.

The original character of the village was identified in historic photographs (Fig. 5 above) which featured a simple stepped footpath either side of the main vehicle carriageway. The proposed scheme seeks to balance the sometimes conflicting requirements between a quality pedestrian environment and vehicular access requirements, set-down parking, and safe segregated cycling routes.

The scheme proposes a similar configuration as historically existed with a central carriageway and separated stepped/kerb edged footpaths. A rationalised and unified response to the existing public realm areas including surface treatment, planted areas and street furniture is proposed. Upgraded granite paving to footpaths, planting and replacement seating/street furniture all have the potential to improve the environment of the town setting.

The existing overhead ESB network includes a series of daisy-chained poles distributing power to buildings along the street which detract from the character of the village. We understand that a diversion application has been submitted to ESB Networks to investigate the potential for undergrounding of the existing overhead services as part of the proposed scheme. Subject to agreement with ESB Networks and completion of detailed design, the undergrounding of services has the potential to significantly enhance the presentation of the village and the conservation gain of the scheme.

The existing public lighting within the scheme area will be upgraded as part of the proposed works to provide a consistent and appropriate nighttime lighting environment throughout the scheme. No historic light standards were noted in the scheme area and public lighting enhancements would be considered positive.

The scheme has the potential to connect the three distinct character areas identified in Section 5 being Dundrum Cross, the area in front of Holy Cross Church and the more loosely defined area to the north characterised by more varying building lines and building types from different eras. The Áit report notes connection through a series of green links comprising of a combination of rain gardens, pollinator planting and street trees. These three areas are discussed separately in more detail as follows:

Dundrum Cross

Dundrum Cross was identified in Section 3 above as the defining junction in the village which dates from 1782 when the Kilmacud Road was created. It is defined at its four corners by Campbell's Corner, Devaney's, Dundrum Terrace and the former Eagle Pub. The junction layout is to be largely retained at this stage with the junction itself excluded from the scheme area. The amenity of the public realm footpath areas to the north and south at the junction will be enhanced with improved planted areas and replacement granite paving which will extend up to the retained concrete and tactile areas and the junction itself. Historic granite kerbs in front of the Dundrum House Pub (which were identified as being one of the only historic public realm features within the scheme area) are to be retained. The proposed works at Dundrum Cross are considered positive at this stage, subject to their coherent integration with the final scheme proposals for the crossroads junction.



Fig. 11: Comparison of existing Google view and proposed placemaking public realm works to Dundrum Cross (Áit Urbanism and Landscape)

The area in front of Holy Cross Church

An earlier chapel is marked at the site of Holy Cross Church on historic mapping since Taylor's Map of 1816 as noted in Section 2 above. As such, the front setting of the Holy Cross church is significant in terms of being historically an important civic node within the village which is further reinforced by the later development of the Pembroke Cottages to the east that enclose the space. Recent public realm works have resulted in a mixture of kerb levels, surface finishes and planting features which do not relate satisfactorily to the formal frontal elevation of the church and its setting.

The public realm works propose the retention of the existing banded granite paved area in front of the church and the line of bollards which mark the original curtilage of the church grounds where earlier/original railings were removed. The public realm area to the east in front of the church is proposed to be re-designed with a granite sett finish extended across the footpath and carriageway to the building line of Pembroke Cottages. Public realm features including groups of ornamental trees and semi-circular seating areas are proposed in front of the church entrance. These trees are partly presented as clear-stem trees in the visualisations (Fig. 13 below) which retain visibility of the church at pedestrian eye-level in the vicinity of the church. Replacement granite sett paving is proposed to the footpath and the cycle path immediately in front of Pembroke Cottages. The granite steps to the individual house entrances which project onto the footpath are retained and will be protected during the works. This replacement of concrete footpath with natural stone paving will enhance the immediate setting of Pembroke Cottages. The extension of the granite sett finish eastwards from the church boundary emphasises the presence and significance of the church at this location and creates a suitable public realm node that acknowledges also the Pembroke Cottages frontage. Privacy is maintained to the Pembroke Cottages by means of a strip planting feature to the edge of the cycle path.



Fig. 12: Comparison of existing Google view and proposed placemaking public realm works to front/east of Holy Cross Church (Áit Urbanism and Landscape)



Fig. 13: Visualisation of proposed placemaking public realm works to front/east of Holy Cross Church (Áit Urbanism and Landscape)

Given the significance of the setting of Holy Cross Church within the village, we have reviewed in detail this particular element of the public realm scheme with the design team. Functional vehicle drop-off parking for services immediately in front of the church can be accommodated by a dedicated set-down area with removable bollards. The surface treatment will formally unify the existing and proposed forecourt in front of the church. Small ornamental tree planting will act as a framing device in front of the church. The selection of small ornamental trees mitigates impact on the legibility of the church façade and its presence on main street.

Area to the north of Holy Cross Church

This area of the village is more loosely defined, featuring a mixture of different building types and varied building lines as identified above. The *"diverse, eclectic and interesting mix of high quality historic buildings"* identified in the DLRCC ACA document is exemplified in this section of Main Street. The upgraded public realm footpath granite paving, pocket planting areas and unified street furniture scheme has the potential to unify the varied character of this area of the village and link it to the more defined character areas of the village to the south. Existing public realm features such as granite steps from properties that extend onto the public realm footpaths have been identified and noted to be retained. The impact of the works in this area is considered positive. It is noted that the Usher Monument located at the northern extremity above of this section of the route and identified in Section 5 is contained within the Taney Cross Public Realm Scheme and is outside of the scope of this assessment in terms of the surface treatment around it.



Fig. 14: Comparison of existing Google view and proposed placemaking public realm works to sample area to the north of Holy Cross Church (Áit Urbanism and Landscape)



Fig. 15: Visualisation of proposed placemaking public realm works to east of old Dundrum Shopping Centre (Áit Urbanism and Landscape)

Consistency with DLRCC Development Plan Heritage Objectives

The works are considered to be aligned with the DLRCDP land use zoning objective MTC "*To protect, provide for and-or improve major town centre facilities*". The consistency of the scheme proposal with the DLRCDP Chapter 11 (Heritage and Conservation) policy objectives relevant to the proposed scheme are summarised as follows:

Chapter 11 policy objectives	Response
HER1*: *Protection of Archaeological Heritage *It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.*	Refer to separate archaeology report where relevant/applicable
HER8*: *Work to Protected Structures *To protect structures included on the RPS from any works that would negatively impact their special character and appearance, including their setting.*	The works generally will enhance the setting of RPS listed structures within the scheme area as discussed by means of upgraded natural stone footpaths, etc.
HER13*: *(Architectural Conservation Areas) *(i) To protect the character and special interest of ACAs.* *(ii) Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.* *(ii) Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.* *(vi) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.*	The works generally will enhance the setting of the ACAs identified within the scheme area and are considered appropriate. The scheme which includes upgraded street furniture, etc. has been thoughtfully laid out in a coherent and integrated way with planting features. Redundant street furniture will be removed. Features that contribute to the character of the scheme area including boundary walls and public realm features have been identified and retained within the works area.

HER16: Public Realm and Public Utility works within an ACA *(i) Retain or sensitively reintegrate any surviving items of historic street furniture and finishes such as granite kerbing and paving that contribute to the character of an ACA.* *(ii) Ensure that works to the public realm as the provision of traffic control measures, street furniture, materials and finishes such have regard to the distinctive character of the area.* *(iii) Encourage the undergrounding of over-head services and the removal of redundant wiring/cables within an ACA.* *(in relation to the above, the DLRCPD notes that "Proposed infrastructural and public utility works within an ACA can have an impact upon the character of the public realm. The Council recognises the need for care in the undertaking of works by private developers, property owners, statutory undertakers and by the Council itself within an ACA".)*	Granite kerbing identified at Dundrum Cross/Dundrum House Pub has been retained The works generally reinforce the linear character and alignment of Dundrum Village centre by means of a unified and restricted palette of ground surfacing materials including natural granite paving as well as selected planting interventions. A diversion application has been submitted to ESB Networks to investigate the potential for undergrounding of the existing overhead services as part of the proposed scheme as noted above. We understand that items such as street furniture, public lighting standards, etc. will be selected at a later stage as part of detail design.
HER22: Protection of Historic Street Furniture and Public Realm *(i) Preserve the retention of historic items of street furniture where these contribute to the character of the area, including items of a vernacular or local significance.* *(ii) Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.*	Historic street furniture assets within the scheme area are limited but have been identified and retained. A high standard of materials has been incorporated into the proposals including natural granite paving to replace concrete footpaths and granite setts to the forecourt and carriageway opposite the Holy Cross church.

Dundrum Local Area Plan 2023 (LAP)
The proposed works are considered to be consistent with the following policies of the above LAP:

Dundrum LAP policy objective:	Response
Policy DLAP5 – Public Realm: *It is Policy that all significant new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public spaces and parks.*	The proposed scheme has been carefully designed to enhance and enlarge the pedestrian environment including planting and seating areas. Place making has been considered as part of the proposals as for example the enhanced public realm considerations to the front of Holy Cross Church.
Policy DLAP6 – Public Realm Rebalancing: *It is Policy that that there is a rebalance of available space toward pedestrians, cyclists and urban greening.*	It is considered that this policy has been addressed by enhanced cycle/active travel route facilities and the pedestrian environment as noted above.

Architectural Conservation Areas (ACAs)
The combined 'Dundrum ACA' covers a substantial proportion of Main Street included in the study as noted in Section 4 above. The character of the ACA is noted to be centred around the historic Dundrum Cross crossroads whose node will be reinforced by the public realm works. Significant structures within the study area identified in the ACA document including the Pembroke Cottages, Holy Cross Catholic Church, Maher's Terrace, Deveney's Public House, Ashgrove Terrace, The Mill House, Lynton (Ashgrove), The former Eagle Pub, Dundrum House and Terrace and Glenville Terrace. The setting of these structures will be enhanced by the public realm works as has been discussed above.

DAHG Architectural Heritage Protection Guidelines for Planning Authorities 2011
Guidance is provided in 14.4 of the above document in relation to historic street furniture and paving work as noted above. Consistency with the relevant policies in 14.4 of the document relating to and relevant to this development are addressed below:

Policy objectives	Response
Proposals to remove or relocate items of street furniture or other features should not be granted permission without consideration of all the implications.	Historic street furniture items noted within the scheme being principally the Usher Monument and granite kerbing in from of the Dundrum House Pub are proposed to be retained. It is noted that surfacing works around the Usher Monument are outside the scope of the scheme area.
Where it is proposed to pedestrianise a street in an ACA, or one that contributes to the character of a protected structure, it may be preferable that it should simply become a street without traffic rather than be converted into a new landscaped area which could adversely affect the character of protected structures or the character of an ACA.	It is proposed to retain essential one-way vehicular traffic through the village Main Street including defined footpaths with kerb edges. This will retain in principle the historic thoroughfare character of the village identified in the Fig. 5 historic photographs.

New items of street furniture, which will impact on the character of a protected structure or of an ACA, should be appropriately and sensitively designed. The design of these objects need not imitate historical styles or detailing in order to be considered acceptable. The design and location of any proposed traffic-calming measures such as ramps, bollards or traffic islands should be carefully considered.	We understand that items such as street furniture, public lighting standards, etc. will be selected at a later stage as part of detail design.

7. Recommendations and Conclusions

The DBFL Part 8 & Preliminary Design Report executive summary notes that:

"The proposed Phase 1 Dundrum Living Streets scheme seeks to deliver permanent, high-quality public realm, urban greening and accessibility improvements along Main Street and Sandyford Road in Dundrum Village, creating a safer, more attractive and people-focused environment for residents, visitors and businesses. The proposals build upon existing temporary traffic management and active travel measures and support implementation of the Dundrum Local Area Plan (LAP) 2023.

The proposal aligns with Government policy at national, regional and local level in its commitment to sustainable mobility, improved accessibility, urban placemaking and climate action. In particular, the scheme supports the Dundrum LAP 2023, Dún Laoghaire-Rathdown County Development Plan 2022–2028 and Greater Dublin Area Transport Strategy 2022–2042. Main Street and Sandyford Road are identified as Secondary Routes in the 2022 Greater Dublin Area Cycle Network Plan."

The historic significance of the development phases of Dundrum Village is originally associated with the Fitzwilliam family back to the 1300's. The later evidence of the impact of the industrial revolution and its 18th and 19th century historic primary historic development phases have been outlined in this report.

A thorough impact assessment has been prepared in relation to the public realm proposals as contained in Section 6 above. This section includes commentary on the consistency of the scheme with DLRCC development Plan and national policies.

Proposed mitigation measure and preliminary recommendations issued at the outset of the project have been substantially addressed in the final proposals. The proposals will enhance the historic village setting through high-quality public realm treatments while retaining and integrating historic features.

It is therefore put forward that the works will generally not have a negative impact on the special interest of the setting of Dundrum Village and will enhance the setting of heritage assets identified within the scheme area.



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RIAI Conservation Architect Grade I

16 November 2026

8. References

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Ball, F. E. (1903) reprinted ed (1995) A History of County Dublin, Vol. II, The H.S.P. Library, Dublin.

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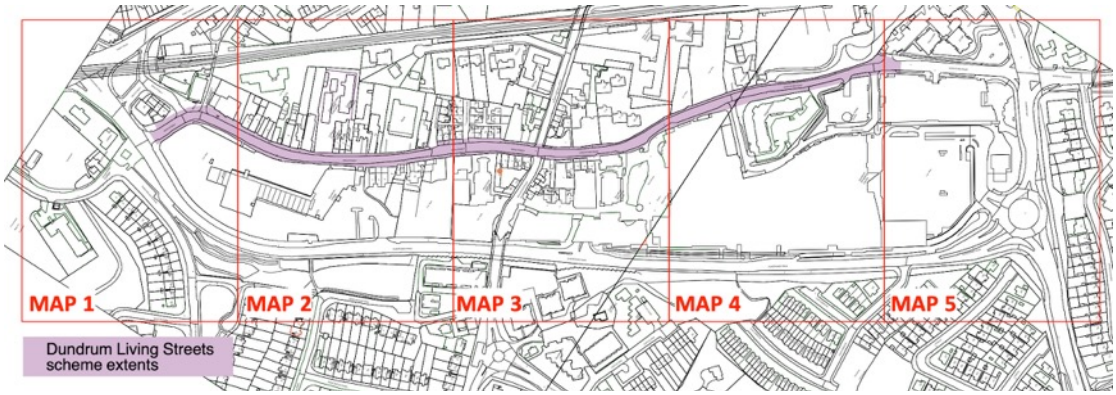
Paving - The Conservation of Historic Ground Surfaces Advice Series (2015) – DAHG

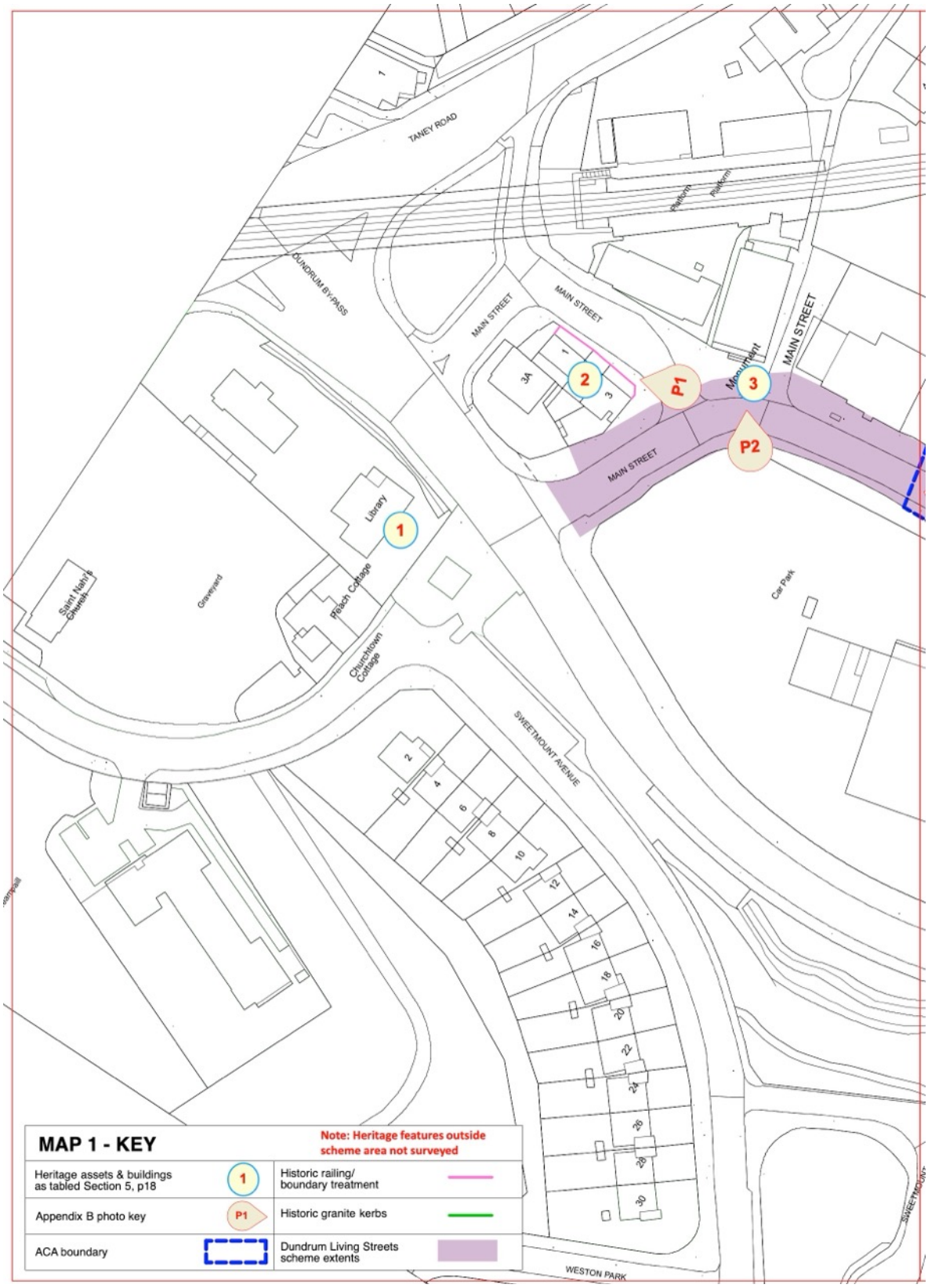
Guidelines for Cultural Heritage Impact Assessment of TII National Road and February 2024 Greenway Projects

The Buildings of Ireland (Dublin) – Christine Casey

APPENDIX A

KEY MAPS INDEX




TANEY ROAD
DUNDRUM BY-PASS
MAIN STREET
MAIN STREET
MAIN STREET
MAIN STREET
Platform
Platform
Mountpleasant
Library
Saint Nahi's Church
Graveyard
Peach Cottage
Churchtown Cottage
Car Park
SWEETMOUNT AVENUE
WESTON PARK
1
2
3
P1
P2
MAP 1 - KEY
Note: Heritage features outside scheme area not surveyed
Heritage assets & buildings as tabled Section 5, p18
Historic railing/ boundary treatment
Appendix B photo key
Historic granite kerbs
ACA boundary
Dundrum Living Streets scheme extents


MAP 2 - KEY
Note: Heritage features outside scheme area not surveyed
Heritage assets & buildings as tabled Section 5, p18
1
Historic railing/ boundary treatment
Appendix B photo key
P1
Historic granite kerbs
ACA boundary
Dundrum Living Streets scheme extents
Car Park
ES
Dundrum College of Further Education
College of Further Education
Bank
PEMBROKE COTTAGES
MAIN ST.
TK
Dundrum Village Centre
DUNDRUM BY-PASS
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
P13
P15
P16
P17
P18
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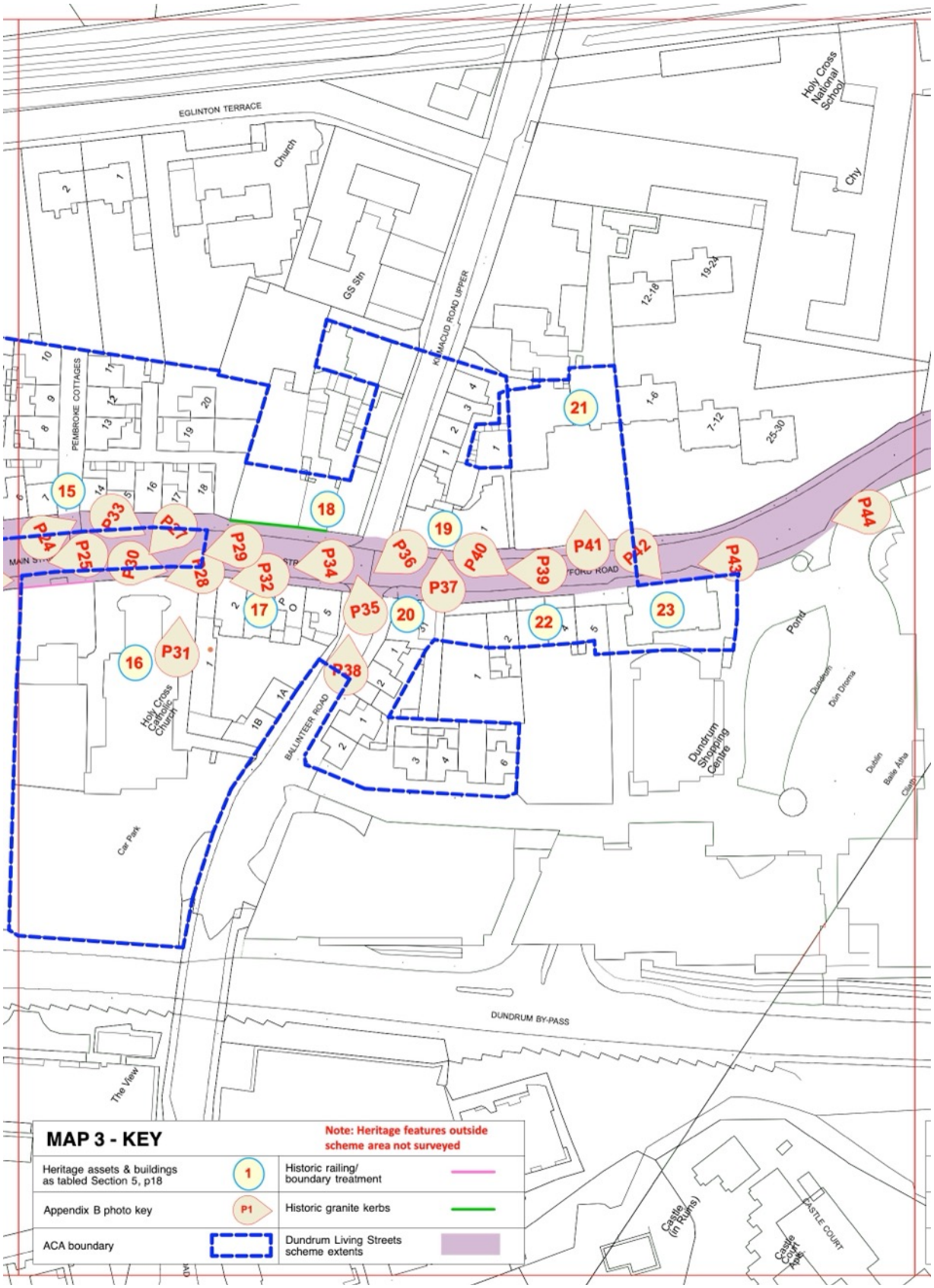
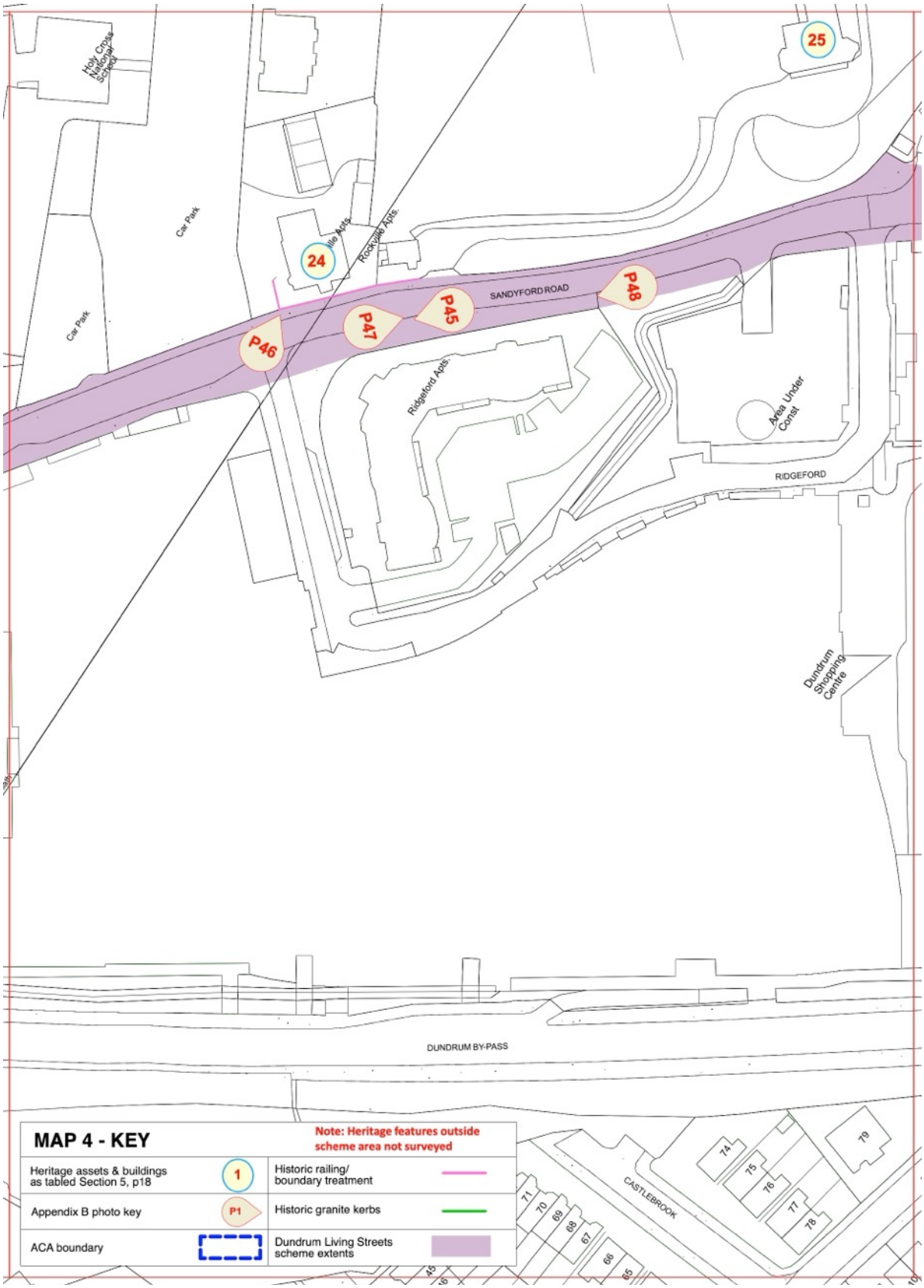
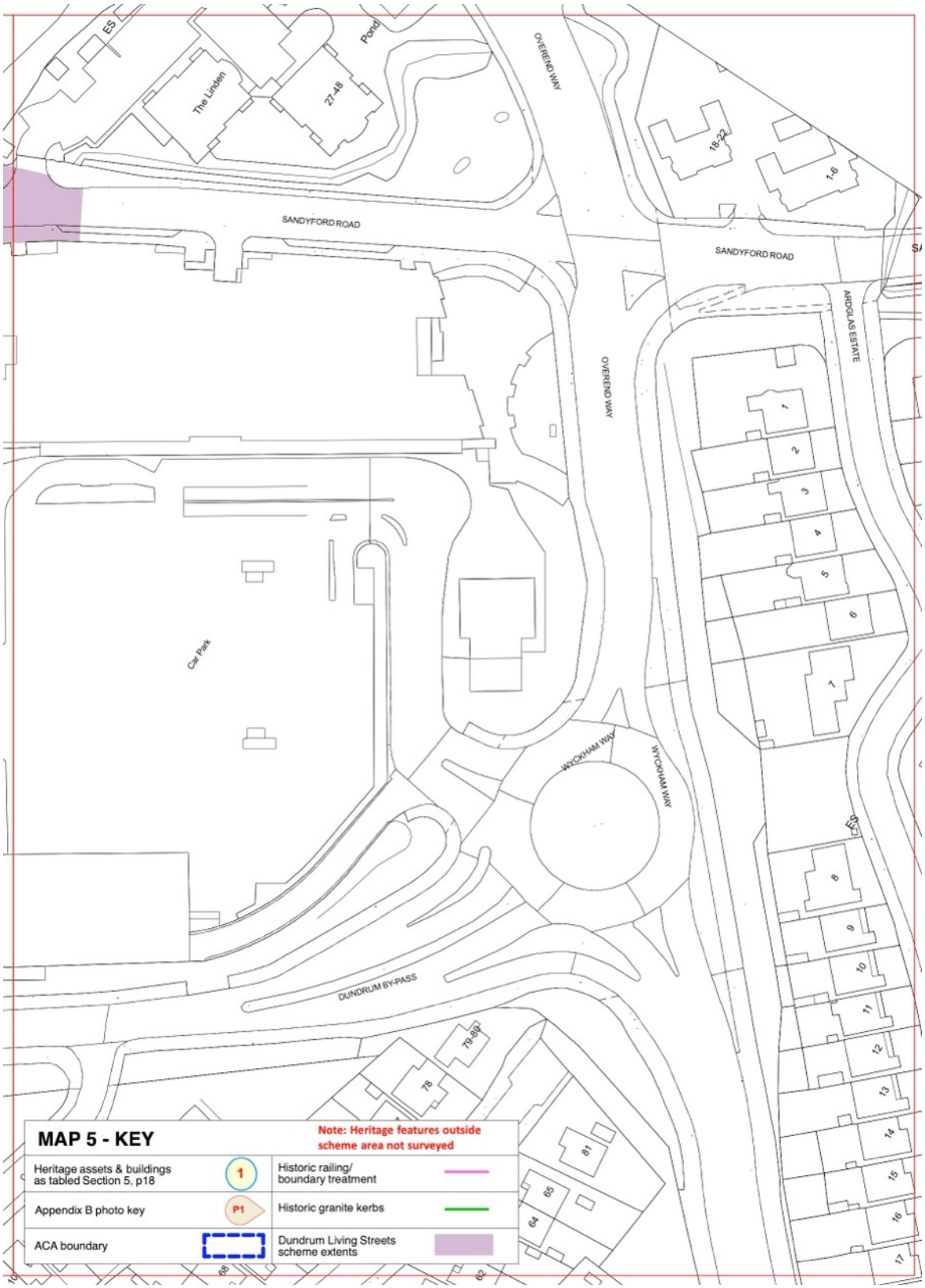

EGLINTON TERRACE
Church
GS Stn
KILMACUD ROAD UPPER
Holy Cross National School
City
PEMBROKE COTTAGES
MAIN ST
STP
FORD ROAD
P.O.
Holy Cross Catholic Church
BALLINTEER ROAD
Car Park
Dundrum Shopping Centre
Pond
Dundrum
Dun Droma
Dublin
Baile Átha Cliath
DUNDRUM BY-PASS
The View
Castle (in Ruins)
CASTLE COURT
Castle Court Apts
MAP 3 - KEY
Note: Heritage features outside scheme area not surveyed
Heritage assets & buildings as tabled Section 5, p18
1
Historic railing/ boundary treatment
Appendix B photo key
P1
Historic granite kerbs
ACA boundary
Dundrum Living Streets scheme extents


Holy Cross National School
Car Park
Car Park
Rockpile Apts.
24
25
SANDYFORD ROAD
P46
P47
P45
P48
Ridgeford Apts.
Area Under Const
RIDGEFORD
Dundrum Shopping Centre
DUNDRUM BY-PASS
CASTLEBROOK
MAP 4 - KEY
Note: Heritage features outside scheme area not surveyed
Heritage assets & buildings as tabled Section 5, p18
1
Historic railing/ boundary treatment
Appendix B photo key
P1
Historic granite kerbs
ACA boundary
Dundrum Living Streets scheme extents


ES
Pond
The Linden
27-48
OVEREND WAY
18-22
1-6
SANDYFORD ROAD
SANDYFORD ROAD
ARDGLAS ESTATE
OVEREND WAY
1
2
3
4
5
6
7
Car Park
WYCKHAM WAY
WYCKHAM WAY
ES
8
9
10
11
12
13
14
15
16
17
DUNDRUM BY-PASS
79-80
78
81
65
64
62
MAP 5 - KEY
Note: Heritage features outside scheme area not surveyed
Heritage assets & buildings as tabled Section 5, p18
1
Historic railing/ boundary treatment
Appendix B photo key
P1
Historic granite kerbs
ACA boundary
Dundrum Living Streets scheme extents

APPENDIX B

PHOTOGRAPHIC RECORD
(see photo key Appendix A above)



Photo 1: Waldermar Terrace, Main Street



Photo 2: Usher Monument Obelisk, Main Street



Photo 3: View looking north from 4-5 Main Street



Photo 4: 4-5 Main Street



Photo 5: 6 Main Street



Photo 6: 8-9 Main Street and road crossing viewed from Old Shopping Centre car park



Photo 7: View north from 10 Main Street



Photo 8: View north including 10 Main Street and recent public realm interventions



Photo 9: Public realm post boxes at Old Shopping Centre car park boundary



Photo 10: View north capturing Main Street and Old Shopping Centre car park



Photo 11: View of Main Street public realm interventions and Old Shopping Centre car park



Photo 12: Public realm works and boundary wall treatment to front of DCFE premises



Photo 13: Pembroke Terrace, Main Street





Photo 14: Detail of steps to Pembroke Terrace and 14-15 Main Street on public footpath



Photo 15: Daisyville" (Former Joe Daly Cycles) adjoining Old Shopping Centre ramps



Photo 16: Glenville Terrace, Main Street and boundary treatment



Photo 17: View north from PTSB premises



Photo 18: View north from PTSB premises



Photo 19: View north from Credit Union



Photo 20: 13 & 13a Main Street – former dwelling extended forward as separate commercial premises



Photo 21: View north from Credit Union



Photo 22: View south along Pembroke Cottages



Photo 23: Detail of steps to Pembroke Cottages on public footpath



Photo 24: Pembroke Cottages and public realm works opposite Holy Cross Roman Catholic Church



Photo 25: Pembroke Cottages and public realm works opposite Holy Cross Roman Catholic Church



Photo 26: Bus shelter to retained section of boundary treatment to Holy Cross Roman Catholic Church



Photo 27: Public realm works to front of Holy Cross Roman Catholic Church



Photo 28: Permeable boundary treatment to front of Holy Cross Roman Catholic Church



Photo 29: Pembroke Cottages and public realm works opposite Holy Cross Roman Catholic Church



Photo 30: Church notice board and trees to north gable of Maher's Terrace, Main Street



Photo 31: Pedestrian route through church grounds linking to Main Street



Photo 32: Pembroke Cottages and public realm works viewed from Maher's Terrace



Photo 33: Maher's Terrace, Main Street



Photo 34: Maher's Terrace and Dundrum House looking north



Photo 35: Dundrum House and terrace (northeast corner of Village Crossroads)



Photo 36: Maher's Terrace/Campbell's Corner (northwest corner of Village Crossroads)



Photo 37: Former Eagle Pub, Kilmacud Road Upper/southeast corner of Village Crossroads



Photo 38: Former Eagle Pub & 54 Main Street/east corners of Village Crossroads



Photo 39: View from Sandyford Road south of Village Crossroads



Photo 40: Ashgrove Terrace, Sandyford Road



Photo 41: Lynton (Ashgrove), now Flyefit Sandyford Road



Photo 42: The Mill House, Sandyford Road



Photo 43: The Mill House, Sandyford Road looking north



Photo 44: Sandyford Road looking north from Dundrum Shopping Centre



Photo 45: View north from Rockville, Sandyford Road



Photo 46: Rockville, Sandyford Road



Photo 47: View south along Sandyford Road at Herbert Hill



Photo 48: View north along Sandyford Road at Herbert Hill