

Dundrum Living Streets

Part 8 Application, Planning Report

Dún Laoghaire-Rathdown County Council

18 November 2026

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Planning | Environment | Economics

dlr Comhairle Contae County Council

DBFL CONSULTING ENGINEERS

Document status					
Job Number: 2371					
Job Title: Dundrum Living Streets					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
0.1	Draft for Review	LC	RH	RH	22/09/26
1.0	Draft for Issue	LC	HF	RH	27/10/26
2.0	Final	LC	HF	RH	18/11/26
2.1	Final – Rev 1	LC	HF	RH	18/11/26

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ABBREVIATIONS

AA	Appropriate Assessment
ABTA	Area Based Transport Assessment
ACA	Architectural Conservation Area
ABP / ACP	An Bord Pleanála / An Coimisiún Pleanála
CAP	Climate Action Plan
CDM	Cycle Design Manual (NTA, 2023)
CDP	Dún Laoghaire-Rathdown County Development Plan 2022-2028
CYCLOPS	Cycle Optimised Protected Signals (protected signalised junction)
DLAP	Dundrum Local Area Plan 2023
DLRCC	Dún Laoghaire-Rathdown County Council
DMURS	Design Manual for Urban Roads and Streets
EcIA	Ecological Impact Assessment
EIA / EIAR	Environmental Impact Assessment / Report
EMRA	Eastern and Midland Regional Assembly
GDA	Greater Dublin Area
GDA CNP	Greater Dublin Area Cycle Network Plan 2022
KDA	Key Development Area (Dundrum LAP)
LAP	Local Area Plan
MASP	Metropolitan Area Strategic Plan
MCA	Multi-Criteria Analysis
MTC	Major Town Centre (land use zoning objective)
NIFTI	National Investment Framework for Transport in Ireland
NIS	Natura Impact Statement
NPF	National Planning Framework
NPO	National Policy Objective
NSMP	National Sustainable Mobility Policy
NSO	National Strategic Outcome
NTA	National Transport Authority
OSC	Old Dundrum Shopping Centre (Key Development Area)
RMP	Record of Monuments and Places
RPO	Regional Policy Objective

RPS	Record of Protected Structures
RSES	Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031
SLO	Specific Local Objective
SuDS	Sustainable Drainage Systems

1. INTRODUCTION

1.1 Purpose of Report

This Planning Report has been prepared by MacCabe Durney Barnes on behalf of Dún Laoghaire-Rathdown County Council (DLRCC) in respect of the proposed Phase 1 of the Dundrum Living Streets Project. The proposed scheme forms Phase 1 of the wider Dundrum Living Streets project and comprises a defined package of permanent public realm and accessibility improvements along Main Street and Sandyford Road. Phase 1 (shown in green in Figure 1 below) comprises two street sections, Main Street (c. 417m) and the northern part of Sandyford Road (c. 385m), a total of c. 802m and facilitates the provision of high-quality street furniture, cycle parking, and both ornamental planting and planting to support Sustainable Drainage Systems along the route. The proposed works are located primarily on existing streetscape and adjoining made ground.

The scheme passes through Dundrum Town, providing access to a wide range of local services and amenities, including Dundrum Library, Dundrum Village Centre, Lidl, the Churchtown School of Music, the Dundrum School of Motoring and Ashfield College for the residential neighbourhoods surrounding the town. At Ballinteer Road, the proposed route intersects with the DLR Connector, a further 8.5km walking, cycling and public realm improvement scheme proposed to connect neighbourhoods and villages across Dún Laoghaire-Rathdown which is proposed along the Ballinteer Road. The project has been designed in accordance with the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 and the Greater Dublin Area Cycle Network Plan 2023.



Figure 1: Overview of proposed Dundrum Living Streets project and adjoining scheme areas. *(Source: DBFL).*

1.2 Aim of Report

The Part 8 application is being pursued by Dún Laoghaire – Rathdown County Council. The proposed development has been subject to EIA and AA Screenings which concluded that the project did not require the preparation of a full Environmental Impact Assessment Report or a Natura Impact Statement. This report has been prepared to address the likely consequences for the proper planning and sustainable development of the area and has been structured to assess the relevant project and environmental criteria as follows:

- Description of Site and Surrounding Area
- Description of the Proposed Development
- Planning Policy
- Conclusions

1.3 Qualification

This Planning Report has been prepared by Richard Hamilton, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with over 28 years' experience in public and private sectors in Ireland including the preparation of EIA and EIA Screening for infrastructure, commercial and residential development projects. He has an MSc in Town and Country Planning from Heriot-Watt University, Edinburgh and a Post Graduate Diploma in Environmental Monitoring Assessment and Engineering (EMAE) from Trinity College Dublin. He is a member of the Irish Planning Institute (IPI) and the Royal Town Planning Institute (RTPI).

Richard has prepared a number of EIARs and planning reports for Transport Projects including the Glenamuck District Road Scheme 2019 (DLR Co. Co.), M1 Motorway Service Areas, NRA (2010/2011) and Dublin Airport, Northern Parallel Runway (2005 – 2007); and EIAR Screening Reports for Active Travel Schemes including Cabinteely Greenway Part 8, Deansgrange Part 8 (DLR Co Co. 2022/23) Clonegall - Kildavin, Trail & Bridge scheme, Co. Carlow (2022/23) and Belmayne Main Street and Belmayne Avenue EIAR Screening, 2018 (Dublin City Council). Prior to MacCabe Durney Barnes, his roles include Director with KPMG Future Analytics, a Director of Planning at RPS and an Associate with Colin Buchanan and Partners.

1.4 Summary Description of the Proposed Scheme

The proposed Phase 1 of the Dundrum Living Streets project comprises two street sections through the core of Dundrum Major Town Centre, extending to an approximate total distance of c. 802m. The sections are numbered 1 and 2, running from the Dundrum Bypass junction south along Main Street and Sandyford Road, as follows:

- **Section 1 – Main Street** runs from the Dundrum Bypass entrance to Dundrum Village in the north to the Dundrum Crossing signalised junction at Ballinteer Road / Kilmacud Road (which forms part of the separate proposed DLR Connector Active Travel Scheme).
- **Section 2 – Sandyford Road** runs from the Dundrum Crossing signalised junction at Ballinteer Road / Kilmacud Road (forming part of the separate DLR Connector Active Travel Scheme) past the pedestrian entrance to the Dundrum Shopping Centre from Sandyford Road, through to the entrance to the Riversdale Apartment complex (to the east) and the Overend House office and retail units (to the west).

Both sections lie within Dundrum Major Town Centre and the Dundrum Architectural Conservation Area. Adjoining projects identified in Figure 1, including the upgrade of the Dundrum Bypass / Wyckham Way roundabout and the Sandyford Road / Wyckham Way / Overend Avenue junction do not form part of this Part 8 scheme and are to be progressed separately.

1.5 Overall Benefits of the Scheme

Dún Laoghaire-Rathdown County Council proposes to develop the Dundrum Living Streets scheme to make permanent, and build upon, the interim mobility and public realm measures introduced on Main Street and Sandyford Road in 2020, and to secure the walking and cycling network through the core of Dundrum Major Town Centre. The scheme implements Objectives T2 and, in part, T8 of the Dundrum Local Area Plan 2023, which derive from the Dundrum Area Based Transport Assessment (ABTA), and delivers the "public realm upgrade of Main Street" identified as the Council's overall strategy for Dundrum in Table 7.2 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028. Main Street and Sandyford Road form part of a 'Secondary' route in the Greater Dublin Area Cycle Network Plan.

The proposed works will deliver a permanent, high-quality streetscape with a segregated contra-flow cycle track, wider footpaths, upgraded crossings, seating, cycle parking, tree planting and SuDS planting along c. 802m of the streets at the heart of the town. Its goals include:

- Improving connectivity and permeability for walking and cycling between the residential neighbourhoods of Dundrum, Main Street, Dundrum Town Centre, Holy Cross National School and the Dundrum Luas and bus interchange;
- Rebalancing street space towards pedestrians, cyclists and urban greening, in line with the Dundrum Local Area Plan;
- Safer routes to school and improved access for people of all ages and abilities;
- Reducing car reliance and supporting the '10-minute neighbourhood' concept and national and county climate action targets;
- Enhancing the setting of the Dundrum Architectural Conservation Area and the vitality of Main Street businesses; and
- Integrating with the DLR Connector, Dundrum Bus Gate / Bus Layover and Public Realm & Plaza – East/North of Waldemar Terrace schemes to deliver a coherent active travel and public realm network.

The scheme will encourage people to walk and cycle for everyday local trips to shops, services, school and public transport.

2. EXISTING AND PROPOSED ROUTE ALIGNMENT

2.1 General Site and Area Description

The proposed Phase 1 of the Dundrum Living Streets project will upgrade the existing streets through the core of Dundrum, Main Street (Section 1) and the northern part of Sandyford Road (Section 2). The area is predominantly urban in nature, characterised by the existing village high street, the adjoining Dundrum Town Centre and the residential neighbourhoods and apartment complexes served by Sandyford Road. The two sections meet at Dundrum Cross, which forms part of the DLR Connector Active Travel Scheme. Each section is described below.

2.2 Existing and Proposed Route Sections

The route is described from north to south. It begins at the Main Street / Dundrum Bypass signalised junction, at the northern entrance to Dundrum Village, and runs c. 417m along Main Street through the historic core of the town to Dundrum Cross, where it meets the Ballinteer Road / Kilmacud Road Upper axis of the DLR Connector Active Travel Scheme. It continues c. 385m along Sandyford Road, past the pedestrian entrance to Dundrum Town Centre, the Sandyford Road car park and the Ashgrove Court and Herbert Hill apartments, to its terminus at the entrance to the Riversdale Apartments and Overend House.

The proposed scheme comprises the transition of the existing interim layout on Main Street and the northern end of Sandyford Road to a permanent public realm scheme. It has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS, 2019) and the NTA Cycle Design Manual (2026) and is consistent with the Dún Laoghaire-Rathdown County Development Plan 2022-2028, the Dundrum Local Area Plan 2023 and the Greater Dublin Area Cycle Network Plan. The works are primarily confined to the existing public road corridor and adjoining hard-landscaped areas, and no new roads or land-take from private property are proposed.

2.2.1 Section 1 – Main Street

The Main Street section of the proposed route is approximately 417m in length and runs from the Dundrum Crossroads (Main Street / Sandyford Road / Kilmacud Rd Upper / Ballinteer Rd) signalised junction to the Dundrum Bypass / Main Street junction in the north. This section comprises the main street for Dundrum Village, with existing high street businesses, retailers, restaurants and services along both sides.

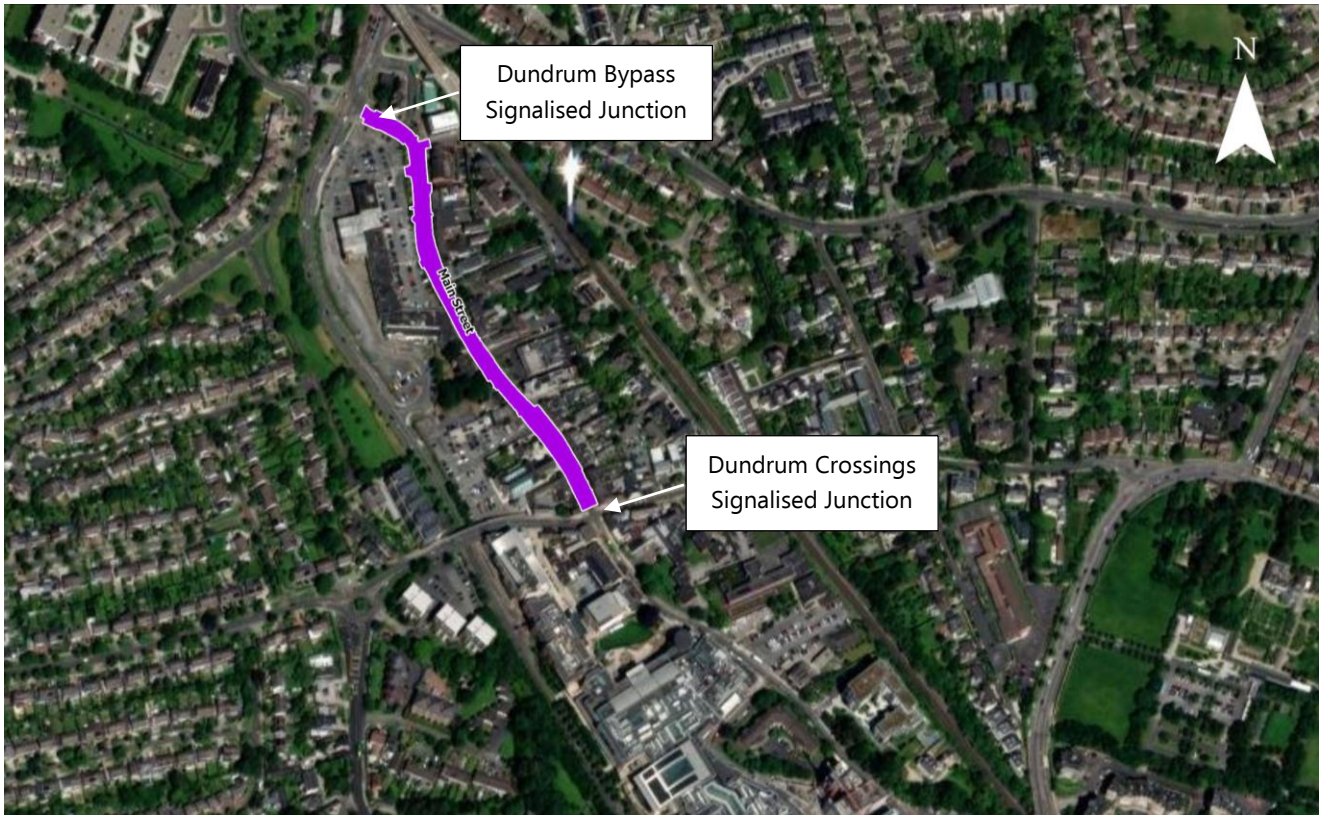

Figure 2: Section 1 – Main Street. *(Source: MDB, 2026).*



Figure 3: Entrance to Main Street from Dundrum Bypass, facing southeast. *(Source: MDB, September 2026)*

On the eastern side, Rosemont Family Centre is accessible from the northern entrance to Main Street from the Dundrum Bypass, with additional office space located in the five-storey Usher House to the rear of the Dundrum Luas bus stop (ID: 2825). In terms of existing pedestrian and cycling infrastructure, pedestrian access to the Green Luas Line is made via the laneway and stairs adjoining Usher House. A segregated cycling lane is provided on the eastern side of the street, with additional cycle markings within the northbound vehicular lane. Footpaths

for pedestrians are accessible on both sides of the street, with expanded areas of paving on the western side of the street to accommodate benches, on street dining and planter boxes.



Figure 4: Cycling and pedestrian infrastructure along Main Street at Usher House facing northeast and Rosemont Family Centre across from Village Centre, facing north. *(Source: MDB, September 2026).*

The Village Centre (Old Dundrum Shopping Centre) retail units are located on the western side, anchored by Lidl on the southern end and adjoined by a large car parking area. Other retailers within the shopping mall include Polonez, Dealz, and Reads, with food and beverage options including Insomnia and Apache Pizza and a range of local services including the Dundrum Post Office.



Figure 5: Cycling and pedestrian infrastructure along Main Street across from Village Centre, facing southeast and view of interior car park / shops within Village Centre. *(Source: MDB, September 2026).*




Figure 6: Cycling and pedestrian infrastructure along Main Street at entrance to Dundrum College facing southeast and retail shops on eastern side of street facing northeast. *(Source: MDB, September 2026).*

A range of financial businesses span the eastern side of the street, including Bank of Ireland, EBS, AIB, PTSB and Capital Credit Union branches. Dublin College Dundrum (former Dundrum College of Further Education) is also accessible from the eastern side of the street, across from Lidl. Local health services include Dundrum Dental Surgery, TMB Travel Health Clinic, Dental Care Ireland, Ciaran Bent GP, Clifford Dental Care and Haven Pharmacy. A number of charity shops are also identified on site, including Oxfam and The Dundrum Village Charity Shop, along with a range of small retailers. Ryan's Dundrum House pub, Essence Patisserie and Falafel Dundrum cater to local residents on this side of the street.

Beyond the Village Centre, additional retailers include Daybreak and Campbell's Corner. Health services on the west side of the street include Mulvey's Pharmacy, Dr Acupuncture Dundrum, and Havana Laser Clinic. Holy Cross Church is also served from this section of the route, with additional parking located to the rear of the church in the Blue Car Park.




Figure 7: Cycling and pedestrian infrastructure along Main Street at retail shops across from Permanent TSB Car Park facing southeast and at entrance to Blue Car Park, facing northeast. *(Source: MDB, September 2026).*



Figure 8: Cycling and pedestrian infrastructure along Main Street across from Holy Cross Church, facing southwest and northeast. *(Source: MDB, September 2026).*

This section of the route terminates at the Ballinteer Road / Kilmacud Road Upper junction, with access to the proposed DLR Connector Active Travel Route and beyond to Sandyford Road and Dundrum Shopping Centre.



Figure 9: Terminus of Main Street section of route into Dundrum Crossings intersection, facing southeast and northeast. *(Source: MDB, September 2026).*

2.2.2 Section 1 – Proposed Works

The proposed works on Main Street retain the layout of the street as it has operated since the temporary measures were introduced in 2020 and transition it to a permanent public realm scheme. The one-way northbound arrangement for general traffic is retained from Dundrum Cross to the Old Dundrum Shopping Centre access, as is the existing two-way operation over the northern c. 90m of the street to the Dundrum Bypass junction, with existing bus routes and stops, on-street parking, loading bays and servicing access maintained. The segregated southbound contra-flow cycle track is retained and upgraded along the full length of the street, with northbound cyclists continuing to share the traffic lane with general traffic, and the existing footpaths and pedestrian crossings are retained and enhanced. The temporary materials are replaced with high-quality paving, landscaping, seating, cycle parking and streetscape improvements in accordance with Objective T2 of the Dundrum LAP, with tree planting and SuDS planting provided where feasible to connect to the mature tree line on Sandyford Road in line with Objective PR3.

The traffic lane is approximately 3.2m wide and the contra-flow cycle track approximately 2m wide. The majority of on-street parking is retained, the existing accessible parking space is relocated and additional EV charging and age-friendly parking spaces are provided, and cycle parking is increased from 9 to 12 stands. A new plaza is created in front of Holy Cross Church, with a distinctive paving treatment extending across the carriageway, circular paving reflecting the church forecourt, seating, landscaping and tree planting with delineation of pedestrian, cycle and vehicular areas. The three existing ash trees at the northern end of the street are to be removed and replaced with alternative street tree species, and the undergrounding of the overhead ESB lines is being investigated with ESB Networks, with public lighting moved from the ESB poles onto independent columns.

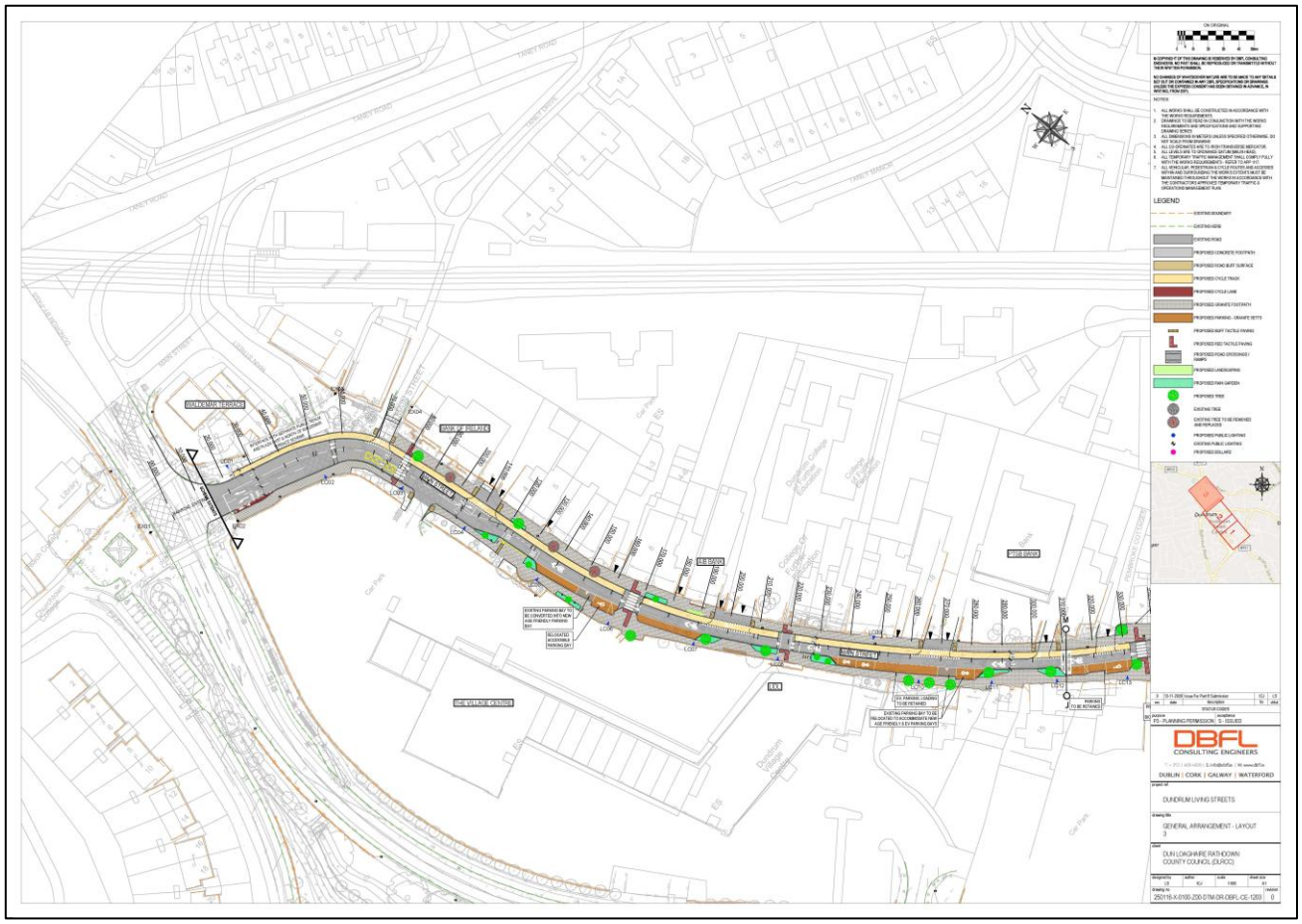

Figure 10: Dundrum Living Streets, Section 1 – Main Street. *(Source: DBFL)*

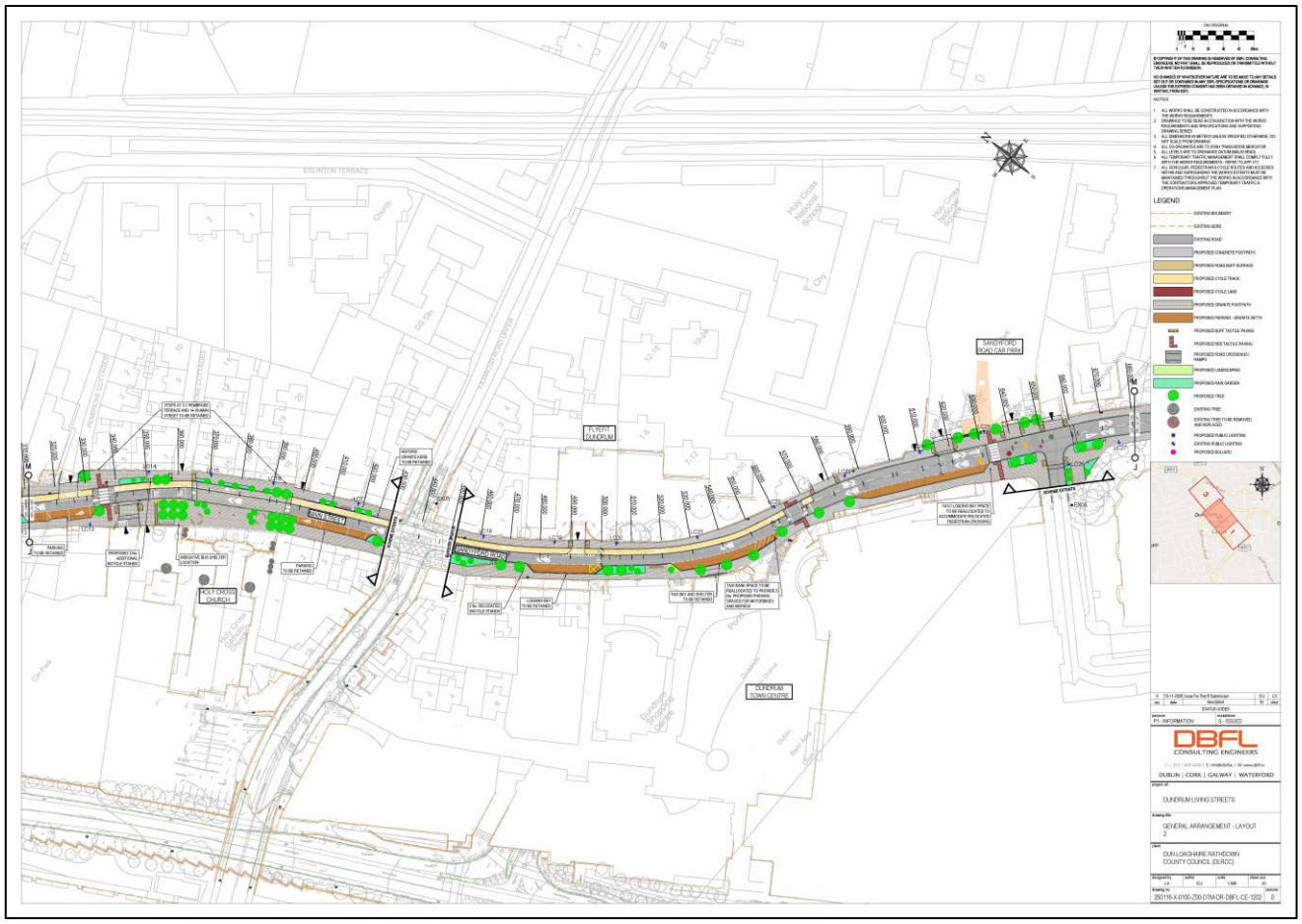

Figure 11: Dundrum Living Streets, Sandyford Road / Main Street Junction (Dundrum Cross). *(Source: DBFL)*

2.2.3 Section 2 – Sandyford Road

The Sandyford Road section of the proposed route is approximately 385m in length and runs from the Riversdale Apartments entrance to the south toward the Dundrum Crossings (Main Street / Sandyford Road / Kilmacud Rd Upper / Ballinteer Rd) signalised junction where the link in with the DLR Connector Active Travel route is proposed.

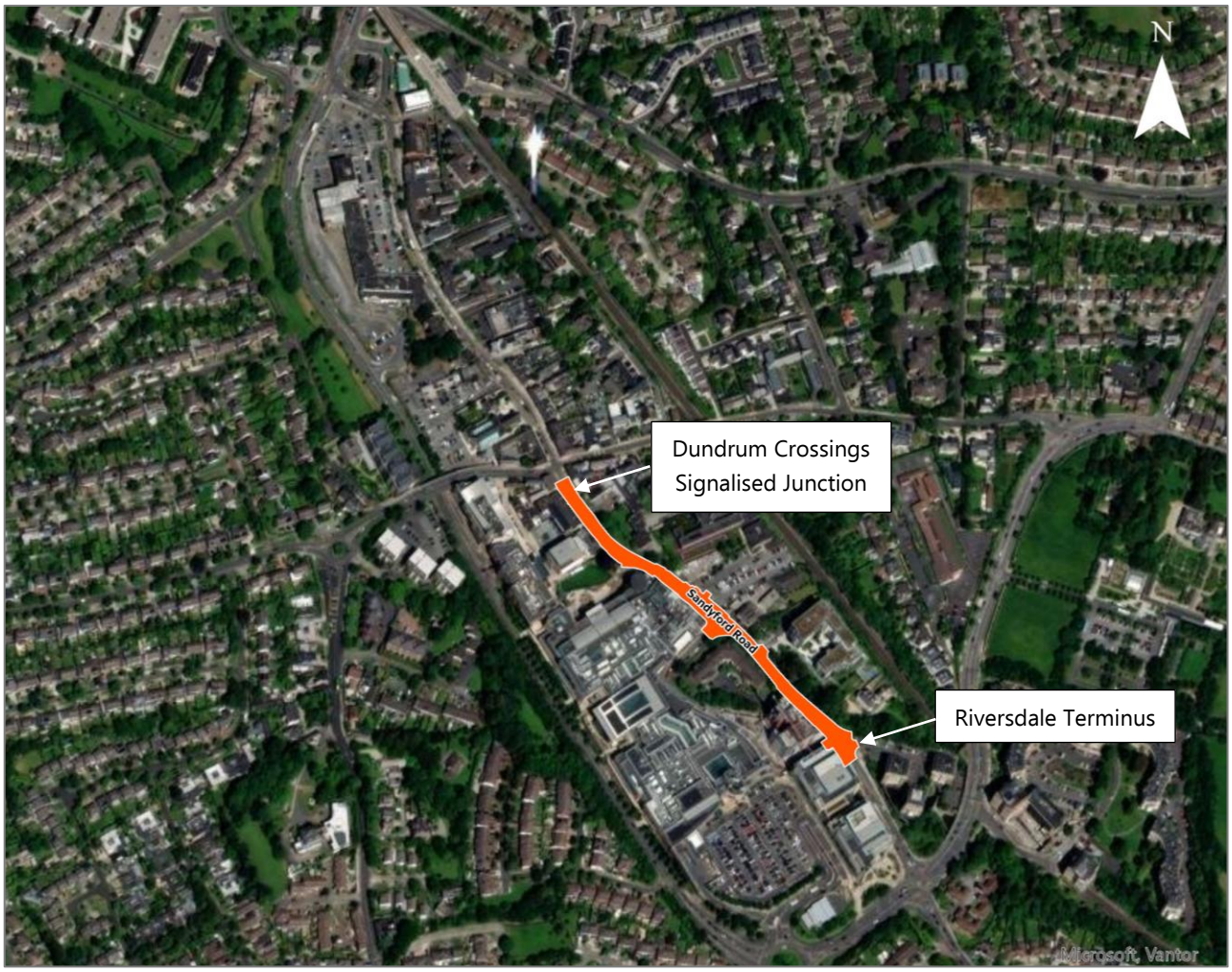

Figure 12: Section 2 – Sandyford Road. *(Source: MDB, 2026).*



Figure 13: View of entrance to Sandyford Road from junction at Ballinteer Road / Kilmacud Road, facing southeast and southwest. *(Source: MDB, September 2026).*

This section of the route comprises the primary pedestrian access to the Dundrum Shopping Centre from Sandyford Road, with additional high street businesses, residential areas and apartment complexes as well as surface and multi-storey car parking areas along both sides. A segregated cycling lane is provided on the western side of the street from the Dundrum Crossing signalised junction toward the south which terminates at the pedestrian access to Dundrum Shopping Centre. Dual lane traffic is restored from this point toward the signalised junction at Wyckham Way. Footpaths for pedestrians are accessible on both sides of Sandyford Road and continue for the entire length of the route.



Figure 14: Cycling and pedestrian infrastructure along Sandyford Road at pedestrian entrance to Dundrum Shopping Centre, facing southwest and west. *(Source: MDB, September 2026).*

The Sandyford Road surface car park is accessible from the eastern side of the route, just beyond the retail core. A number of apartment complexes also adjoin from this section of the route, including Ashgrove Court and Herbert Hill on the eastern side and the newly completed Ironworks Apartments within Dundrum Shopping Centre on the western side, with access to the Dundrum Car Park possible from this location. Holy Cross School is also located to the rear of Ashgrove Court on the eastern side of the street; however, primary access to the school is via Kilmacud Road rather than Sandyford Road.



Figure 15: Cycling and pedestrian infrastructure along Sandyford Road at entrance to Sandyford Road Car Park facing southwest and northeast. *(Source: MDB, September 2026).*



Figure 16: Cycling and pedestrian infrastructure along Sandyford Road across from Herbert Hill apartments facing southeast and entrance to the Ironworks apartments facing southwest. *(Source: MDB, September 2026).*

The Sandyford Road section of the route terminates at the entrance to the private Riversdale Apartment complex on the eastern side of the street and the Overend House office and retail units to the western side, including Smiles Dental and Big Bang Comics. Access to the R117 / R826 Junction is possible further to the south.



Figure 17: Terminus of Sandyford Road section of route, with view of entrance to Riversdale Apartments facing southeast and Overend House facing southwest. *(Source: MDB, September 2026).*

2.2.4 Section 2 – Proposed Works

The proposed works on Sandyford Road follow the existing arrangement of the street from Dundrum Cross toward the south. At the northern end of the route the single northbound traffic lane and the segregated southbound contra-flow cycle track are retained and made permanent, with the footpaths and paving on both sides upgraded as part of the wider public realm scheme. From the pedestrian entrance to Dundrum Shopping Centre toward the Sandyford Road car park and the apartment complexes beyond, the street continues to operate as a two-way carriageway shared by cyclists and general traffic, with the carriageway narrowed, footpaths widened and on-street parking retained where practicable. This reflects the finding of the ABTA that there is not enough space through this section of the street to provide segregated cycle facilities while maintaining access for vehicles and footpaths of an adequate width, and it delivers the reduced carriageway

widths, wider footpaths and public realm improvements sought for North Sandyford Road under Objective T8 of the Dundrum LAP.

The scheme terminates at the entrance to the Riversdale Apartments and Overend House, where it ties into the existing two-way arrangement of the street to the south. The two-way segregated cycle track between this point and the Sandyford Road / Wyckham Way / Overend Avenue junction, also sought by Objective T8, does not form part of this scheme and is to be progressed separately. The existing pedestrian crossings within the section are upgraded and existing bus services and stops are retained, while the footpaths and public realm are finished in high quality materials with additional landscaping and tree planting where space allows, strengthening the existing line of mature trees along Sandyford Road. At the Sandyford Road car park entrance, school zone measures are incorporated and the existing pedestrian crossing is relocated to align with the new footpath through the centre of the car park, providing a more direct route to Holy Cross National School. Parking bays for motorcycles and mopeds are provided outside the Dundrum Town Centre entrance, and the four existing cycle stands on Sandyford Road are retained.

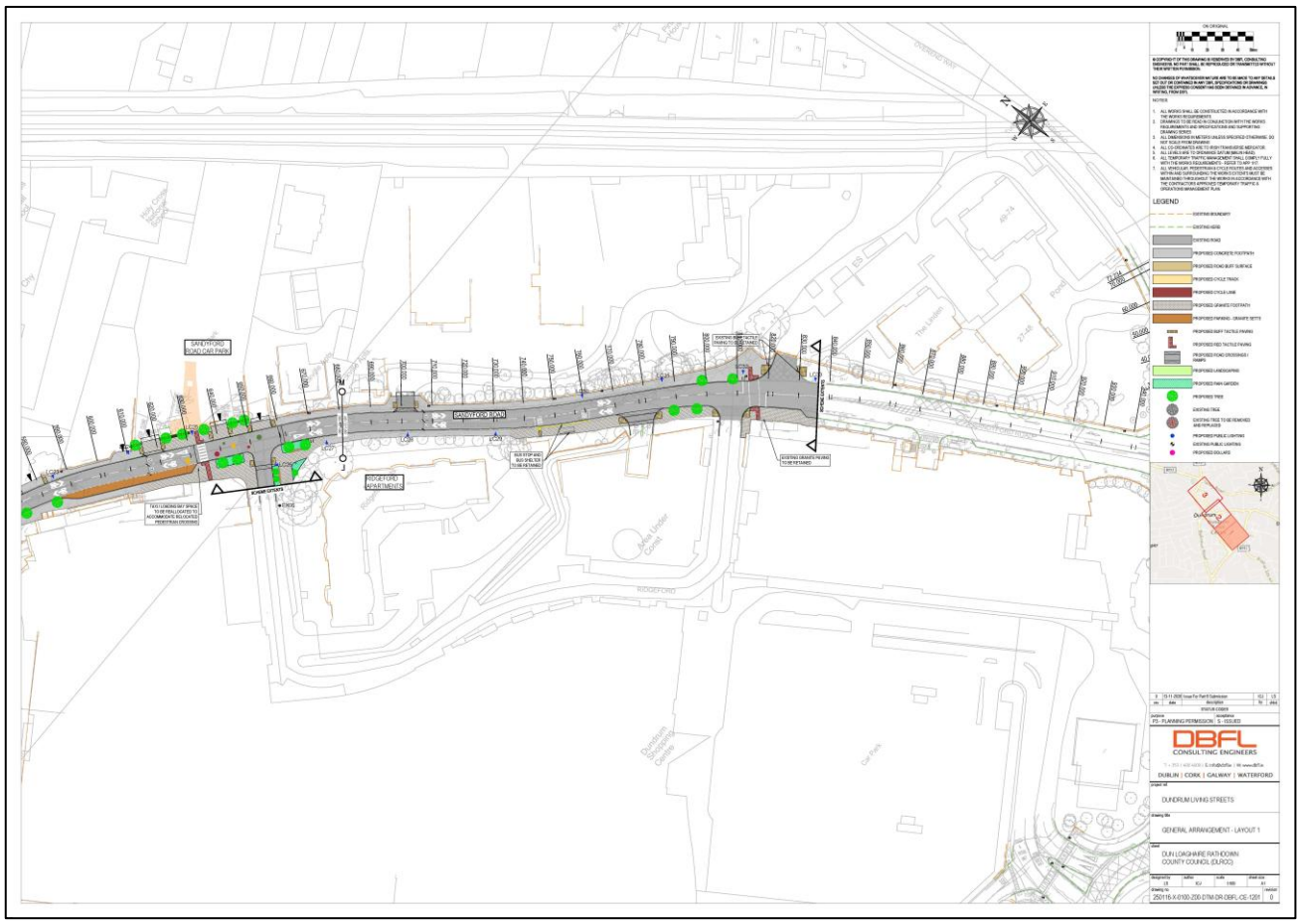

Figure 18: Dundrum Living Streets, Section 2 – Sandyford Road*. (Source: DBFL)*

3. PLANNING POLICY

This chapter sets out the national, regional and local planning policy context for the proposed scheme and the response of the scheme to each. The Dún Laoghaire-Rathdown County Development Plan 2022-2028 (including Proposed Variation No. 1 and the Dundrum Area Based Transport Assessment) is addressed in Section 3.3 and the Dundrum Local Area Plan 2023 separately in Section 3.4. Other County strategies are addressed in Sections 3.4.8 to 3.4.12, and planning permissions and related schemes in Section 3.5.

3.1 National Policy

3.1.1 Project Ireland 2040 – National Planning Framework (NPF) First Revision April 2025

The Government of Ireland has developed a strategic framework called Project Ireland 2040 National Planning Framework (NPF) to direct development and investment. The NPF aims to establish a common vision and a set of goals for every community to guide the growth and development of Ireland until 2040. These goals are called National Strategic Outcomes (NSOs) which are further articulated through National Policy Objectives (NPOs). The following NSOs and NPOs that are related to the proposal and are accompanied by a statement that explains how the Proposed Scheme aligns with them:

- **NSO 4 Sustainable Mobility** – "*In line with Ireland's Climate Action Plan 2024 and National Sustainable Mobility Policy, we need to progressively change the way we travel, by reducing our car usage to the extent possible, and increasing the number of journeys* taken by sustainable modes of transport, namely walking, cycling and public shared transport."
- **National Policy Objective 20** – "*In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.*"
- **National Policy Objective 36** – "*Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.*"
- **National Policy Objective 37** – "*Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.*"
- **National Policy Objective 93** – *"Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions."*

Proposed Scheme Response:

The proposed scheme is aligned with these objectives. It provides safe and convenient alternatives to the car within an existing Major Town Centre, improving walking and cycling access to the shops, services, school and the Luas and bus interchange in Dundrum. It supports compact growth and the regeneration of the town centre (NPO 20), promotes physical activity and public health (NPO 36 and NPO 37) and contributes to improved air quality through modal shift and urban greening (NPO 93).

3.1.2 National Investment Framework for Transport in Ireland (NIFTI)

NIFTI is the Department of Transport's framework for prioritising investment in the land transport network in support of the NPF. It is guided by four investment priorities (decarbonisation; protection and renewal; mobility of people and goods in urban areas; enhanced regional and rural connectivity) and establishes a Modal Hierarchy with active travel first, then public transport, then private vehicles and an Intervention Hierarchy of maintain, optimise, improve and new. NIFTI notes that the attractiveness of active travel *"is dependent on infrastructure for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points"*. The National Development Plan 2021-2030 (as reviewed) provides the capital investment programme for Project Ireland 2040, including a dedicated Sustainable Mobility strategic outcome and the Government commitment to invest c.€1 million per day in walking and cycling infrastructure, including Safe Routes to School.

Proposed Scheme Response:

The scheme sits at the top of the NIFTI Modal Hierarchy and applies the Intervention Hierarchy by optimising and improving the existing street network, making interim measures permanent and reallocating road space, rather than providing new roads. The project supports decarbonization by encouraging a shift to cycling as a low-carbon transport option, protection and renewal by upgrading existing infrastructure, mobility of people and goods in urban areas by reducing traffic congestion and improving urban transport. The MCA used to select the preferred scheme was based on NIFTI and the Transport Appraisal Framework, and the scheme is a candidate for NTA active travel funding under the NDP.

3.1.3 National Sustainable Mobility Policy (2022)

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel and public transport, with the aim of making sustainable modes the most attractive choice for daily travel and delivering 500,000 additional daily active travel and public transport journeys by 2030. Goals of relevance to the scheme include Goal 1 (improve mobility safety), Goal 3 (expand the availability of sustainable mobility in the metropolitan areas), Goal 5 (encourage people to choose sustainable mobility over the private car), Goal 7 (design infrastructure according to Universal Design principles and the Hierarchy of Road Users model) and Goal 9 (better integrate land use and transport planning). Action 56 of the accompanying Action Plan commits to *"Fund local authorities to upgrade existing active travel infrastructure to meet safety, permeability and design standards"*.

Proposed Scheme Response:

The scheme upgrades existing interim active travel infrastructure to permanent, safety- and design-compliant standards (Action 56), secures segregated cycling provision within the Dublin metropolitan area (Goal 3) and has been designed in accordance with the Hierarchy of Road Users and universal design principles (Goal 7). Its objectives derive from the Dundrum ABTA prepared with the Dundrum LAP, an example of the integrated land use and transport planning sought by Goal 9.

3.1.4 National Cycle Network Plan (2024) and CycleConnects

The National Cycle Network Plan was published on 10 January 2024. The policy document outlines Ireland's national plan to develop a cycling network of approximately 3,500km that will link over 200 settlements and 2.8 million people nationally. The network will also link to transport hubs, centres of education, employment and leisure CycleConnects is the NTA's plan for urban and county cycle networks outside the Greater Dublin Area. Policies of relevance include increasing the number of cycle trips by providing safe and attractive infrastructure (1.1), supporting the development of walking and cycling culture in Ireland (2.2) integrating with existing and

proposed cycle infrastructure including safe routes to schools (3.3) and promoting infrastructure that is fully accessible to all users regardless of age or ability (4.3).

Proposed Scheme Response:

Main Street and Sandyford Road are urban 'Secondary' routes in the Greater Dublin Area Cycle Network Plan (see Section 3.2.3) rather than part of the inter-urban National Cycle Network. The scheme delivers the Plan's policies for safe, attractive and accessible cycle infrastructure that integrates with the wider network through the DLR Connector at Dundrum Cross and the Safe Routes to School scheme at Holy Cross National School.

3.1.5 Road Safety Strategy 2021 – 2030

The Road Safety Strategy 2021-2030 works towards 'Vision Zero' – the elimination of deaths and serious injuries on Irish roads by 2050 – and promotes the provision of safe road environments for walking and cycling, *"where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users"*. A key action of Phase 1 (2021-2025) was to *"construct 1,000km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages"*.

Proposed Scheme Response:

The scheme improves protection for cyclists and pedestrians by making permanent the segregated contra-flow cycle track and the single narrowed northbound traffic lane on Main Street and Sandyford Road, upgrading the pedestrian crossings, widening footpaths and maintaining slower vehicle speeds through the town centre.

3.1.6 Climate Action Plans (CAPs) 2023, 2024 and 2025

The Climate Action Plans are prepared annually under the Climate Action and Low Carbon Development (Amendment) Act 2021 to deliver the legally binding carbon budgets and sectoral emissions ceilings, including a 51% reduction in greenhouse gas emissions by 2030 (relative to 2018) and a 50% reduction in transport emissions. The transport measures rely on an 'Avoid-Shift-Improve' approach and set targets for 2030 including a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys and a 20% reduction in total vehicle kilometres. CAP 2025 reiterates these targets, takes account of the Climate Change Advisory Council's recommendations on reducing car dependency through land use policy and includes Action TR/25/7 to advance the roll-out of walking and cycling infrastructure in line with the National Cycle Network and CycleConnects plans. The closing date for submissions on the CAP 2026 was August 17th 2026.

Proposed Scheme Response

The scheme delivers the 'Shift' element of the national approach by providing the infrastructure needed for people in Dundrum to walk and cycle for everyday trips to shops, school, work and public transport, and reallocates road space in a Major Town Centre away from the private car. Its tree and SuDS planting also contribute to climate adaptation.

3.1.7 Design Guidance: DMURS (2019) and NTA Cycle Design Manual (2026)

The Design Manual for Urban Roads and Streets (DMURS) sets out the principles, approaches and standards for the design of urban streets, based on four design principles comprising integrated street networks that promote permeability and legibility for sustainable modes; multi-functional, place-based streets that balance the needs of all users within a self-regulating environment; the quality of the street being measured by the quality of the pedestrian environment; and a plan-led, multidisciplinary approach to design. Its user hierarchy puts pedestrians

first, followed by cyclists, public transport and private motor vehicles. The NTA Cycle Design Manual (2026) is the national standard for cycle infrastructure and includes the 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"*, noting that in locations of cultural heritage value the use of red coloured surfacing may not be appropriate and alternative surface colours may be agreed.

Proposed Scheme Response:

The scheme has been designed in accordance with DMURS and the Cycle Design Manual, prioritising pedestrians and cyclists, reducing carriageway widths and vehicle speeds and integrating placemaking measures. Within the Dundrum ACA the palette of surface materials, furniture and lighting will have regard to the receiving heritage environment, and the design will be subject to the recommended DMURS audits (see Section 3.3.6).

3.2 Regional Policy

3.2.1 Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031

The RSES provides policy responses in the form of Regional Policy Objectives (RPOs) in response to regional assets, opportunities and pressures. This contributes to a spatial strategy with the intention of managing future growth and creating healthy and attractive places to live and work. It is required under the Planning and Development Act 2000 (as amended) to address Transport and Sustainable development amongst other themes.

The RSES additionally provides a Dublin Metropolitan Area Strategic Plan (MASP) to ensure a *supply of strategic development for sustainable growth*. Integrated land use and transportation is identified as a goal of the MASP and the facilitation of a modal shift to more sustainable transport options, including walking and cycling along with the development of a metropolitan greenway network are proposed as methods to achieve this goal. A Climate Action Strategy to *accelerate action and ensure a clean and healthy environment, sustainable transport and green infrastructure* is also provided. RPOs relevant to the proposed scheme are:

- ***RPO 5.3:*** *Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists. (MASP)*
- ***RPO 8.1:*** *The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.*
- ***RPO 9.10****: In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'*

Additionally stated in the strategy are the following relevant **walking and cycling objectives guiding investment** in the EMRA:

- *Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors*
- *Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects*
- *Enhance pedestrian facilities in all urban areas in the Region; and*

- *Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna.*

Proposed Scheme Response:

The scheme facilitates sustainable travel within the Dublin Metropolitan Area and creates a safe and attractive street environment for pedestrians and cyclists in a Major Town Centre served by the Luas Green Line, consistent with RPO 5.3, RPO 8.1 and RPO 9.10 and with the healthy placemaking principles of the RSES.

3.2.2 Transport Strategy for the Greater Dublin Area 2022-2042

The NTA's Transport Strategy provides the framework for the planning and delivery of transport infrastructure and services in the GDA to 2042. Its overall aim is *"To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy."* The Strategy places new emphasis on urban design and placemaking in street design, the '15-minute city' and a 'Town Centres First' approach. Measures of relevance to the scheme include:

- **Measure PLAN15 – Urban Design in Walking and Cycling Projects:** *"In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered."*
- **Measure PLAN16 – Reallocation of Road Space:** *"The NTA, in conjunction with the local authorities, will seek the reallocation of road space in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network."*
- **Measure WALK2 – Improved Footpaths**: *The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.*
- **Measure WALK6 – Crossing Points**: *The NTA, with the cooperation of the local authorities, will install additional pedestrian crossing points where requirements are identified.*
- **Measure CYC1 – GDA Cycle Network:** *It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.*
- **Measure CYC2 – Cycle Infrastructure Design:** *It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.*

Proposed Scheme Response:

The scheme is a walking, cycling and placemaking project of the type envisaged by Measures PLAN15 and PLAN16: it allocates road space in a Metropolitan town centre to pedestrians, cyclists and greening, takes account of the architectural heritage of the Dundrum ACA and provides for biodiversity through planting. It makes permanent part of the GDA Cycle Network on Main Street and Sandyford Road, widens footpaths and upgrades crossings, while retaining bus services and stops on both streets.

3.2.3 Greater Dublin Area Cycle Network Plan 2022

The NTA published the updated GDA Cycle Network Plan in January 2023. It identifies the Urban Cycle Network (Primary Radial, Primary Orbital, Secondary and Greenway-Utility routes), the Inter-Urban Network and the Greenway-Leisure network for each local authority area and aims to strengthen access and local permeability within the GDA towns. On the Dublin South Central sheet, Main Street, Sandyford Road and the Dundrum Bypass are designated as 'Secondary' routes.



Figure 19: 2022 Greater Dublin Area Cycle Network Plan – Dublin South Central *(Source: NTA)*

Proposed Scheme Response:

The scheme delivers the 'Secondary' routes designated along Main Street and Sandyford Road. It connects at Dundrum Cross to the east-west route to be delivered by the DLR Connector and thereby closes the gaps in the cycle network serving Dundrum Major Town Centre.

3.2.4 BusConnects

Under the BusConnects Network Redesign, Dundrum is served by spine routes A2 and A4, radial route 74 and local routes L25, L33 and L35, and is identified in the County Development Plan (Table 5.1) as a Luas-Bus interchange. Improvements to bus interchange facilities at Dundrum are being advanced through the separate Dundrum Bus Layover Scheme, which includes a new bus gate between Main Street, Sweetmount Avenue and Churchtown Road Upper.

Proposed Scheme Response:

Existing bus routes and stop arrangements on Main Street and Sandyford Road are retained, with the bus stop markings outside Holy Cross Church reduced and relocated to accommodate the new plaza, and the layout at the northern end of Main Street has been co-ordinated with the Bus Gate / Bus Layover proposals. The extension of the one-way arrangement to the Bypass junction has been deferred to the Public Realm & Plaza – East/North of Waldemar Terrace scheme so that bus priority on the approach to the junction is not compromised.

3.3 Local Policy

3.3.1 Dun Laoghaire Rathdown County Development Plan 2022-2028

3.3.1.1 Proposed Variation No. 1

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP) came into effect on 21 April 2022 and is the statutory Development Plan for the scheme area. Section 1.6.1 of the Plan provides that where Policy Objectives refer to legislation, guidelines or policy documents that have since been updated, *"it shall be taken as read that the most up to date versions shall apply"*.

Proposed Variation No. 1 to the CDP was published on 18 December 2025 to respond to the NPF First Revision (2025) and the Section 28 Guidelines on Housing Growth Requirements (2025), Planning Design Standards for Apartments (2025) and Sustainable Residential Development and Compact Settlements (2024), and to update the Plan maps to reflect the boundaries of Local Area Plans adopted since 2022, including the Dundrum LAP 2023. Following the Chief Executive's Report of 6 March 2026, the Elected Members resolved on 21 April 2026 to make Variation No. 1 subject to Material Alterations, which were placed on public display from 28 May to 26 June 2026 and made in September 2026.

The Variation and Material Alterations are principally concerned with the Core Strategy and housing capacity, apartment and residential standards, car parking standards and new zonings and Specific Local Objectives. They do not amend the transport, town centre, placemaking, heritage, green infrastructure or environmental policy objectives relied upon in this report. Of relevance to Dundrum, Maps 1 and 5 are amended to show the adopted Dundrum LAP boundary, and the revised car parking provisions (Material Alterations Nos. 5 and 9 to 17) confirm the Dundrum Major Town Centre within Parking Zone 1, described as *"highly accessible urban locations with good access to employment, education and institutional uses and public transport"* where *"parking provision should be minimised"* and maximum standards apply.

3.3.1.2 Strategic Context and Land Use Zoning

The Core Strategy identifies Dundrum, along with Dún Laoghaire, as one of the two Major Town Centres in the County (Figure 2.9) and Table 2.16 provides for the preparation of a Local Area Plan for Dundrum (Policy Objective CS10; Specific Local Objective 6). This plan has been prepared and is addressed in Section 3.4 below.

Policy Objective CS13 supports the renewal of strategic regeneration sites including the *"Dundrum Town Centre Phase 2 lands"* (the Old Dundrum Shopping Centre site fronting Main Street). Section 7.4.2 defines the core shopping area for Dundrum as corresponding to the MTC zoning objective, generally *"the area between Main Street and Dundrum Bypass and from Uncle Tom's Cabin to Wyckham Way"*.

Main Street and the northern part of Sandyford Road are zoned Objective MTC *"To protect, provide for and/or improve major town centre facilities"*, with the residential lands adjoining the eastern side of Sandyford Road (Ashgrove Court, Herbert Hill and Riversdale) zoned Objective A *"To provide residential development and improve residential amenity while protecting the existing residential amenities"*. 'Public Services' as defined in Section 13.2 to include *"a roadway or land used for the provision of 'Public Services'"* which includes bus is Permitted in Principle under the MTC and A and zoning objective.

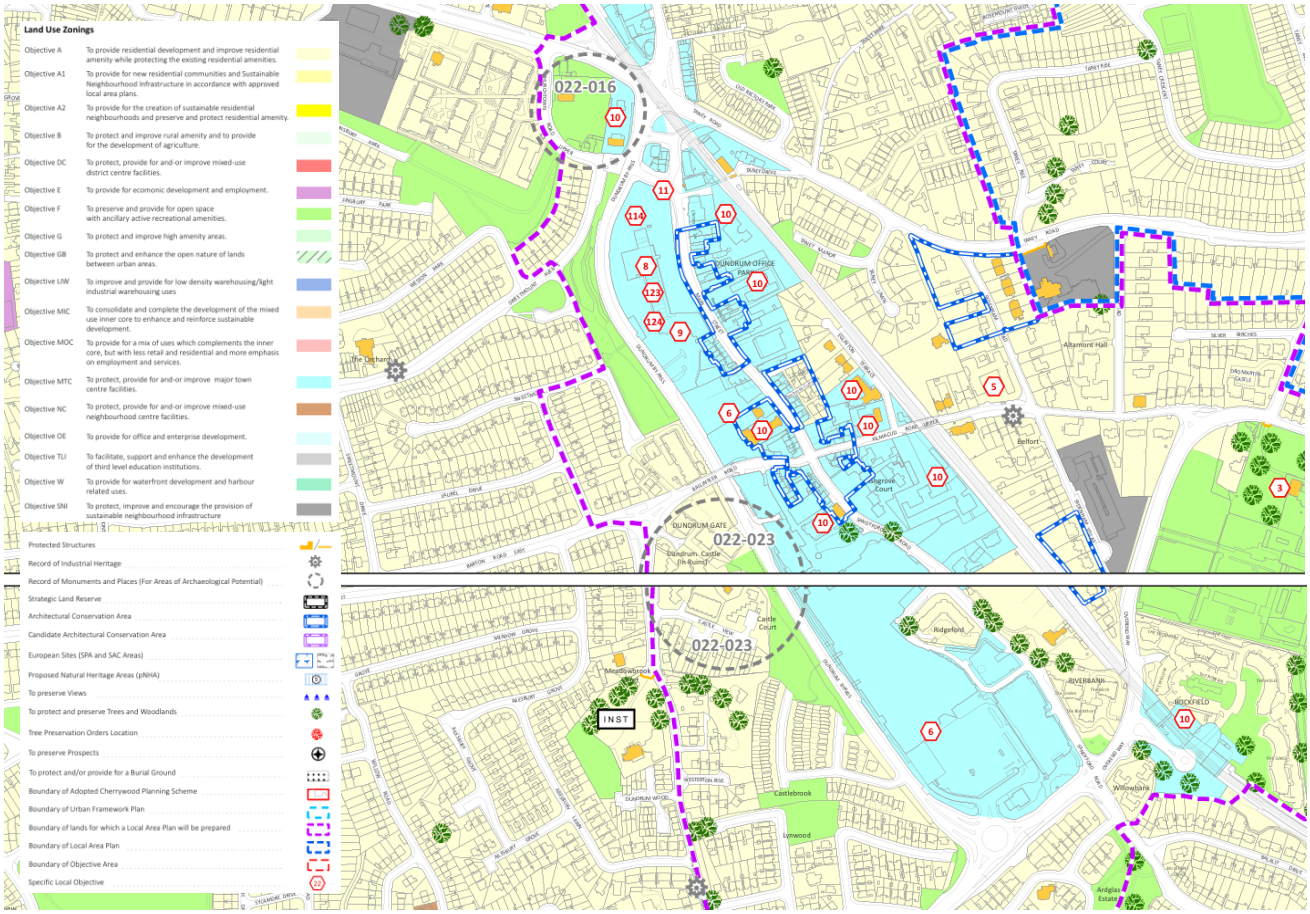

Figure 20: Land Use Zoning along proposed route under DLR CDP 2022-2028, extract from Maps 1 and 5 *(Source: DLRCC)*

3.3.1.3 Placemaking, Public Realm and Universal Design (Chapter 4)

- **Policy Objective PHP4 – Villages and Neighbourhoods:** to *"Promote and facilitate the provision of '10-minute' neighbourhoods"*, in which residents can walk or cycle to neighbourhood support facilities and high-quality public transport within a 10-minute timeframe.
- **Policy Objective PHP35 – Healthy Placemaking:** to ensure that all development is of high-quality design with a focus on healthy placemaking, promoting the principles of the Urban Design Manual and DMURS, and cognisant of *"context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design"*.
- **Policy Objective PHP36 – Inclusive Design & Universal Access:** *"It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability."* Public spaces should provide *"rest stops for older people… and navigable surfaces and finishes to assist persons with a disability"*.
- **Policy Objective PHP37 – Public Realm Design:** *"It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved."* This includes *"detailed consideration of all publicly accessible spaces, materials, street furniture (including litter bins), public lighting, street trees and landscaping. Footpaths, cycleways, roads and parking areas are considered as an integral landscape element in the design of the public realm."*

- **Policy Objective PHP38 – Public Realm Offering:** *"It is a Policy Objective to preserve and enhance the public realm offering in our towns and villages."* The Council recognises *"the social and non-commercial value of the public realm"* and that *"All ages and backgrounds should be included in the consideration of public realm improvements."*
- **Policy Objective PHP40 – Shared Space Layouts:** to promote safer and more attractive streets for all road users by adhering to the 'shared space' concept and guidance of DMURS; *"Road design should discourage speed and afford priority to the safety and convenience of pedestrians and cyclists."*

Proposed Scheme Response:

The proposed scheme is a public realm project which strengthens the '10-minute neighbourhood' (PHP4) by making the walk and cycle to the shops, services, school and Luas-Bus interchange of Dundrum safer and more attractive, and it has been designed to the healthy placemaking and public realm design principles of PHP35, PHP37 and PHP38. The public realm works are set out in the Landscape Plans prepared by Áit Urbanism (Drawing Nos. 26DR02-DR-0203 and 26DR02-DR-0204), which detail the paving materials, kerbing, street furniture, public lighting, street trees, SuDS planting and cycle parking along Main Street and Sandyford Road and treat the footpaths, cycle track and carriageway as integral elements of a single streetscape rather than as separate pieces of infrastructure. The public lighting proposals have been prepared by Molloy Consulting Engineers and are visible in full at Appendix G of the Part 8 & Preliminary Design Report prepared by DBFL.

Universal access has informed the design in accordance with PHP36. Pedestrian crossings are retained and upgraded, including raised crossings at uncontrolled crossing points, with buff and red tactile paving and dropped or flush kerbs at crossings and vehicular entrances, so that the route can be used with ease by wheelchair and buggy users and by people with a visual impairment. The footpaths are widened where feasible and finished in firm, even and slip-resistant granite and concrete paving, with granite setts to the parking bays, the accessible parking space on Main Street is retained in a relocated position and new age-friendly parking spaces are provided, and seating is provided at regular intervals along the route so that people who are less mobile can rest as they walk between the shops, the town centre and the Luas and bus stops.

The proposed design follows the guidance set out in the Cycle Design Manual (CDM), the Design Manual for Urban Roads and Streets (DMURS), and relevant Universal Design and accessibility standards to ensure safe and inclusive pedestrian routes. Accessibility requirements, including tactile paving, dropped kerbs and inclusive pedestrian routes have been incorporated into the design in line with universal access standards. These measures give priority to the safety and convenience of pedestrians and cyclists in accordance with the shared space principles of PHP40 and DMURS. Northbound cyclists share the traffic lane with buses and general traffic on Main Street and the northern part of Sandyford Road, cyclists share the two-way carriageway on the southern part of Sandyford Road, and the new plaza in front of Holy Cross Church is designed as a shared space with delineation of pedestrian, cycle and vehicular areas.

3.3.1.4 Transport and Mobility (Chapter 5)

Chapter 5 adopts the 'Avoid-Shift-Improve' approach, with the emphasis on avoiding/reducing the need to travel, shifting to increasingly environmentally friendly modes and improving efficiency of motorised travel. The Chapter commits the Council *"To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs"* and *"To adopt a balanced approach to road and street design in accordance with the four core principles of the 'Design Manual for Urban Roads and Streets' (2019)"*. The following Policy Objectives are of relevance:

- **Policy Objective T4 – Development of Sustainable Travel and Transport:** *to promote, facilitate and co-operate with other transport agencies in securing the implementation of the transport strategy for the*

County and Metropolitan Area, including the NTA's Transport Strategy for the Greater Dublin Area, the RSES and the MASP.

- **Policy Objective T6 – Quality Bus Network / BusConnects** and **Policy Objective T7 – Public Transport Interchanges:** the supporting text notes that *"improvements to bus interchange facilities are proposed at Dundrum"* and Table 5.1 lists Dundrum (Luas-Bus) as a public transport interchange, where good quality on-street infrastructure *"may also have the potential to help improve the overall general public realm"*.
- **Policy Objective T11 – Walking and Cycling:** *"It is a Policy Objective 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."* The supporting text notes that routes are being retrofitted to key destinations and public transport hubs through *"permeability links, removal of barriers and placemaking improvements such as cycle parking, urban greening and street furniture"*, that *"The implementation of temporary mobility works has taken place in response to the Covid 19 Pandemic"* and that the design of pedestrian and cycle networks shall be informed by the four core principles of DMURS.
- **Policy Objective T12 – Footways and Pedestrian Routes:** *"It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice."* For projects delivered by the Council this includes *"improved pedestrian links within town centres and to public transport nodes"*, *"wider footpaths and improved footpath quality where pedestrian volumes are high"*, *"improved pedestrian facilities at traffic signal junctions"* and *"improved pedestrian links to and from all schools/colleges"*.
- **Policy Objective T13 – County Cycle Network:** *"It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility."*
- **Policy Objective T19 – Carparking Standards** and **Policy Objective T20 – Control of On-Street Parking:** Dundrum Major Town Centre lies within Parking Zone 1, where maximum standards apply; on-street parking is to provide for short-term retail parking and the needs of local residents rather than commuter parking.
- **Policy Objective T23 – Roads and Streets:** *"It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process."* The supporting text requires that *"New road projects, traffic management and active travel upgrades shall ensure that any alterations to the traffic on adjoining roads shall not compromise pedestrian and cyclist safety and convenience"*, that all such projects consider all modes in accordance with DMURS and the Cycle Manual, and that smaller-scale traffic management and footpath schemes are not listed in Table 5.3 or shown on the Plan maps.
- **Policy Objective T28 – Road Safety:** to implement a Council Road Safety Plan with *"a Vision Zero approach at its core"*, including the continued development of Active Travel Routes and School Traffic Zones.
- **Policy Objective T29 – Traffic Management:** *"It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas."* Designers are to consider the needs of all road users, *"the potential impact of traffic diverting to the surrounding road network"* and *"the effects of traffic evaporation within the area of the Traffic Management Scheme"*.

- **Policy Objective T30 – Street Lighting:** provision of street lighting on public roads, footways and cycleways in accordance with best practice and the Council's public lighting masterplan. See DBFL drawing no.'s X-0100-Z00-DTM-DR-DBFL-CE-1201-03 and Part 8 Design Report, Appendix G: Public Lighting Proposals.
- **Policy Objective T31 – Accessibility:** *"It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children."* All developments shall meet the accessibility requirements of DMURS and Technical Guidance Document M, and the Council shall have regard to Article 9 of the UN Convention on the Rights of Persons with Disabilities.

Proposed Scheme Response:

The proposed scheme gives effect to the 'Shift' element of the Avoid-Shift-Improve approach by making permanent the reallocation of road space on Main Street and Sandyford Road from general traffic to pedestrians and cyclists, and it delivers the walking and cycling network sought by Policy Objectives T11 and T13 through the retention and permanent construction of the segregated southbound cycle track on a designated 'Secondary' route of the GDA Cycle Network, connecting at Dundrum Cross to the DLR Connector. The scheme delivers the improvements to footways and pedestrian routes identified for Council projects under Policy Objective T12, wider footpaths and improved footpath quality where pedestrian volumes are high, improved pedestrian links within the town centre and to the Luas-Bus interchange, and improved pedestrian facilities at the crossings and at the approaches to Holy Cross National School.

Existing bus routes and stops on Main Street and Sandyford Road are retained and the layout at the northern end of Main Street is consistent with Policy Objectives T6 and T7 and the identification of Dundrum as a Luas-Bus interchange. On-street parking, loading and disabled parking are retained where practicable and managed for short-stay retail and residential use in accordance with Policy Objectives T19 and T20 and the Parking Zone 1 designation of the town centre. In accordance with Policy Objective T23 and Policy Objective T29, the scheme retains the existing traffic arrangement, so that no material change to traffic on the adjoining arises as a result of the scheme.

The scheme is a small-scale traffic management and footpath scheme of the kind which the Plan states is not listed in Table 5.3, and it is brought forward through the Part 8 process subject to the EIA and AA screening and flood risk assessment that T23 requires. The reduced carriageway widths, upgraded crossings and permanent segregated cycle track support the Vision Zero approach of Policy Objective T28, public lighting will be provided in accordance with the public lighting proposals prepared by Molloy Consulting Engineers (Appendix G of the DBFL Part 8 & Preliminary Design Report), designed to BS 5489-1:2020 and BS EN 13201 (lighting class C3), in accordance with. in accordance with Policy Objective T30, and the design has been developed with regard to the DMURS user hierarchy, Technical Guidance Document M and universal design principles in accordance with Policy Objective T31.

3.3.2 Area Based Transport Assessment (ABTA)

The supporting text to Policy Objective T1 (Integration of Land Use and Transport Policies) states that *"The Council will support the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and objectives into local level land use plans and significant development areas in the preparation of Local Area Plans in the County."* This is given effect by:

- **Policy Objective T2 – Local Transport Plans (Area Based Transport Assessments):** *"It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem*

with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (Consistent with RPO 8.6)."

In accordance with Policy Objective T2, the Dundrum ABTA was prepared for DLRCC in tandem with the Dundrum LAP. The baseline assessment found that Dundrum town centre is the largest attractor of employment trips in the study area (c.41%, over 7,000 trips) and that 15,668 people (63%) of the 24,737 residents within a theoretical 15-minute walk of Main Street can actually reach it in that time, leaving c.9,000 residents cut off by the layout of the pedestrian network. Its SWOT analysis notes that the *"Recent mobility and public space enhancement works have significantly improved the public realm on Main Street and the northern end of Sandyford Rd and made it a more attractive environment for walking and cycling"*.

The ABTA re-examined the 2020 Covid-19 mobility interventions on Main Street, Sandyford Road and at Dundrum Cross considering the need to improve walking and cycling, facilitate access to public transport and bus movements, improve the public realm and safeguard the strategic function of the Major Town Centre by maintaining access to car parking while reducing strategic through-traffic. It found that the interventions *"would enhance connectivity to Dundrum via sustainable modes (walking, cycling and public transport) while also supporting the creation of an attractive, liveable, and vibrant Major Town Centre"* and made the following recommendations of direct relevance to the scheme:

- **DAR 1 – Retention & Extension of existing One-Way Traffic Layout:** to retain the one-way northbound layout on Main Street / Sandyford Road and extend it to the Dundrum Bypass junction. *"It is recommended that these layouts be transitioned to a permanent scheme with associated public realm improvements."* The extension is described as *"critical for promoting safe pedestrian movement across the street for access to the Luas and Bus Interchange as well as the potential site for the proposed new civic centre and plaza"*.
- **DAR 2 – Retention of the Southbound Cycle Lane:** *to retain the existing southbound cycle lane on Main Street / Sandyford Road and transition it to a permanent scheme with associated public realm improvements.*
- **DAR 8 – North Sandyford Road**" north of the Riversdale entrance, where *"there is insufficient space to continue the segregated cycle facilities whilst maintaining access for vehicular traffic along with appropriate footpath widths"*, the narrowing of the carriageway, widening of footpaths, roadside planting and surface material treatments *"to reinforce its place as a town centre street and inform drivers of the upcoming school zone and Main Street"*; and a raised crossing and school zone denoted by Safe Routes to School road markings on the public road outside the Dom Marmion car park integrated with the Holy Cross National School Safe Routes to School scheme (see landscape arrangement plan 26DR02-DR-0203 and 26DR02-DR-0204).
- **DAR 3 – DLR Connector** and **DAR 4 – Safe Routes to School:** support for delivery of the DLR Connector through Dundrum Cross (including consideration of a bus gate on Ballinteer Road) and of the Safe Routes to School scheme at Holy Cross Primary School.
- **DAR 13 – Disabled & Age Friendly Car Parking** and **DAR 14 – Cycle Parking Facilities:** adequate provision of disabled and age friendly parking at appropriate locations within the town, and on- and off-street cycle parking adequately providing for outsized cycles such as cargo bikes.

DAR 8 also recommends a two-way segregated cycle track from the Overend Avenue junction to the Riversdale Apartments / Dundrum Town Centre entrance, *"providing protection from vehicles turning in/out of the Dundrum Town Centre Red Car Park'*. The proposed scheme does not extend to this section of the Sandyford Road. The ABTA also recommends a two-way segregated cycle track and new crossings on the Dundrum Bypass (DAR 10

to DAR 12), the upgrade of the Wyckham Way roundabouts and of the Sandyford Road / Wyckham Way / Overend Avenue junction (DAR 15 to DAR 17) and cycle facilities on the southern section of Sandyford Road and Overend Avenue (DAR 18 and DAR 20), and notes that bus gates may be considered at the Public Realm & Plaza – East/North of Waldemar Terrace, between Main Street and Churchtown Road Upper, and at Dundrum Cross. These recommendations relate to streets and junctions outside the extent of the proposed scheme and are being progressed separately.

The recommendations are carried into the LAP as Policies DLAP24 to DLAP30 and Objectives T1 to T24 (see Section 3.4.5). The LAP notes that the ABTA concept designs *"are not final or detailed designs and may be subject to further change if projects are brought forward for detailed design and development"* (LAP Section 4.1).

Proposed Scheme Response:

The proposed scheme is the direct implementation of recommendations DAR 1, DAR 2 and the northern element of DAR 8 of the Dundrum ABTA prepared under Policy Objective T2. It makes permanent the one-way layout and southbound cycle track on Main Street and the northern end of Sandyford Road, which the ABTA found to have significantly improved the public realm and made the streets more attractive for walking and cycling, and it follows the ABTA's own analysis of the available road space on Sandyford Road north of the Riversdale entrance, where the carriageway is narrowed, footpaths widened and high quality surface treatments introduced rather than segregated cycle facilities. Planting and landscaping incorporating seating elements is provided along the route. The scheme retains the majority of on-street parking on Main Street, relocates the existing accessible parking space and provides additional EV charging and age-friendly parking spaces. Cycle parking on Main Street is increased from 9 to 12 stands, with three new stands on the northern footpath outside Priority Medical Clinic and one existing stand relocated, and the four existing stands on Sandyford Road are retained. These will be designed to facilitate the cargo-bike cycle parking sought by DAR 13 and DAR 14.

The proposed route integrates with the DLR Connector and Safe Routes to School schemes (DAR 3 and DAR 4) at Dundrum Cross and Holy Cross National School. The existing bike shelter adjacent the Sandyford Road car park will be retained, widened footpaths are proposed to the front of the Dom Marmion (Sandyford Road) car park, the existing adjacent bike shelter is to be retained with buff and tactile paving proposed to facilitate safe crossing adjacent the school entrance. Ramps and a pedestrian crossing point is provided to the east of the school with a further raised ramped pedestrian crossing to its north-west along Sandyford Road. Planting (street trees) is provided to the front of the car park entrance, which acts as a physical measure to keep cars off the footpath in the vicinity of the school entrance. The existing pedestrian crossing at the car park entrance is relocated to align with the new footpath through the centre of the car park, providing a more direct route to the school. A school zone is proposed on Sandyford Road and the traffic calming measures, planting and upgraded pavement and crossing facilities are considered as high-quality supplementary measures to the Safe Routes to School scheme currently under construction at the Sandyford Road car park.

3.3.2.1 Towns, Villages and Retail Development (Chapter 7)

Dundrum is a Level 2 Major Town Centre in the retail hierarchy (Table 7.1) and, with Dún Laoghaire, one of the *"significant multimodal public transportation nodes"* of the County. Relevant Policy Objectives are:

- **Policy Objective MFC2 – Accessible and Inclusive Multifunctional Centres:** *"It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business and leisure trips as part of the same journey."*
- **Policy Objective MFC3 – Placemaking in our Towns and Villages:** *"It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant."*

- **Policy Objective RET5 – Major Town Centres:** *"It is a Policy Objective of the Council to maintain the two Major Town Centres - Dún Laoghaire and Dundrum – as the primary retail centres in the County and to support their evolving multifunctional role. The vitality of the towns will be enhanced by their mixed-use nature… Development shall be designed so as to enhance the creation of a sense of place."*

Table 7.2 (Summary of Overall Strategy for Centres) sets out the Council's strategy for Dundrum as: *"Old shopping centre and adjoining lands – to include appropriate level of complementary non-retail uses and activities in respect to community, cultural and civic uses. Public realm upgrade of Main Street."* Section 7.5.2.1 identifies the matters to be addressed through the Dundrum LAP, including:

- *"The provision of a pedestrian-friendly and traffic-calmed environment along Dundrum Main Street, with particular care being paid to paving materials, modern public lighting, hard and soft landscaping and street art. There is a particular need for improved soft landscaping along the Main Street."*
- *"The development of a comprehensive pedestrian walkway network connecting and linking key destinations - including the Dundrum Town Centre (Shopping Centre), the Dundrum and Ballaly Luas stops, Main Street/Sandyford Road, Sweetmount Park and a series of internal Town Squares… The proposed footpath network should, therefore, seek to mitigate this severance…"*
- *"The provision of expanded and improved cycle facilities, including a linked cycle network and additional cycle parking."*
- *"Future bus routes in the area should be considered in the context of the impact of traffic volumes on Dundrum Main Street and the potential to increase the utilisation of the Dundrum Bypass in this regard."*
- *"…facilitate a reduction in/the complete removal of surface parking from the Main Street, immediately connected streets and surrounding residential areas."*

Proposed Scheme Response:

The proposed development improves pedestrian and makes permanent the cycle facilities along Main Street and Sandyford Road in Dundrum Town Centre, with accessible and EV parking along with the retention of existing bus stops facilitated. The existing speed limits of 30km/h along both Main Street and Sandyford Road are to be maintained. The proposed material palate and landscaped elements of the scheme along with street furniture and additional cycle parking are visible in the accompanying Landscape Plans prepared by Áit Urbanism (Drawing Nos. 26DR02-DR-0203 and 26DR02-DR-0204) the details of which are outlined in Section 3.3.1.3. The proposed scheme facilitates improved pedestrian access to the Dundrum Luas stop via the access road to the west of the Bank of Ireland on main street and to bus stops east of Waldemar Terrace through the provision of two pedestrian crossing points to either side of the Luas' access road, connecting the existing landscaped pavement to the scheme's granite paving along main street. Traffic calming measures inclusive of speed ramps and pavement material changes additionally work to support the development of a comprehensive pedestrian walkway network. While the pedestrian footpath will not extend to the Balally Luas stop under the current scheme, the provision of high-quality walkways along the Sandyford Road are designed to facilitate connection to future schemes in the surrounding area.

3.3.3 Climate Action, Green Infrastructure and Environment (Chapters 3, 8, 9 and 10)

- **Policy Objective CA18 – Urban Greening:** *"It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse*

landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist."

- **Policy Objective GIB22 – Non-Designated Areas of Biodiversity Importance** and **Policy Objective GIB23 – County-Wide Ecological Network:** protection of features of biodiversity importance outside designated areas, including trees and treelines and the river corridors of the Ecological Network (the culverted River Slang), with ecological assessment where features may be affected.
- **Policy Objective GIB29 – Nature Based Solutions:** to increase the use of Nature Based Solutions, including *"urban rain gardens, wetlands and tree planting to mitigate the impact of pollution from urban rain run-off"*.
- **Policy Objective OSR7 – Trees, Woodland and Forestry:** to implement the Council's Tree Policy and Tree Strategy and to preserve trees that are important in setting the character, amenity or ecology of an area (see also Section 12.8.11 on arboricultural assessment and BS 5837).
- **Policy Objective EI6 – Sustainable Drainage Systems:** *"It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS)."* (See also Appendix 7 and Policy Objective EI9 – Drainage Impact Assessment.)
- **Policy Objective EI14 – Air and Noise Pollution** and **Policy Objective EI15 – Light Pollution:** implementation of national and EU air and noise requirements and the Dublin Agglomeration Noise Action Plan, and design of external lighting to minimise light spillage having regard to residential amenity.
- **Policy Objective EI19 – Overhead Cables:** *"It is a Policy Objective to seek the undergrounding of all electricity, telephone and television cables wherever possible, in the interests of visual amenity and public health."*
- **Policy Objective EI22 – Flood Risk Management:** implementation of the Planning System and Flood Risk Management Guidelines (2009) and the Strategic Flood Risk Assessment at Appendix 15, requiring an appropriately detailed site-specific flood risk assessment for development proposals.

Proposed Scheme Response:

The scheme contributes to the Council's climate action objectives by making permanent the infrastructure needed for people to walk and cycle for everyday trips within the town centre, and it introduces urban greening to a streetscape which the Dundrum LAP notes to be lacking trees. Tree planting, ornamental planting and SuDS planting along Main Street and Sandyford Road, as set out in the Landscape Plans prepared by Áit Urbanism (Drawing Nos. 26DR02-DR-0203 and 26DR02-DR-0204), respond directly to Policy Objectives CA18, GIB29 and EI6. Works in the vicinity of the existing mature trees on Sandyford Road (adjacent the Ridgeford apartments) and treelines on Main Street are proposed to be kept to the minimum, staying within the redline boundary to avoid impacts to the boundary treelines with a 10m root protection zone observed, in accordance with OSR7 and Section 12.8.11.

The Ecological Impact Assessment Report prepared by ID Environmental Consultants confirms that the works are confined to the made ground of the existing streets, that the treelines along both streets are the key ecological receptors and none entirely removed, and that with the mitigation it sets out , root protection, any vegetation clearance outside the bird breeding season, no night-time lighting of the construction compound and bird box provision, no significant effects on habitats or species will arise, in accordance with GIB22 and GIB23 An Arboricultural Assessment and Tree Survey has been undertaken in accordance with Section 12.8.11

(Appendix B of the DBFL Part 8 & Preliminary Design Report), and the measures outlined within the accompanying EcIA include provision that no works within the root protection zone of trees on site will be carried out without an assessment by a qualified arborist to ensure the safety of the trees. The Appropriate Assessment Screening Report finds no significant hydrological connection between the works and any European site.

3.3.4 Heritage and Conservation (Chapter 11)

The scheme lies within the Dundrum ACA, listed in Appendix 4 of the Plan as 'Dundrum (incorporating Pembroke Cottages, Ballinteer Road and Main Street)' and described in the 'Dundrum ACA Character Appraisal and Recommendations' (2021). Protected Structures on the Record of Protected Structures (Appendix 4) fronting or adjoining the route comprise Holy Cross Church, whose railings and gates are separately listed (RPS 1129), the Parochial House (RPS 2095), the Usher Monument (RPS 934), The Mill House (RPS 1234), Herbert Hill (RPS 1362) and the former Dundrum Courthouse and its boundaries on Kilmacud Road Upper at Dundrum Cross (RPS 1110). The Industrial Heritage Survey records a letter box (Site No. 91) on the southern side of Kilmacud Road Upper. The following Policy Objectives are of relevance:

- **Policy Objective HER1 – Protection of Archaeological Heritage** and **Policy Objective HER2 – Protection of Archaeological Material in Situ:** to protect archaeological sites and monuments and their settings and to seek preservation in situ, or as a minimum by record, of *"previously unknown sites, features and objects of archaeological interest that become revealed through development activity"*.
- **Policy Objective HER8 – Work to Protected Structures:** to *"Protect structures included on the RPS from any works that would negatively impact their special character and appearance"*; to ensure that proposals affecting *"Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities'"*; to ensure that any development affecting a Protected Structure and/or its setting *"is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials"*; and to *"Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features."*
- **Policy Objective HER13 – Architectural Conservation Areas:** to *"Protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA)"*; to *"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"*; to *"Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed"*; and to *"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."*
- **Policy Objective HER16 – Public Realm and Public Utility works within an ACA:** *"It is a Policy Objective to: 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 - such as the provision of traffic control measures, street furniture, materials and finishes - have regard to the distinctive character of the area. iii. Encourage the undergrounding of overhead services and the removal of redundant wiring/cables within an ACA."* The Plan 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"*.

- **Policy Objective HER22 – Protection of Historic Street Furniture and Public Realm:** *"It is a Policy Objective to: 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."*
- **Policy Objective HER19 – Protection of Buildings in Council Ownership:** the Council is to *"Continue to demonstrate best practice with regard to Protected Structures, Recorded Monuments and other elements of architectural heritage in the ownership and care of the Council."*

Chapter 12 adds that within an ACA *"Works to improve the public realm such as new surfaces, dished pavements, traffic control measures including signage and ramps shall respect and enhance the essential character of the ACA"*, that new street furniture *"shall be of a high quality with consideration given to their siting and location"* and kept to a minimum (Section 12.11.4), and that surviving kerbing, paving and street furniture be retained in line with HER16 (Section 12.11.3). The Dundrum ACA Character Appraisal (2021) further notes with regard to external seating that it 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.'*

Development within the setting of a Protected Structure is to consider the *"Impact of associated works including street furniture, car parking, hard landscaping finishes, lighting, and services"* (Section 12.11.2.3), and proposals with implications for archaeological heritage are to be accompanied by an Archaeological Impact Assessment and Method Statement with monitoring where appropriate (Section 12.11.1).

Proposed Scheme Response:

The scheme lies largely within the Dundrum ACA and has been informed from the outset by the Conservation Assessment prepared by Fergal McGirl Architects, which identifies the Protected Structures and buildings of heritage interest fronting the route, the surviving historic fabric and character zones of the historic core, and sets out recommendations for surface treatments, street furniture, public lighting and the reinforcement of the civic node in front of Holy Cross Church. The Report finds that the historic core "*is generally considered to have the capacity to absorb significant interventions with appropriate reference to the historic context of the village*" and that the 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*." In line with the provisions of the Dundrum ACA Character Appraisal, the proposed street furniture is comprised of L shaped timber benches, standard timber benches and timber cube seating.

In accordance with HER8, HER13, HER16 and HER22, surviving historic features notably the granite kerbing in front of Dundrum House, the steps serving Pembroke Cottages and the existing granite paving at the southern end of Sandyford Road, will be retained or sensitively reintegrated; new paving, kerbing, street furniture and lighting will be of high quality; and the setting of Holy Cross Church and its railings and gates (RPS 1129), the Parochial House (RPS 2095), the Usher Monument (RPS 934), The Mill House (RPS 1234), Herbert Hill (RPS 1362) and the former Courthouse (RPS 1110) will be respected and, where possible, enhanced. No works are proposed to any Protected Structure, and where the scheme abuts the boundaries of Protected Structures the works will be carried out under conservation supervision [confirm]. As a Council scheme it will demonstrate the best practice sought by HER19. Any excavation within the historic village core will be subject to archaeological monitoring in accordance with HER1, HER2 and Section 12.11.1, and the works will respect and enhance the essential character of the ACA as required by Section 12.11.4. Please see the accompanying Conservation Assessment for further detail.

3.3.5 Specific Local Objectives (Chapter 14)

The following Specific Local Objectives on Map 1 (Clonskeagh / Dundrum) are relevant to the scheme:

- **SLO 6** – *"To complete a Local Area Plan for Dundrum."* (Completed – Dundrum LAP 2023.)
- **SLO 8** – to ensure Dundrum develops beyond a retail destination, with any redevelopment of the old shopping centre lands providing residential and complementary non-retail uses.
- **SLO 9** – *"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."*
- **SLO 124** – *"Permeability through all developments on the west side of Main Street should ensure pedestrian/cycle links between Main Street and the Dundrum Bypass."*

Proposed Scheme Response:

The scheme is consistent with the Specific Local Objectives for Dundrum. It is a public realm element of the Dundrum LAP prepared under SLO 6, and it responds to the character and streetscape of the Old Main Street (SLO9). The proposed route does not run from Main Street to the Dundrum Bypass, however, the proposed scheme will facilitate future connections via the Wyckham Way Roundabout and Dundrum Bypass Junction, along with the activation of future potential for connections on the western side of the route (SLO124).

3.3.6 Development Management Standards (Chapter 12)

Chapter 12 sets out the Council's own standards against which the scheme should be shown to comply.

- Section 12.4.1 states that *"On existing roads, traffic management measures may be required to create a pedestrian and cycle friendly environment"* and that a DMURS Quality Audit comprising road safety, access, walking, cycle, community street and place check audits may be required *"for all new road and traffic schemes"*.

A Road Safety Audit and Quality Audit has been prepared and is included at Appendix J of the accompanying Part 8 & Preliminary Design Report prepared by DBFL.

- Cycle parking is to accord with the Council's 'Standards for Cycle Parking and Associated Cycling Facilities for New Developments' (2018), provide a minimum of 2m pedestrian clearance and cater for cargo bikes and located within 25m of destinations in areas of good passive surveillance (Section 12.4.6). For 'other uses not in table' one long and one short stay bicycle parking space per 'car space' is require.

The proposed cycle parking accords with the council's standards. Pedestrian footpaths are kept clear, with a minimum of 2m provided between cycle stands and the inner edges of footpaths within the scheme. Cargo bikes/tricycles are provided for within the design of the proposed cycle parking stands and passive surveillance is consistent along the route as a result of the town centre location. The number of bicycle stands proposed exceeds car parking spaces proposed within the scheme.

- Signage and bus shelters are to be designed to best accessibility practice without conflict with pedestrians and cyclists (Section 12.4.14), and street furniture is to be discreet, well designed, co-located where feasible and of high-quality materials to avoid clutter (Section 12.6.8.6).

The existing Dundrum Luas bus stop along with the stop and shelter at the Holy Cross Church and Dundrum Centre will be retained on Main Street and Sandyford Road. The surrounding cycling and pedestrian infrastructure will be formalised and improved upon through the use of high-quality materials for both bus shelter and public realm purposes.

- Existing trees are to be protected in accordance with BS 5837 following an arboricultural assessment, with replacement planting where removal is unavoidable (Section 12.8.11).

See Section 3.3.3 above.

- Construction is to be managed through a Construction Management Plan, with working hours of 7.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturdays, and works near the Luas guided by the TII Light Rail Environment Technical Guidelines (Sections 12.4.15, 12.9.4 and 12.9.5).

A Construction and Environmental Management Plan will be prepared to accompany this application and Construction Management Plan will be prepared prior to the commencement of construction works at the site.

- Appendix 3 (Development Management Thresholds) indicates that a Quality Audit, Road Safety Audit, Road User Audit, Accessibility Audit and Street Design Audit are *"likely to be required for major new developments and significant new road and traffic schemes"*,

The proposed development primarily comprises the formalisation of existing traffic and cycle infrastructure within Dundrum Town along with the upgrade of pedestrian facilities and landscaped elements. This is not considered to comprise a major new development or significant road/traffic scheme.

- A Flood Risk Assessment is required for *"Any development in areas where flood risk may be present"*, that an Archaeological Impact Assessment and Method Statement is required for *"Any development that may have implications for Archaeological Heritage"*, and that a Conservation Report is required for development within an ACA.

The proposed scheme is not located within an SMR zone as recorded by the National Monuments Service. A Site Specific Flood Risk Assessment (DBFL ref. 250116-X-00-X-XXX-RP-DBFL-CE-002) has been prepared, which concludes that the scheme, as 'water compatible' development, is appropriate for its flood zone, that the sequential approach is met and that a Justification Test is not required, and a Conservation Assessment has been conducted by Fergal McGirl Architects and is discussed in Section 3.3.4 above.

- Appendix 7 (Stormwater Management Policy) requires all developments to apply a climate change factor of 1.2 and an urban creep factor of 1.1 to drainage design, to assess flood risk and demonstrate safe overland flow routes, to achieve interception of the first 5-10mm of rainfall (or treatment of the first 15mm) across the whole paved area in accordance with the GDSDS, to submit a post-construction maintenance schedule for SuDS measures, and to undertake a three-stage Stormwater Audit for sites greater than 0.5ha. It credits standard trees planted in connected tree pits with a soil volume of at least two thirds of the projected mature canopy area.

The drainage design will comply with the Stormwater Management Policy at Appendix 7. See Drainage Design drawings X-0500-Z00-DTM-DR-DBFL-CE-1301 to 1303.

3.4 Dundrum Local Area Plan 2023

3.4.1 Status, Vision and Strategy

The Dundrum Local Area Plan 2023 (DLAP) was adopted on 10 October 2023 and came into effect on 21 November 2023 for a period of six years. It is the statutory local plan for the scheme area. The Policy Objectives of the CDP continue to apply to the LAP lands. The LAP was informed by the Dundrum ABTA (Section 3.3.2 above).

At the heart of the Plan is the '10-minute neighbourhood' concept, *"whereby a person should be able to walk, cycle or use high-quality public transport to access the various amenities… within ten minutes of their home"*. The Plan states that *"The urban character of Dundrum is weakened by the prominence of heavily trafficked roads through the plan lands"*, which it sets out to address *"through both urban design interventions and sustainable travel interventions"* (Section 2.2). The SWOC analysis lists the *"Temporary works to Main Street"* as a strength for Dundrum, through-traffic and the Bypass severance as weaknesses for the town, and both the *"Improvements to Main Street public realm"* and *"Improve active travel connections"* as opportunities.

3.4.2 Urban Design, Main Street and Public Realm (Chapter 2)

The Urban Design and Placemaking Vision (Section 2.5.1) includes *"Ensuring pedestrian and cycle permeability and connectivity"*, *"Addressing physical severance"*, *"Providing for inclusive design, universal access and movement for all"* and *"Improving sustainability by enhancing SuDS and the ecosystem services of the area"*. Policy DLAP1 requires development to be *"carried out in a design led manner that prioritises place making"* in accordance with the Urban Design Manual and DMURS.

Section 2.6 describes Main Street as *"the main pedestrian and cyclist thoroughfare through Dundrum town centre"*, notes that *"The temporary public realm and mobility works to Main Street implemented by the Council in recent years have markedly improved the pedestrian and cyclist environment, however there remains a relative scarcity of tree planting along the street"*, and seeks *"to foster a similarly tree-lined streetscape on Main Street"* to that of Sandyford Road, identifying public and private lands (including Ashgrove Court and the entrance to the Red Car Park on Sandyford Road) for planting. The Urban Design and Development Principles for Main Street (Section 2.6.1) include:

> *"To create an attractive place to live, work and visit through the regeneration of Main Street, high-quality design and public realm improvements."*
>
> *"Significant development along Main Street including major public realm improvements should demonstrate how they act as exemplars for urban villages rejuvenation."*
>
> *"To encourage the undergrounding of overhead services and removal of redundant wiring/cables on Main Street in line with Policy Objective HER16: Public Realm and Public Utility works within an ACA in the County Development Plan 2022-2028."*
>
> *"To take account of Specific Local Objective 9 of the County Development Plan… so that future development on Main Street, takes cognisance of the character and streetscape of the Old Main Street…"*

Section 2.7 Street Improvements and Public Realm contains the following Policies and Objectives:

- **Policy DLAP5 – Public Realm:** *"It is Policy that all significant new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public spaces and parks."*
- **Policy DLAP6 – Public Realm Rebalancing:** *"It is Policy that that there is a rebalance of available space toward pedestrians, cyclists and urban greening."*
- **Objective PR3 – Dundrum Main Street Tree Planting and Urban Greening:** *"It is an Objective to support and promote additional tree planting and urban greening at appropriate locations on public and privately-owned lands fronting Main Street connecting into the line of mature trees on Sandyford Road."* Table 9.1 provides for *"Delivery on publicly owned sites to be progressed during the lifetime of the plan subject to resources."*

Proposed Scheme Response:

The scheme gives direct effect to Policies DLAP5 and DLAP6 by rebalancing street space towards pedestrians, cyclists and urban greening, to Objective PR3 by introducing tree planting and greening on Main Street connecting to the mature tree line on Sandyford Road, which will be protected in accordance with Section 5.2.1. The planting of 37no. trees is proposed. The Landscape Design Report noted that '*three existing Ash trees are present to the northern end of the site. Due to the inevitable susceptibility of Ash dieback on these trees, the scheme proposes to remove and replace them as part of the wider planting strategy for the area*' and it is noted that south eastern extent of the scheme at Sandyford Road intersects with the mature tree line. In this area of the scheme, planting in the form of 2no. additional street trees are proposed which will facilitate the expansion of this tree line into the public realm and contribute further green cover to Sandyford Road. No existing trees on Sandyford Road are proposed for removal to facilitate the scheme.

The scheme also supports Policies DLAP24 to DLAP30, improving the pedestrian environment and air quality on Main Street and Sandyford Road (DLAP27) and safe access to Holy Cross National School (DLAP30, T4) through the formalisation of existing active travel links. Cycle parking is increased on Main Street and will cater for cargo bikes (T14), the accessible parking space on Main Street is retained in a relocated position and new age-friendly and EV charging spaces are provided (T13), consistent with DLAP14 and DLAP15 on age friendly and universal design (see Section 3.4.4).

3.4.3 Key Development Areas fronting the Route

The Old Dundrum Shopping Centre (OSC) Key Development Area (Section 2.8.2) is the strategic regeneration site on the west side of Main Street. It is located adjacent Main Street, and the site as indicated in figure 2.6 of the LAP does not overlap with the proposed scheme. However, its guiding principles and placemaking objectives are relevant to Main Street and include strengthening the urban fabric of Main Street and the ACA, improving walking connectivity and universal access and retaining the view of the Holy Cross Church spire southwards along Main Street. Relevant objectives include **Objective OSC2** which requires any redevelopment to *"Enhance the walking environment on Main Street further by providing generous footways, opportunities to sit, street trees and other urban greening"*; **OSC7** to provide *"a new community focused local public park at grade on Main Street"* of at least 2,000 sq.m, new urban greening in front of Glenville Terrace and *"a street planting strategy with suitable trees and planting along the bypass and also along Main Street where it should connect to an enhanced tree line on Sandyford Road"*; and **OSC8** to provide continuous building frontage and entrances at 5-10m intervals along Main Street. Objective **MTC5** requires improved connectivity between the site and Dundrum Town Centre.

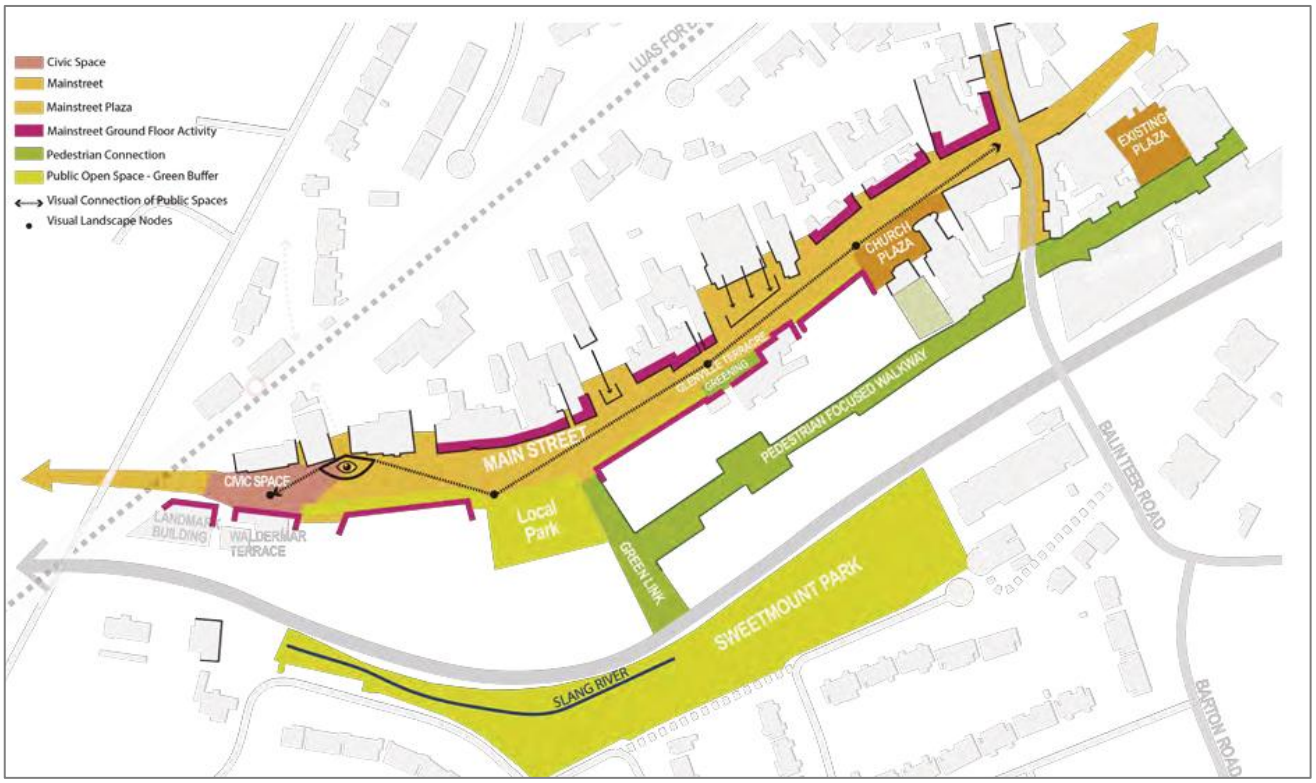

Figure 21: Placemaking Strategy for the Old Dundrum Shopping Centre *(Source: Dundrum LAP).*

Proposed Scheme Response:

The proposed development responds to OSC objectives to which the site relates, with street furniture and greening to be retained to the front of Glenville Terrace and a street planting strategy which links into the mature treeline at Sandyford Road. The proposed local park is not of relevance to this public realm/active travel scheme at Main Street.

The Dom Marmion Key Development Area (Section 2.8.4) fronts Sandyford Road between Holy Cross National School and Herbert Hill and contains the public car park used for school drop-off. Its principles include providing *"safe access and drop off to Holy Cross School accommodating 'Safe Routes to School'"* and strengthening the Sandyford Road tree line. Objective **DM2** requires the Safe Routes to School Plan for Holy Cross School to inform redevelopment, *"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)"*, and Objective **DM7** requires planting to *"continue the mature tree line identified along Sandyford Road thus providing a green connection to the Main Street"*.

Minor finishing works to the 'safe routes to school' scheme at the Holy Cross National School are underway. The proposed scheme has been designed having regard to the Don Marmion scheme. It retains the existing bike shelter which is located within the car park and supplements the planting provided within the car park. The entrances to the school car park are distinguished by differing pavement types and tactile paving is provided to facilitate pedestrian crossing. The footpaths in this part of the scheme are particularly wide, enhancing safety at this key point along the route. While the cycle lanes along Sandyford Road have not been extended to the entrance to the car park, cycle lanes have been extended to the entrance of the school zone along Kilmacud Road, and the proposed scheme provides a segregated cycle lane to within 50m of the car park gate along Sandyford Road.

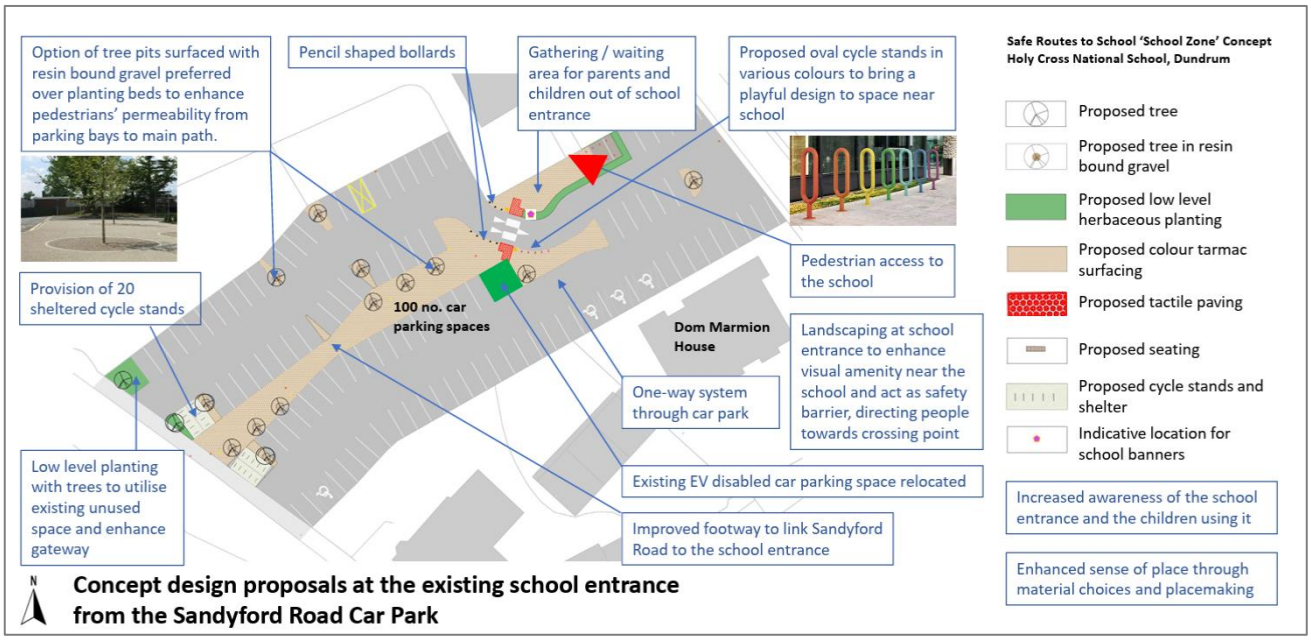

Figure 22: Proposed Scheme at the Don Marmion Car Park *(Source: DLRCC)*

At the northern end of the scheme the Public Realm & Plaza – East/North of Waldemar Terrace (Section 2.8.3) seeks a new civic space connecting to Main Street, proposes a landmark building, integration with the planned cycle routes on Taney Road and the Bypass, a mobility hub and the enhancement of the setting of the Usher Monument (**Objectives TC3, TC6 and TC7**). The proposed scheme overlaps with the Public Realm & Plaza – East/North of Waldemar Terrace development area (Taney Cross KDA) at Main Street adjacent the Rosemount Family Resource Centre. The guiding principle of the KDA relating to the provision of walking connectivity and universal access is supported by the proposed scheme which extends high-quality surface finishing into the KDA.

3.4.4 People and Homes (Chapter 3)

Policy DLAP14 (Age Friendly Strategy) requires that *"Public realm should seek to facilitate social interaction and healthy lifestyles"* and that *"Safe and accessible transport and infrastructure will be promoted"*. **Policy DLAP15** (Universal Design) promotes 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"*, having regard to the NDA 'Building for Everyone' series. **Objective P2** notes that the Council *"will investigate the feasibility of providing unstructured play opportunities through enhanced public realm projects"*.

Proposed Scheme Response:

The scheme has been designed in line with universal design principles and the NDA's 'Building for Everyone' series. Footpaths are widened and resurfaced in even, slip-resistant paving, with a continuous clear walking route kept free of street furniture and clutter. Dropped kerbs are provided as appropriate at crossing points, and raised crossings with flush kerbs are also provided. Tactile paving is provided at all controlled and uncontrolled crossings. Seating is placed at regular intervals so that older people and people with reduced mobility can rest along the route. The accessible parking space on Main Street is retained in a relocated position close to key destinations, with dropped kerb access to the footpath, and new age-friendly parking spaces are provided. The public realm works are shown on the Áit Urbanism landscape plans (Drawing Nos. 26DR02-DR-0201-04) and addressed in the Road Safety Audit and Quality Audit (Appendix J of Part 8 & Preliminary Design Report, DBFL).

The roadside location of the scheme is not considered relevant for the provision of unstructured play opportunities.

3.4.5 Transport and Movement (Chapter 4)

Chapter 4 sets out the movement framework arising from the ABTA (see Section 3.3.2). Its overarching policies are:

- **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…"*
- **Policy DLAP27 – Improved Environment:** *"It is Policy to seek to improve the air quality and pedestrian environment along the streets through Dundrum village including, Main St, Sandyford Road, Kilmacud Rd Upper and Ballinteer Road as well as at school zones and along the main pedestrian access routes immediately adjacent to the school."*
- **Policy DLAP28 – Employment Access:** to support the economic competitiveness of Dundrum Major Town Centre *"by improving access for all"*; **Policy DLAP29 – Vehicle Reduction:** to reduce the need for vehicular travel within Dundrum; and **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."*

Section 4.5.1.1 (Dundrum Cross) records the 2020 measures on Main Street, Sandyford Road and Kilmacud Road Upper, which *"have reduced traffic volumes and calmed traffic through the area, while at the same time providing improved conditions for pedestrians and cyclists and an enhanced public realm within the town"*, and the ABTA conclusion that they should be retained. Relevant Objectives include:

- **Objective T1 – Retention & Extension of existing One-Way Traffic Layout:** *"It is an Objective to: • Retain the existing one-way northbound traffic layout on Main St/Sandyford Rd and to extend it out to the junction of Main St with Dundrum bypass. • Retain the existing one-way westbound traffic layout on Kilmacud Rd Upper to Dundrum Cross (right turn only onto Main Street). These layouts shall be transitioned to a permanent scheme with associated public realm improvements."*
- **Objective T2 – Retention & Extension of the Southbound Cycle Lane:** *"It is an Objective to retain the existing southbound cycle lane on Main St/Sandyford Rd. The layout shall be transitioned to a permanent scheme with associated public realm improvements."*
- **Objective T8 – North Sandyford Road:** *"It is an Objective to: • Provide a two-way segregated cycle track on Sandyford Road from the junction with Overend Avenue to the entrance to the Riversdale Apartments. • Reduce carriageway widths, widen footpaths and provide public realm improvements to reinforce North Sandyford Road's place as a town centre street and encourage slower vehicle speeds. • Create a school zone and safe access route for pedestrians and cyclists to Holy Cross National School via the Dom Marmion car park."*

Related Objectives include **T3 (DLR Connector)**, to support delivery of the DLR Connector elements within the LAP; **T4 (Safe Routes to School)** at Holy Cross Primary School; **T13 (Disabled & Age Friendly Car Parking)**,

"to ensure adequate provision of both Disabled and Age Friendly car parking spaces at appropriate locations within the town"; and **T14 (Cycle Parking Facilities)**, *"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 outsized cycles such as cargo bikes"*. Section 4.5.1.8 identifies that bus gates may be considered at the Public Realm & Plaza – East/North of Waldemar Terrace, Main Street to Churchtown Road Upper and Dundrum Cross, and **Objective T12** requires future vehicular access to parking within the Old Shopping Centre site to be solely from the Bypass, supporting *"a reduction in traffic and associated environmental improvements on Dundrum Main St"*.

The remaining transport objectives of the LAP – including **T10** and **T11** (cycle track and crossings on the Dundrum Bypass), **T15** and **T16** (upgrade of the Wyckham Way roundabout and of the Sandyford Road / Wyckham Way / Overend Avenue junction) and **T17** (Overend Avenue) relate to streets and junctions outside the extent of the proposed scheme. The scheme has been designed so as not to prejudice their delivery and the southern end of the Sandyford Road works provides the point of connection for the future two-way cycle track sought under Objective T8.

The Implementation chapter (Table 9.1) classes **Objective T8** as a *"Short term objective"*, provides that the extension of the one-way system on Main Street *"should be delivered by completion of the re-development of the Public Realm & Plaza – East/North of Waldemar Terrace site or the OSC site, whichever comes first"*, records the longer-term intention to extend the southbound cycle lane on Sandyford Road to the Wyckham Way / Overend Avenue junction *"subject to implementation of the shorter term measures targeted under Objective T8"*, and lists the remaining transport objectives for progression during the lifetime of the Plan subject to resources.

Proposed Scheme Response:

The scheme makes the 2020 interim measures on Main Street and the northern end of Sandyford Road permanent, as sought by Objectives T2 and T8. The one-way northbound traffic layout is retained, with two-way traffic over the northern c.90m of Main Street. The southbound contra-flow cycle track becomes a permanent segregated facility. The interim rubber kerbs and planters are replaced with permanent kerbing and high-quality paving. South of the Dundrum Town Centre entrance, Sandyford Road remains a two-way street, with a narrowed carriageway, wider footpaths and new planting to slow vehicle speeds. Along the route, footpaths are widened, crossings are upgraded and seating, tree planting, SuDS planting and cycle parking suitable for cargo bikes are provided. Bus routes and stops, loading and taxi bays are retained, the accessible parking space on Main Street is relocated and new EV charging and age-friendly spaces are provided.

The scheme ties into the DLR Connector at Dundrum Cross. It also ties into the Holy Cross National School Safe Routes to School measures at the Sandyford Road car park entrance, where the existing pedestrian crossing is relocated to align with the new footpath through the centre of the car park. The Safe Routes to School scheme has provided a school zone within the Don Marmion car park, which is being completed at present. The proposed scheme improves the footpaths, planting and crossing points to the front of the car park at Sandyford Road. The cycle lane which provides for southbound cyclists under the proposed scheme extends to within c. 50m of the car park entrance. The extension of the one-way layout to the Bypass junction, and the two-way cycle track south of the Riversdale Apartments, will be delivered through separate schemes. The layout does not prejudice either.

3.4.6 Climate Action, Green Infrastructure and Water (Chapter 5)

Section 5.2.1 identifies the trees along Sandyford Road in the vicinity of Herbert Hill, Ridgeford and Ashgrove as among the groups of trees designated for preservation under the CDP, and Objectives GI4 and GI5 seek to protect and extend treelines within the LAP lands. Section 5.3.1 notes the potential for lighting to affect bats and refers to Guidance Note GN08/23 'Bats and Artificial Lighting at Night'. Section 5.3.2 states that *"SuDS*

measures are a necessary method of managing surface and ground water regimes sustainably both within future development sites and the public realm" and that *"The choice and location of SuDS measures within the public realm shall have due consideration for the necessity to protect habitats and existing tree root structures."* The relevant Policies are:

- **Policy DLAP32 – Sustainable Water Management:** to implement the DLR GI strategy including *"Promoting local sustainable urban drainage systems (SuDS), 'Green Streets' and green roofs"* and *"Enabling SuDS to be located in the public realm."*
- **Policy DLAP33 – SuDS:** *"It is Policy to ensure that Sustainable Drainage Systems (SuDS) is applied to any development in the DLAP area and that site specific solutions to surface water drainage systems are developed which meet the requirements of the Water Framework Directive and associated River Basin Management Plan."*
- **Policy DLAP34 – Surface Waters Regulations** and **Policy DLAP35 – Flood Risk Assessment:** compliance with the Surface Waters Regulations 2009 and the requirement for *"all proposed developments to carry out a Site-Specific Flood Risk Assessment"* in accordance with the 2009 Guidelines and the CDP. The LAP Strategic Flood Risk Assessment (Appendix 1) identifies Flood Zone A and B and pluvial ponding at the northern end of Main Street (Waldemar Terrace / Old Shopping Centre / Luas bridge) (and, outside the scheme, in the vicinity of the Wyckham Way / Sandyford Road / Overend Avenue junction), and requires that all proposals *"must consider the impact of surface water flood risks on drainage design for the site and downstream catchments"*.

Proposed Scheme Response:

The existing trees along Sandyford Road are retained and will be protected during construction wherever possible. However, the EcIA notes that the partial loss of treelines may occur. 10m root protection zones will be observed around treelines, none of which are to be entirely removed ans all works within the buffer zone will be undertaken under the supervision of a qualified arborist. The three existing ash trees at the northern end of Main Street, assessed as Category B in the Arboricultural Assessment and Tree Survey (Appendix B of the DBFL Part 8 & Preliminary Design Report), are proposed to be removed and replaced with alternative street tree species at the recommendation of DLRCC. SuDS measures and new planting are located to avoid root zones as per the recommendations of the EcIA. New tree and SuDS planting on Main Street extends the green infrastructure along the route and manages surface water within the public realm (see DBFL Drainage Layouts X-0500-Z00-DTM-DR-DBFL-CE-1301-03). A Site-Specific Flood Risk Assessment prepared by DBFL accompanies this application and concludes that the scheme is appropriate for its flood zone, that the sequential approach is met and the 'Avoid' principle achieved, and that a Justification Test is not required. The current CDP flood mapping places the majority of the scheme in Flood Zone C, with the approach to the Dundrum Bypass junction in Flood Zone B.

3.4.7 Heritage and Conservation (Chapter 8)

The Main Street / Sandyford Road area *"constitutes the central component of the Dundrum ACA, which runs from the northern end of Main Street as far south as the Mill House"*, taking in the properties around Dundrum Cross, Holy Cross Church and Pembroke Cottages, Glenville Terrace, Pembroke Terrace, the AIB building and part of Claremont Terrace (Section 8.4.3). The character of the ACA is described in the 'Dundrum ACA Character Appraisal and Recommendations' (2021). Zones of Archaeological Potential are identified at St Nahi's Church (RMP 022-016) to the west of the scheme and Dundrum Castle (022-023) to its south, and *"All developments within/proximate to the identified areas shall be subject to archaeological monitoring for potential subsurface*

archaeological features" (Section 8.5). The RMP zones do not extend to within the redline of the proposed scheme. Relevant Policies and Objectives are:

- **Policy DLAP48 – Historic Character:** *"It is Policy to ensure the protection of the historical character of Dundrum and ensure that any future development / redevelopment is carried out in a manner sympathetic to its special character thus ensuring that the distinct character and intrinsic heritage qualities of the Dundrum area are recognised."*
- **Policy DLAP49 – Built Heritage:** to conserve, protect and enhance the built heritage of Dundrum, including the ACAs and Protected Structures, in accordance with best conservation practice and the CDP.
- **Policy DLAP54 – Architectural Conservation Areas:** *"It is Policy to ensure the design of any development in Architectural Conservation Areas… should preserve and / or enhance the character and appearance of the Architectural Conservation Area as a whole."*
- **Policy DLAP55 – Dundrum ACA(s):** any proposal within or adjacent to the ACA shall, inter alia, *"Seek where possible and appropriate to contribute to or enhance the streetscape of the ACA (with particular reference to Main Street)"* and *"Ensure priority is given to the pedestrian, to inclusive access, and to facilitating the improvement of the quality of the public realm."*
- **Policy DLAP56 – Design Rationale:** *"It is Policy to require a design rationale to accompany all significant proposals for development within/proximate to ACAs within the DLAP area, which demonstrates how the proposed development supports and enhances the character and architectural quality of the ACA"*, addressing urban grain, urban structure, scale, materials and detailing, landscape, views and landmarks and historical development.
- **Objective HC3 – Holy Cross Church:** *"It is an Objective of the Council to preserve, enhance and extend the public realm areas adjacent to Holy Cross Church and Parochial House, in order to enhance the setting and visual appeal of Main Street and Pembroke Cottages."*
- **Policy DLAP58 – Archaeological Heritage** and **Policy DLAP59 – Monuments and Places:** protection of the archaeological heritage of Dundrum and the setting of RMP features; **Objective HC11 – Communicating Heritage:** to facilitate plaques, signage and maps interpreting the heritage of Dundrum.

Proposed Scheme Response:

Within the Dundrum ACA the scheme has been informed by a Heritage Impact Assessment Report (see Section 4.7) in accordance with Policies DLAP48, DLAP49, DLAP54, DLAP55 and DLAP56. By prioritising pedestrians, inclusive access and public realm quality, retaining surviving historic features, using a materials palette appropriate to the receiving environment and enhancing the public realm adjacent to Holy Cross Church (Objective HC3), the scheme will preserve and enhance the character and appearance of the ACA and the setting of the Protected Structures along the route.

3.4.7.1 Dundrum ACA Character Appraisal and Recommendations (2021)

The Character Appraisal describes the special character of the Dundrum ACA, centred on Dundrum Cross and Main Street / Sandyford Road, notes that the 2020 temporary measures *"significantly improved the visual amenity of Main Street"*, identifies visual clutter, above-ground electrical services and ad-hoc signage as detracting features, and identifies public realm works likely to affect character, including alterations to boundary walls, plinths, gate piers and railings, and the materials of external seating.

Proposed Scheme Response:

The design has been informed by the Character Appraisal and by the Heritage Impact Assessment Report prepared for the scheme (Section 4.7); boundary features fronting the route will be retained, street furniture will be of high quality and kept to a minimum, and the scheme provides an opportunity to reduce clutter on Main Street.

3.4.8 DLRCC Active School Travel Initiative

The Council's Active School Travel initiative and the national Safe Routes to School programme aim to make walking, cycling and scooting to school safe and attractive through infrastructure, school zones and behavioural measures. Holy Cross National School (Kilmacud Road Upper / Sandyford Road) is the subject of a Safe Routes to School scheme supported by Objective T4 of the Dundrum LAP, and Taney Parish Primary School and Dundrum College of Further Education are also served by the route.

Proposed Scheme Response:

The Safe Routes to School scheme for Holy Cross National School has been progressed separately by the Council under Section 38 of the Road Traffic Act 1994 and provides a school zone with raised crossings, coloured surfacing, bollards and landscaping and a defined pedestrian route through the Sandyford Road car park to the school gate (see Section 3.5). The proposed scheme complements these measures by widening footpaths, calming traffic and upgrading crossings on Main Street and Sandyford Road, the principal walking routes to the school, and ties into the car park route at its entrance on Sandyford Road where the existing pedestrian crossing is relocated to align with the new footpath through the centre of the car park.



Figure 23: Active School Travel graphic *(Source: DLR).*

3.4.9 DLR Age Friendly Strategy 2022-2026

Objective 1.2 of the Strategy is to *"Influence the provision of safe and accessible transport and infrastructure to enable older people engage actively within their communities"*, including enhancing pedestrian facilities for the widest range of users (1.2.4) and improving the cycle network for all cycling abilities (1.2.5).

Proposed Scheme Response:

Wider footpaths, level surfaces, seating and upgraded crossings within a Major Town Centre with a growing older population will improve accessibility for older people and people with reduced mobility, consistent with the Strategy and with Policy DLAP14 of the LAP.

3.4.10 DLR Cycle Network Plan (2012) and Cycling Policy (2010)

The County Cycle Network Plan, which underpins Policy Objective T13 of the CDP, identifies Main Street and Sandyford Road as 'busy traffic routes' requiring cycle provision, and the Cycling Policy seeks to cultivate a cycling culture through infrastructure that encourages all members of the community to cycle for trips to school, work, public transport and shops.

Proposed Scheme Response:

The scheme upgrades the County Cycle Network on these routes with segregated facilities that are suitable for cyclists of all ages and abilities and that serve the everyday utility trips prioritised by the Cycling Policy.

3.4.11 DLRCC Climate Change Action Plan 2024-2029

The Climate Action Plan 2024-2029 sets out the actions that will be taken by the Council to prepare the County and people for the known impacts of climate change – flooding, sea level rise, extreme weather events and, drought.

The key objectives for transport include the following:

- Promote active travel in the county for people of all ages and abilities.
- Embed low carbon transport modes, road safety and accessibility in our communities.

Proposed Scheme Response:

The proposed scheme is supported by the Climate Change Action Plan. The proposal will promote active travel for people of all ages through the formalisation of existing active travel facilities through Dundrum Town and will provide a safe route to schools. The proposed works includes upgraded pedestrian crossings and bus stops.

3.4.12 DLR County Biodiversity Action Plan 2021 -2025

The plan recognises that the urban environment poses a challenge to biodiversity and that in order to improve the landscape's resilience to climate change the provision of natural solutions to reduce carbon and manage flood risk, and to sustain vital ecosystems, such clean water and clean air will be necessary. Forwarded within the plan is the aim of 'reconnection' which implies the reconnection of people with nature. Proposed actions include the development of best practice guidelines for Greenway Developments (**Action 2.9**) and the development of guidelines managing artificial lighting (**Action 2.11**) which are applicable to the proposed development.

Proposed Scheme Response:

The scheme will facilitate the retention of existing treelines and will provide additional biodiversity friendly planting. Please see the accompanying EcIA and Landscape Plans.

3.5 Planning Permissions

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. There are 23 applications within the 50m radius assessed (21 from the DLRCC planning register and a further 2 from ACP). A total of 5 further schemes of relevance have been derived from other sources.

The proposed scheme forms part of the Council's Transforming Dundrum programme, which comprises five sequential projects: bus infrastructure upgrades, due for completion in 2027; a new public space to the east and north of Waldemar Terrace, the designs for which are to be consulted on in 2026; the Main Street and Sandyford Road village upgrades, comprising the proposed scheme; the upgrade of the Public Realm & Plaza – East/North of Waldemar Terrace, for which consultation is planned for 2027; and the redesign of the Dundrum Bypass and the Sandyford Road / Overend Way junction, which will be consulted on after the village upgrades have been constructed. The Public Realm & Plaza – East/North of Waldemar Terrace adjoins the northern end of Section 1, and the scheme has been designed to tie into these projects.

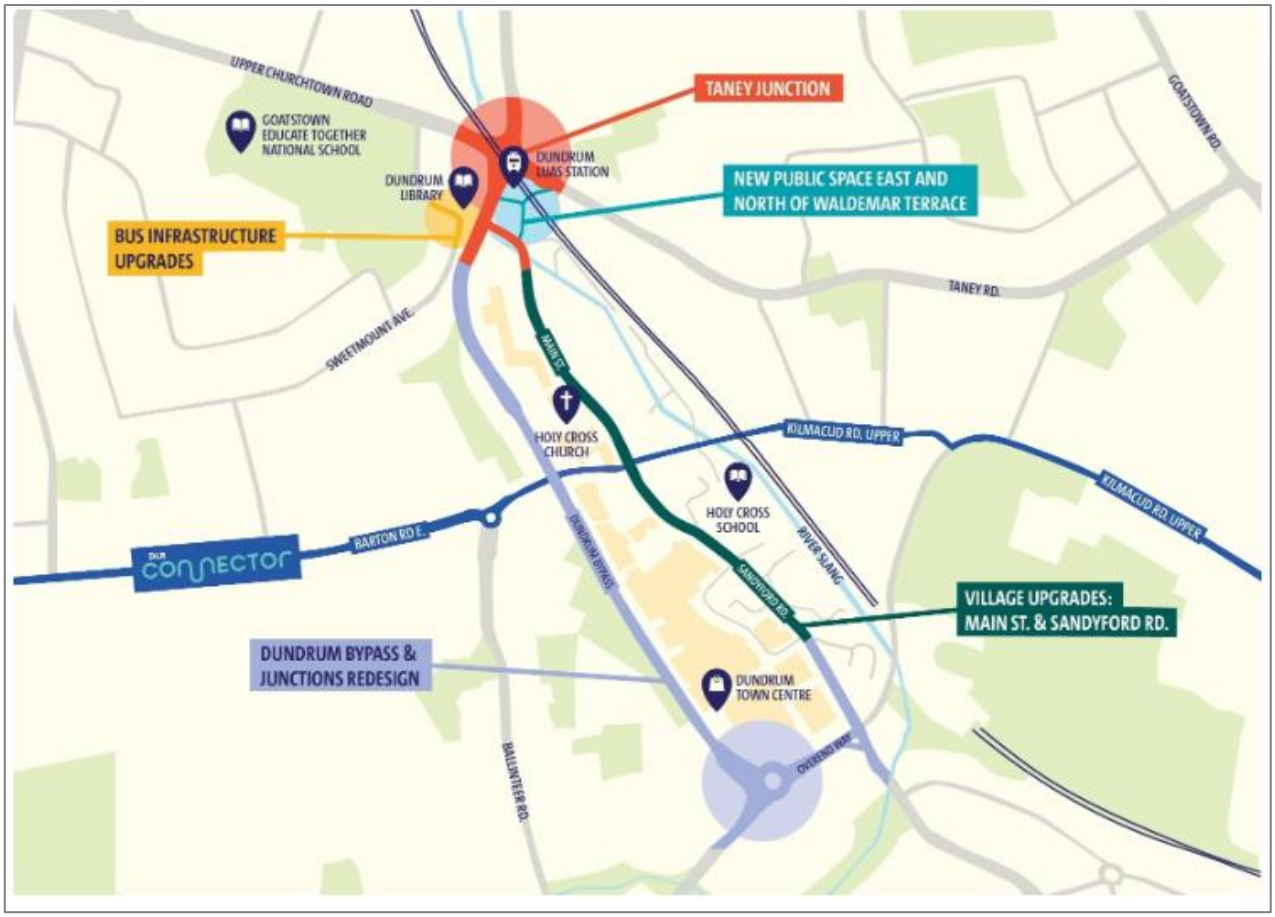

Figure 24: Transforming Dundrum Map *(Source: DLRCC)*

3.5.1 DLRCC and ACP Permissions

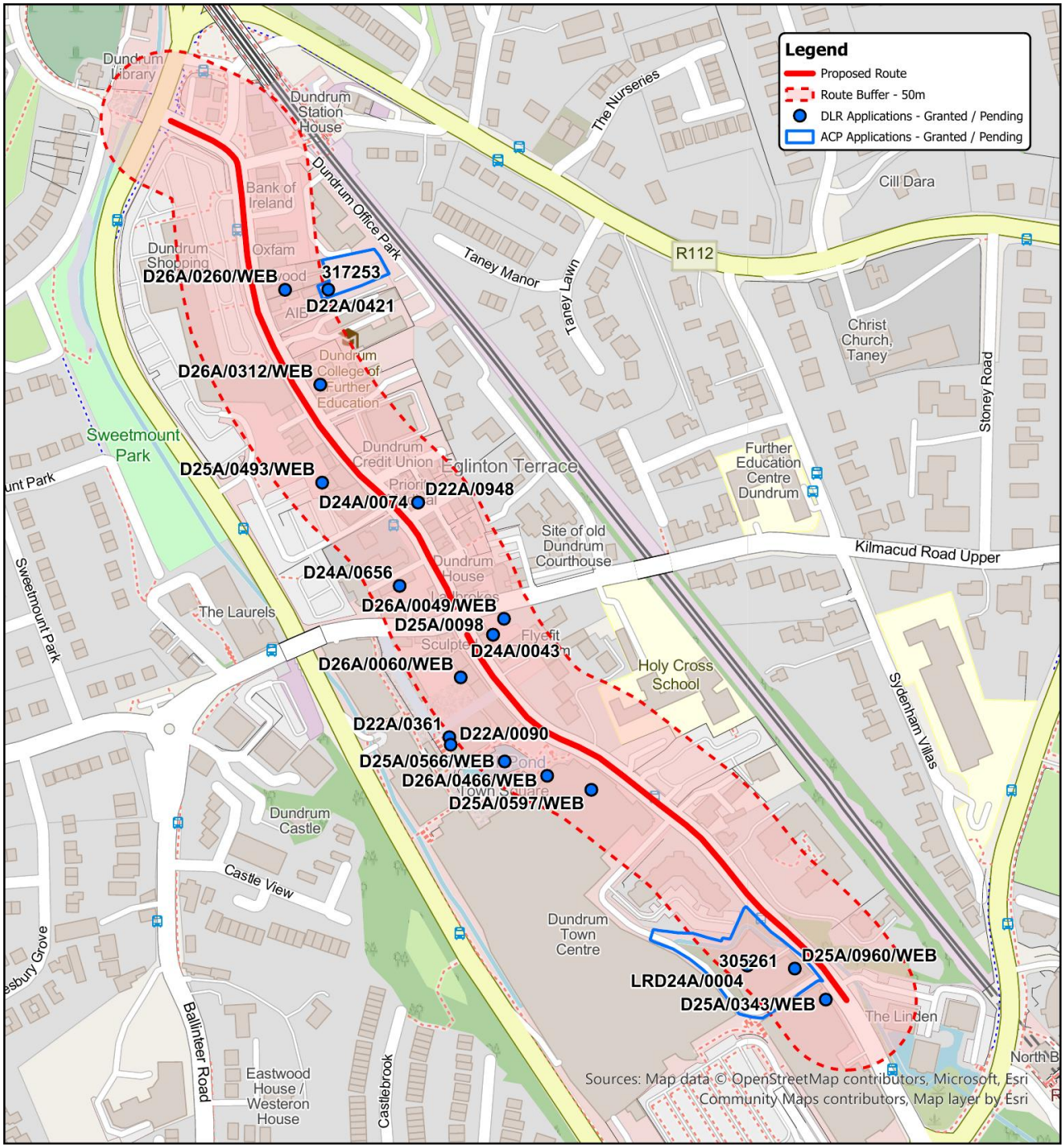

Figure 25: Planning applications granted permission within 50m of the proposed scheme (Source: MDB, based on DLRCC and ACP planning data, September 2026)

Table 1: Planning permission Reg. Ref. D26A/0260/WEB (Source: DLR)

Plan Ref	D26A/0260/WEB
Location	8 Main Street, Dundrum, Dublin 14
Reg Date	02/04/2026
Proposal	New shopfront including new internally illuminated signage, entrance door and windows incorporating a security roller shutter on the inside façade, new retractable awning, new mono-pitch roof to match mono-pitch roof removed due to storm, new standing seam zinc to double gable-end roof to new gallery with 4no. roof lights, new platform lift, and the change of use of ground floor retail, including storage and shed from Retail to Coffee shop with gallery, office and store (199.91m2) and associated site works.
Decision	Grant Permission
Decision Date	02/07/2026

Table 2: Planning permission Reg. Ref. D22A/0421 / ABP-317253-23 (Source: DLR and ACP)

Plan Ref	D22A/0421 (ACP Ref. ABP-317253-23)
Location	Site to the south of Dundrum Office Park, to the rear of 7, 8 and 9 Main Street, Dundrum, Dublin 14
Reg Date	16/06/2022
Proposal	Construction 21 no. apartments (8 no. one bedroom; 11 no. two bedroom; and 2 no. three bedroom) in 1 no. four and six storey block incorporating 42 no. residents cycle parking and waste storage at lower ground floor, a resident's terrace on the roof of the fourth floor, a green roof, and the installation solar panels on the roof; the provision of landscaped communal open space incorporating internal access routes, children's play area, outdoor seating areas, 5 no. visitor cycle parking spaces, an ESB substation and bin storage building; and all other site works above and below the ground required to facilitate the development including the formation of a pedestrian gate onto the eastern boundary from the Dundrum Office Park and ramp access and ancillary landscaping including tree planting.
Decision	Grant Permission (DLR, 16/05/2023); appealed to ACP (ABP-317253-23) – Grant Permission with revised conditions
Decision Date	18/06/2024

Table 3: Planning permission Reg. Ref. D26A/0312/WEB (Source: DLR)

Plan Ref	D26A/0312/WEB
Location	14 Main Street, Dundrum, Dublin 14
Reg Date	23/04/2026
Proposal	Change of use of part of the ground floor and the entirety of the first floor from residential use to office use and all associated site works and services.
Decision	Grant Permission
Decision Date	17/06/2026

Table 4: Planning permission Reg. Ref. D25A/0493/WEB (Source: DLR)

Plan Ref	D25A/0493/WEB
Location	15A Main Street, Dundrum, Dublin 14
Reg Date	23/06/2025
Proposal	Demolition of existing 2 storey derelict building (224sqm) known as 15A Main Street and associated site and development works.
Decision	Grant Permission
Decision Date	11/08/2025

Table 5: Planning permission Reg. Ref. D22A/0948, as amended by Reg. Ref. D24A/0074 (Source: DLR)

Plan Ref	D22A/0948 (as amended by D24A/0074)
Location	7 Pembroke Cottages, Main Street, Dundrum, Dublin 14
Reg Date	25/11/2022 (D22A/0948); 09/02/2024 (D24A/0074)
Proposal	D22A/0948: Demolition of a single storey rear extension and the construction of a two-storey extension to the rear of the existing dwelling, as well as all necessary internal alterations and external works required to facilitate the development. D24A/0074: Amendments to previously granted D22A/0948 consisting of refurbishment works to the side and street-facing elevations of the existing dwelling which lies within an Architectural Conservation Area.
Decision	Grant Permission
Decision Date	27/01/2023 (D22A/0948); 23/09/2024 (D24A/0074)

Table 6: Planning permission Reg. Ref. D24A/0656 (Source: DLR)

Plan Ref	D24A/0656
Location	1 Maher's Terrace, Main Street, Dundrum, Dublin 14
Reg Date	23/08/2024
Proposal	Change of use from the existing retail outlet to a youth services facility run by Crosscare including necessary internal alterations to the building and associated site works in the rear courtyard.
Decision	Grant Permission
Decision Date	17/10/2024

Table 7: Planning permission Reg. Ref. D26A/0049/WEB (Source: DLR)

Plan Ref	D26A/0049/WEB
Location	1 Eagle Terrace, Kilmacud Road Upper, Dundrum, Dublin 14
Reg Date	29/01/2026
Proposal	a) Demolition of outbuildings to the rear of existing dwelling; b) Single storey flat roof extension to the rear with 1no. rooflights and all associated site works.
Decision	Grant Permission
Decision Date	23/03/2026

Table 8: Planning permission Reg. Ref. D24A/0043 (Source: DLR)

Plan Ref	D24A/0043
Location	PYE Dundrum, Eagle Terrace / Ashgrove Terrace, Sandyford Road, Dundrum, Dublin 14
Reg Date	22/01/2024
Proposal	Retention of works and new works to the existing two storey and part single storey public house known as PYE Dundrum (599.1sqm), comprising the retention of the extension of the open courtyard / beer garden by 46.2sqm to create an open courtyard / beer garden of 76.4sqm towards the rear at ground floor level, including a new bar area (5.6sqm); the external fire escape staircase connecting the courtyard with the flat roof above; the retractable roof structure and awning above the open part of the courtyard; and the one bed staff apartment at first floor level; and new works comprising a 1.1m guard rail at first floor level, external private amenity space to serve the staff apartment at first floor level and a 2.2m high acoustic screen at first floor level around the opening to the extended courtyard below.
Decision	Grant Permission & Grant Retention
Decision Date	23/07/2024

Table 9: Planning permission Reg. Ref. D25A/0098 (Source: DLR)

Plan Ref	D25A/0098
Location	PYE Dundrum, Eagle Terrace / Ashgrove Terrace, Sandyford Road, Dundrum, Dublin 14
Reg Date	10/02/2025
Proposal	Provision of a new external dining terrace (97.9sqm) at first floor level on an existing flat roof which faces onto Sandyford Road, Dundrum Village. The installation of a new door and window in an existing south east gable wall at first floor level to provide access from the existing first floor lounge to the proposed external dining terrace on the existing flat roof, separated from the existing PYE staff accommodation (8.3sqm), associated circulation space (20.3sqm) and neighbouring properties by a new 2.2m high acoustic panels fence enclosure.
Decision	Grant Permission
Decision Date	19/05/2025

Table 10: Planning permission Reg. Ref. D26A/0060/WEB (Source: DLR)

Plan Ref	D26A/0060/WEB
Location	1-5 Ashgrove Terrace, Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	04/02/2026
Proposal	Subdivision and amalgamation of existing accommodation to create 2 new units comprising (1) subdivision of existing two level retail and restaurant / bar unit (former Donnybrook Fair / The Loft) between ground and first floors to create new ground floor retail with ancillary cafe unit (Ash01, 484sqm) accessed from existing main entrances on Sandyford Road and Pembroke Square; (2) amalgamation of the existing café / restaurant unit and the existing adjacent first floor restaurant floorspace to create a single restaurant / bar (Ash02, 611sqm) over two levels with entrances from existing entrance on Pembroke Square (with proposed new awning) and secondary entrance via existing door at rear of Ashgrove Terrace. Permission is also sought for signage and all associated site and development works.
Decision	Grant Permission
Decision Date	31/03/2026

Table 11: Planning permission Reg. Ref. D22A/0361 (Source: DLR)

Plan Ref	D22A/0361
Location	Unit CSF.G1, Building 10, Dundrum Town Centre, Sandyford Road, Dublin 16
Reg Date	26/05/2022
Proposal	Change of use from betting office (vacant) to cafe / restaurant use (49.9sqm) with associated signage, external seating area (6.8sqm) and all associated site and development works.
Decision	Grant Permission
Decision Date	15/07/2022

Table 12: Planning permission Reg. Ref. D22A/0090 (Source: DLR)

Plan Ref	D22A/0090
Location	Civic Square (Starbucks), Building 10, Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	08/02/2022
Proposal	Permission for new advertisement signage at front fascia elevation and signage to existing awning, all associated site and ancillary works.
Decision	Grant Permission
Decision Date	31/03/2022

Table 13: Planning permission Reg. Ref. D25A/0566/WEB (Source: DLR)

Plan Ref	D25A/0566/WEB
Location	Dundrum Town Square, Sandyford Road, Dundrum, Dublin 16
Reg Date	17/07/2025
Proposal	Erection of a temporary suspended platform (200sqm max) over the Millpond to accommodate Santa's grotto and ancillary accommodation in a temporary single storey structure on the platform with pedestrian access / egress from the existing boardwalk on the southern and western sides of the millpond. The temporary structure will be in use for a period not exceeding 8 weeks each Christmas season for a period of 5 years (2025 – 2029 inclusive). The Millpond is a recorded archaeological monument (RMP: 022-10002).
Decision	Grant Permission
Decision Date	10/09/2025

Table 14: Planning permission Reg. Ref. D26A/0466/WEB (Source: DLR)

Plan Ref	D26A/0466/WEB
Location	Building 9 (Cinema Rotunda), Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	23/06/2026
Proposal	Installation of digital LED Screen (8m x 9m) on the northern elevation of Building 9 rotunda addressing Town Square (including removal of 2no. existing tenant signs) to be used for customer information, advertising, public entertainment and community information.
Decision	Grant Permission
Decision Date	13/08/2026

Table 15: Planning permission Reg. Ref. D25A/0597/WEB (Source: DLR)

Plan Ref	D25A/0597/WEB
Location	Building 9, Unit CSA1.2 / CSA1M.2, Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	30/07/2025
Proposal	Subdivision, internal reconfiguration and change of use of the former PMacs pub / nightclub to create two separate units – CSA 1.2 and CSA 1M.2 – and ancillary signage and all associated site and development works. Level 1 Unit CSA 1.2 (464sqm) will be a licenced restaurant / bar and Unit CSA 1M.2 (469sqm) will be a leisure / entertainment use.
Decision	Grant Permission
Decision Date	19/09/2025

Table 16: Planning permission ABP-305261-19, as extended and amended (Source: ACP and DLR)

Plan Ref	ABP-305261-19 (EoD granted under ABP30526119/E; amended by LRD24A/0004 and LRD24A/0919/WEB)
Location	The Ironworks, Building 5, Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	23/08/2019
Proposal	Strategic Housing Development comprising the construction of a 7-9 storey apartment building with 107no. units (1no. studio, 50no. one bed and 56no. two bed apartments) and resident services and amenities (710.5sqm) over the existing podium structure of Dundrum Town Centre, a double height café / restaurant unit (79sqm) with access to the internal services road, a landscaped podium courtyard and roof garden, upgrade of the public realm, a new ESB substation and switch room at the northern boundary of the site adjacent to Sandyford Road, vehicular access via the existing basement entrance from Sandyford Road, a designated cycle entrance along the existing service road, and revisions to the basement car park including 164no. cycle parking spaces and a bicycle service area, with the loss of 34no. car parking spaces.
Decision	Grant Permission with Conditions
Decision Date	02/12/2019
Subsequent Applications	LRD24A/0004 (received 03/01/2024; Grant Permission 26/02/2024): ventilation stack (12.4sqm) at podium courtyard level and plant rooms (64.8sqm) at basement levels, with the loss of 2no. car parking spaces. ABP30526119/E (received 02/09/2024; Grant Extension of Duration of Permission 25/10/2024). LRD24A/0919/WEB (received 19/11/2024; Grant Permission 20/01/2025): minor increases to parapet levels; revisions to ground floor entrances and louvres on the Sandyford Road and internal access road elevations, with associated revisions to footpath levels; revisions to windows, glazing and balconies; and relocation of the ESB substation 800mm-1,100mm further from the Sandyford Road boundary; no change to the 107no. units, unit mix or car parking.

Table 17: Planning permission Reg. Ref. D25A/0960/WEB (Source: DLR)

Plan Ref	D25A/0960/WEB
Location	Unit 1A, The Ironworks, Sandyford Road, Dundrum, Dublin 16
Reg Date	11/12/2025
Proposal	[1] Enlargement of the previously permitted external café / restaurant seating area to include area to the south of the building resulting in a total external seating area of c.37sqm all within the site boundary; [2] tenant signage for the existing café / restaurant on the eastern (Sandyford Road) and southern (internal road) elevations; [3] retention of a new building mounted car park directional sign at the Sandyford Road entrance to the Dundrum Town Centre basement car park; and all associated site and development works.
Decision	Grant Permission
Decision Date	11/02/2026

Table 18: Planning permission Reg. Ref. D25A/0343/WEB (Source: DLR)

Plan Ref	D25A/0343/WEB
Location	Block 4, Dundrum Town Centre, Sandyford Road, Dundrum, Dublin 16
Reg Date	29/04/2025
Proposal	Building mounted signage over Block 4 main entrance, 2no. double sided tenant directory signage zones on entrance pillars and steel framed glass division screen accommodating tenant directory signage within entrance recess.
Decision	Grant Permission
Decision Date	18/06/2025

Several further Local Authority and NTA schemes have been identified which include the Dundrum Bus Layover Scheme which is being progressed by the Council and NTA under Section 38 of the Road Traffic Act 1994. It

provides for a bus-only gate between Main Street and Sweetmount Avenue / Churchtown Road Upper at the northern end of Main Street, four bus layover spaces on Churchtown Road Upper, two layover spaces opposite St Nathi's Church, and one layover space and a new bus stop on the Dundrum Bypass. Public consultation took place from 6 November to 4 December 2025 and the consultation report was published in June 2026, together with EIA and AA screening determinations. The bus gate adjoins the northern end of Section 1, where the proposed scheme retains two-way traffic over the northern c. 90m of Main Street.

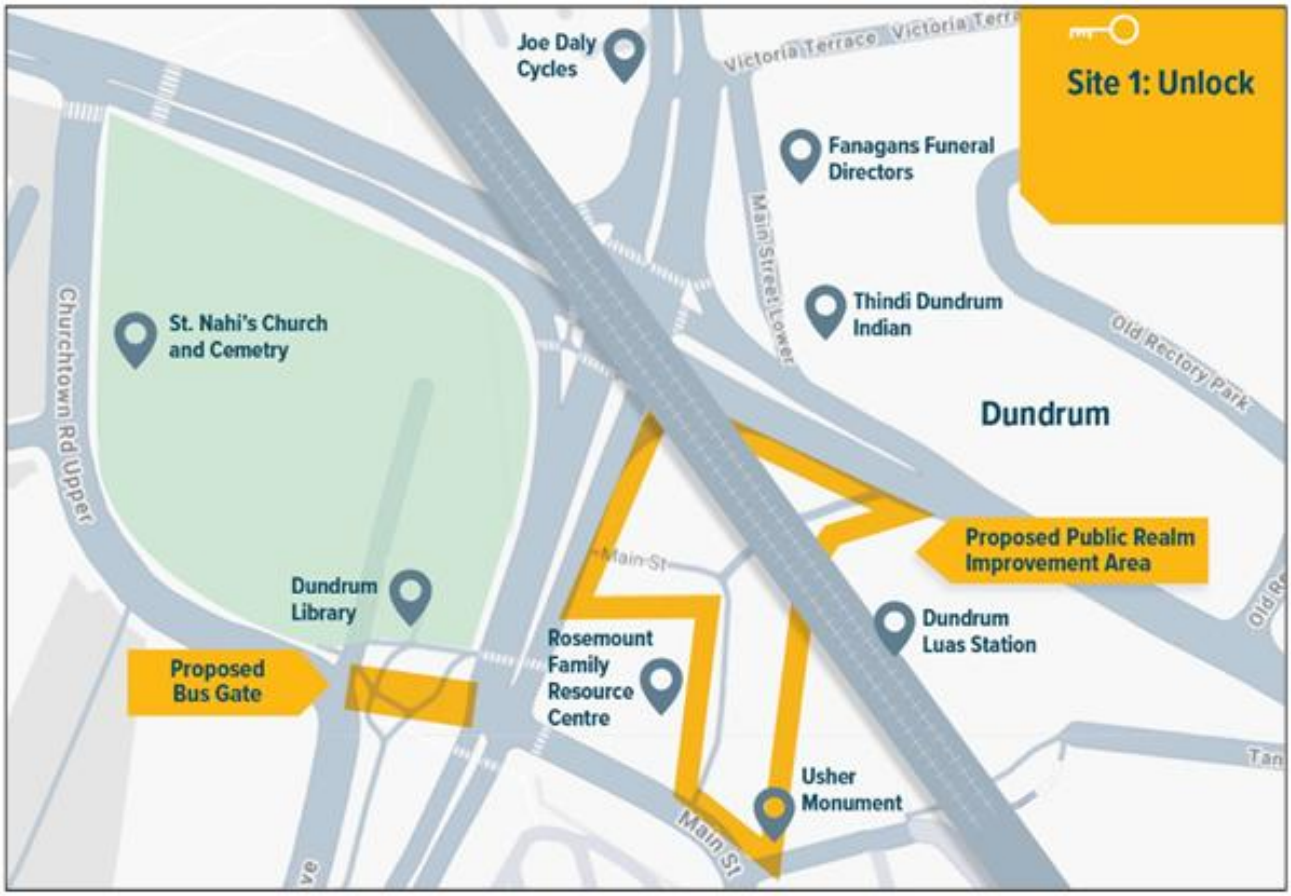

Figure 26: Proposed Dundrum Bus Layover *(Source: DLRCC)*

The DLR Connector is an 8.5km walking, cycling and public realm scheme between Dundrum and Dún Laoghaire. Within Dundrum it provides segregated cycle lanes on Ballinteer Road and Kilmacud Road Upper, the upgrade of the Dundrum Main Street junction (Dundrum Cross) to a protected junction and a bus-only street on Ballinteer Road between the Main Street junction and the Dundrum Town Centre Green Car Park. Non-statutory public consultation took place from 3 June to 15 July 2025. Sections 1 and 2 of the proposed scheme meet at Dundrum Cross, which forms part of the DLR Connector, and the two schemes have been designed to tie in at this junction.

The Taney Road to N11 Active Travel Route is a planned scheme along the R112 between Dundrum and the Stillorgan Road, aimed at improving safety, reducing traffic speeds and upgrading walking and cycling infrastructure. Non-statutory public consultation closed in June 2022. The route begins at Taney Cross, immediately north of Section 1, and is supported by Objective T7 of the Dundrum LAP. It will connect with the proposed scheme through the Public Realm & Plaza – East/North of Waldemar Terrace upgrade.

The Slang River Greenway is a completed 4.6km walking and cycling route alongside the River Slang, running from Sandyford Road in Dundrum to Marlay Park (3.0km to Marlay Park). The two-way cycle track on the southern section of Sandyford Road, which is proposed to be progressed separately, will link it to the proposed scheme.

The Safe Routes to School scheme for Holy Cross National School was progressed by the Council under Section 38 of the Road Traffic Act 1994 as part of the national Safe Routes to School programme. Public consultation took place from 4 August to 1 September 2022. The scheme provides a school zone with raised crossings, coloured surfacing, bollards and landscaping at Kilmacud Road and within the Don Marmion Car Park, and *"a defined pedestrian route through the Sandyford Road car park from Sandyford Road to the school entrance gate"*, giving effect to the school zone and safe access route via the Dom Marmion car park sought by Objective T8 of the Dundrum LAP. The works are substantially complete. The proposed scheme complements the school zone by widening footpaths, calming traffic and upgrading crossings on Sandyford Road, and ties into the car park route at its entrance on Sandyford Road

4. PLANNING APPRAISAL

4.1 Introduction

This chapter will cover the planning appraisal of Phase 1 of the Dundrum Living Streets Scheme. This chapter will cover the overview of the need for the proposed scheme, and the planning appraisal of the proposed route. It will be structured with a strategic level appraisal looking at national, regional and county policies before an appraisal of local level policies such as the zoning of adjacent lands and relevant local objectives.

4.2 Overview of the need for the proposed scheme

The proposed Phase 1 of the Dundrum Living Streets scheme is necessary to deliver cycling infrastructure in line with national, regional and local policy objectives. Sustainable transport infrastructure assists in creating more sustainable communities and healthier places. Delivering key transport infrastructure schemes can promote economic growth by easing traffic congestion and by promoting cheaper and more sustainable modes of transport. It can also enhance public health when delivered effectively.

The scheme is needed to complete and make permanent the sustainable transport and public realm improvements identified for the core of Dundrum Major Town Centre by the Dundrum ABTA and the Dundrum LAP 2023. The interim measures introduced in 2020 have reduced traffic volumes, calmed traffic and improved conditions for pedestrians and cyclists on Main Street but remain temporary in nature. The LAP records that the rubber kerbs and interim materials are not appropriate long-term solutions for a Main Street within an ACA and that the street lacks tree planting. These points are addressed by the proposed scheme. On the northern part of Sandyford Road, the contra-flow cycle track ends at the Dundrum Town Centre entrance. This contra-flow on street cycle track is to be retained under the proposed scheme and future tie-in schemes will address this.

The ABTA baseline demonstrates the potential for modal shift in Dundrum with 14% of trips originating in the study area under 2km yet 49% are made by car, 41% of school trips under 2km are made by car, and Dundrum is the largest attractor of employment trips in the study area. It also found that around two thirds of eastbound traffic on Ballinteer Road passes through Dundrum Cross with no destination on Main Street, and that the surrounding road network is at capacity with no scope for additional road space, therefore the retention and consolidation of the traffic-calmed, one-way arrangement is the appropriate response. The population of the LAP area is projected to almost double, increasing demand for movement through the town centre, while the redevelopment of the Old Dundrum Shopping Centre site and other Key Development Areas will depend on a high quality, permeable public realm on Main Street. Main Street and Sandyford Road are designated 'Secondary' routes in the GDA Cycle Network Plan, and the scheme secures the town centre section of that route where it meets the DLR Connector at Dundrum Cross.

The objectives of the scheme are to align with the Dundrum LAP. These will enhance connectivity, accessibility and safety for walking and cycling and encourage a shift to sustainable travel, to be sympathetic to the heritage and conservation of the area, to support climate action goals, to integrate with adjoining schemes, to incorporate high-quality public realm and placemaking measures, and to facilitate the long-term sustainable growth and continued success of Dundrum.

4.3 Infrastructure Works

The proposed works comprise the permanent reconstruction of the footpaths, cycle facilities and carriageway of Main Street and Sandyford Road within the existing road corridor, including high-quality paving and kerbing, the permanent construction of the southbound contra-flow cycle track and narrowed carriageway, where the

existing pedestrian crossing is relocated to align with the new footpath through the centre of the car park. No new roads, bridges or land-take beyond the public road corridor are proposed.

4.4 EIA Screening Report

An EIA Screening Report has been prepared by MacCabe Durney Barnes on behalf of DLRCC. Phase 1 of the scheme comprises the upgrade of c.917m of existing urban streets within the built-up area of Dundrum and is not a class of development specified in Part 1 or Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended), nor a development type subject to mandatory EIA under the Roads Acts. The screening considers the scheme against the criteria in Schedule 7 of the Regulations, and concludes:

> *'It is considered that the proposed development, by itself or in combination with other projects, would not be likely to have significant effects on the environment and it is recommended that an Environmental Impact Assessment and Environmental Impact Assessment Report is not required.'*

4.5 Ecological Impact Assessment

An Ecological Impact Assessment (EcIA) has been prepared by ID Environmental Consultants following desk study and field surveys in August, September and November 2025. The EcIA study area covers the wider Emerging Preferred Scheme identified in the feasibility study, including the Dundrum Bypass and Wyckham Way, within which the present scheme lies. The area of works is entirely within the 'made ground' of urban roadways (Buildings and Artificial Surfaces, BL3); adjoining habitats along Main Street and Sandyford Road comprise treelines (WL2) of birch, with hedgerows (WL1) and amenity grassland (GA2) recorded elsewhere in the study area. No Annex I habitats, protected flora or Third Schedule invasive species were recorded. The site has negligible bat roosting and foraging potential (a single common pipistrelle recorded, no roosts identified) and no suitable otter, badger or other protected mammal habitat. Breeding and wintering bird species recorded are typical of an urban environment.

The Key Ecological Receptors are the treelines and hedgerows, valued as of high local importance given the scarcity of green space in the town centre, and the breeding birds they support. Mitigation measures for habitats and flora include:

- *'To protect trees to be retained, fell adjacent trees to be removed and grind out stumps in accordance with BS5837:2012;*
- *Implement tree protection measures for trees to be retained in accordance with BS5837:2012 before any demolition or construction works proceed;*
- *Where required strip and store topsoil in accordance with BS4428:1989 and BS3882:2007;*
- *Install proposed replacement and additional proposed planting and seeded areas in accordance with the Typical Soft Landscape Details issued by Áit Urbanism + Landscape Ltd s and included separately as part of this planning submission.*
- *Install proposed tree, groundcover, grassland, and wetland planting in accordance with the proposed landscape plans;*
- *Where temporary construction is needed, lighting will be directed away from retained vegetation and ecological corridors where practicable. Light spill outside the working area will be minimised.'*

Additional mitigation measures for birds include:

- *'Any trimming of vegetation should be carried out outside of the bird breeding season (March 1st – August 31st). If vegetation clearance must occur within the breeding season, then an Ecological survey will be required. This will examine the area(s) of construction/clearance no more than 48 hours before works. These surveys will determine the presence/absence of nesting birds, and if active nests are present, no cutting will take place. They will have the authority to include a buffer zone if needed until any species have moved location. '*

With mitigation, residual effects on biodiversity are assessed as imperceptible to not significant and the proposed development is not anticipated to result in significant adverse effects on protected species or habitats of ecological importance.

4.6 AA Screening Report

An Appropriate Assessment Screening Report has been prepared by ID Environmental Consultants in accordance with Article 6(3) of the Habitats Directive and the relevant national and EU guidance. Fifteen European sites lie within 15km of the scheme, the nearest being South Dublin Bay SAC (000210) and South Dublin Bay and River Tolka Estuary SPA (004024) at c.3.8km. The nearest watercourse, the River Slang (a tributary of the Dodder), is partially culverted through Dundrum and provides an indirect hydrological pathway between the proposed works and the coastal waters of Dublin Bay and the Irish Sea, and their associated designated sites. Regarding this watercourse, the AA report states:

> *'Given the small scale of the proposed works, the separation distance of over 3.8 km to the nearest European site, the South Dublin Bay and River Tolka Estuary SPA, and the potential for dilution of any pollutants within the River Slang and River Dodder network and the coastal waters of Dublin Bay and the Irish Sea, no likely significant effects on any European site are predicted via changes in water quality, in view of the sites' conservation objectives. '*

The report presents the information for the competent authority, Dún Laoghaire-Rathdown County Council, to carry out screening for Appropriate Assessment. It concludes that:

> '*In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites.* ***Therefore, progression to Stage 2 Appropriate Assessment is not required.***"

It is for the Council, as competent authority, to determine on the basis of objective information that a Stage 2 Appropriate Assessment is not required.

4.7 Architectural Heritage

A Heritage Impact Assessment Report of the scheme has been prepared by Fergal McGirl Architects (RIAI Grade I conservation architect). It confirms that the scheme traverses the Dundrum ACA, identifies the Protected Structures and buildings of heritage interest fronting the route – including the Usher Monument (RPS 934), Holy Cross Church and its railings and gates (RPS 1129) and Parochial House (RPS 2095), The Mill House (RPS 1234), Herbert Hill (RPS 1362), the former Dundrum Courthouse at Dundrum Cross (RPS 1110), the Pembroke Cottages, Maher's Terrace, Dundrum House, the former Eagle public house, Deveney's, Ashgrove Terrace and Lynton – and notes that the National Inventory of Architectural Heritage does not yet cover Dundrum. Three character zones are identified within the historic core: the northern section of Main Street, the civic node in front of Holy Cross Church and Dundrum Cross.

The assessment finds that the historic core has had significant previous alterations to its public realm and *"is generally considered to have the capacity to absorb significant interventions with appropriate reference to the*

historic context of the village", and that the 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."* Its recommendations include retaining the limited surviving historic pavement features (notably the granite kerbing in front of Dundrum House), selecting paving materials that reinforce the character of the village, reinforcing the civic node in front of Holy Cross Church (for example by extending the granite paving into the public realm), the undergrounding of overhead cables, and the incorporation of heritage interpretation. The Architectural Heritage Impact Assessment assesses impact of the scheme on the character, setting and vistas of the ACA and Protected Structures and set out mitigation, in accordance with Policy Objectives HER8, HER13, HER16 and HER22 of the CDP and Policies DLAP48 to DLAP56 of the LAP. The report concludes that '*works will not have a negative impact on the special interest of the setting of Dundrum Village and will generally enhance the setting of heritage assets identified within the scheme area.*'

4.8 Appraisal of the Proposed Route

4.8.1 Strategic Appraisal

The proposed scheme is supported by national, regional and county policy including the following:

- Project Ireland 2040: National Planning Framework First Revision (2025), National Investment Framework for Transport in Ireland and National Development Plan;
- National Sustainable Mobility Policy (2022), National Cycle Network Plan (2024), Road Safety Strategy 2021-2030 and Climate Action Plans 2023-2025;
- Design Manual for Urban Roads and Streets (2019) and NTA Cycle Design Manual (2026);
- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031 and the Dublin MASP;
- Transport Strategy for the Greater Dublin Area 2022-2042, Greater Dublin Area Cycle Network Plan 2022 and BusConnects;
- Dún Laoghaire-Rathdown County Development Plan 2022-2028 (including Proposed Variation No. 1) and the Dundrum Area Based Transport Assessment;
- Dundrum Local Area Plan 2023 and Dundrum ABTA; and
- DLRCC Climate Action Plan 2024-2029, DLR County Biodiversity Action Plan 2021-2025, Active School Travel / Safe Routes to School, DLR Age Friendly Strategy 2022-2026, DLR Cycle Network Plan and Cycling Policy, and the Dundrum ACA Character Appraisal (2021).

The specific policies and objectives of these documents and the response of the scheme to them are set out in Chapter 3. The scheme will deliver a safe, attractive and accessible walking and cycling environment through the core of Dundrum Major Town Centre, connecting residential neighbourhoods, schools, shops, services and the Luas-Bus interchange in line with the 10-minute neighbourhood concept, and is supported by and will aid in the delivery of national, regional and county policy.

4.8.2 Local Appraisal

Main Street and the northern part of Sandyford Road are zoned Objective MTC 'To protect, provide for and/or improve major town centre facilities', with Objective A residential lands adjoining the eastern side of Sandyford Road. The scheme comprises works to the public road, which constitute 'Public Services' permitted in principle under both zoning objectives, and it improves the major town centre facilities and protects residential amenity by calming traffic and improving safety. It lies within 'The Village' and 'Retail Core' character areas of the Dundrum LAP and within the Dundrum ACA and has been designed to preserve and enhance their character.

The scheme directly implements Objectives T2 and T8 (in part) of the Dundrum LAP, which were derived from the ABTA and have been subject to SEA and AA at plan level, and it is consistent with the LAP's public realm (DLAP5, DLAP6, PR3), transport (DLAP24-DLAP30), water (DLAP32-DLAP35) and heritage (DLAP48-DLAP56, HC3) policies and with the site development frameworks for the adjoining Key Development Areas. The deferral of the extension of the one-way layout to the Bypass junction to the Public Realm & Plaza – East/North of Waldemar Terrace scheme is consistent with the LAP implementation programme, and the scheme does not prejudice the delivery of the remaining LAP transport objectives on Sandyford Road, the Bypass and Wyckham Way.

4.9 Assessment of the Likely Consequences for the Proper Planning and Sustainable Development of the Area

Having regard to the foregoing, the following is concluded in respect of the likely consequences for the proper planning and sustainable development of the area:

- The proposed scheme would provide a permanent, high-quality walking, cycling and public realm scheme through the core of Dundrum Major Town Centre, benefiting journeys to work, school, shops, services and public transport and enhancing the vitality and liveability of Main Street and Sandyford Road.
- The proposal would support National Policy Objectives 20, 36, 37 and 93 of the NPF First Revision, the National Sustainable Mobility Policy (in particular Goals 3, 7 and 9 and Action 56), the National Cycle Network Plan, the Road Safety Strategy 2021-2030 and the transport targets of the Climate Action Plans.
- The scheme is consistent with RPO 5.3, RPO 8.1 and RPO 9.10 of the RSES; with the Transport Strategy for the Greater Dublin Area 2022-2042 (Measures PLAN15, PLAN16, WALK2, WALK6, CYC1 and CYC2); and with the Greater Dublin Area Cycle Network Plan 2022, making permanent the designated 'Secondary' route on Main Street and the northern part of Sandyford Road and connecting it to the DLR Connector at Dundrum Cross.
- The proposal would support the Dún Laoghaire-Rathdown County Development Plan 2022-2028, in particular Policy Objectives T2, T4, T11, T12, T13, T23, T28, T29 and T31 (Transport), MFC2, MFC3 and RET5 and the Table 7.2 strategy for a 'Public realm upgrade of Main Street' (Towns, Villages and Retail), PHP4, PHP35, PHP36, PHP37, PHP38 and PHP40 (Placemaking), CA18, GIB22, GIB23, GIB29, OSR7 and EI6 (Climate, Green Infrastructure and Environment), and is consistent with the zoning objectives, Specific Local Objectives 6 and 9 and the development management standards of Chapter 12. It is not affected by Variation No. 1 or its Material Alterations.
- The proposal would implement Objectives T2 and T8 (in part) of the Dundrum Local Area Plan 2023 and recommendations DAR 1, DAR 2 and DAR 8 (in part) of the Dundrum Area Based Transport Assessment, and would support Policies DLAP5, DLAP6, DLAP14, DLAP15, DLAP24 to DLAP30 and DLAP32 to DLAP35 and Objective PR3, while complementing the regeneration of the Old Dundrum Shopping Centre, Dom Marmion and Taney Cross Key Development Areas.
- The proposed development has informed by the Heritage Impact Assessment prepared by Fergal McGirl Architects and, subject to the retention of surviving historic features and a high quality, sensitive palette of materials and furniture, would preserve and enhance the character of the Dundrum ACA and the setting of Holy Cross Church and the other Protected Structures and heritage buildings along the route, in accordance with Policy Objectives HER8, HER13, HER16 and HER22 of the CDP and Policies DLAP48 to DLAP56 and Objective HC3 of the LAP.

The scheme integrates with the DLR Connector, Dundrum Bus Layover / Bus Gate, Holy Cross National School Safe Routes to School and Public Realm & Plaza – East/North of Waldemar Terrace schemes and

the wider Transforming Dundrum programme, retains bus services and accessible parking within the town centre and has been designed so that alterations to traffic do not compromise pedestrian and cyclist safety on adjoining roads.

- The EIA Screening Report concludes that the scheme, by itself or in combination with other projects, would not be likely to have significant effects on the environment and that an EIAR is not required. The EcIA identifies no significant effects on protected habitats or species subject to the mitigation it sets out, and the AA Screening Report concludes that the scheme will not have a significant effect on any European site and that Stage 2 Appropriate Assessment is not required. The Site-Specific Flood Risk Assessment concludes that the scheme is appropriate for its flood zone and that a Justification Test is not required.

Overall, it is concluded that the proposed Dundrum Living Streets scheme would provide an attractive, safe and accessible mobility and public realm improvement that is consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Dundrum Local Area Plan 2023 and with the proper planning and sustainable development of the area.



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