Dundrum Living Streets

Part 8 & Preliminary Design Report

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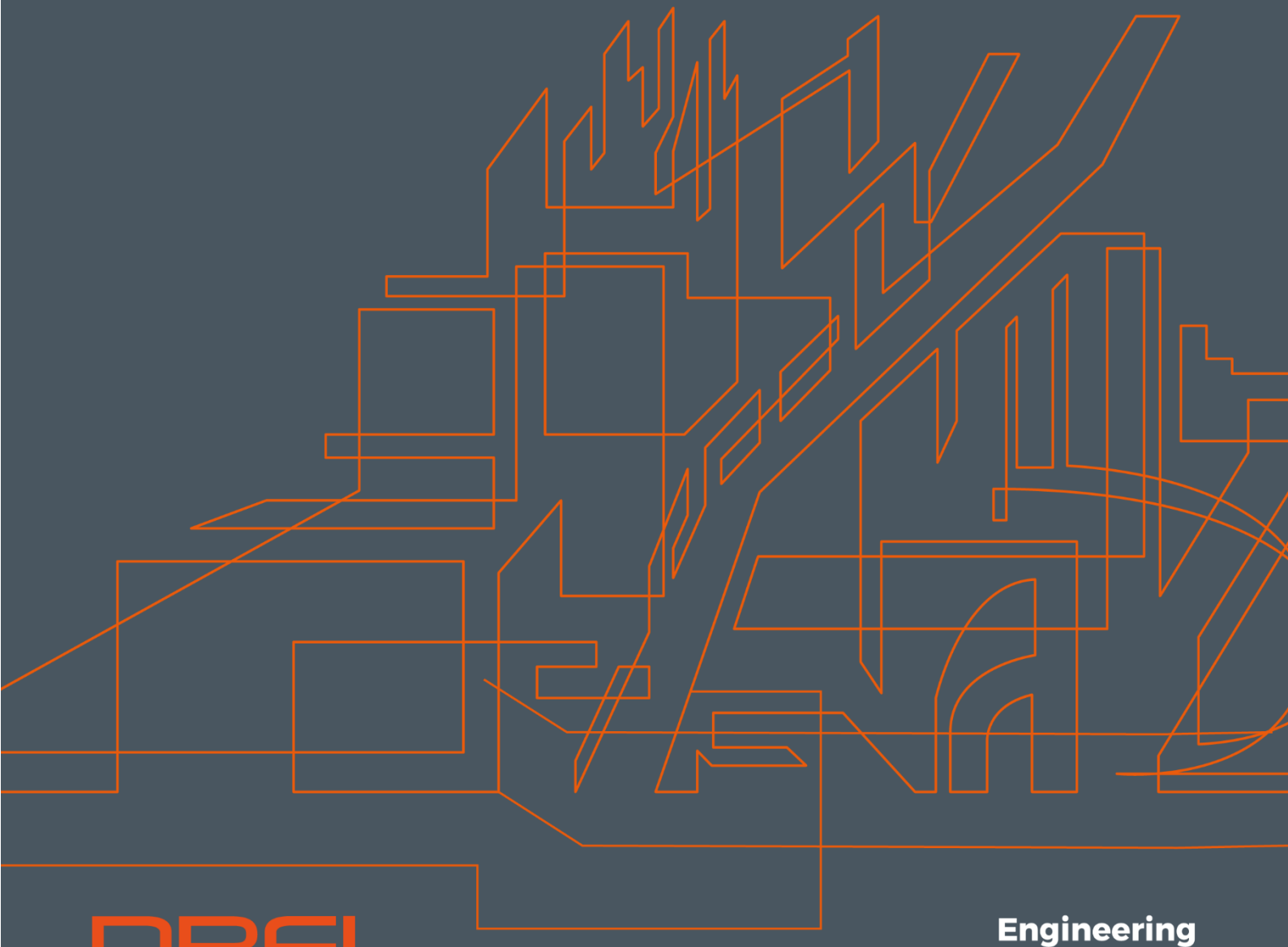
November 2026



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Executive Summary

DBFL Consulting Engineers (DBFL) have been commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to provide consulting engineering services for the design and development of the Dundrum Living Streets scheme. The scheme being brought forward through the Part 8 process represents Phase 1 of the wider Dundrum Living Streets project. It comprises an independently deliverable package of permanent public realm, urban greening and accessibility improvements along Main Street and Sandyford Road. The remaining elements of the wider project may be progressed separately as Phase 2, subject to further design development, assessment and the appropriate statutory approval process.

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

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

The proposed Phase 1 scheme comprises two principal sections:

- **Main Street:** Extends approximately 417 m between Dundrum Crossroads and the Dundrum Bypass / Main Street junction.
- **Sandyford Road:** Extends approximately 385 m from the Ballinteer Road / Main Street / Kilmacud Road Upper junction southwards to the entrance to Riversdale Apartments.

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

A feasibility and options selection assessment was undertaken to identify the preferred approach for the scheme, with alternatives assessed through an initial screening and Multi-Criteria Analysis (MCA). The preferred arrangements were subsequently developed to preliminary design, informed by stakeholder engagement, technical input and coordination with adjoining schemes. A briefing with Elected Members was also held on 16 September 2026.

Along Main Street, the proposals will transition the existing temporary interventions to a permanent, high-quality public realm scheme while generally retaining the established traffic and cycling arrangements. The works include upgraded paving and pedestrian facilities, landscaping and urban greening, together with improvements to the public realm around Holy Cross Church. Existing parking, loading, servicing and public transport arrangements will generally be retained.

Along Sandyford Road, the proposals similarly retain the established traffic and cycling arrangements while providing improved pedestrian facilities, public realm treatments and additional landscaping. Particular improvements are proposed around Sandyford Road Car Park, including relocation of the pedestrian crossing to provide a more direct connection towards Holy Cross National School.

The scheme has been coordinated with other planned projects in Dundrum, including the DLR Connector Active Travel Scheme, Public Realm & Plaza – East/North of Waldemar Terrace and Dundrum Bus Gate and Bus Layover Scheme to provide consistent interfaces and support improved connectivity across the wider area.

A Preliminary Conservation Assessment has informed the design, recognising that much of Main Street and the northern section of Sandyford Road lie within the Dundrum Architectural Conservation Area and in proximity to Protected Structures and other heritage features. The proposals seek to enhance the historic streetscape through sensitive public realm treatments while retaining and integrating historic features, including granite kerbing, where practicable. Heritage considerations will continue to inform subsequent design stages.

A Surface Water Feasibility Report has also been prepared, identifying existing drainage infrastructure and underground utilities as key constraints. As the works are predominantly within existing hardstanding areas, no significant increase in impermeable area is anticipated. Opportunities for Sustainable Drainage Systems (SuDS), including tree pits and bioretention areas, will be incorporated where practicable, subject to further drainage investigation and utility coordination.

Appropriate Assessment (AA) Screening and an Ecological Impact Assessment (EcIA) have been undertaken. The AA Screening concluded that the proposed development, alone or in combination with other plans and projects, is not likely to result in significant effects on European sites and that Stage 2 Appropriate Assessment is not required. The EcIA identified urban treelines as a Key Ecological Receptor and sets out appropriate mitigation measures, with no significant residual effects on protected habitats or species anticipated.

The scheme will be progressed through the statutory Part 8 planning process, including public consultation and consideration of submissions by DLRCC. The proposed works are intended to provide a permanent, coherent and accessible streetscape that respects Dundrum's historic character and supports the continued development of a vibrant, sustainable town centre.

1 Introduction

1.1 Background

DBFL Consulting Engineers (DBFL) have been commissioned by Dún Laoghaire Rathdown County Council (DLRCC) to provide consulting engineering services for the design and development of the Dundrum Living Streets Scheme (referred to herein as 'Proposed Scheme'). The Proposed Scheme represents Phase 1 of the wider Dundrum Living Streets project and comprises works along Main Street and Sandyford Road being brought forward through the current Part 8 process.

The overall purpose of the scheme is to support the implementation of the Dundrum Local Area Plan by delivering permanent public realm, urban greening and accessibility improvements along Main Street and Sandyford Road, creating a more attractive and people focused environment within Dundrum Village.

The proposed scheme is located in Dundrum, Dublin 14, and extends along approximately 417 m of Main Street, between Dundrum Crossroads and the Dundrum Bypass / Main Street junction, and approximately 385 m of Sandyford Road, between the Ballinteer Road junction and the Riversdale Apartments entrance. The total scheme length is approximately 802 m. The scheme extents and their relationship with the surrounding road network are illustrated in **Figure 1-1**.

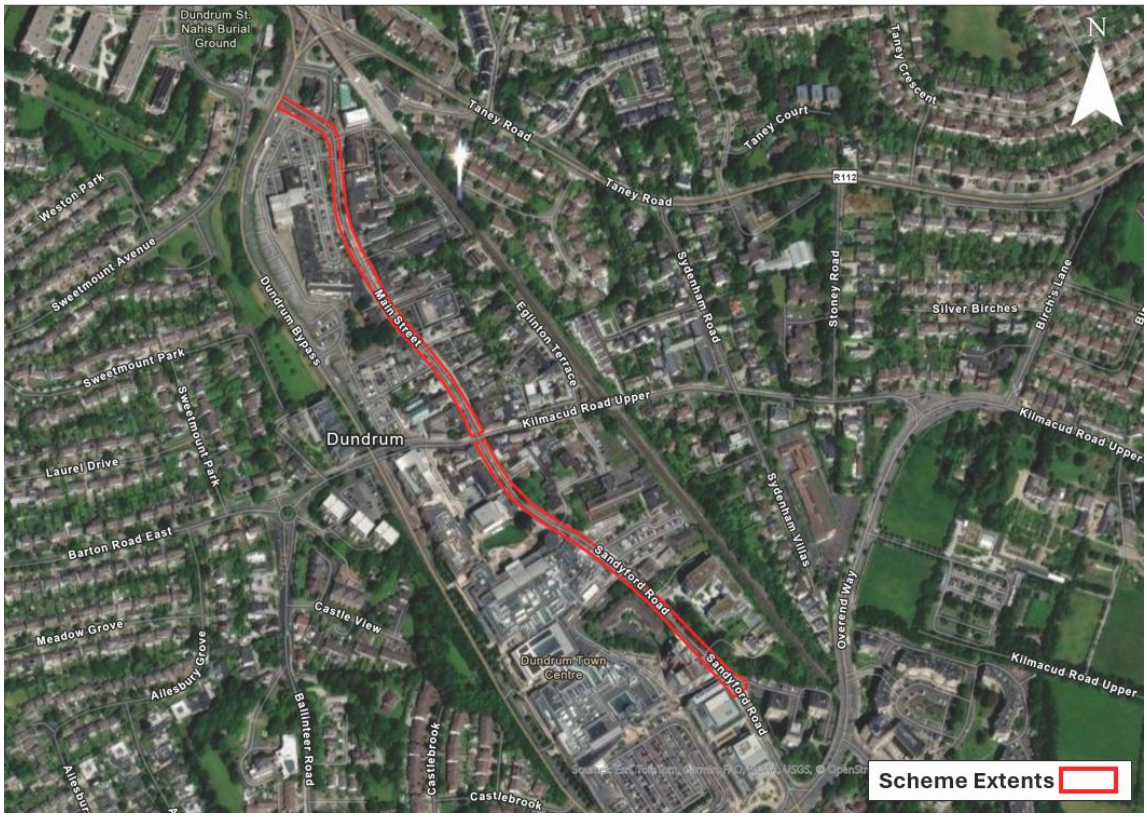


Figure 1-1: Scheme Extents

1.2 Objectives

The Dundrum Living Streets scheme, proposed under Part 8, will support the delivery of the following objectives:

- Ensure alignment with the Dundrum LAP 2023, which sets the strategic framework for the scheme.
- Enhance connectivity and accessibility for walking and cycling, improving safety, junction design, and overall convenience to encourage a shift towards sustainable travel.
- Ensure proposals are sympathetic to the area's heritage and conservation within the surrounding scheme area.
- Support climate action goals by reducing dependency on private cars and promoting active travel and public transport as viable alternatives.
- Integrate the scheme with adjacent on-going / planned schemes ensuring consistency and legibility across projects.
- Incorporate high-quality public realm and placemaking measures that enhance visual character, foster social interaction and contribute to community development.
- Facilitate the long-term sustainable growth and continued success of the Dundrum area.
- Adhere to all statutory planning, procurement, and design obligations, ensuring compliance with NTA, TII, DMURS, CDM, and all relevant safety, health, and welfare standards.

1.3 Report Structure

The following outlines the structure of the remainder of this report:

- **Section 2** provides an overview of the scheme location, surrounding land uses, local context and the identified need for the proposed Dundrum Living Streets scheme.
- **Section 3** outlines the relevant national, regional and local planning and transport policies that support the development of the proposed scheme.
- **Section 4** presents the relevant design guidance, standards and principles that have informed the development of the proposed scheme, together with an overview of planned and ongoing projects within the wider Dundrum area.

- **Section 5** describes the existing road, pedestrian and cycling conditions along Main Street and Sandyford Road, including the key opportunities and constraints identified within the scheme extents.
- **Section 6** provides a summary of the feasibility and options assessment undertaken for the Dundrum Living Streets scheme.
- **Section 7** summarises the consultation and engagement activities undertaken during the development of the proposed scheme, including stakeholder and project team engagement, councillor briefings, and statutory public consultation.
- **Section 8** describes the preliminary design proposals for Main Street and Sandyford Road, including traffic arrangements, cycling facilities, pedestrian improvements, public realm enhancements and cultural heritage considerations.
- **Section 9** outlines the proposed surface water drainage strategy, including existing drainage infrastructure, utilities, Sustainable Drainage Systems (SuDS) and flood risk considerations.
- **Section 10** summarises the consultation undertaken with the relevant internal departments of Dún Laoghaire-Rathdown County Council (DLRCC), including the feedback received and its consideration in the development of the preliminary design.
- **Section 11** provides an overview of the environmental and planning assessments prepared in support of the proposed scheme, including the Environmental Impact Assessment (EIA) Screening, Appropriate Assessment (AA) Screening, Ecological Impact Assessment (EcIA), and heritage and conservation assessments.
- **Section 12** presents the overall conclusions of the report, summarising the proposed scheme and its key benefits.

2 Location, Context and Scheme Overview

2.1 Location and Land Use

The proposed scheme is located in Dundrum, Dublin 14, and extends along approximately 417 m of Main Street and 385 m of Sandyford Road, covering a total length of approximately 802 m. The extent of the proposed scheme in relation to the surrounding road network is illustrated in **Figure 2-1**.



Figure 2-1: Proposed Scheme Extents and Surrounding Road Network

Dundrum functions as a Major Town Centre and serves as an important retail, commercial, community and transport destination. The area accommodates a mix of residential, retail, educational, religious and community uses and benefits from strong public transport connectivity, including the Luas Green Line and a number of high frequency bus services. Consequently, the public realm and streets within Dundrum accommodate significant levels of pedestrian activity throughout the day and evening.

The scheme is located adjacent existing residential and commercial developments and under Dún Laoghaire Rathdown County Development Plan (2022-2028) zoning maps, the scheme passes through or is adjacent a number of land uses which fall within the following zoning objectives;

Objective A: "To provide residential development and improve residential amenity while protecting the existing residential amenities".

Objective F: "To preserve and provide for open space with ancillary active recreational amenities".

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

It is noted that the scheme is located in close proximity to several protected structures (as denoted in orange on the Land Use Zoning Map), two Architectural Conservation Areas (ACAs) (outlined dark blue on the Land Use Zoning Map) and other heritage assets which contribute to the character and identity of Dundrum village. These heritage considerations have informed the development of the proposed public realm improvements.

The extents of the proposed scheme in the context of the DLR County Development Plan 2022-2028 land use zoning objectives are shown in **Figure 2-2**.

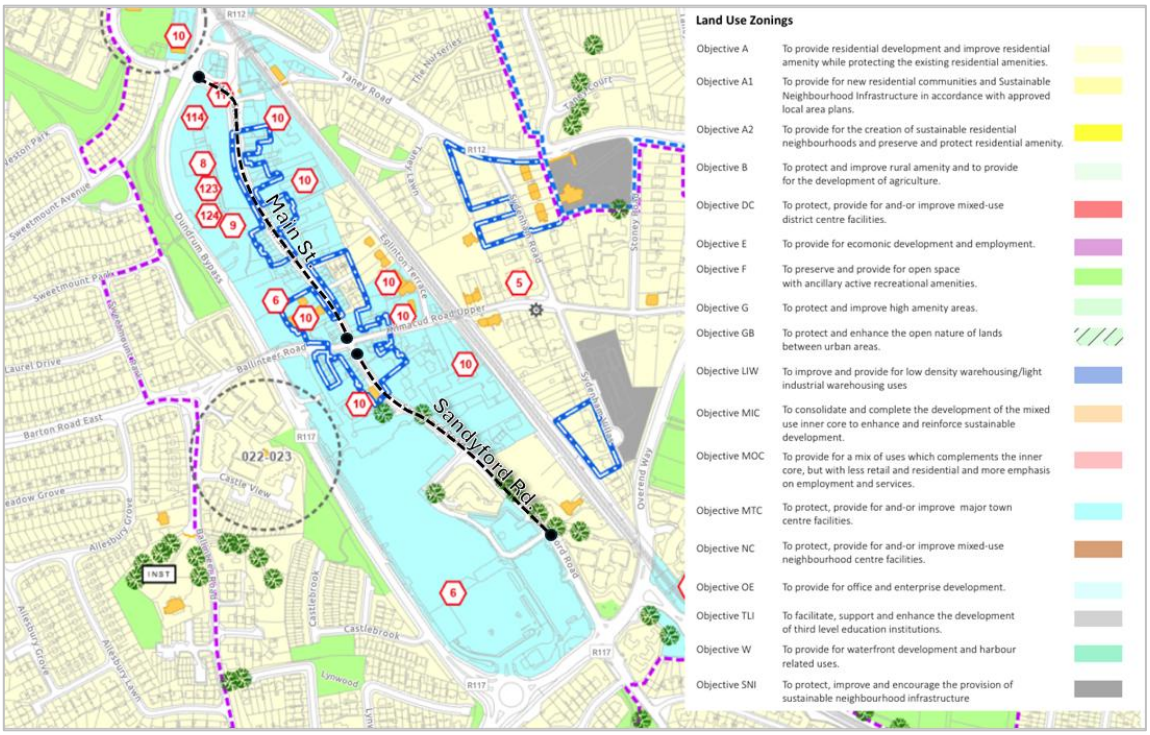


Figure 2-2: Scheme Study Area in Context of DLR County Development Plan Land Zoning Objectives

While Main Street and Sandyford Road have benefited from interim public realm and traffic management measures introduced in recent years, opportunities remain to provide a more permanent, coherent and high-quality streetscape environment, including enhanced paving, landscaping, urban greening and accessibility improvements.

2.2 Project Need

The Dundrum Living Streets Project forms part of the implementation of the Dundrum Local Area Plan (LAP) 2023, which seeks to create a more people focused, accessible and attractive town centre environment. The LAP identifies a range of public realm, streetscape, urban greening and sustainable transport improvements intended to enhance the character, functionality and overall quality of Dundrum Village.

The current scheme focuses on Main Street and Sandyford Road, which form key commercial and public spaces within Dundrum Village. These streets accommodate local businesses, community facilities, public transport services and significant pedestrian activity, while also serving as important places for social interaction and community life. The proposals form part of the wider Dundrum Living Streets programme, with the current phase focused on delivering permanent public realm improvements along these streets.

In recent years, temporary traffic management and streetscape measures have been introduced within Dundrum Village, including the existing one-way northbound traffic arrangement and contraflow segregated cycle track. While these measures have helped to improve the allocation of street space, much of the existing infrastructure remains temporary in nature, with opportunities to improve the quality and consistency of the public realm. The proposed scheme seeks to establish a more cohesive and permanent streetscape through improved paving, landscaping, street furniture, urban greening and enhanced pedestrian accessibility.

The scheme has been developed having regard to other planned projects in Dundrum, including the Dundrum Bus Gate, Public Realm & Plaza – East/North of Waldemar Terrace and DLR Connector Active Travel Scheme to provide appropriate integration and consistency across the wider area. The proposals will contribute to the ongoing enhancement of Dundrum Village through improved streetscape quality, accessibility, urban greening and more attractive public spaces, supporting the objectives of the Dundrum Local Area Plan, DLR County Development Plan and Climate Action Plan.

3 Relevant Policy Context

3.1 Introduction

It is important that a review of current national, regional and local policy is undertaken and used to inform the development of the options considered for the Proposed Dundrum Living Streets Scheme. As shown in **Table 3-1**, there is a strong national, regional and local policy basis for this scheme. The policy framework supports the enhancement of town centres through high-quality public realm, improved accessibility, urban greening, sustainable mobility and the creation of safer and more attractive streets and public spaces.

Particularly relevant to the proposed scheme are the Dún Laoghaire-Rathdown County Development Plan 2022–2028 and Dundrum Local Area Plan 2023, which establish the local policy framework for public realm, sustainable movement and urban greening within Dundrum.

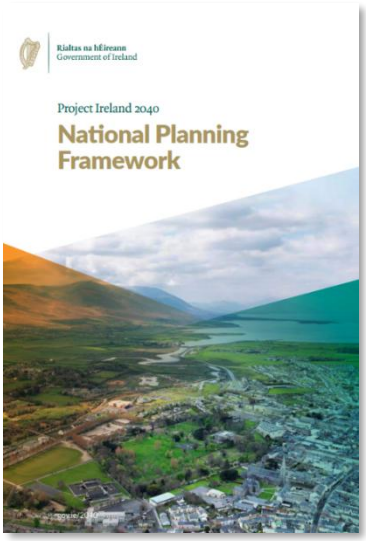
Level	Policy & Strategic Plans
National Policy	• Project Ireland 2040 - National Planning Framework • National Investment Framework for Transport in Ireland (NIFTI) • National Development Plan (2021-2030) • National Sustainable Mobility Policy (2022) • Climate Action Plans (2025)
Regional and Local Policy, Plans and Programmes	• Greater Dublin Area Transport Strategy (2022-2042) • BusConnects • Greater Dublin Area Cycle Network (2022) • Dún Laoghaire Rathdown County Development Plan (2022-2028) • Dundrum Local Area Plan (LAP) 2023 • DLRCC Climate Action Plan (2024 – 2029) • Dún Laoghaire-Rathdown Age Friendly Strategy 2022-2026 • Dún Laoghaire Rathdown Cycle Network Plan (2012) • Dún Laoghaire Rathdown Cycling Policy (2010)

Table 3-1: Relevant Policy and Strategic Plans For Dundrum Living Streets

The following sections outline the key planning strategy and policy documents influencing the study area extents and surrounding area, including the proposals and plans which govern the development of key infrastructure facilities for vulnerable road users, public transport and motor vehicles.

National Policy

3.2 National Planning Framework (2040)



The National Planning Framework 2040 (NPF) was published in February 2018 and now sets the strategic vision for the spatial development of Ireland for the period from 2018-2040. On foot of the completion of the NPF the Eastern and Midlands Regional Assembly has prepared their own strategy in accordance with the Framework set by the NPF.

This was adopted in June 2019 and is known as a Regional Spatial and Economic Strategy. According to the NPF, the National Strategic Outcomes (including Compact Growth and Sustainable Mobility) are supported by Strategic Investment Priorities where Housing and Sustainable Urban Development and National Road Networks are the first and second priorities (see **Figure 3-1** below). These concepts are central to the proposed scheme.

The Framework also highlights the importance of the modal shift and identifies the Greater Dublin Area Cycle Network Plan as a metropolitan cycle network as a key commuter routes and urban greenways on the canal, river and coastal corridors.



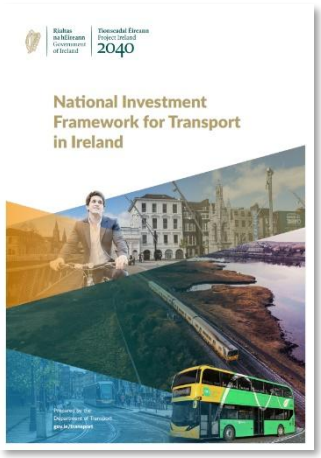
Figure 3-1 NPF Strategic Investment Priorities for Ireland (Source: www.npf.ie)

Table 3-2 sets out the National Strategic Outcomes and actions which aligns with the scheme.

NSO	Action
1. Compact Growth	Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context
2. Enhanced Regional Accessibility	Enabling more effective traffic management within and around cities and re-allocation of inner-city road-space in favour of bus-based public transport services and walking/cycling facilities
4. Sustainable Mobility	Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate
7. Enhanced Amenities and Heritage	Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity

Table 3-2 Dundrum Living Street Alignment with National Strategic Outcomes (NSOs)

3.3 National Investment Framework for Transport in Ireland (2040)



The National Investment Framework for Transport in Ireland (NIFTI) is the framework created by the Department of Transport for prioritising future investment in the land transport network. This is done to support the delivery of the National Strategic Outcomes. The Framework aims to contribute to Ireland's decarbonisation effort, support vibrant and successful communities, deliver a high performing transport system, and promote a strong and balanced economy.

In an effort to cater for rising travel demand as well as decarbonising the transport sector, there will be a significant investment in sustainable mobility. This includes major public transport schemes, improved access to sustainable mobility in our towns and rural areas, and major investment in cycling and pedestrian infrastructure. There are four Investment Priorities for the NIFTI:

- Decarbonisation
- Protections & Renewal
- Mobility of people and goods in urban areas
- Enhanced regional and rural connectivity.

The Framework also includes a Modal Hierarchy and Intervention Hierarchy for the maintenance and implementation of physical infrastructure.

The NIFTI Modal Hierarchy prioritises Active Travel modes, including walking and cycling, followed by public transport, with private vehicles ranking lowest in the hierarchy. This approach is intended to guide transport planning and investment decisions towards more sustainable travel patterns, supporting national objectives relating to decarbonisation, public health, and sustainable mobility.

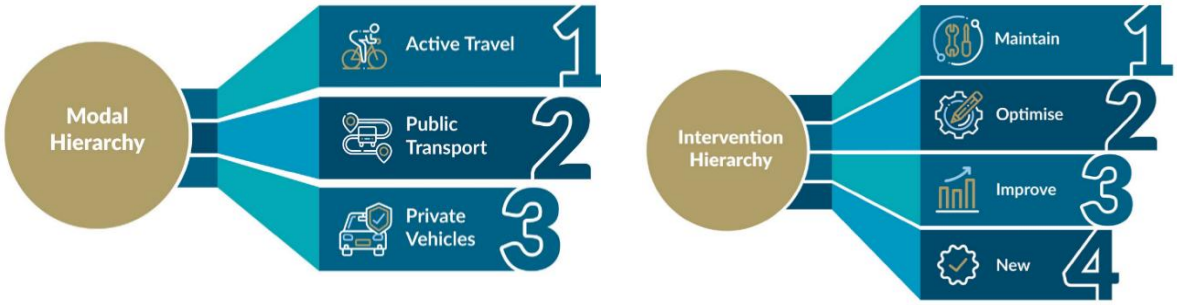
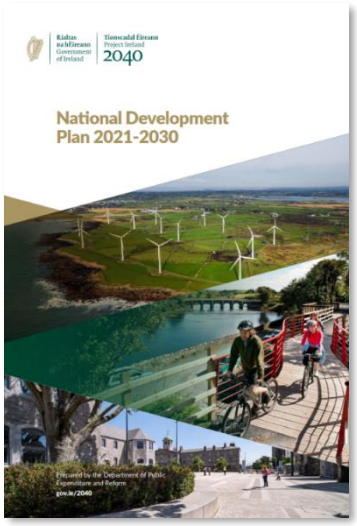


Figure 3-2 NIFTI Modal and Investment Hierarchies

3.4 National Development Plan (2021-2030)



As part of Project Ireland 2040, the National Development Plan (NDP) sets out the Government's strategic framework for public capital investment, supporting the delivery of national infrastructure priorities and the objectives of the National Planning Framework (NPF).

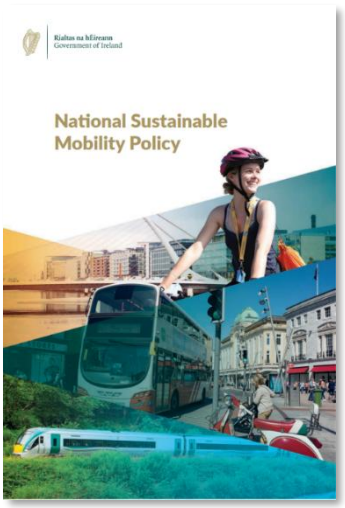
The NDP recognises the importance of investing in sustainable mobility infrastructure, including walking, cycling and public transport, to support compact growth, reduce transport-related greenhouse gas emissions and improve accessibility and connectivity. Investment in sustainable transport networks is also intended to enhance quality of life, support economic development and facilitate the transition towards a low-carbon society.

Sustainable mobility is identified as a key national strategic priority, with an emphasis on providing safe, accessible and attractive alternatives to private car travel. This includes improving walking and cycling infrastructure, strengthening connections to public transport and supporting more sustainable travel choices for everyday journeys to work, education, shops and other local services.

The proposed Dundrum Living Streets Scheme aligns with these objectives through the delivery of permanent public realm, pedestrian accessibility and cycling infrastructure improvements along Main Street and Sandyford Road. The scheme will enhance connectivity to local amenities, schools and public transport services, while supporting the creation of a more attractive, accessible and sustainable town centre environment.

Accordingly, the proposed scheme supports the NDP's strategic objectives relating to sustainable mobility, climate action, urban regeneration and the development of high-quality public infrastructure.

3.5 National Sustainable Mobility Policy (2022)



The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy aligns with the targets of the Climate Action Plan 2023 by aiming to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

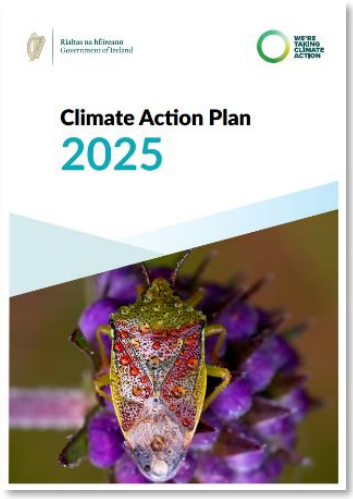
Table 3-3 sets out the National Strategic Outcomes to which the Proposed Scheme closely aligns.

Core Actions
Goal 1: Improve mobility safety
4. Continue to protect and renew road infrastructure for all road users including sustainable mobility users
Goal 3: Expand availability of sustainable mobility in metropolitan areas
19. Deliver additional cycling infrastructure projects in the five cities
Goal 6: Take a whole of journey approach to mobility, promoting inclusive access for all
48. Promote the principle of 'Access for All' across sustainable mobility services through: - Expansion of wheelchair accessible bus stops suitable for coach lifts
Goal 7: Design infrastructure according to Universal Design Principles and Hierarchy of Road Users Model
56. Fund local authorities to upgrade existing active travel infrastructure to meet safety, permeability and design standards

Table 3-3 Relevant Actions from the National Sustainable Mobility Policy Action Plan

3.6 Climate Action Plans (2025)

The Climate Action Plan 2025 (CAP25) is the third statutory annual update to Ireland's Climate Action Plan under the Climate Action and Low Carbon Development (Amendment) Act 2021. The Climate Action Plan sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also have associated positive economic and societal benefits, including cleaner air, warmer homes, and a more sustainable economy in the longer term.



Ireland's transport system plays a critical role in realising the ambitious targets of the Climate Action Plan. Consequently, to make growth less transport intensive a number of key policies are identified, including the expansion of walking, cycling and public transport to promote a mode shift. The measures to deliver on the transport related targets set out in the Climate Action Plan cover the following:

- Mode Shift;
- Conversion of Public Fleets;
- Incentives and Regulation;
- EV Charging Network;

- Use of Biofuels;
- CNG Network; and
- Emerging Technologies. The Climate Action Plan makes a commitment to delivering a modal shift, encompassing a range of behavioural change and sustainable transport measures; the following targets are set out within the plan to be achieved by 2030:
- An additional 125,000 sustainable journeys;
- 50% increase in daily active travel journeys;
- 130% increase in daily public transport journeys; and
- 25% reduction in daily car journeys.

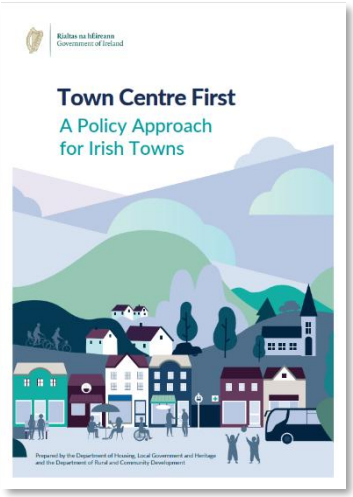
Key actions arising from the Climate Action Plan 2025 include the following:

- **TR/25/7:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans

The delivery of the proposed Dundrum Living Streets Scheme will help to fulfil the transport targets outlined above by enhancing connectivity to local schools, services and amenities, and surrounding residential estates by sustainable modes. The scheme will also complement and integrate with several other on-going / planned projects in the wider locality including the DLR Connector, Public Realm & Plaza – East/North of Waldemar Terrace Scheme and Dundrum Bus Gate Scheme.

3.7 Town Centre First Policy

The Town Centre First Policy (2022), published by the Department of Housing, Local Government and Heritage and the Department of Rural and Community Development, establishes a national framework for the regeneration and revitalisation of Irish towns. The policy seeks to create vibrant, attractive and accessible town centres that support economic, social, cultural and community activities, with particular emphasis on placemaking, high-quality public spaces, sustainable mobility and the protection of local character and heritage.



The Dundrum Living Streets Scheme aligns with the principles of the Town Centre First Policy through the proposed enhancement of Main Street and Sandyford Road. The scheme will contribute to a more attractive, inclusive and welcoming town centre through

improved streetscape materials, pedestrian accessibility, landscaping and urban greening, supporting the continued vitality of Dundrum Village as a place to live, work and visit.

Regional and Local Policy

3.8 Greater Dublin Area Transport Strategy (2022-2042)



The GDA Transport Strategy sets out the framework for transport across the Greater Dublin Area up to 2042 and has been updated to ensure consistency with current spatial planning policies and objectives, including national policies based on sustainability as set out in climate action plans.

The overall aim of the Transport Strategy *is "To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the regions climate change requirements, serves the needs of urban and rural communities and supports economic growth".*

The Transport Strategy also recognises the challenge presented by poor urban environments in the Metropolitan towns which are dominated by vehicles and the disproportionate adverse impacts this can have, particularly on persons with disabilities, the elderly and the socially. One of new aspects of the Transport Strategy is the emphasis placed on the urban design and placemaking as part of better street design in urban areas. As part of the implementation of the Transport Strategy, the following key relevant measures are set out:

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.

Furthermore, the Transport Strategy refers to the importance of access to local services and the concept of the '15 – Minute City' and a 'Town Centres First' approach whereby people should be able to meet most of their needs within a short walking or cycling distance of their home.

3.9 BusConnects

BusConnects is a strategic transport plan transforming and revamping the current bus system by building the "next generation" of bus corridors on the busiest routes and redesigning routes with the aim to offer, fast predictable and reliable bus journeys.

The revised bus network proposals, shown in **Figure 3-3** indicate that the proposed scheme will be well served by a number of interconnecting city bound and local routes further supplemented by a Core Bus Corridor (CBC) route enabling a high frequency service to the City Centre. With regards to the subject scheme, the following key points are noted (frequency below is shown for weekdays):

- Spine Route **A2**: Airport - City Centre - Ballinteer – Dundrum (12-30 mins)
- Spine Route **A4**: Swords - City Centre - Dundrum (12-30 mins)
- Local Route **L25**: Kilternan - Cabinteely - Deansgrange – Blackrock (30 mins)
- Local Route **L33:** Glencullen – Dundrum (60mins)
- Local Route **L35**: Rockbrook – Dundrum (60 mins)
- Radial Route **74**: Dundrum - Whitechurch - Crumlin - City Centre (30 mins)

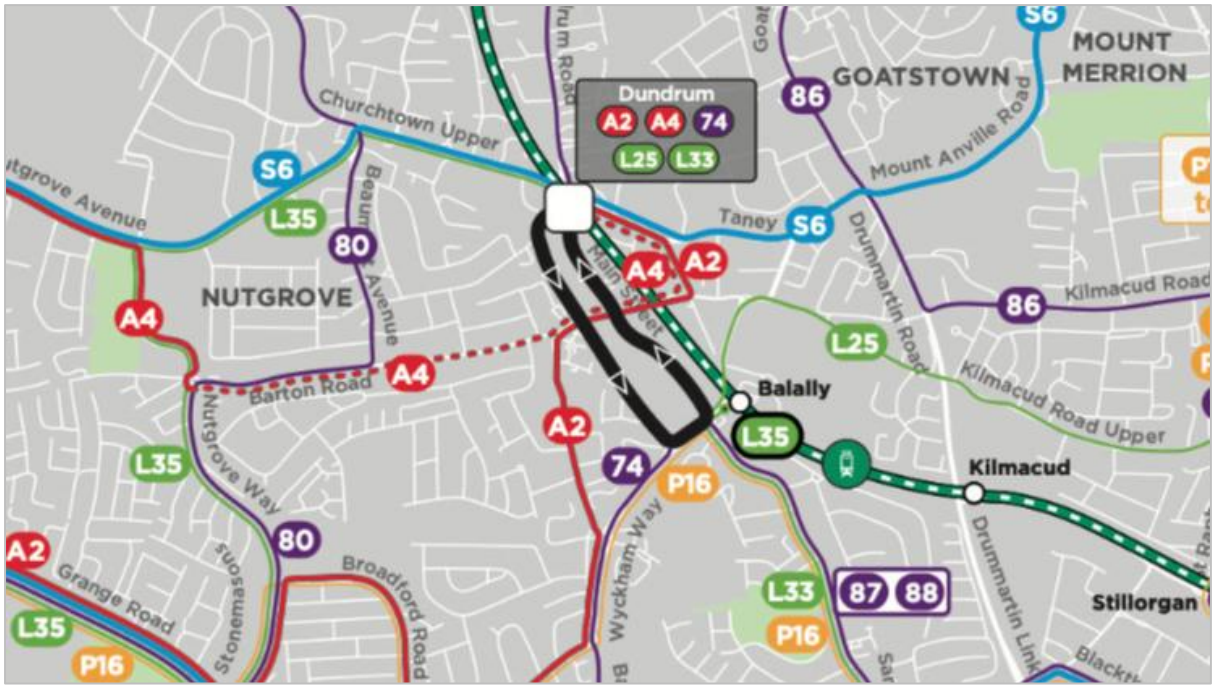
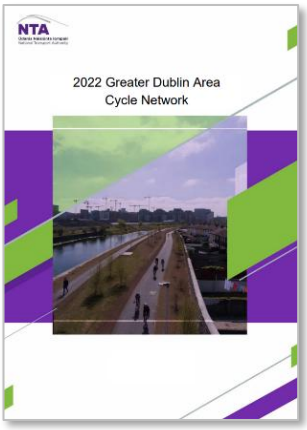


Figure 3-3: BusConnects Network Plan (2025)

The focus of the BusConnects Dublin Core Bus Corridor aspect is the delivery of the core bus network and associated bus infrastructure that is needed to make the bus system operate efficiently and reliably. The intention of the proposals is to develop the bus corridors so that each

will have a continuous bus priority, in other words, a continuous bus lane in each direction, along with segregated cycle lanes where practicable.

3.10 Greater Dublin Area Cycle Network



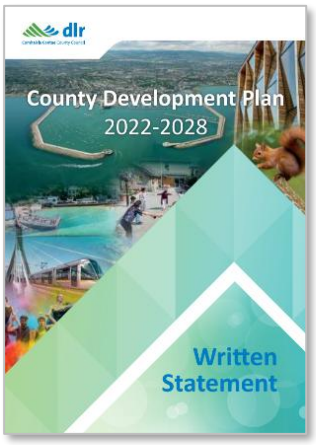
This updated plan provides a substantial update and expanse of the previous 2013 GDA Cycle Network Plan. Whereas the 2013 GDA Cycle Network Plan focused on identifying the links necessary for providing an adequate network for the cyclists, the 2022 GDA Cycle Network Plan aims to strengthen access and local permeability within Dublin and the GDA towns and cycling connectivity between them.

An extract from the Cycle Network Plan for the proposed scheme area is shown in **Figure 3-4** below. The scheme, highlighted in yellow on the map, comprises sections of Main Street and Sandyford Road, both of which are designated as 'Secondary' routes.



Figure 3-4: Cycle Network Plan
(Source: 2022 GDA Cycle Network Plan – Dublin South Central)

3.11 Dún Laoghaire Rathdown County Development Plan 2022-2028



The county development plan has brought a new approach called the 'Avoid–Shift-Improve' approach. This approach changes the emphasis from moving cars to moving people with a focus on demand management. This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

Key to the Avoid–Shift-Improve approach is the shift to more sustainable modes. The increase in active travel modes contributes to healthy lifestyles and is an essential response to climate change.

Align with the new approach, the Plans objectives is the development of the Sustainable transport, linking to the National Strategy, Regional Spatial & Economic Strategy.

Objective T4: Development of Sustainable Travel and Transport It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)

The scheme will promote active travel in the Dundrum area by enhancing connectivity and accessibility for walking and cycling, improving safety, junction design, and overall convenience to encourage a shift towards sustainable travel.

3.12 Dundrum Local Area Plan (LAP) 2023



The Dundrum Local Area Plan (LAP) sets out the policies and objectives to guide future development in Dundrum. The Dundrum LAP came into effect on Tuesday 21st November 2023. The LAP aims to guide Dundrum's future development by ensuring the provision of essential infrastructure including schools, open spaces, childcare, community facilities, shops, and

employment opportunities. As a key urban centre, Dundrum plays an important role not only in meeting local needs but also in serving a wider region. The population is projected to nearly double over the next 20 years, increasing from around 6,000 to 11,500 people.

At the heart of the Plan is the "*ten-minute neighbourhood*" concept whereby a person should be able to walk, cycle or use high quality public transport to access the various amenities within ten minutes of their home.

Chapter 4, *Transport and Movement*, states that one of the key assessments informing the plan is the Area-Based Transport Assessment (ABTA), which examines the most sustainable ways to manage future transport demand. The chapter outlines recommendations focused on promoting walking, cycling, and public transport in support of the "*ten-minute neighbourhood*" concept. The various Objectives cover three areas – Dundrum Major Town Centre area, South Dundrum and Dundrum Road Corridor.

In the context of the subject scheme, the Plan outlines the following relevant transport and development objectives:

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. 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.*
- *It is an Objective to 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.*
- *It is an Objective to create a school zone and safe access route for pedestrians and cyclists to Holy Cross National School via the Dom Marmion car park.*

T10 Dundrum Bypass Cycle Infrastructure:

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

T15 Wyckham Way Roundabout Upgrades:

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

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

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

Other relevant policies and objectives within the Dundrum LAP which also support the proposed scheme include the following:

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.*

DLAP6 – Public Realm Rebalancing:

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

Policy DLAP32 – Sustainable Water Management:

- *It is Policy to implement the main elements of the DLR GI strategy in relation to water management including:*
- *Reducing the rate, volume, and improving the quality of surface water runoff.*
- *Managing runoff at-source through the use of infiltration systems.*
- *Promoting local sustainable urban drainage systems (SuDS), 'Green Streets' and green roofs.*
- *Enabling SuDS to be located in the public realm.*
- *Utilizing the River Slang where possible as a natural foundation for GI corridors.*

Policy DLAP33 – SuDS:

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

Policy DLAP34 – Surface Waters Regulations:

- *It is Policy to ensure the implementation of the surface water legislation Environmental Objectives (Surface Waters) Regulations 2009 to ensure that development permitted would not have an unacceptable impact on water quality, including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters.*
- *Development within the LAP area shall comply with the Policies and Objectives of the County Development Plan relating to protection of existing water and drainage infrastructure.*

Policy DLAP48 – Historic Character:

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

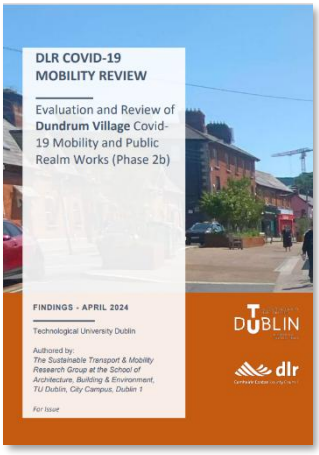
Objective PR3 – Dundrum Main Street Tree Planting and Urban Greening:

- *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.*

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.*

3.13 Evaluation and Review of Dundrum Village Covid-19 Mobility and Public Realm Works (Phase 2b)



In April 2024, Technological University Dublin (TU Dublin) published the *Evaluation and Review of Dundrum Village Covid-19 Mobility and Public Realm Works (Phase 2b)*, commissioned by Dún Laoghaire-Rathdown County Council (DLRCC). The study assessed the socio-economic, public realm and mobility impacts of the temporary measures introduced in Dundrum Village in August 2020, including the introduction of a northbound one-way traffic arrangement, a southbound contraflow cycle lane, widened footpaths and additional pedestrian crossings.

The assessment adopted a combined People–Place–Movement approach, incorporating stakeholder interviews, public realm audits and mobility analysis to evaluate the effectiveness of the interventions and identify opportunities for further improvements.

The study identified several positive outcomes, including:

- A 26% increase in public space along Dundrum Main Street following the reallocation of road space.
- A 19 percentage-point improvement in the Healthy Streets assessment score, increasing from 51% to 70%.
- Reduced vehicle speeds and traffic volumes following the introduction of the one-way traffic arrangement.
- Improvements in pedestrian accessibility, public realm quality and opportunities for social interaction.

The study also identified areas requiring further improvement, including the accessibility and design of the contraflow cycle lane, pedestrian crossing provision, connectivity to surrounding streets and public transport services, and the need to balance pedestrian priority with servicing and access requirements for local businesses.

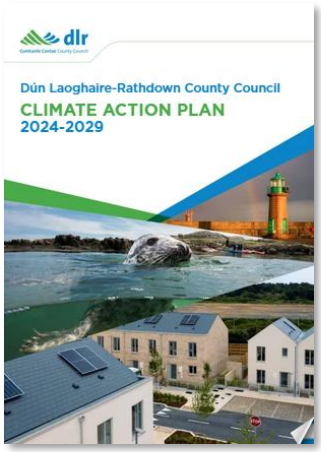
The report recommended building upon the benefits of the temporary interventions through permanent public realm improvements, including enhanced pedestrian priority, additional step-free crossings, improved cycling infrastructure, traffic calming measures, better connections to schools and public transport, and increased landscaping and greening. The importance of

respecting Dundrum's architectural heritage and engaging with local businesses and the wider community was also highlighted.

The findings and recommendations of the TU Dublin study are relevant to the Dundrum Living Streets Scheme, which seeks to build upon the existing mobility arrangements and deliver permanent improvements to the public realm along Main Street and Sandyford Road. The proposed scheme incorporates enhanced pedestrian facilities, improved crossing arrangements, cycling infrastructure improvements, landscaping and public realm enhancements, while retaining access for public transport, servicing and local businesses.

Overall, the TU Dublin study provides supporting evidence for the continued improvement of Dundrum Village as a pedestrian-friendly, accessible and attractive urban environment, consistent with the objectives of the Dundrum Living Streets Scheme and the Dundrum Local Area Plan 2023.

3.14 DLRCC Climate Action Plan (2024 – 2029)



The Climate Action Plan (2024 – 2029) sets out DLRCC's process to improve energy efficiency and reduce greenhouse gas emissions, while making the County a more climate-resilient region. This will be achieved by a range of ongoing and planned actions in six thematic areas: Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions, Circular Economy and Resource Management and Community Engagement. The actions under these themes address the four targets of the plan which are as follows;

- 50% improvement in DLR's energy efficiency by 2030
- 51% reduction in DLR's greenhouse gas emissions by 2030
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events, and
- To actively engage and inform our communities on climate action.

The plan acknowledges that by improving public transport and cycling networks, congestion and pollution is reduced, air quality is improved and noise impacts are reduced. Also, by encouraging cycling and walking, the health of local communities can be improved. As part of the Strategic Priorities set out in the plan, active travel (walking and cycling) and public transport solutions will be prioritised, including consideration of reallocation of road space to these modes of travel, and

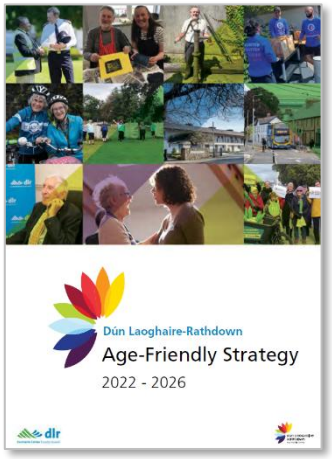
accessibility. Supporting this, the '10 Minute Neighbourhoods' concept is a key priority to address carbon emissions, congestion and air quality issues in the Dún Laoghaire Rathdown area.

Key transport actions relevant to the proposed scheme include:

- **T1** – Deliver a safe and active travel network for people of all ages and abilities by implementing the County and Greater Dublin Area Cycle Network
- **T8** – Reallocate Road space to provide for sustainable travel alternatives
- **T9** – Identify opportunities to implement permeability and connectivity in the planning process
- **T17** – Expand the number of controlled crossings and zebra crossings
- **T23** – Explore the use of sustainable methods of road surfacing that minimises the use of raw materials

3.15 Dún Laoghaire Rathdown Age Friendly Strategy (2022 – 2026)

The DLR Age-Friendly Strategy (2022 – 2026) sets out four strategic priorities, these include the Physical Environment, Shared Services, the Social Environment and Working Together. With regards to the Physical Environment, one of the key objectives (Objective 1.2) is to 'Influence the provision of safe and accessible transport and infrastructure to enable older people engage actively within their communities'.



The Strategy notes that to achieve this the following is required:

- 1.2.4: Enhance pedestrian facilities in the County for the widest range of users. KPIs for this include number of pedestrian crossing facilities improved and length of footpaths upgraded.
- 1.2.5: Carry out improvements to the cycle network. KPIs for this include length of cycle track improved and accessible for all cycling abilities and number of cycle schemes at various stages of development.

3.16 Dún Laoghaire Rathdown Cycle Network Plan (2012)

The extents of the DLR Cycle Network Plan for the Dundrum area are presented below in **Figure 3-5**:

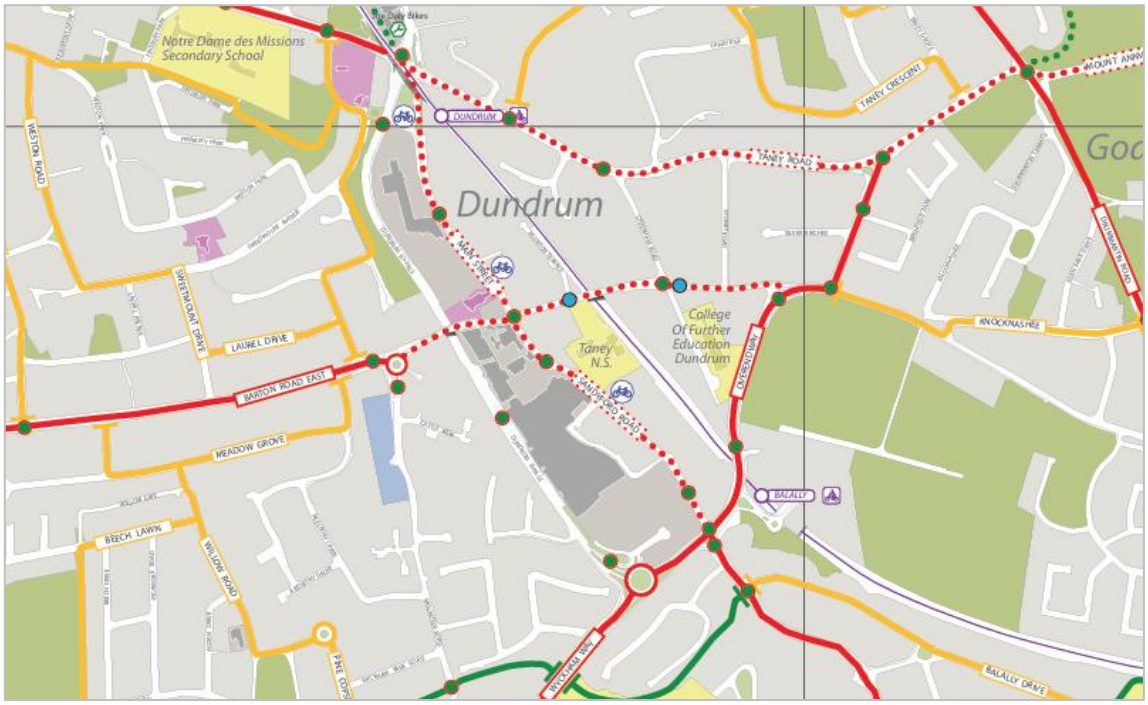
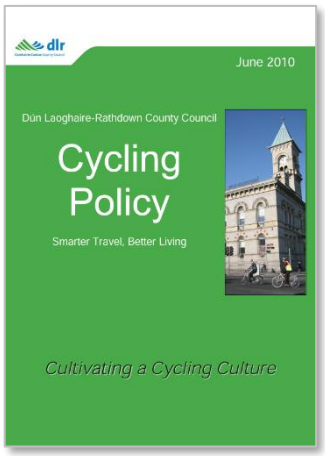


Figure 3-5: DLRCC Cycle Network Plan (Source: DLRCC)

Within the DLR Cycle Network Plan, Main Street and Sandyford Road are designated as 'busy traffic routes' with a number of traffic / pedestrian signal crossings identified. Wyckham Way and the junctions with Dundrum Bypass and Sandyford Road are also designated as 'busy traffic routes' with traffic / pedestrian signal crossings also identified. There is no proposed route identified on the Dundrum Bypass.

3.17 Dún Laoghaire Rathdown Cycling Policy (2010)



The vision of the DLR Cycling Policy is to "*cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, that positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community*".

The Policy states that in order to contribute to achieving local and national goals, it focuses its attention on the provision of infrastructure, promotion and marketing on the following activities:

- Trips to school
- Trips to work
- Trips to and from public transport interchanges as part of onward journeys to work

- Other utility trips i.e. trips to shops, leisure facilities etc.
- Recreational and tourism trips, including countryside access
- Long distance and rural routes

3.18 Dundrum By Design

Dundrum by Design is a collaborative community engagement initiative led by Dún Laoghaire-Rathdown County Council (DLRCC), in partnership with University College Dublin (UCD), to inform the future development of Dundrum, including the Living Streets: Dundrum Scheme. The engagement process has sought to identify community priorities for the future development of the village, with a particular focus on creating a more vibrant, inclusive and climate resilient town centre.

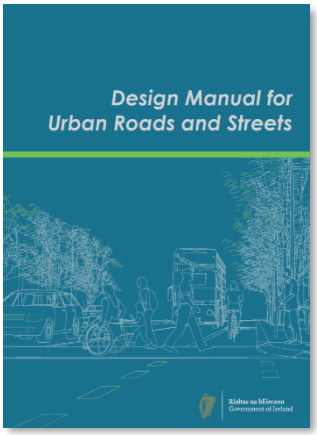
Feedback received through the engagement process identified a number of priorities of direct relevance to the Proposed Scheme. These included increased urban greening and tree planting, improved accessibility and pedestrian facilities, enhanced pedestrian and cycle connectivity, improved wayfinding and the provision of inclusive and attractive public spaces. Feedback also indicated support for retaining the existing vehicle and pedestrian access arrangements on Main Street while improving the quality and functionality of the surrounding public realm.

Engagement relating to the public space at Holy Cross Church identified opportunities for additional planting and greening, seating and rest areas, improved pedestrian environments and flexible public space. Youth engagement undertaken as part of Dundrum by Design reinforced many of these themes, particularly in relation to pedestrian safety, accessibility, cycling facilities, green infrastructure and the provision of seating and public amenities. These findings have informed the development of the preliminary design for the Proposed Scheme.

4 Design Guidance

In addition to the relevant policy guidance, the proposed scheme has been prepared in compliance with the following design guidance:

4.1 Design Manual for Urban Roads and Streets DMURS (2019)



The Design Manual for Urban Roads and Streets (DMURS) (May 2019) provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The four key design principles of DMURS include:

Design Principle 1: *Support the creation of integrated street networks which promote higher levels of permeability and legibility for all road users, and in particular more sustainable forms of transport.*

Design Principle 2: *The promotion of multi-cultural, place-based streets that balance the needs of all users within a self-regulating environment.*

Design Principle 3: *The quality of the street is measured by the quality of the pedestrian environment.*

Design Principle 4: *Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.*

The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities, with pedestrians at the top indicating that walking is the most sustainable form of transport. Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

DMURS acknowledges the challenges in retrofitting permeability to existing built up areas, whereby the dendritic nature of some street patterns makes it difficult to retrofit as there are very little connection opportunities. A number of processes and design principles are suggested by DMURS to assist in successfully retrofitting permeability to existing built up areas, including:

- Rather than seeking to retrofit a fully permeable network, focus on key desire lines where maximum gain can be achieved throughout the minimum amount of intervention;
- Ensure any plan highlights reductions in journey times, walking distances etc.;
- Identify potential reduction in private vehicle use or increases in cycling and walking;
- Ensure links are short, overlooked, have clear sight lines, and are well lit to mitigate antisocial behaviour. Longer links should be limited to those which go through areas of open space;
- Implement a package of landscape improvements that will directly add to the attractiveness of an area; and
- Where possible focus on formalising routes which are currently used by more able pedestrians but due to barriers are not suitable for use by the mobility impaired and disabled.

The focus of the manual is to promote an integrated approach towards creating and designing street networks which are simpler in structure, with higher levels of connectivity to reduce travel distances on foot or by bike, but which also incorporate elements of urban design and landscaping to help manage behaviours and provide high quality street environments.

4.2 Cycle Design Manual (Aug 2026)



The Cycle Design Manual (CDM) has been prepared by the National Transport Authority (NTA) and overseen by the Department of Transport. This version 1.1 replaces the previous version 1.0, published in September 2023, which superseded the National Cycle Manual originally published by the NTA in 2011. The manual draws on the experience gained from delivering cycling infrastructure across Ireland over the past decade, incorporates lessons learned from international best practice, and is guided by the objective of providing safe, accessible, and high-quality cycling facilities for people of all ages and abilities.

The manual sets out five main requirements for cycle-friendly infrastructure:

I. ***Safety:*** relating to both the actual safety and the perceived safety of a cycle facility.

II. ***Coherence:*** relating to the connectivity and ease of navigation of cycle routes at a network level.

III. ***Directness:*** cycle routes should connect origins and destinations using the shortest route with as little delay as possible.

IV. ***Comfort:*** Cycle facilities should be designed and maintained so that they are comfortable to use.

V. ***Attractiveness:*** the cycling environment along a route should ideally be as pleasant and interesting as possible.

The type of facility proposed as well as the width of a cycle facility are two key factors for providing adequate, safe facilities and a sub-standard cycle lane/track is never recommended.

In terms of the type of facility proposed, integrated or segregated, there are a number of factors considered for determining the type of facility most appropriate. Segregated facilities are recommended in the following circumstances:

- The traffic regime cannot be rendered suitable for integrated cycling;
- To preclude traffic from queuing or parking on the facility;
- To confer an advantage on cyclists.

A guidance chart is extracted in **Figure 4-1** below (Table 2.1 within the CDM). This is intended to be used to guide designers in the selection of suitable cycle facilities based on the traffic regime and intended cycle users. The table is colour-coded as shown below to indicate the suitability of each provision for users based on traffic regimes.

Table 2.1 - Cycle facilities selection guide

Speed Limit[1]	Two-way traffic flow (peak hour pcus)	Remote Cycleway/ Greenway	Standard cycle track (incl. two-way tracks)	Stepped cycle track	Protected Cycle Lane	Mandatory Cycle Lane	Mixed Traffic
20 km/h	< 200						
	200-400						
	> 400						
30 km/h	< 200						
	200-400						
	> 400						
40 km/h	< 200						
	200-400						
	> 400						
50 km/h	< 200						
	200-400						
	> 400						
60 km/h	Any						
≥ 80 km/h	Any						

Provision should be suitable for most users.
Provision may not be suitable for all and may exclude some potential users (Departure required).
Provision not recommended as it's unlikely to be suitable for a range of users (Departure required).
Provision not suitable.

Notes:
1. If the 85th percentile motor traffic speed is more than 10% above the speed limit, the next highest speed limit should be applied.

Figure 4-1: Cycle facilities selection guide (Source: CDM Table 2.1)

The CDM describes in detail the geometric and design considerations associated with each of the available cycle facilities and link types.

The width of cycle facilities should be calculated in accordance with Table 2.2 of the CDM. The width required is made up of the four basic elements (A, B, C, D) described below. Additional width may also be required to cater for steeper gradients and drainage systems. The width calculator table is illustrated in **Figure 4-2**.

- A = Inside Clearance; the space to the left of cyclists which is determined by the inside edge/boundary of the cycle facility.
- B = Central Width; the space required for cycling which depends on the type of facility, direction of flow and anticipated volume of cyclists.
- C = Outside Clearance; the space required to the right of cyclists which is determined by outside edge/boundary of the cycle facility.
- D = Buffer; the horizontal separation required between the cycle facility and traffic, which is determined by the speed limit of the road.

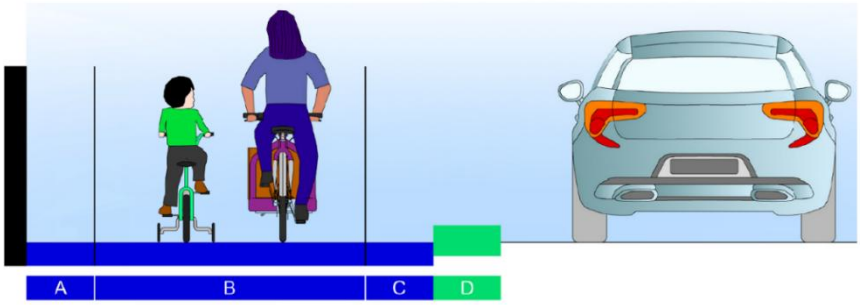


Table 2.2 - Width Calculator

A. Inside Clearance	
Feature	**Additional width required (m)**
Flush or near-flush surface including low and splayed kerbs up to 60mm high	0.00
Kerbs 61mm to 150mm high	0.20
Vertical feature from 151mm to 600mm high	0.25
Vertical feature above 600mm high	0.50

B. Central Width			
Type of Facility	**Flow (cycles per peak hour)**	**Desirable minimum width (m)**	**Absolute minimum width (m)**
One-way cycle track	<300	2.00	1.50*
	>300	2.50	2.00
Two-way cycle track	<300	3.00	2.00
	>300	4.00	3.00
Cycle lane	All	2.00	1.50
Shared Active Travel Facility	<300	4.00	3.00
	>300	5.00	4.00

*May not cater for comfortable overtaking or cycling two abreast

C. Outside Clearance	
Feature	**Additional width required (m)**
Flush or near-flush surface including low and splayed kerbs up to 60mm high	0.00
Kerbs 61mm to 150mm high	0.20
Vertical feature from 151mm to 600mm high	0.25
Vertical feature above 600mm high	0.50

D. Buffer Width	One-way cycle track		Two-way cycle track	
Speed limit (kph)	**Desirable min buffer (m)**	**Absolute min buffer (m)**	**Desirable min buffer (m)**	**Absolute min buffer (m)**
≤30	0.00	0.00	0.50	0.30
40/50	0.50	0.00	0.50	0.30
60	1.00	0.50	1.00	0.50
80	2.00**	1.50**	2.00**	1.50**
100	3.50***	1.50***	3.50***	1.50***

Including any hard strip * Excluding any hard shoulder

Notes:

i. Desirable minimum widths should be used when calculating required widths of facilities. Where desirable values cannot be achieved, incremental reductions towards absolute minimum values may be considered.

ii. The use of widths less than the above guidance should be avoided. In exceptional circumstances where widths cannot comply with the guidance, the designer should seek a departure from standard and this should be approved by the relevant Sanctioning Authority prior to incorporation into the design.

iii. On gradients greater than 3%, cycle track width should be increased by 0.25 m to allow for greater lateral movement.

iv. Where gullies are present on a cycle track that do not allow cycles to easily overrun, the cycle track width should be increased by the widths of the gully.

Figure 4-2: Cycle Width Calculator (Source: CDM Table 2.2)

Using the CDM Width Calculator, reductions of these desirable minimum widths can be considered on a case-by-case basis, with due cognisance of the volume of cyclists anticipated to use the route as well as the level of service required.

With regards to junction design, the CDM explores and addresses the importance of facilitating safe and efficient passage of all modes of traffic through junctions given the inherent complexity of accommodating mixed mode movements. With regards to safety, the initial approach towards junction design should be to minimise the number of potential conflict points and reducing relative speed differentials between different road users.

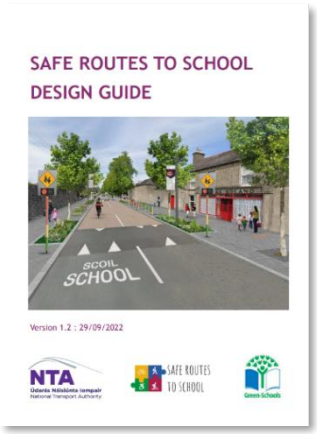
It describes in detail the design guidance and options associated with signal-controlled junctions. In order to provide junction layouts that can safely cater for all cycle movements and are suitable for use by cyclists of all ages and abilities, protected junction layouts are defined as being the preferred arrangements for signal-controlled junctions on cycle routes.

There are a number of variations of protected junction layouts presented in the CDM to suit different circumstances and conditions, however, there are a number of key features applicable to all the protected junction layouts as detailed in Table 4.20 therein, extracted here in **Figure 4-3**.



Figure 4-3: Key features of protected junctions (Source: CDM Table 4.20)

4.3 NTA Safe Routes to School Design Guide (2022)



The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green-Schools in 2020 as a response to the need to support schools to increase walking and cycling to school.

The main objectives of the programme are:

- To improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
- To improve access routes to school by improving walking and cycling infrastructure; and
- To increase the number of students who cycle to school by expanding the amount of cycle parking.

The guide aims to provide designers with a set of design concepts and ideas to produce an enhanced sustainable access to school by providing technical guidance on design principles and considerations.

Road Safety is a vital reason to implement the SRTS Programme as the leading cause of childhood death after infancy was accident and injury (26.5%) during 2006-2017. Road traffic collisions accounted for the greatest proportion of accidental injury deaths (33%). From 1997-2012 44% of child RTC fatalities were pedestrians, while 37% were car passengers. (RSA Child Casualties Report 1997-2012).

Almost triple the amount of school children are driven to school (60%) than what it was a generation ago. Transport accounted for 20.4% of greenhouse gas (GHG) emissions in 2019. An EPA report published in 2020 estimated 1300 premature deaths in Ireland due to air pollution.

The policy states that the front of school is where children congregate in the greatest numbers and where they are most vulnerable to indiscriminate parking practices, hazardous crossing conditions and air quality issues from idling cars.

The Dundrum Living Streets Scheme aligns with the principles and objectives of the NTA Safe Routes to School Design Guide (2022), particularly along Sandyford Road, which forms part of a Safe Route to School serving Holy Cross School. The proposed improvements in the vicinity of Sandyford Car Park, including enhanced pedestrian facilities, crossing arrangements and junction layouts, will support safer and more accessible journeys to and from school.

4.4 Traffic Signs Manual (Oct 2025)

The Proposed Scheme was designed in accordance with the relevant guidance and standards set out in the Traffic Signs Manual. The Manual provides guidance on the design, application and positioning of traffic signs and road markings to ensure consistency, clarity and safety across the Irish road network.

The design of the Proposed Scheme took account of these requirements, particularly in relation to pedestrian and cyclist facilities, road markings, signage and traffic management measures. This approach supports a safe, clear and accessible road environment for all road users, with particular consideration given to vulnerable road users and school-going children.

Interactions with On-Going / Planned Schemes

4.5 Overview of Planned Schemes in Dundrum Area

In 2023, Dún Laoghaire-Rathdown County Council adopted a new Local Area Plan (LAP) for Dundrum, aligned with the County Development Plan and the national Climate Action Plan. To support the delivery of the LAP objectives, several key projects have been identified, focusing on enhancing streetscapes and neighbourhoods.

The Dundrum Living Streets scheme forms part of this wider framework and will interact with a number of these proposed schemes, which are at different stages of design and delivery. The integration and tie-in details with adjacent projects will influence the overall design and functionality of the scheme. The section below provides an overview of the schemes that will directly interact with the Dundrum Living Streets proposal.

Figure 4-4 illustrates how the Living Streets scheme interacts with several other proposed schemes in the Dundrum area.

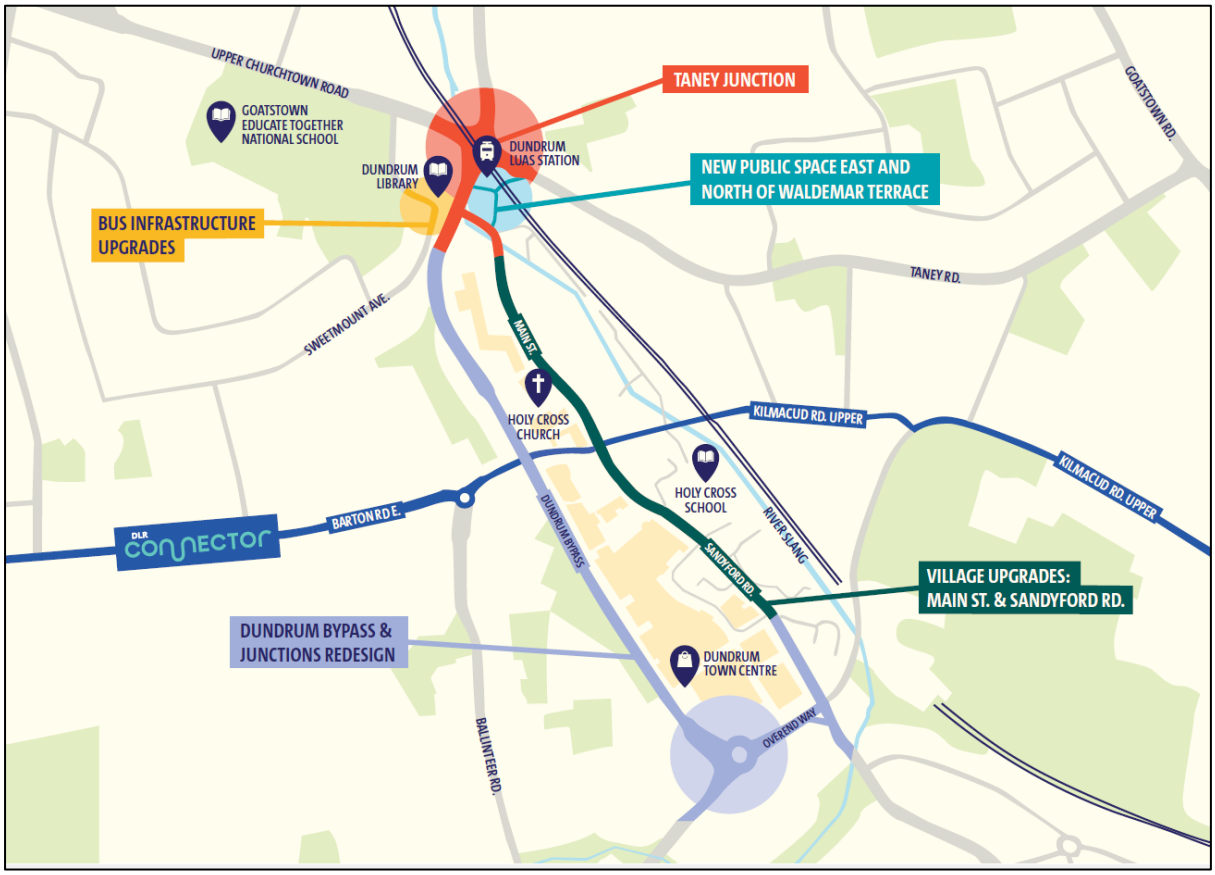


Figure 4-4: Overall Dundrum Schemes Map

4.6 Public Realm & Plaza – East/North of Waldemar Terrace

The Public Realm & Plaza – East/North of Waldemar Terrace forms part of a wider programme of regeneration initiatives within Dundrum aimed at enhancing the quality of the urban environment and supporting sustainable growth.

The scheme seeks to deliver a high-quality, inclusive and multifunctional public realm at Taney Cross, located at the junction of Taney Road and Main Street. The proposed development will transform an underutilised and fragmented urban space into a vibrant civic destination, supporting a range of activities including passive recreation, social interaction, and community events.

The project will play a key role in reconnecting Main Street North and South, improving accessibility to the Dundrum LUAS stop, and supporting the integration of active travel and potential mobility hub functions.

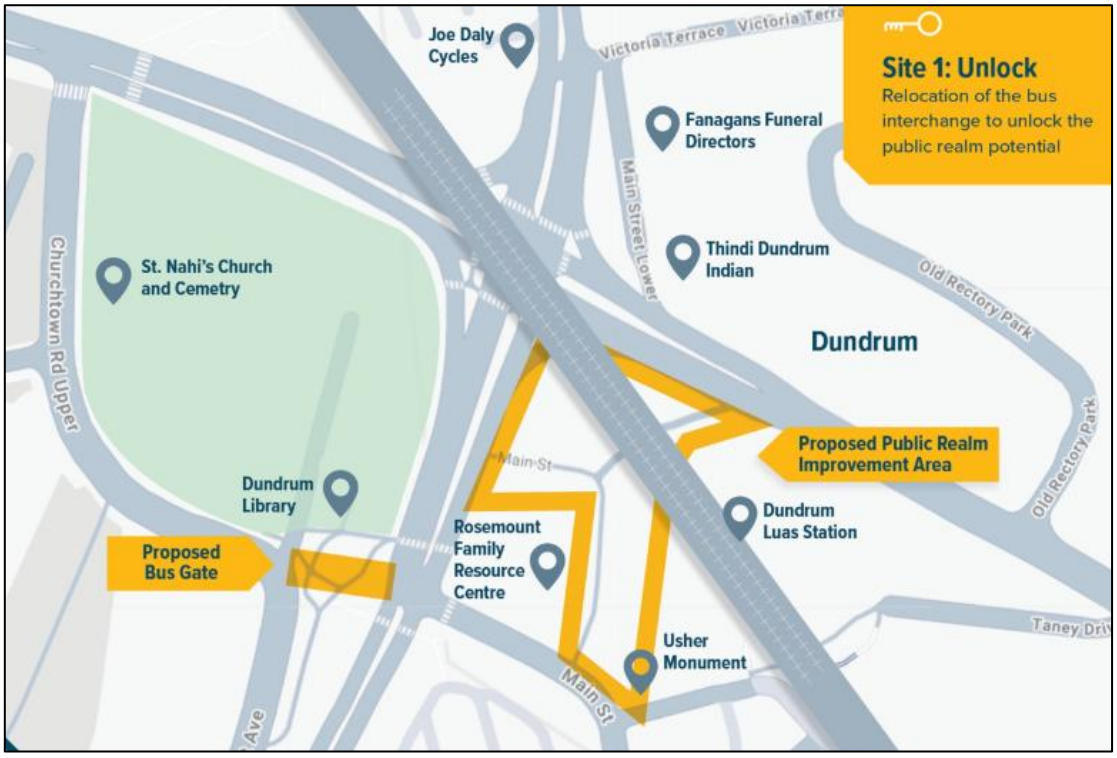


Figure 4-5: Public Realm & Plaza – East/North of Waldemar Terrace

4.7 Dundrum Bus Layover Scheme

The Dundrum Bus Layover Scheme seeks to improve bus infrastructure and public realm within the Dundrum area. The scheme will provide dedicated layover spaces where buses can wait between services without obstructing traffic or occupying active bus stops. In total, the proposal includes four layover spaces on Churchtown Road Upper, two additional spaces opposite St. Nathi's Church, and one layover space on the Dundrum Bypass.

A key element of the scheme is the introduction of a new bus gate, forming a one-way, signal-controlled connection between Dundrum Main Street, Sweetmount Avenue, and Churchtown Road Upper. This measure is intended to improve bus movement and efficiency through the area. The proposals include:

- 4 bus layover spaces on Churchtown Road Upper (eastbound, near Taney Cross)
- 2 more layover spaces opposite St. Nathi's Church
- 1 layover space on Dundrum Bypass
- A new bus-only gate between Dundrum Main Street and Sweetmount Avenue

Figure 4-6 presents a general overview of the proposals included as part of the scheme. Construction on the scheme is expected to commence in Q2 / Q3 2026.

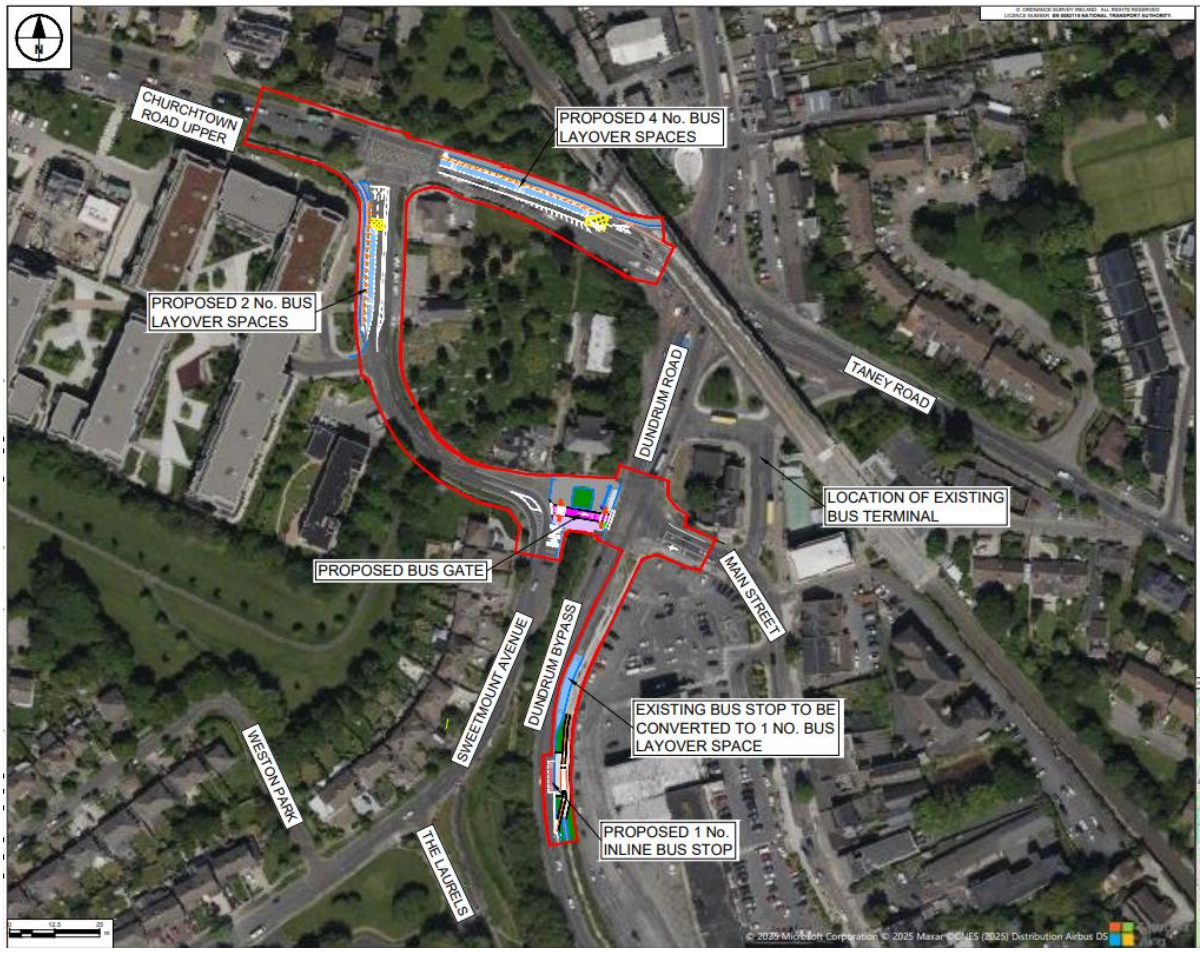


Figure 4-6: Overview of the proposed Dundrum Bus Layover Scheme

4.8 DLR Connector Scheme

The DLR Connector Scheme aims to enhance facilities for active modes at key junctions, crossing points and link sections along a route extending from Barton Road East through to Monkstown Avenue via the towns of Dundrum, Stillorgan and Monkstown.

The DLR Connector will connect neighbourhoods and villages east to west across the county via a safe and accessible walking and cycling route with public realm and greening improvements.

The proposed scheme area extends along Barton Road East (L3011), Ballinteer Road (R826), Kilmacud Road Upper (R826), Kilmacud Road Lower (R825), Fleurville, Annaville Terrace, Rowanbyrn, Monkstown Link Road (New Road L1024) and Monkstown Avenue.

The scheme from end to end is approximately 8.4km in length, however some sections have already been completed or are being progressed as separate DLRCC schemes. Therefore, the total length included in this subject scheme is approximately 6km. It passes through Dundrum along Ballinteer Road and the Ballinteer Road / Sandyford Road / Kilmacud Road Upper / Main Street

junction. The proposed junction layout under the DLR Connector scheme is shown in **Figure 4-7** below. Two-way general traffic movements will be retained on the western arm, with a new segregated cycle facilities on the northern side of the road and new Toucan crossing. The Dundrum Living Streets scheme interfaces with the DLR Connector at the crossroads junction.

Presentation

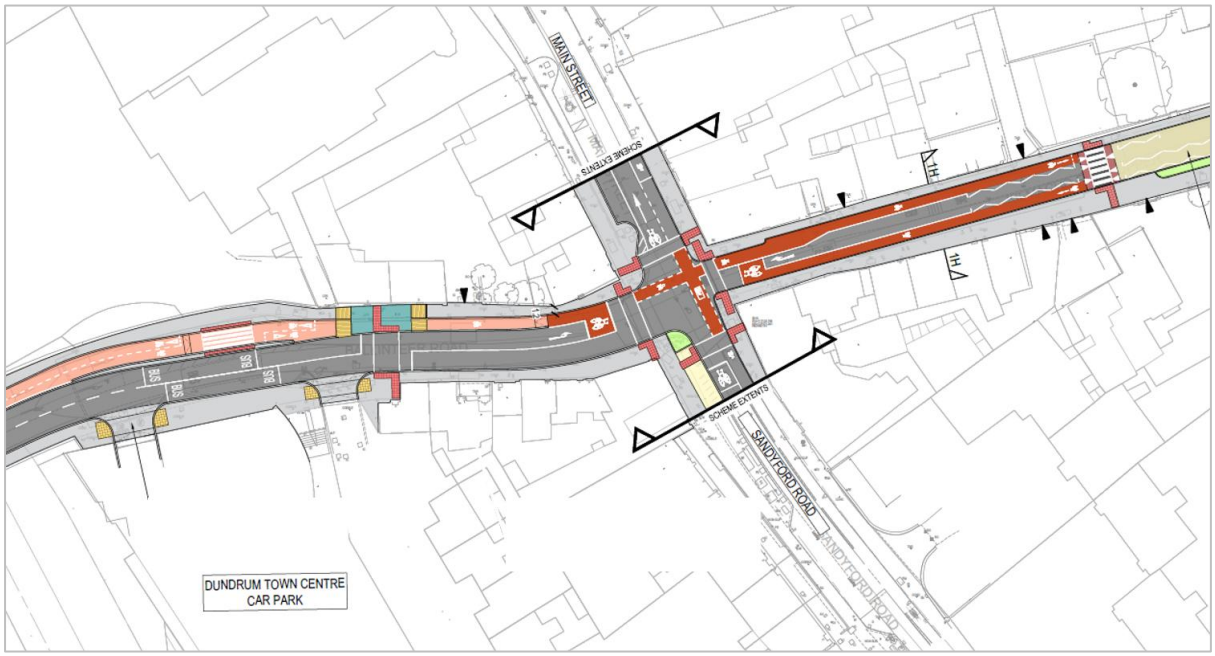


Figure 4-7: DLR Connector Proposal for Dundrum Crossroads Junction

5 Existing Conditions

5.1 Main Street

5.1.1 Existing Road Corridor

The section of the Main Street approximately 417m in length, starts at the Dundrum Bypass / Main Street three-arm signalised junction and runs southbound to the Sandyford Road / Ballinteer Road / Main Street / Kilmacud Road Upper four-arm signalized junction. Main Street has a posted speed limit of 30 kph.

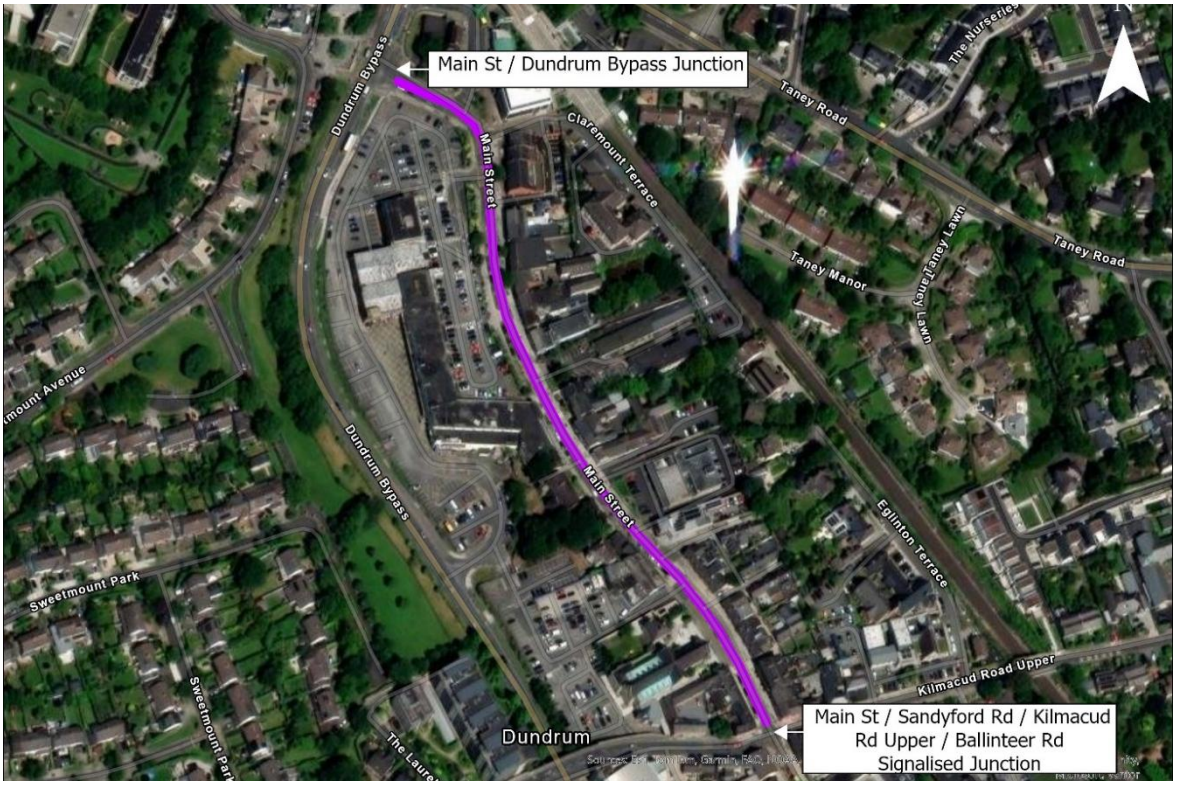


Figure 5-1: Main Street Scheme Extents

In response to the Covid-19 pandemic, DLRCC implemented a series of measures on Dundrum Main Street to support safe physical distancing and encourage active mobility. These interventions included public realm improvements and traffic management changes most notably the introduction of a one-way northbound traffic layout along most sections of Main Street. The main one-way carriageway has been narrowed to c. 3.0m, with painted cycle symbols indicating that northbound cyclists should take the primary position.

A variety of shops, restaurants, cafés and pubs are located along Main Street, together with a range of services and community facilities, including banks, Capital Credit Union, medical facilities, Dundrum College of Further Education (DCFE), Holy Cross Church, Lidl and other local amenities.

The street also provides several on-street parking spaces, some of which are reserved for Electric Vehicle (EV) charging.

The existing public realm along Main Street comprises a mix of permanent streetscape elements and temporary interventions introduced in recent years. While these measures have provided some improvements to the pedestrian environment and allocation of street space, the overall public realm is variable in quality and lacks a consistent treatment in terms of paving, landscaping, street furniture and urban greening.



Figure 5-2: Main Street Carriageway

5.1.2 Existing Cycle Facilities

A segregated southbound contra-flow cycle track is in place along Main Street. Northbound traffic operates as a one-way system where northbound cyclists share the carriageway with motor vehicles.

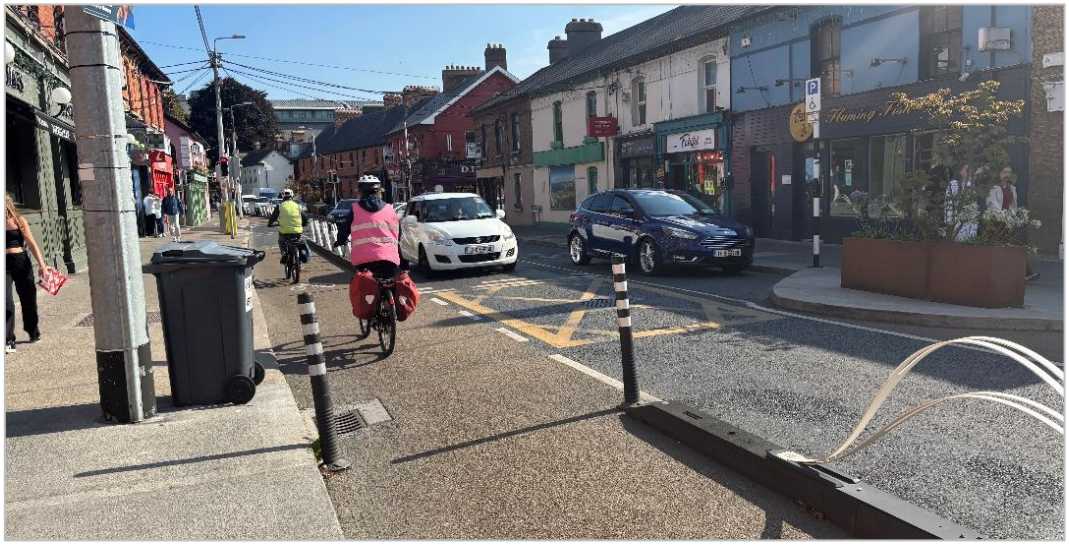


Figure 5-3: Existing Cycling Infrastructure on Main Street

5.1.3 Existing Pedestrian Facilities

Main Street comprises the principal commercial and civic environment within Dundrum Village and accommodates significant levels of pedestrian activity associated with shops, cafés, restaurants, community facilities, places of worship and public transport services.

Continuous footpaths are provided on both sides of the Main Street. The footpath alongside the northbound traffic lane varies in width from 1.5 m to 2.5 m, while the footpath alongside southbound contraflow cycle track ranges from 1.5 m to 2.7 m.

There are a number of controlled and uncontrolled pedestrian crossings along the street. These include a crossing near Lidl with a dropped kerb and tactile paving. At the junction with Ballinteer Road and Kilmacud Road, all four arms have signalised pedestrian crossings. Also, three raised uncontrolled pedestrian crossings are located along Main Street.

5.1.4 Main Street Summary

Main Street forms the historic and commercial core of Dundrum Village and accommodates a diverse range of retail, community, religious and transport functions. While the existing street layout has benefited from temporary public realm and traffic management interventions in recent years, opportunities remain to provide a more permanent, coherent and higher-quality streetscape environment.

The corridor must also accommodate a number of competing demands, including pedestrian activity, cycling provision, public transport, servicing requirements, heritage considerations and access to local businesses and properties. The key opportunities and constraints identified along Main Street that have informed the development of the proposed scheme are summarised in **Table 5-1**.

Key Opportunities	Key Constraints
Existing traffic arrangements already established	Constrained corridor width
Opportunity to provide permanent public realm treatment	Heritage-sensitive environment
Opportunity for additional greening	Existing underground services
Existing high pedestrian activity	Limited space for substantial reallocation
Existing cycle facilities in place	Business access and servicing requirements

Table 5-1: Key Opportunities and Constraints along Main Street

5.2 Sandyford Road

5.2.1 Existing Road Corridor

The section of Sandyford Road included within the proposed scheme extends approximately 385 m southwards from the vicinity of the signalised junction of Sandyford Road, Ballinteer Road, Main Street and Kilmacud Road Upper to the entrance to Riversdale Apartments. The existing speed limit along Sandyford Road is 30 km/h.

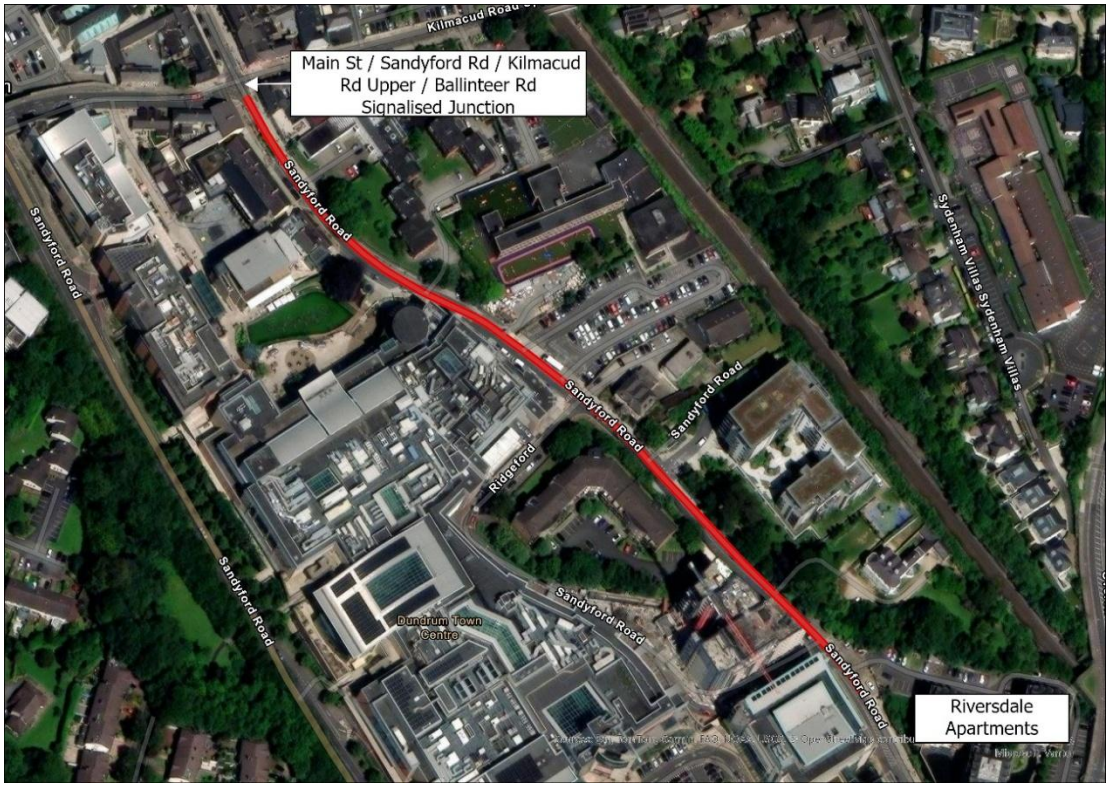


Figure 5-4: Sandyford Road Scheme Extents

This section of Sandyford Road provides access to Dundrum Town Centre, nearby residential apartments and Holy Cross school via Sandyford Rd. Car park. There are sections of on-street parking along the western side and several car park entrances distributed throughout the length of the route.

The existing public realm along Sandyford Road is generally more fragmented in character, reflecting the mix of road infrastructure, car park and property accesses, parking and adjoining development. While footpaths and pedestrian crossing facilities are provided throughout the corridor, there is limited landscaping and urban greening, with opportunities to provide a more consistent and attractive streetscape treatment.

The road carriageway in this section varies from approximately 5.8 m to 10 m in width. The section from the Sandyford Road / Wyckham Way / Overend Avenue junction to the entrance of the

Sandyford Rd. Car Park operates as a two-way carriageway. Beyond this junction, the road continues to operate as a two-way carriageway, however cycle lane markings are introduced on the carriageway to indicate cyclist priority within the shared traffic environment, as shown in **Figure 5-5**. This configuration extends for approximately 80m up to the entrance of the Dundrum Town Centre. Beyond this point, the road layout transitions to a northbound one-way traffic lane shared with cyclists.



*Figure 5-5: **Left**: Sandyford Road two-way carriageway. **Right**: Traffic lane shared with cyclists*

5.2.2 Existing Cycle Facilities

There are no dedicated cycling facilities between the Sandyford Road / Wyckham Way / Overend Avenue junction and the entrance to the Sandyford Rd. Car Park.

Beyond the car park entrance, on road cycle markings are introduced on the carriageway to indicate cyclist priority over motor traffic, while cyclists continue to share the road space with general traffic. After the entrance to Dundrum Town Centre, a segregated southbound contraflow cycle track is provided to accommodate cyclists travelling southbound. This arrangement continues up to the Sandyford Road junction with Main Street / Kilmacud Road / Ballinteer Road.



*Figure 5-6: **Left**: Northbound Traffic Lane shared with cyclists. **Right**: Southbound Contraflow cycle Track*

5.2.3 Existing Pedestrian Facilities

A continuous footpath is provided along both sides of the road. On the eastern side, the footpath width varies between 1.4 m and 2.7 m, while on the western side, it ranges from 1.7 m to 3.5 m.

Four pedestrian crossings are provided along the Sandyford Road section. These include three signalised crossings with tactile paving, located near the entrance to Riversdale Apartments, near the entrance to Ashgrove Court, and on the approach to the junction with Ballinteer Road. In addition, a zebra crossing with tactile paving is provided in close proximity to the entrance to the Sandyford Rd. Car Park. Pedestrian facilities, including signalised crossings and footpaths, are also provided at the Sandyford Road / Wyckham Way / Overend Avenue junction.



*Figure 5-7: **Left**: Pedestrian Facilities Sandyford Road. **Right**: Pedestrian crossing Dundrum Town Centre Entrance*

5.2.4 Sandyford Road Summary

Sandyford Road provides an important link between Dundrum Village, surrounding residential areas, Holy Cross National School and Dundrum Town Centre. The corridor accommodates significant pedestrian activity and performs an important role within the local transport network.

Opportunities exist to improve accessibility, strengthen pedestrian connections, enhance the public realm and incorporate additional landscaping and greening measures, while recognising constraints associated with existing accesses, parking provision, utilities and the established road layout. The key opportunities and constraints identified along the corridor are summarised in **Table 5-2**.

Key Opportunities	Key Constraints
Public realm enhancement opportunities	Existing accesses and parking demands
Improved links to schools and town centre	Variable carriageway widths
Additional greening opportunities	Existing utility constraints
Improved pedestrian connectivity	

Table 5-2: Key Opportunities and Constraints along Sandyford Road

5.3 Existing Traffic Condition

Available traffic survey data has been reviewed to establish existing traffic conditions along Main Street and Sandyford Road and to inform the preliminary design proposals.

The assessment considers recorded traffic volumes, peak-hour demand and existing traffic management arrangements, together with the anticipated impacts of the proposed scheme on vehicular movements and traffic circulation. The following subsections summarise the traffic survey findings for each corridor.

5.3.1 Existing Traffic Volumes – Main Street

Traffic turning movement surveys were undertaken on 27 February 2025 at the signalised junction of Main Street, Sandyford Road, Ballinteer Road and Kilmacud Road Upper, covering the period from 07:00 to 19:00.

The survey recorded a total of 2,782 vehicles entering Main Street during the 12-hour survey period, reflecting the existing northbound one-way traffic arrangement. During the AM peak hour (08:15–09:15), a total of 355 vehicles per hour were recorded entering Main Street. During the PM peak hour (16:30-17:30), the corresponding volume was 186 vehicles per hour.

These traffic volumes provide an indication of existing vehicular demand along Main Street and have been considered in the development of the preliminary design proposals.

5.3.2 Existing Traffic Volumes – Sandyford Road

Traffic surveys undertaken in February 2026 along Sandyford Road, near the Dundrum Town Centre car park access, recorded two-way traffic volumes between 07:00 and 22:00.

A total two-way traffic volume of 4,680 vehicles was recorded over the 15-hour survey period. The survey results identified an AM peak hour traffic volume of 319 vehicles between 08:30 and 09:30 and a PM peak hour traffic volume of 414 vehicles between 17:45 and 18:45.

These traffic volumes provide an indication of existing vehicular demand along Sandyford Road and have been considered in the development of the preliminary design proposals.

6 Feasibility and Options Assessment Summary

6.1 Approach to Option Development

The development of the Dundrum Living Streets Scheme included consideration of a range of potential design approaches for Main Street and Sandyford Road. The assessment was informed by the objectives of the Dundrum Local Area Plan 2023, the existing characteristics and constraints of the streets, relevant planning and transport policy, applicable design guidance and the wider public realm objectives for Dundrum Village.

The options considered different approaches to the arrangement of the streets and public realm, including provision for pedestrians and cyclists, traffic operation, accessibility, parking, loading and servicing, landscaping and urban greening. The potential interaction with existing properties, businesses, public transport and adjoining planned schemes was also considered.

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. The Phase 1 works are capable of being delivered independently and do not rely on the delivery of the remaining elements of the wider project. Notwithstanding this, the relationship with potential future phases has been considered as part of the design development and environmental assessment process, including potential cumulative and in-combination effects where relevant.

6.2 Assessment of Alternatives

Potential design approaches were initially reviewed against the objectives of the scheme and key technical and environmental constraints. Those considered suitable for further development were then subject to a comparative assessment considering matters including:

- Accessibility and pedestrian movement
- Cycling provision and connectivity
- Public realm and placemaking
- Road safety
- Traffic operation and access
- Parking, loading and servicing requirements
- Environmental and heritage considerations
- Opportunities for landscaping and urban greening
- Interaction with existing utilities and infrastructure
- Deliverability and compatibility with adjoining schemes

This process informed the identification of a preferred design approach for Main Street and Sandyford Road. The selected approach seeks to balance the movement and access requirements of the streets with the wider objective of delivering a permanent, high-quality public realm within Dundrum Village.

6.3 Preferred Design Approach

For Main Street, the preferred approach is based on retaining the established traffic and cycling arrangements while replacing the existing temporary interventions with a permanent public realm scheme. The design provides for improvements to the streetscape, pedestrian environment, accessibility, landscaping and urban greening, together with enhancements to the public realm around Holy Cross Church.

For Sandyford Road, the preferred approach similarly seeks to retain the overall function of the street while improving conditions for pedestrians and cyclists and providing opportunities for enhanced public realm and landscaping. This includes improvements to pedestrian connectivity in the vicinity of Sandyford Road Car Park and Holy Cross National School.

The preferred design approach was subsequently developed and refined through the preliminary design process, taking account of stakeholder engagement, environmental and heritage considerations and coordination with other planned projects within Dundrum. The resulting proposals are described in Section 8 and are shown on the Part 8 drawings.

7 Consultation

7.1 Stakeholder and Project Team Engagement

Prior to the commencement of the statutory Part 8 process, engagement has been undertaken between Dún Laoghaire-Rathdown County Council, the project design team and relevant technical specialists to inform the development of the proposed scheme. This engagement has focused on the identification of scheme objectives, opportunities, constraints and interfaces with other planned projects within the Dundrum area.

The design team has also engaged with the teams responsible for other planned and ongoing projects within the Dundrum area including the DLR Connector Scheme, Dundrum Bus Gate Scheme and the Public Realm & Plaza – East/North of Waldemar Terrace. This coordination has been important in understanding potential interfaces between projects, ensuring consistency between proposals and identifying opportunities for complementary interventions.

7.2 Councillor Briefing

A Councillor Briefing was held with Elected Members on 16 September 2026 to present the emerging proposals and provide an opportunity for feedback and comments at an early stage of the design process. Feedback received during the briefing has been considered as part of the ongoing development and refinement of the proposals.

7.3 Statutory Public Consultation

The proposed scheme will be subject to statutory public consultation as part of the Part 8 planning process. The Part 8 documentation will be made available for public inspection in accordance with the requirements of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended. Members of the public and interested parties will have the opportunity to make submissions and observations in relation to the proposed development during the prescribed consultation period.

8 Preliminary Design

8.1 The Proposed Scheme

Following a detailed options assessment undertaken across the wider Dundrum Living Streets study area, together with stakeholder engagement and coordination with other planned and ongoing projects, a preferred scheme was identified and progressed to preliminary design.

The scheme currently being brought forward through the Part 8 process represents Phase 1 of the wider Dundrum Living Streets project, comprising a clearly defined and independently deliverable package of works along Main Street and Sandyford Road. The remaining elements of the wider project are intended to be progressed separately as Phase 2, subject to further design development, assessment and the appropriate statutory approval process.

The proposed Phase 1 scheme focuses on the delivery of permanent, high-quality public realm, accessibility, urban greening and streetscape improvements, seeking to create a more attractive, welcoming and pedestrian-friendly village environment while generally retaining the established traffic management and active travel arrangements currently operating along the corridor.

The proposed scheme generally retains the existing vehicular traffic circulation arrangements along Main Street and Sandyford Road, with no material changes to permitted traffic movements or overall road network connectivity. Accordingly, the proposals are not expected to result in any significant redistribution of vehicular traffic or material adverse effects on traffic flows within the surrounding road network.

A key element of the proposals is the enhancement of the existing streetscape through improved footpaths, high-quality paving materials, new tree planting, landscaping and additional opportunities for urban greening.

Particular emphasis has been placed on improving the public realm in the vicinity of Holy Cross Church, where a new plaza area is proposed to provide a more attractive and welcoming civic space. The proposals incorporate enhanced paving, landscaping, tree planting and seating, while respecting the heritage character of the church and maintaining access for its associated activities.

The scheme also considers the need to maintain appropriate parking, loading and servicing facilities to support local businesses, residents and visitors. The proposals incorporate localised adjustments to existing car parking arrangements, including provision for accessible and age-friendly parking, electric vehicle charging facilities and designated motorcycle and moped parking. Improvements to cycle parking are also proposed, including additional cycle stands and

consideration of dedicated cargo bike parking facilities, subject to the availability of suitable space and accessibility requirements.

The preliminary design has been developed having regard to the character of Dundrum Village, the objectives of the Dundrum Local Area Plan 2023, accessibility requirements, heritage considerations and the need to maintain access for residents, businesses, public transport and servicing activities.

While Phase 1 forms a distinct package of works, its development has taken account of the wider Dundrum Living Streets project and the potential for future improvements within the surrounding area. The preliminary design forms the basis of the Phase 1 Part 8 proposals presented in the following sections.

8.2 Main Street

The Main Street section is approximately 417 m in length and extends from Dundrum Crossroads to the Dundrum Bypass / Main Street junction. The proposed scheme generally retains the existing Main Street configuration while transitioning the current temporary arrangement to a permanent public realm scheme, incorporating higher-quality materials and finishes, streetscape improvements and additional landscaping where feasible as shown below in **Figure 8-1**.

The existing one-way northbound traffic arrangement would be retained along the majority of Main Street, with a traffic lane of approximately 3.2 m in width. At the northern end of Main Street, the short section of approximately 90 m of two-way traffic operation would also be retained up to the Main Street / Dundrum Bypass junction. The majority of existing on-street parking spaces along Main Street would be retained, with additional provision for electric vehicle (EV) charging and age-friendly parking spaces proposed as part of the scheme. An existing accessible parking space would also be relocated.

Existing loading bays, servicing access, bus routes and bus stop arrangements will also generally be maintained.

In terms of cycling provision, the existing segregated southbound contraflow cycle track, approximately 2.0 m wide, would be retained, while northbound cyclists would continue to travel in mixed traffic. Existing pedestrian footpaths and crossing facilities would also be retained and enhanced as part of the permanent scheme.

The existing cycle parking provision along Main Street comprises 9 cycle stands. As part of the proposed scheme, 1 existing cycle stand will be relocated, and 3 additional cycle stands will be introduced, bringing the total provision to 12 cycle stands. This represents a net increase of 3 cycle stands compared to the existing arrangement, ensuring that the proposed scheme enhances cycle parking availability along Main Street.

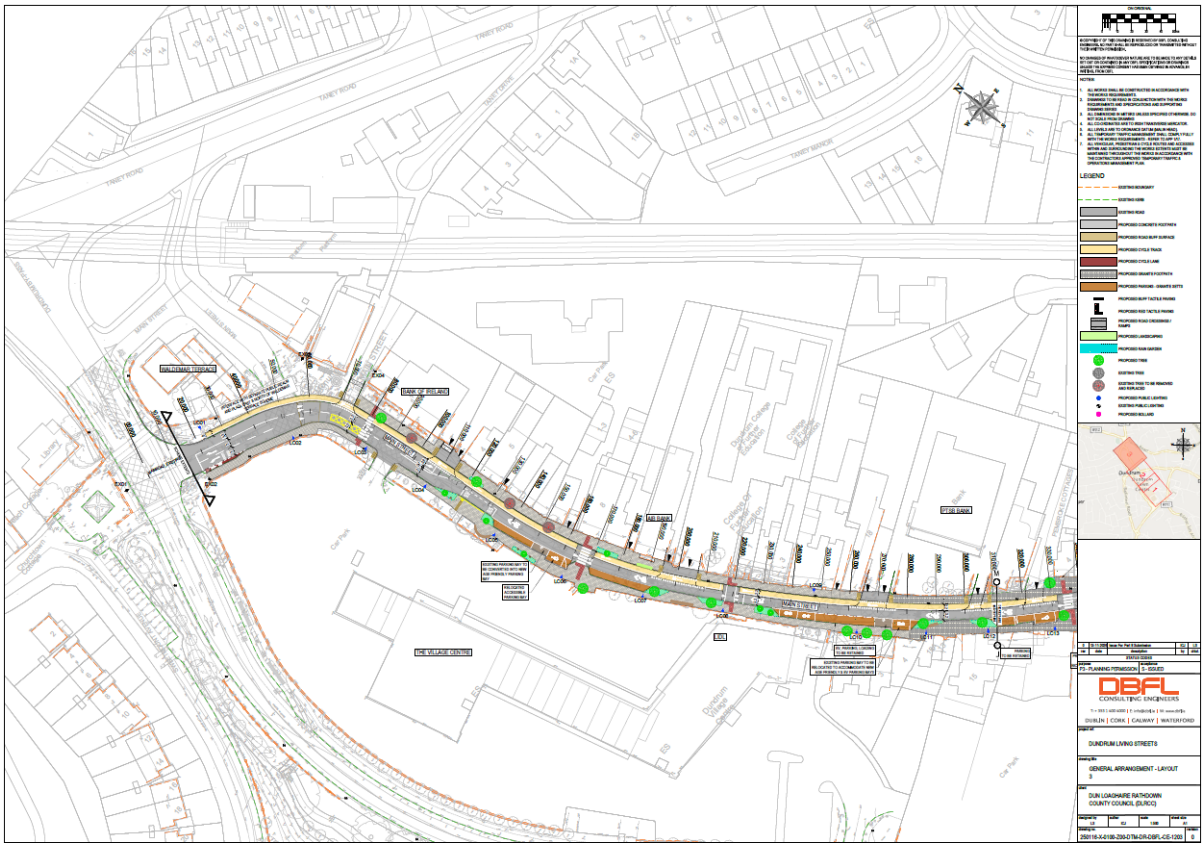


Figure 8-1: Proposed Main Street Section – Layout 3
[DBFL Drawing No 250116-X-0100-Z00-DTM-DR-DBFL-CE-1203]

The proposed scheme includes the enhancement of the public realm in front of Holy Cross Church through the creation of a new plaza area along Main Street. The proposed layout seeks to provide a more attractive and pedestrian-friendly environment, creating a space that integrates the church forecourt with the surrounding public realm.

A key feature of the proposal is the introduction of a distinctive paving treatment extending across the carriageway, providing a visual transition between the street and the proposed plaza. The design incorporates circular seating areas together with proposed landscaping and tree planting to enhance the setting of the church.

The proposed layout has also been developed with consideration for the operational requirements of Holy Cross Church, particularly the need to accommodate hearse movements

during funeral services. Vehicle swept path analysis has been undertaken to assess the manoeuvring requirements of hearses and inform the proposed layout, including the positioning of landscaping and other public realm features.

The design also considers the interaction between pedestrians, cyclists and vehicles within the proposed plaza area. Appropriate delineation between pedestrian and cyclist movement areas and vehicular movement routes will be incorporated, with particular consideration given to accessibility for visually impaired users.

The proposed plaza layout and associated hearse swept path analysis are illustrated in **Figure 8-2**.

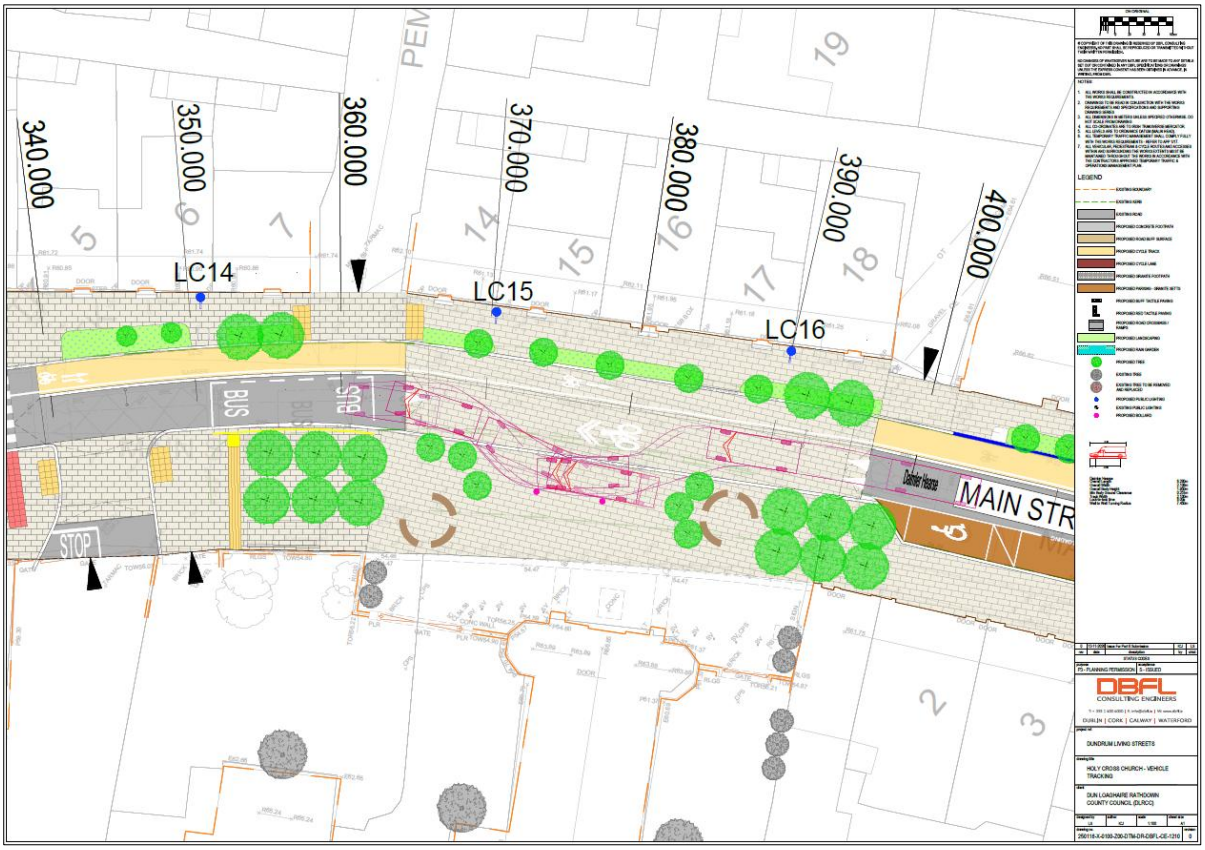


Figure 8-2: Proposed Holy Cross Church Plaza Layout and Hearse Swept Path Analysis

[DBFL Drawing No 250116-X-0100-Z00-DTM-DR-DBFL-CE-1210]

8.3 Sandyford Road

The Sandyford Road section is approximately 385 m in length and extends from the junction with Ballinteer Road to the entrance to the Riversdale Apartments. The proposed scheme seeks to enhance the pedestrian environment and public realm along the corridor through upgraded paving, improved pedestrian facilities, landscaping and urban greening, while generally retaining the established traffic and cycling arrangements as shown below in **Figure 8-3** and **Figure 8-4**.

The proposals also provide opportunities for public realm enhancements, including higher-quality materials and finishes, additional landscaping and potential footpath widening where feasible.

From the Ballinteer Road junction to the approach to the Ashgrove Court entrance, the existing southbound segregated contraflow cycle facility would be retained, while northbound cyclists would continue to travel in mixed traffic. Through the middle section, between the Ashgrove Court entrance and the Riversdale Apartments entrance, the existing two-way mixed traffic arrangement would be maintained, with approximately 3.0 m wide traffic lanes and cyclists sharing the carriageway with general traffic.

Existing on-street loading bays, taxi bays and parking facilities would be retained where practicable, together with existing bus services and bus stop locations. Motorcycle and moped parking bays have also been incorporated into the parking area outside the cinema/town centre entrance.

Pedestrian facilities would also be enhanced through the provision of approximately 2.0 m wide footpaths along the northern side of Sandyford Road through the southern section and upgrades to pedestrian crossing facilities.

At the Sandyford Road Car Park entrance, school zone measures have been incorporated into the proposed layout, including the relocation of the existing pedestrian crossing to align with the proposed new footpath through the centre of the car park, providing a more direct and convenient pedestrian connection to the school. These improvements aim to enhance pedestrian safety and accessibility for children, parents and other pedestrians travelling through the area, particularly those travelling to and from the school, while also creating opportunities for footpath widening, additional landscaping and wider public realm improvements.

In terms of cycle parking provision, there are currently 4 existing cycle stands along Sandyford Road, which would be retained as part of the proposed scheme.

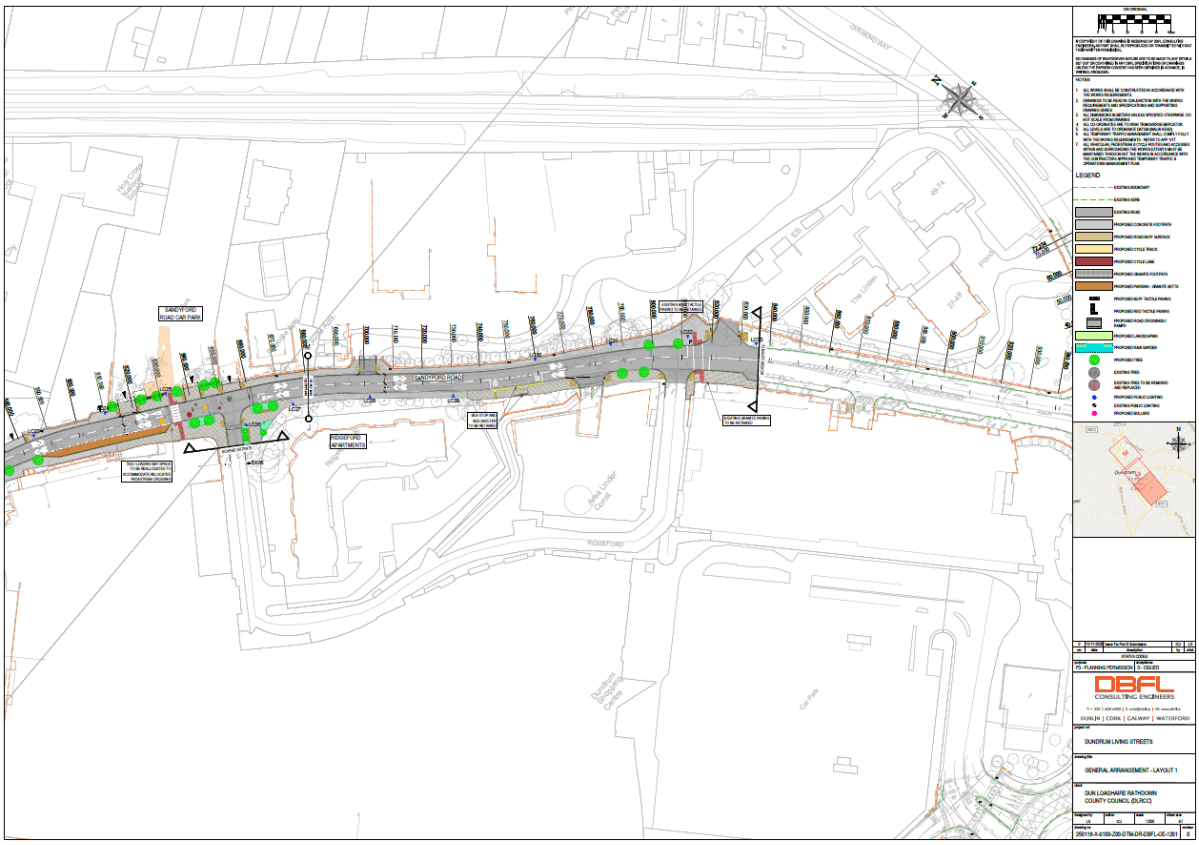


Figure 8-3: Proposed Sandyford Road Section - Layout 1

[DBFL Drawing No 250116-X-0100-Z00-DTM-DR-DBFL-CE-1201]

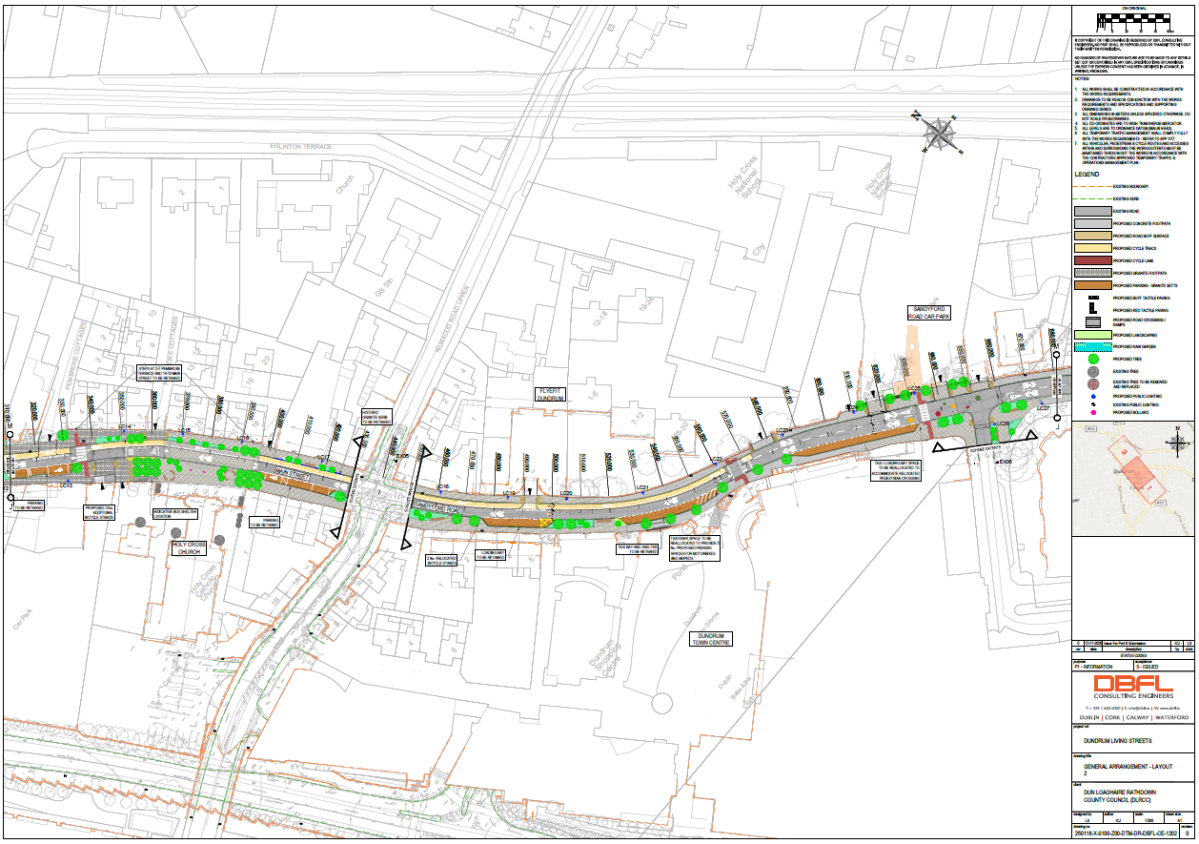


Figure 8-4: Proposed Sandyford Road Section – Layout 2

[DBFL Drawing No 250116-X-0100-Z00-DTM-DR-DBFL-CE-1202]

8.4 Cultural Heritage Considerations

The design of the Dundrum Living Streets Scheme has been developed with careful regard to the historic character and architectural heritage of Dundrum Village, particularly within the Dundrum Architectural Conservation Area (ACA). The proposals have been informed by the Heritage Impact Assessment and seek to preserve and enhance the setting of heritage assets within the historic village core.

Particular consideration has been given to the retention and integration of existing historic features, including the granite kerbing in front of Dundrum House and the existing granite steps serving Pembroke Cottages, which will be retained and protected during construction.

The proposed public realm improvements have been designed to respect and enhance key views and the setting of significant heritage assets, particularly Holy Cross Church. The proposals include the extension of granite sett paving across the public realm in front of the church, the retention of existing historic boundary features and the introduction of carefully positioned ornamental trees and seating areas. The proposed planting has been selected and arranged to minimise visual obstruction of the church façade and maintain its prominence within the streetscape.

The selection of paving materials, planting and street furniture seeks to reinforce the established character of the village while providing a high-quality, cohesive and accessible public realm. The removal of temporary street features and the introduction of a consistent palette of materials will further enhance the historic streetscape.

The potential undergrounding of existing overhead electrical services is also being investigated in consultation with ESB Networks. Subject to the necessary agreements and detailed design, this could provide further improvements to the visual character of the village.

The Heritage Impact Assessment concludes that the proposed works will generally not have a negative impact on the special interest of Dundrum Village and are expected to enhance the setting of heritage assets within the scheme area. Conservation considerations identified through the assessment have informed the development of the proposals and will continue to be incorporated during subsequent design stages.

8.5 Landscaping and Public Realm

A landscape plan has been developed as part of the Dundrum Living Streets scheme proposals, with the aim of enhancing the public realm, improving pedestrian comfort and accessibility, and creating a more attractive, green and welcoming streetscape.

The landscape strategy incorporates new street tree planting, rain gardens, ornamental planting and biodiversity-friendly planting throughout the scheme. Sustainable Drainage Systems (SuDS), including rain gardens and structural tree pits, have been integrated into the proposals to assist with surface water management while enhancing biodiversity and the visual amenity of the area.

The proposals also include a new public plaza at Holy Cross Church, additional seating areas, upgraded paving and street furniture, creating opportunities for people to rest and enjoy the public realm. Existing heritage features, including granite paving, kerbs and steps, will be retained or reinstated where practicable.

The three existing Ash trees at the northern end of the scheme are proposed to be removed and replaced with alternative street tree species as part of the wider landscape strategy.

The landscape proposals and associated Landscape Report, prepared by Áit urbanism + landscape for the Dundrum Living Streets scheme, are provided in the full Part 8 Submission Pack.

8.6 Public Lighting

The existing public lighting infrastructure within the scheme extents will be upgraded as part of the proposed works. The lighting design has been developed to provide appropriate lighting levels and uniformity throughout the scheme, taking account of the proposed street layout, pedestrian and cycle facilities, landscaping and public realm proposals.

The proposed lighting layout has been coordinated with the wider preliminary design, including proposed tree planting and other street infrastructure, to minimise potential conflicts and provide a consistent and appropriate lighting environment throughout the scheme.

Further details of the proposed public lighting design are provided in the full Part 8 Submission Pack.

9 Surface Water Drainage and Utilities

9.1 General Site Topography

The majority of Main Street falls in a North Westerly direction from a local high spot of 54.5 MOD at the Holy Cross Church towards the main street intersection with the Dundrum Bypass. A portion of the main street falls from the Holy Cross Church in a south easterly direction towards the "Dundrum Cross Roads" towards a local low spot (52.5mOD) along Ballinteer Road.

In addition, the majority of the scheme extents along Sandyford Road fall in a north-westerly direction from the scheme's high point towards the "Dundrum Cross Roads", as well as towards a local low point (52.5mOD) along Ballinteer Road.

The general flow paths of captured surface water within the scheme extents are indicated below.

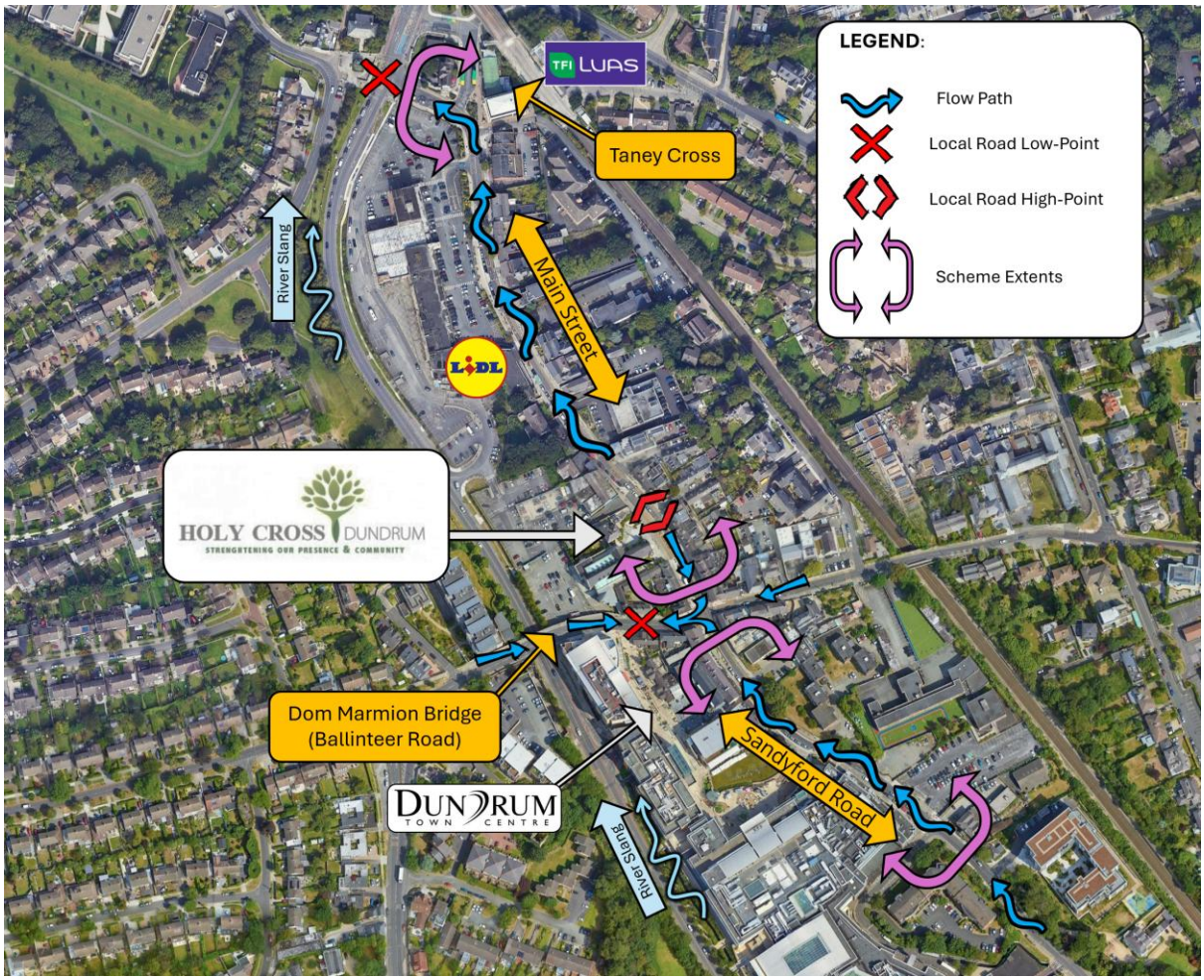


Figure 9-1 : Site Topography

9.2 Existing Infrastructure

9.2.1 Surface Water

Overview

The extent of additional existing services within Main Street discussed is based on the combination of existing service records, a recent Topographical and Utility Survey completed by Apex Surveys in February 2026. All surface infrastructure ultimately drains into the River Slang System, which is a combination of natural earth channels, concrete channels and culvert sections. An overview of existing drainage infrastructure is provided in **Figure 9-2** below.

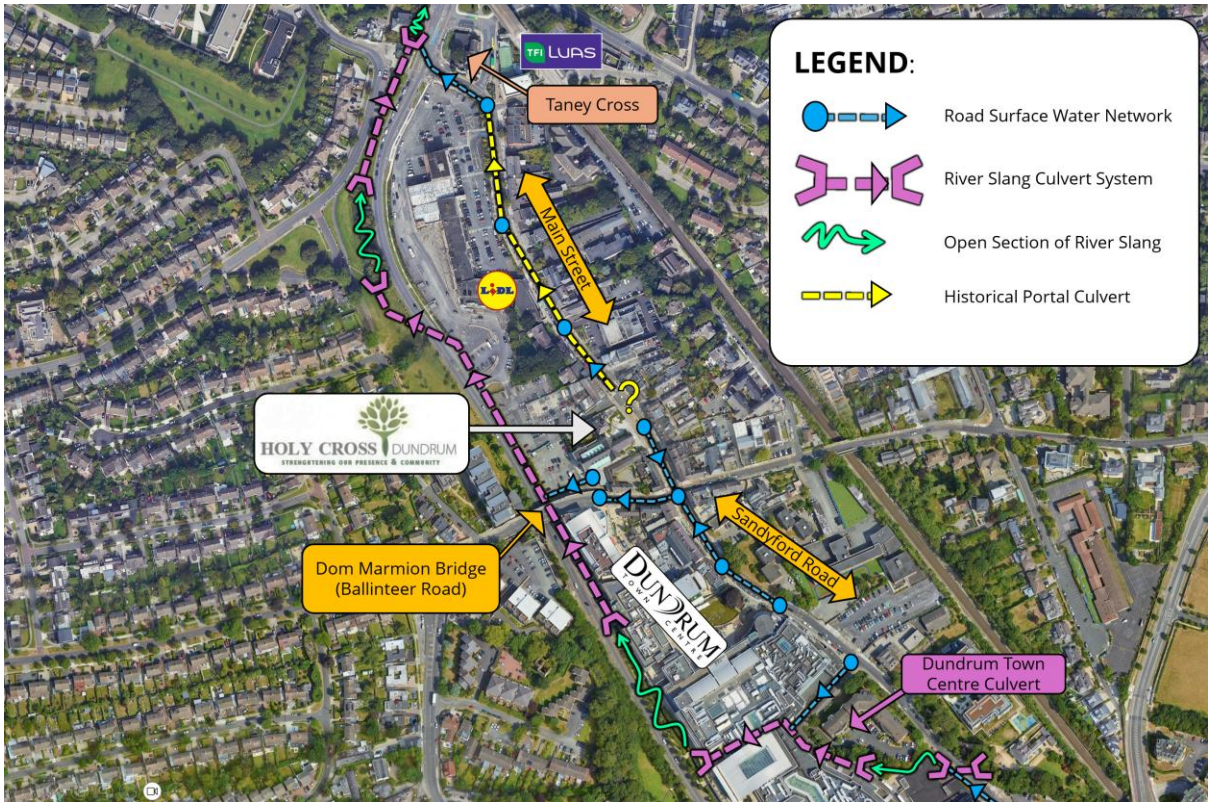


Figure 9-2 : Existing Surface Water Infrastructure

Main Street

Two principal drainage areas were noted along Dundrum Main Street. The northern area drains towards the Dundrum Main Street / Bypass Junction, while the southern area drains towards Dundrum Crossroads and Ballinteer Road as indicated both in **Figure 9-1** and **Figure 9-2**. Existing infrastructure is constrained, comprises sections of historic construction, and requires further investigation before the surface water strategy can be finalised.

Within the northern drainage area, the principal outfall includes a historic stone culvert, approximately 540 mm wide, draining towards the 600 mm outfall at the Main Street / Bypass

Junction. Its upstream extent and condition remain unconfirmed because the utility survey could not trace it beyond the last accessible manhole. Subject to confirmation of its condition and alignment via an ongoing CCTV Survey facilitated by Cahir Environmental Services , extending this culvert upstream should be considered to increase the area captured by the surface water network.

Several trapped gullies appear to discharge to the existing vitrified clay combined sewer, indicating locations where a dedicated surface water outfall is not currently available. Given the sewer's reported condition, limited capacity and connection costs, new connections to combined sewer should be avoided where possible and new drainage should preferentially discharge to existing or extended surface water infrastructure.

Within the southern drainage area of Main Street, surface water drains towards Dundrum Crossroads through a 225mm surface network into a 600 mm culvert draining to the west towards the River Slang System; however, site information indicates that this may ultimately discharge through a 225 mm outfall mounted near the Ballinteer Road bridge

Drainage records also indicate that runoff from the low-lying section of Ballinteer Road is conveyed via the Holy Cross Church and Dundrum Village parking areas before discharging to the River Slang Culvert. A separate 450 mm overflow pipe associated with Dundrum Town Centre may provide an alternative outfall, but its ownership, condition and suitability remain uncertain. This facility is currently being investigated in coordination with DLRCC Drainage through an appointed CCTV Survey including dye-testing facilitated by Cahir Environmental Services.

Sandyford Road

Drainage records also indicate that runoff generated within Sandyford Road drain into a 225mm surface water outfall, also drainage towards the Dundrum Crossroads through a recorded 600 mm culvert. There is evidence of trapped gulleys used within Sandyford Road, evident of connections to the adjacent combined sewer system.

9.2.2 ESB

According to ESB Record Maps, the scheme and surrounding area is served by an extensive ESB network consisting of both overhead low-voltage lines and underground low- to medium-voltage cables (Figure 9-3). The overhead ESB network includes a series of daisy-chained poles distributing power along the street, with additional poles providing individual connections to adjacent domestic and commercial properties within Main Street. Some examples of poles were captured during the site visit and are provided in **Figure 9-4**.

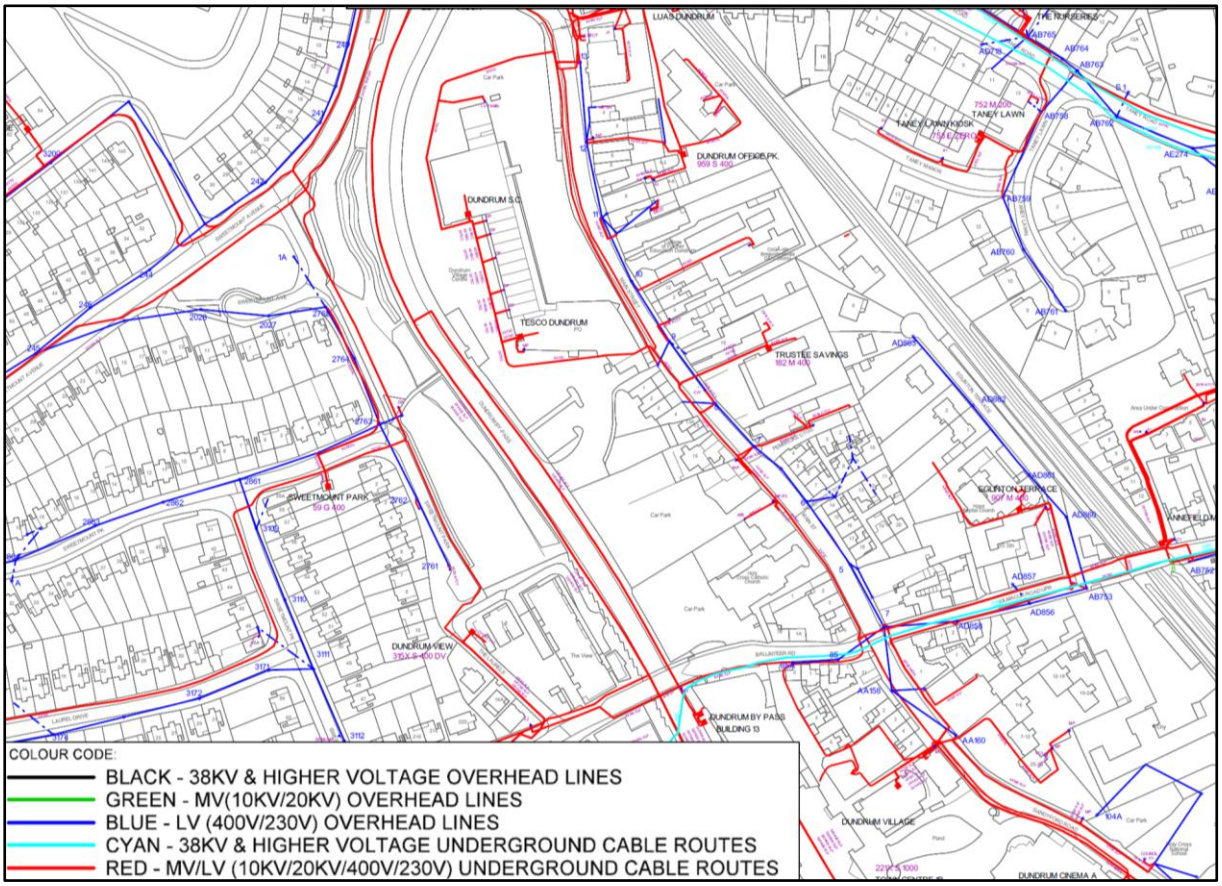


Figure 9-3: ESB Records Map


54


CONNOLLY
Essence


JUST
AROUND
THE
CORNER



Figure 9-4 : ESB Overhead Lines with domestic / commercial connections

9.2.3 Other Utilities

The extent of additional existing services within Main Street discussed is based on the combination of existing service records, a recent Topographical and Utility Survey completed by Apex Surveys in February 2026. Subsequent chapters will discuss aspects relating to specific utilities referenced.

A review of the existing records in combination with the Apex Survey indicate that the Main Street footpaths are generally congested with underground services. Any proposed works should be designed to accommodate the existing utility services.

Other existing services within the development area have been identified in order to fully ascertain potential impact during further stages of detailed surface water management in support of the active travel scheme. Where new service installations are required, routing them within the carriageway, where service congestion is generally lower, should be considered to minimise conflicts with existing infrastructure.

Gas

Existing gas infrastructure is provided in **Figure 9-5** below.

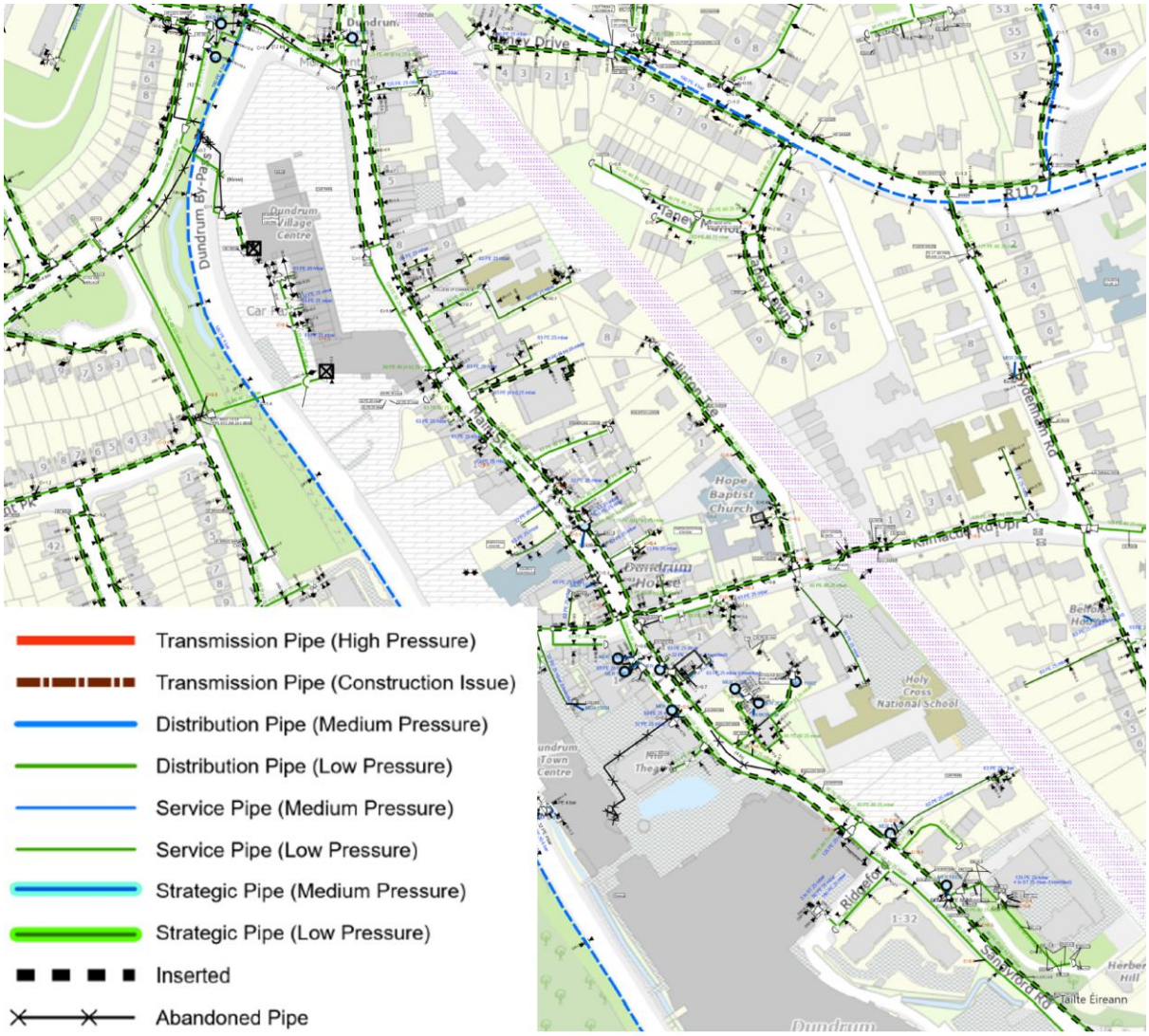


Figure 9-5 : Existing Gas Infrastructure

Telecommunications

The site is currently being serviced by both EIR and Virgin media. While both providers have utilities running along with full length of Main Street, Virgin media utilities are mainly limited to the eastern footpath as indicated within Figure 9-6, with EIR utilities located on both sides of the street as indicated in **Figure 9-7.**

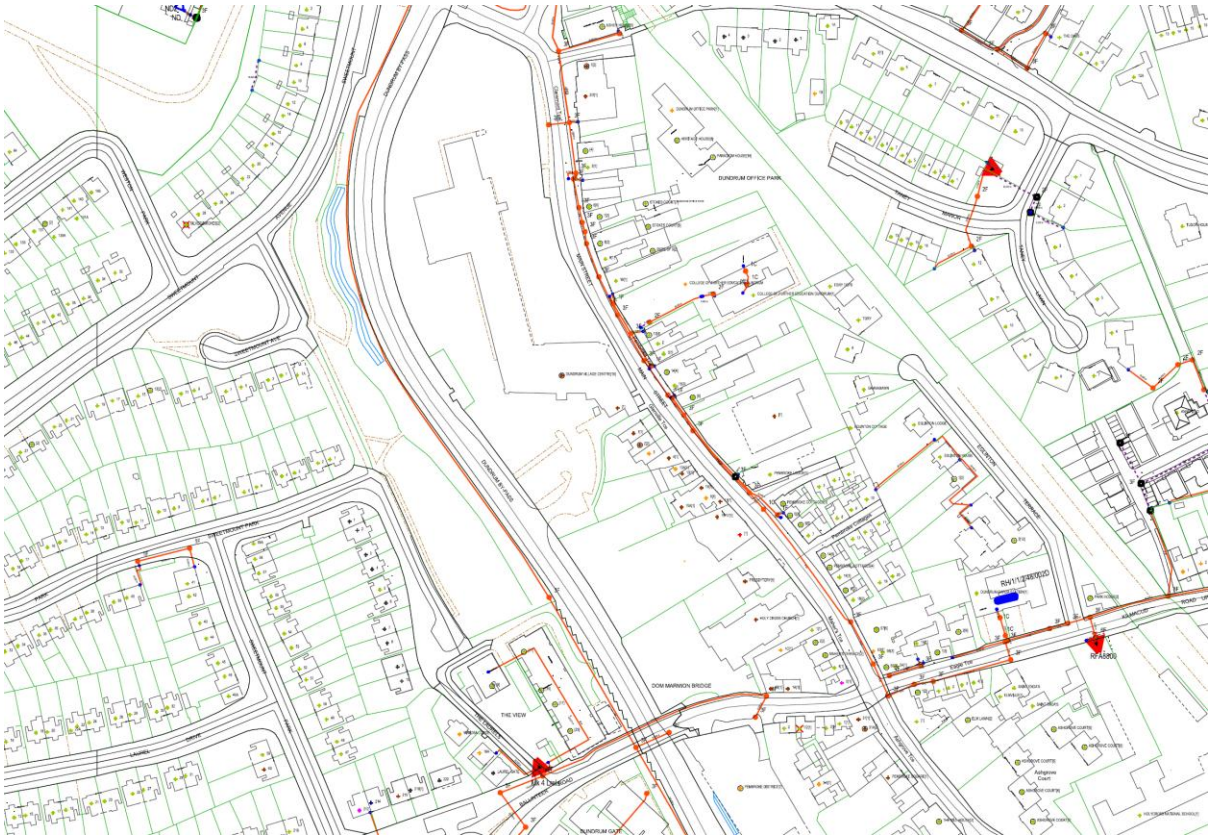


Figure 9-6 Virgin media Existing Services (Source: Virgin media)

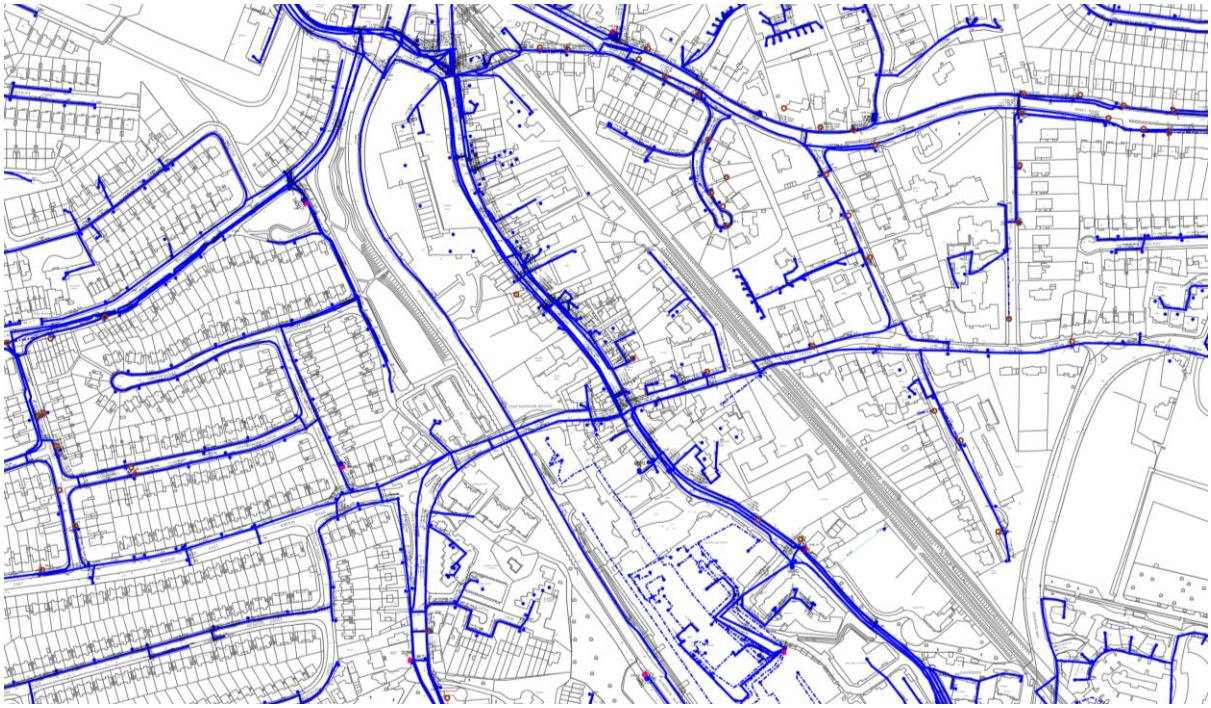


Figure 9-7 EIR Existing Services (Source: EIR)

9.3 Sustainable Surface Water Strategy

Please refer to Proposed Drainage Layouts, *250116-X-0500-Z00-DTM-DR-DBFL-CE-1301 to 1303* for drainage proposals, as submitted.

The existing Main Street and Sandyford scheme extents consists of nearly entirely hardstanding area; therefore any active travel proposals are unlikely to include additional areas contributing to increased surface wate run-off. However, the drainage strategy has identified locations where drainage improvements or upgrades could potentially be accommodated within the scheme extents.

The drainage strategy, at a minimum, intends to mirror the natural drained environment by considering and recognising natural flow paths, with the proposed infrastructure emulating and optimising the management of surface water through detailed site layout design and drainage infrastructure.

Proposals include road areas of low to no vehicular traffic, such as existing parking bays and loading areas are retrofitted with permeable paving systems including filter drains. Additional interventions also include the integration of Sustainable Drainage Systems (SuDS) features within proposed green areas and landscaped features such as but not limited to swales, tree pits, and bioretention areas, where feasible.

Proposed SuDS measures are intended improve the performance of the existing network and provide temporary surface water storage where possible, with the objective of reducing peak overall discharge rates during critical storm events.

It shall be noted that public space is constrained within the proposed scheme extents, specifically Main Street, and that the delivery of considerable open area SuDS structures that would significantly alleviate flooding volumes is not feasible.

Detailed design of the overall surface water management strategy for the scheme shall comply with the Greater Dublin Regional Code of Practice for Drainage Works and the requirements of Appendix 7: Sustainable Drainage System Measures of the DLRCC County Development Plan 2022-2028 that includes policies and guidelines recommended within the Greater Dublin Strategic Drainage Study (GDSDS).

9.3.1 Surface Water Outfall Strategy

The existing surface water network of the Northern Section of Main Streets includes historical drainage infrastructure, namely the stone culvert draining towards the Dundrum Bypass / Main Street Junction. The precise extent and condition of sections of this infrastructure has not yet been fully established and further investigation is currently underway in coordination with DLRCC Drainage through an appointed CCTV Survey facilitated by Cahir Environmental Services.

The proposed drainage infrastructure shown on DBFL Drainage Layouts 250116-X-0500-Z00-DTM-DR-DBFL-CE-1301 and 1302 indicates that the northern section of the surface water network shall be extended upstream along Main Street to capture additional surface water runoff while avoiding connections to the combined sewer.

In addition, where multiple connections from SuDS structures and gullies to the stone portal culvert are required, the affected sections of the historic culvert will be replaced with suitable concrete surface water pipes and rebuilt manholes. The proposed surface water infrastructure will involve the “lift and replace” of the existing stone portal culvert along its current alignment. The preliminary drainage strategy provides for localised upgrading or replacement of existing surface water infrastructure where required, subject to confirmation through ongoing investigations and detailed design.

9.4 Site Flood Risk

The Site-Specific Flood Risk Assessment of the proposed development, 250116-X-00-X-XXX-RP-DBFL-CE-002, as part of the planning package was undertaken with the requirements of the "Planning System and Flood Risk management Guidelines for Planning Authorities", November 2009. The proposed public realm and active travel scheme would be classified as a 'water compatible development' according to Table 3.1 of the Guidelines, in which the Sequential Approach mechanism enables this type of development to be located within any Flood Zone including Flood Zone A, where the probability of flooding from rivers and the sea is highest, exceeding a 1% or 1 in 100 year for river flooding and 0.5% or 1 in 200 for coastal flooding.

Historical Flooding of River Slang

A review of the OPW website indicates that the site has experienced multiple floodings in the past.

The most significant recent flood event occurred in October 2011 (Flood IDs 11719, 11728 and 11720). At multiple locations, open-channel sections of the diverted River Slang overtopped upstream of culvert inlets, resulting in substantial overland flow to adjacent areas. Flooding affected ground-floor levels within Dundrum Town Centre and surrounding developments, including the Pembroke District and Ridgeford Apartments. Floodwaters ultimately flowed along Sandyford Road towards the Dundrum Crossroads junction.

Flooding was also recorded at the Dundrum Bypass junction, where overland flows exceeding the capacity of the River Slang culverts were directed towards a natural low point near the existing Dundrum Library. The extent of ponding at this location is influenced by the overland flood level required to overtop the road kerb and railing plinth adjacent to the library, thereby allowing floodwaters to drain downstream and re-enter the River Slang channel.

Flood Risk Mapping

OPW's Community-Scale Flood Maps, produced primarily under the National Catchment-based Flood Risk Assessment and Management (CFRAM) Programme are currently "under review", however following the Stage 3 FRA of the Dundrum MTC lands, completed in support of the 2016–2022 Development Plan's Strategic Flood Risk Assessment, flood zone mapping was updated as part of the 2020 Dundrum Slang ICM Study, which generated fluvial, pluvial, and combined flood extents and provided a more detailed integrated catchment modelling assessment. The 2020 Study was used to provide the majority of the baseline data for the DLRCC Strategic Flood Risk Assessment, as part of the current DLRCC Development Plan 2022-2028.

An extract of the current DLRCC SFRA Flood Maps 1 & 5 is provided in **Figure 9-8** & **Figure 9-9**, in which the flooding extents have been greatly reduced within the scheme compared to previous flood mapping, removing **Flood Zone A** extents entirely within the scheme extents, and significantly reducing the extent of **Flood Zone B**. The majority of the scheme is now located within **Flood Zone C**.

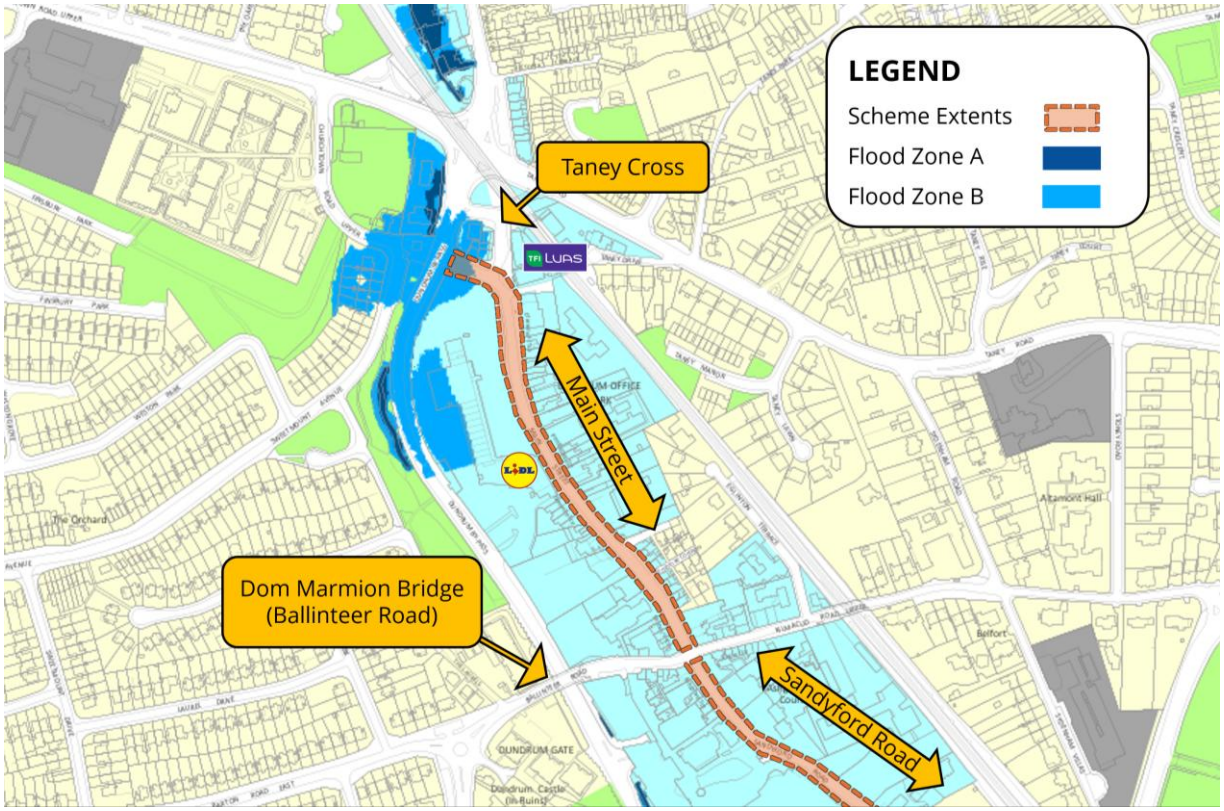


Figure 9-8: Flood Map 1: DLRCoCo Development Plan 2022-2028



Figure 9-9: Flood Map 5: DLRCC Development Plan 2022-2028

Flood Risk Assessment

The SSFRA concludes that:

- The development proposed is appropriate for the Site's flood zone category
- The Planning System and Flood Risk Management Guidelines Sequential Approach is met and the 'Avoid' principal achieved
- A Justification Test is not required

9.5 Construction Stage Mitigation Measures

Construction activities associated with the proposed scheme will be managed to minimise the potential for adverse effects on surface water quality and the existing drainage network. Appropriate measures will be implemented during construction to manage surface water runoff, sediment and potential pollutants, including the protection of existing drainage infrastructure and receiving waters, appropriate management of fuels and construction materials, and controls relating to concrete works, dewatering and construction runoff.

Detailed construction management and pollution prevention measures will be developed and implemented as part of the construction stage documentation, having regard to the final design and the nature and sequencing of the works.

Refer to the Preliminary Construction & Environmental Management Plan, 250116-X-00-X-XXX-RP-DBFL-CE-004, as submitted, for further detail.

9.6 ESB Strategy

There is a desire to open up public space for the proposed public realm scheme, limiting or relocating overhead services where feasible, specifically along Main Street. This measure aims to enhance the public realm by improving the overall streetscape, maximising areas to provide robust SuDS systems, reducing visual clutter and minimising the visual impact of overhead services within the town centre.

Therefore, a diversion application (DBFL: ESB Diversion Ref. #1281106 and DLRCoCo Ref. 14210) has been submitted to ESB Networks to investigate the undergrounding of the existing daisy-chained overhead services) as part of the proposed scheme.

Subject to agreement with ESB Networks and completion of detailed design, this would create opportunities to deliver the proposed scheme and enhance the architectural aesthetics and streetscape quality of the street. Poles serving domestic connections would ideally be locally adjusted to the back of footpaths as required to accommodate the future scheme layout.

An example section of the diversion proposed is illustrated in **Figure 9-10** and **Figure 9-11**.

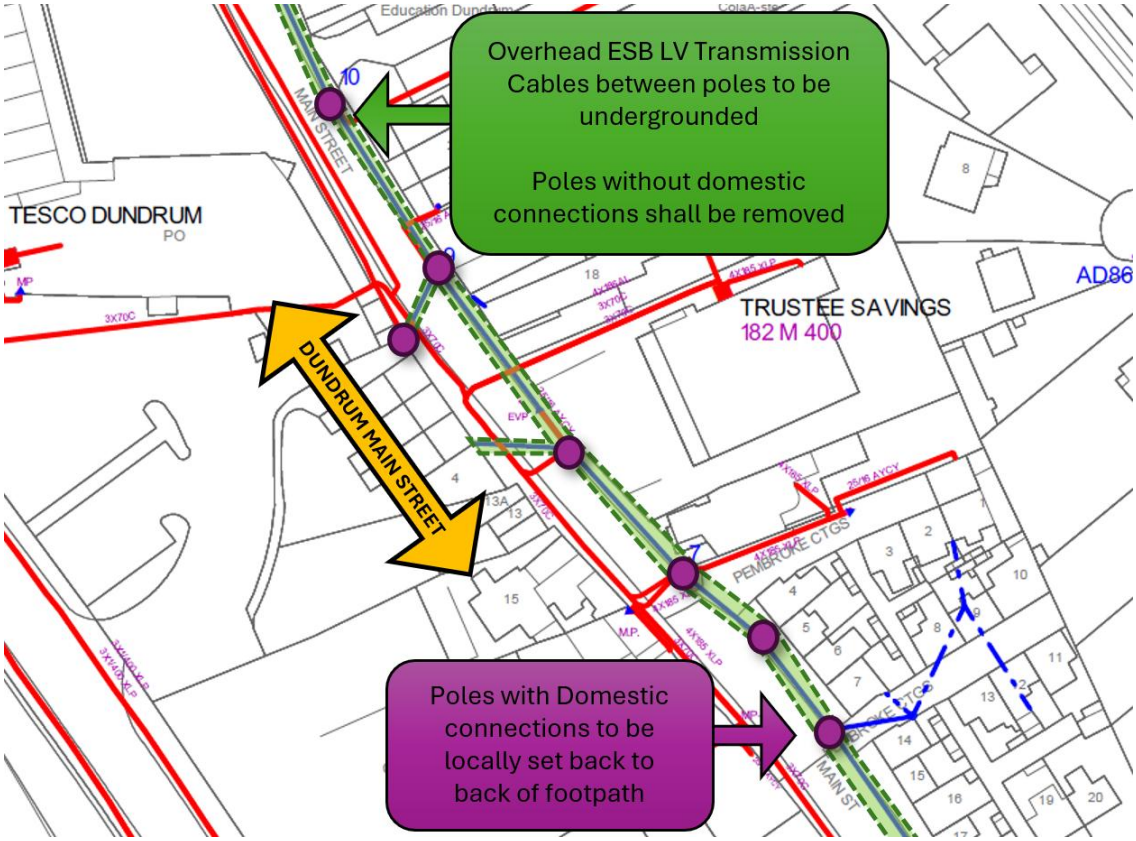


Figure 9-10 : ESB Diversion Strategy

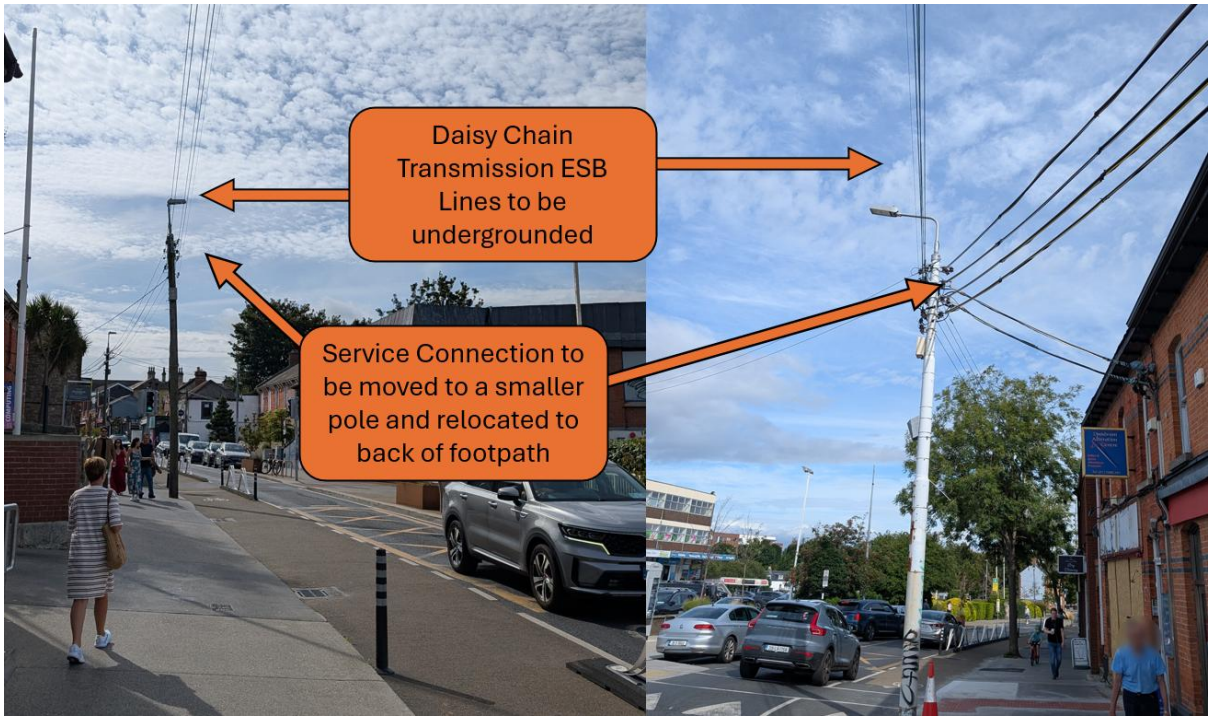


Figure 9-11 : ESB Strategy for existing poles

The existing overhead network includes connections serving individual properties, which introduces a number of technical and practical considerations in relation to undergrounding. The extent to which the existing overhead infrastructure can be undergrounded will therefore be subject to ongoing coordination with ESB Networks, technical feasibility, available space within the streetscape and any necessary third-party requirements.

The proposed scheme seeks to underground existing overhead infrastructure where practicable. Engagement with ESB Networks is ongoing to establish the extent of undergrounding that can be achieved, with the final arrangement to be developed as the scheme progresses.

10 Internal DLRCC Department Consultation

10.1 Internal DLRCC Department Consultation

As part of the development of the preliminary design, relevant departments within Dún Laoghaire-Rathdown County Council (DLRCC) were consulted and provided with an opportunity to review the proposals and provide technical feedback.

The departments consulted are listed below. The following sections summarise the key feedback received, where comments were provided, together with the project team's response and any resulting design amendments.

- Active Travel
- Architects Department
- Biodiversity Officer
- Capital Projects
- Community Climate Action Officer
- Community Development & Social Inclusion
- Community & Cultural Development
- Climate Action Officer
- Drainage Planning
- Environment & Climate Change
- Environment Enforcement
- Finance
- Forward Planning Infrastructure
- Housing
- Infrastructure & Climate Change
- Parks
- Planning Department
- Panning Secretariat
- Property Management
- Public Lighting
- Operations
- Road Maintenance /Public Lighting / Cleansing
- Traffic
- Transportation Planning
- Water & Drainage

10.1.1 Active Travel Team

General

Comment: Additional information was requested on the preliminary design drawings, including road chainage, existing infrastructure, property information and other contextual features. A coordinated approach to street furniture, finishes and proposed planting was also recommended.

Response: The drawings have been updated to provide additional contextual information where appropriate. Street furniture, finishes and planting proposals will be further coordinated as part of the detailed design.

Main Street

Comment: Feedback on Main Street included recommendations relating to tree planting and landscaping, pedestrian crossings, property ownership, SuDS opportunities, the proposed Church Plaza, car park access arrangements and the integration of planting and street furniture within the public realm.

Response: The preliminary design has been reviewed and amended in response to the feedback received. This included refinement of pedestrian crossing arrangements, landscaping and planting proposals, the Church Plaza, the Blue Car Park access arrangements and other public realm elements. Proposed interventions have also been reviewed having regard to land ownership, existing utilities and other site constraints.

Comment: Clarification was requested regarding the proposed removal of the three existing Ash trees on Main Street.

Response: The trees were assessed as part of the Arboricultural Assessment. Their removal and replacement with alternative tree species is proposed having regard to the long-term risk associated with Ash dieback.

Sandford Road

Comment: Feedback on Sandyford Road included recommendations relating to drawing context, landscaping and tree planting, seating, continuous footpaths, pedestrian accessibility and the treatment of the area adjacent to Sandyford Road Car Park.

Response: The design has been reviewed and refined in response to the feedback received, including additional landscaping and planting, continuous footpath treatments at car park accesses and improvements to the pedestrian environment around Sandyford Road Car Park.

10.1.2 Architects Department

General

Comment: Recommended further refinement of the public realm proposals, including rationalisation of street furniture and redundant infrastructure, improved cycle parking and seating provision, coordinated paving and landscape treatments, and undergrounding of overhead utilities where practicable.

Response: The preliminary design has been refined in response to the feedback received. Street furniture, seating, cycle parking, paving and landscaping have been reviewed and coordinated

across the scheme. Opportunities to rationalise redundant infrastructure and underground overhead utilities will be further considered as the scheme progresses, subject to technical feasibility and coordination with relevant utility providers.

Comment: Recommended maximising opportunities for meaningful tree planting and landscaping, avoiding small or fragmented planting areas and ensuring that proposed tree species and planting arrangements are appropriate to the streetscape and available space.

Response: The landscape proposals have been reviewed and refined to provide additional tree planting and greening where feasible, while removing fragmented planting areas. Tree species and locations have been selected having regard to available space, existing utilities, visibility, pedestrian movement and the character of the surrounding streetscape.

Main Street and Holy Cross Church

Comment: Recommended further development of the Main Street public realm, including the proposed plaza at Holy Cross Church, tree planting, seating and greening, pedestrian crossing arrangements and coordination of materials with the adjoining Public Realm & Plaza – East/North of Waldemar Terrace.

Response: The Main Street proposals have been refined in response to the feedback received. This includes a more defined public plaza at Holy Cross Church incorporating coordinated paving, landscaping, tree planting and seating, together with revisions to pedestrian crossing arrangements and additional greening where practicable. Materials have been developed having regard to the historic character of Main Street and coordination with the adjoining Public Realm & Plaza – East/North of Waldemar Terrace.

Comment: Raised the proposed removal of the three existing Ash trees on Main Street and recommended appropriate replacement planting.

Response: The proposed removal of the three Ash trees has been informed by the Arboricultural Assessment and consideration of the long-term risk associated with Ash dieback. Replacement tree planting with suitable species and appropriate tree pit infrastructure forms part of the landscape proposals.

Comment: Recommended exploring opportunities for public realm and frontage improvements in conjunction with adjoining property owners and businesses, including additional planting, seating and improved integration with the surrounding streetscape.

Response: Opportunities for complementary improvements adjoining the scheme have been considered and engagement with relevant property owners has taken place where appropriate. Proposed works forming part of the scheme have been developed having regard to land ownership and the defined Part 8 boundary.

Sandyford Road

Comment: Recommended further refinement of the Sandyford Road proposals, including additional planting and tree provision, seating, loading and parking arrangements, pedestrian routes and the treatment of the school zone and Sandyford Road Car Park area.

Response: The Sandyford Road proposals have been refined to incorporate additional planting and tree provision where feasible, improved pedestrian facilities and coordinated seating and public realm treatments. Loading and servicing provision has generally been retained, while the proposed school zone, pedestrian crossing and landscaping arrangements in the vicinity of Sandyford Road Car Park have been further developed as part of the preliminary design.

10.1.3 Community & Cultural Development

Comment: Consider accessible and age-friendly seating where possible, as part of the proposed seating improvements.

Response: Accessible and age-friendly seating form part of the proposed public realm seating elements.

10.1.4 Parks

Comment: Recommended refinement of proposed planting beds to avoid narrow or fragmented areas and ensure adequate soil volume and successful establishment.

Response: The planting proposals have been reviewed and refined to remove narrow and fragmented areas and provide more suitable planting spaces.

Comment: Recommended maximising opportunities for additional tree planting along Main Street and Sandyford Road, including within rain gardens and adjacent to Ridgeford Apartments.

Response: Additional tree planting has been incorporated where feasible, having regard to available space, land ownership, existing utilities and other site constraints.

Comment: Recommended that planting should comprise appropriate, robust and low maintenance species and that paving details should be further developed to address corners, transitions and changes in direction.

Response: Planting species and paving details will be further developed and coordinated at detailed design stage.

Comment: Requested clarification on the proposed treatment of overhead cables along Main Street and the proposed replacement planting for the existing Ash trees.

Response: The scheme seeks to underground existing overhead cables where practicable, subject to ongoing coordination with ESB Networks. Replacement tree species have been selected having regard to the long-term risk associated with Ash dieback and the suitability of alternative species

10.1.5 Planning Department

Comment: Ensure the proposed public realm supports and integrates with future improvements associated with the Public Realm & Plaza – East/North of Waldemar Terrace and other planned public realm and connectivity projects within Dundrum.

Response: The preliminary design has been coordinated with adjoining planned schemes, including the Public Realm & Plaza – East/North of Waldemar Terrace, to provide appropriate integration and consistency between proposals.

Comment: Ensure the public realm provides sufficient flexibility for future pedestrian activity and outdoor seating, and that materials and streetscape treatments are appropriate to the historic character of Dundrum, particularly within the Architectural Conservation Area and around Holy Cross Church.

Response: The preliminary design provides flexible public realm space and has been developed having regard to the historic character of Dundrum, including the Architectural Conservation Area and the setting of Holy Cross Church.

Comment: The proposed public realm, including seating, rain gardens, tree planting, landscaping and upgraded paving, was supported and considered broadly consistent with the Dundrum Local Area Plan 2023 and Dún Laoghaire-Rathdown County Development Plan 2022–2028.

Response: Noted. The proposed scheme seeks to deliver permanent public realm, accessibility and urban greening improvements in accordance with the relevant planning policies and objectives.

10.1.6 Public Lighting

Comment: Recommended that the proposed public lighting arrangement be coordinated with the public realm design, including the location and type of lighting columns and fittings, while maintaining appropriate illumination of pedestrian areas.

Response: The public lighting proposals have been developed in coordination with the preliminary public realm design. Column locations and lighting requirements will be further refined at detailed design stage to ensure appropriate illumination while minimising conflicts with footpaths, planting, street furniture and other infrastructure.

Comment: Recommended that existing lighting infrastructure be reviewed as part of the scheme, including opportunities to rationalise or upgrade existing equipment where appropriate.

Response: Existing public lighting infrastructure within the scheme area will be reviewed and rationalised or upgraded where required as part of the detailed design.

10.1.7 Operations

Comment: Requested confirmation of the proposed location of EV charging infrastructure and consideration of additional EV charging provision.

Response: Due to space constraints, EV chargers are proposed within the adjacent footpath area, positioned to maintain an appropriate clear pedestrian route. An additional EV charging space has also been incorporated on Main Street.

Comment: Recommended removing the proposed planting area at the Kilmacud Road junction due to concerns regarding pedestrian movements through this area.

Response: Noted. The planting proposals have been amended accordingly.

10.1.8 Transportation Planning

Comment: Ensure adequate loading and servicing arrangements are maintained for businesses along Main Street.

Response: Existing loading and servicing provision is generally retained. A minor reallocation of loading space is proposed opposite Sandyford Road Car Park to facilitate the relocated pedestrian crossing, while maintaining appropriate servicing provision.

Comment: Ensure the design addresses accessibility requirements and incorporates the findings and recommendations of the Stage 1 Road Safety Audit and Quality Audit.

Response: Accessibility requirements, including tactile paving, dropped kerbs and inclusive pedestrian routes, have been considered in the preliminary design. The findings of the Stage 1 Road Safety Audit and Quality Audit have also informed the scheme and will continue to be considered as the design progresses.

Comment: Ensure appropriate access for pedestrians, cyclists, public transport and local businesses is maintained during construction. Transportation Planning confirmed no objection in principle to the proposed scheme.

Response: Noted. Construction access and traffic management requirements will be developed further as part of the construction-stage documentation.

11 Environmental Assessment & Planning Report

11.1 Introduction

This section summarises the findings of the independent specialist assessments undertaken for the proposed scheme, including Ecology, Environmental, Heritage, Planning and Road Safety considerations.

The following reports have been prepared as part of the proposed development and are provided as separate documents within the full Part 8 Submission Pack:

- Arboricultural Assessment and Tree Survey
- EIA Screening Report
- AA Screening Report
- Ecological Impact Assessment (EcIA) Report
- Heritage Appraisal Report
- Planning Report
- Road Safety Audit

The key findings and recommendations of these assessments are summarised in the following sections.

11.2 Summary of EIA & AA Screening Report

11.2.1 EIA Screening

An Environmental Impact Assessment (EIA) Screening Report has been prepared by MacCabe Durney Barnes (MDB) on behalf of Dún Laoghaire-Rathdown County Council for the proposed Phase 1 of the Dundrum Living Streets scheme.

The assessment considered the nature, scale and location of the proposed development, together with its potential environmental effects, having regard to the relevant legislative requirements and the criteria set out in Schedules 7 and 7A of the Planning and Development Regulations 2001, as amended. The assessment also considered the potential for cumulative effects with other planned developments.

The proposed works are primarily located within the existing urban road corridor along Main Street and Sandyford Road and comprise public realm, active travel, accessibility and urban greening improvements. The assessment identified that potential construction-related impacts would be temporary and generally slight to moderate in significance, while operational impacts

are expected to be neutral to positive, particularly in relation to visual amenity, landscape character and the public realm.

The assessment also considered the findings of the supporting environmental assessments, including the Ecological Impact Assessment (EcIA), Appropriate Assessment (AA) Screening Report and Site-Specific Flood Risk Assessment. The EcIA concluded that the proposed development is not anticipated to result in significant adverse effects on protected species or habitats of ecological importance, subject to the implementation of appropriate mitigation and enhancement measures. The AA Screening Report concluded that the proposed development, individually or in combination with other plans and projects, is not likely to have significant effects on nearby European designated sites.

Having regard to the nature, scale and location of the proposed works, the potential environmental impacts, the proposed mitigation measures and the findings of the supporting assessments, the EIA Screening Report concludes that the proposed development, either individually or in combination with other projects, is not likely to result in significant effects on the environment. Accordingly, it recommends that an Environmental Impact Assessment (EIA) and Environmental Impact Assessment Report (EIAR) are not required.

The full EIA Screening Report is provided in the full Part 8 Submission Pack.

11.2.2 AA Screening

In accordance with Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive), an Appropriate Assessment (AA) Screening Report was prepared for the Dundrum Living Streets Phase 1 Scheme to assess whether the proposed works, either alone or in combination with other plans and projects, could result in Likely Significant Effects (LSE) on European sites.

The AA Screening Report was prepared by ID Environmental Consultants Ltd., informed by ecological surveys undertaken in 2025 and a confirmatory ecological walkover completed on 19 September 2026. The assessment considered potential source-pathway-receptor linkages between the proposed development and European sites, taking account of the nature, scale and location of the scheme, as well as potential construction, operational and in-combination effects.

The screening assessment identified and assessed a total of 13 European designated sites within the wider receiving environment. The assessment considered potential impact pathways, including hydrological connectivity, habitat disturbance, water quality and ecological effects. Although an indirect hydrological pathway was identified through the existing surface water

drainage network, which ultimately discharges to the River Slang, River Dodder and Dublin Bay, the assessment concluded that Likely Significant Effects on European sites could be excluded, having regard to the limited scale and nature of the proposed works, the separation distances and the dilution expected along the downstream drainage pathway.

The assessment also considered potential cumulative and in-combination effects with other relevant plans and projects, including the wider Dundrum Living Streets proposals and other permitted or planned developments in the surrounding area. No Likely Significant Effects were predicted as a result of the proposed Phase 1 works in combination with these developments.

The confirmatory ecological walkover undertaken in September 2026 did not identify any additional habitat features, invasive species constraints or biodiversity concerns within the areas inspected that would alter the assessment findings.

The AA Screening Report concluded that the proposed Dundrum Living Streets Phase 1 Scheme, either individually or in combination with other plans and projects, is not likely to have significant effects on any European site in view of its conservation objectives. Accordingly, the report concluded that progression to Stage 2 Appropriate Assessment is not required.

11.3 Summary of Ecological Impact Assessment Report

An Ecological Impact Assessment (EcIA) was prepared by ID Environmental Consultants Ltd. to assess the potential ecological effects associated with the proposed Dundrum Living Streets Phase 1 works along Main Street and Sandyford Road. The assessment was informed by desk-based research, ecological field surveys undertaken in 2025 and a confirmatory ecological walkover completed on 19 September 2026.

The assessment found that the scheme is located within a highly urbanised environment dominated by roads, footpaths, buildings and other hard surfaces. Ecological features within the study area are limited and are primarily associated with roadside trees, hedgerows and small landscaped areas. No Annex I habitats, rare or protected plant species, or Third Schedule invasive non-native plant species were identified within the proposed development area.

Ecological surveys recorded a range of common urban bird species using the surrounding environment. Bat activity was found to be negligible, with no roosts identified and only a single common pipistrelle recorded during the bat survey. No evidence of otter or other protected terrestrial mammals was recorded within the proposed development's Zone of Influence.

The principal potential ecological impacts during construction relate to localised vegetation removal, disturbance to birds and other fauna, and potential deterioration of water quality arising from sediment or pollutant runoff entering the existing surface water drainage network. Although no direct discharge to the River Slang is proposed, an indirect hydrological pathway exists through the existing drainage infrastructure. Appropriate mitigation measures are therefore recommended to protect water quality and minimise disturbance to ecological receptors.

Mitigation measures include the protection of retained trees in accordance with BS5837:2012, replacement and additional planting, implementation of construction environmental management measures, and controls on vegetation clearance during the bird nesting season (1 March to 31 August). Where vegetation clearance is unavoidable during this period, an ecological survey will be required no more than 48 hours before the works to identify any active nests.

The EcIA also considered potential cumulative effects with other relevant plans and projects, including the wider Dundrum Living Streets proposals, the planned DLR Connector and nearby permitted developments. No significant adverse cumulative ecological effects were predicted.

Overall, the EcIA concludes that the proposed Dundrum Living Streets Phase 1 Scheme is not anticipated to result in significant adverse effects on protected species, habitats of ecological importance or designated ecological sites. Subject to the full implementation of the recommended mitigation measures, residual impacts on biodiversity are considered imperceptible to not significant, with no significant residual adverse ecological effects anticipated during either the construction or operational phases.

11.4 Summary of Heritage Impact Assessment Report

A Heritage Impact Assessment was prepared by Fergal McGirl to assess the potential effects of the proposed Dundrum Living Streets Scheme on the architectural heritage, historic streetscape, and character of Dundrum Village. The assessment involved a review of historical records and relevant planning policies, site inspections, and an appraisal of protected structures, Architectural Conservation Areas (ACAs), and other heritage assets within the study area.

Dundrum Village contains a rich historic environment that evolved from a medieval settlement centred on Dundrum Castle into a nineteenth-century village focused on the historic crossroads at Dundrum Cross. The scheme area traverses the Dundrum ACA and includes the setting of several Protected Structures, notably the Holy Cross Church, The Mill House, the Usher Monument

and Dundrum Castle, together with numerous historic terraces and buildings that contribute to the village character.

The assessment concluded that the public realm within the scheme area has a significant capacity to accommodate change and enhancement. Much of the existing streetscape has already evolved through previous road improvements, footpath replacements, contemporary traffic management measures and recent temporary public realm interventions.

The proposed scheme includes upgraded pedestrian and cycling facilities, public realm improvements, landscaping, new paving materials, seating and rationalised street furniture. Key heritage-sensitive measures include:

- Retention of historic granite kerbing and other surviving historic public realm features.
- Enhancement of the setting of Protected Structures and historic buildings through the introduction of high-quality granite paving and landscape treatments.
- Removal of visually intrusive recent cycle segregation elements and replacement with a more cohesive public realm design.
- Improved visual coherence between the three principal heritage character areas of Dundrum Village: Dundrum Cross, the Holy Cross Church civic space, and the northern section of Main Street.
- Opportunities for the future undergrounding of overhead utilities where feasible, which would further enhance the historic streetscape.

Particular attention was given to the area in front of Holy Cross Church, recognising its importance as a historic civic space. The design has been refined to ensure that new planting, paving and seating arrangements strengthen the setting of the church while maintaining key views and the legibility of the historic streetscape.

The assessment found that the proposals are consistent with the heritage objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, the Dundrum Local Area Plan 2023, and relevant national heritage guidance. The scheme supports the protection and enhancement of the Dundrum ACA by improving the quality of the public realm, reducing visual clutter, retaining significant heritage features, and reinforcing the historic character of the village.

Overall, the Heritage Impact Assessment concludes that the proposed Dundrum Living Streets Scheme will not result in adverse impacts on the special interest, character or setting of heritage

assets within the study area. Subject to the implementation of the recommended mitigation measures, the scheme will provide a positive enhancement to the historic environment and public realm of Dundrum Village.

11.5 Part 8 Planning Report

A Planning Report has been prepared by MacCabe Durney Barnes (MDB) on behalf of Dún Laoghaire-Rathdown County Council for the proposed Phase 1 of the Dundrum Living Streets scheme.

The report assesses the proposed development in the context of relevant national, regional and local planning policies, including the National Planning Framework (First Revision, 2025), the Transport Strategy for the Greater Dublin Area 2022–2042, the Dún Laoghaire-Rathdown County Development Plan 2022–2028 and the Dundrum Local Area Plan 2023.

The assessment considers the proposed works along approximately 802 m of Main Street and Sandyford Road, including the provision of permanent pedestrian and cycling infrastructure, upgraded crossings, improved accessibility, enhanced public realm, street furniture, landscaping and Sustainable Drainage Systems (SuDS). The scheme builds upon the temporary mobility measures introduced in 2020, with the aim of improving connectivity, safety and the overall quality of the streetscape within Dundrum Town Centre.

The report also examines the relationship between the proposed scheme and adjoining planned developments, including the DLR Connector, Dundrum Bus Gate and Public Realm & Plaza – East/North of Waldemar Terrace schemes. Consideration is given to the supporting environmental assessments, architectural heritage and the scheme's location within the Dundrum Architectural Conservation Area.

The Planning Report identifies that the proposed development supports national and local sustainable mobility objectives by prioritising walking and cycling, improving accessibility to local services, schools and public transport, and enhancing the quality of the public realm. The scheme also contributes to the implementation of the Dundrum Local Area Plan 2023, particularly Objectives T1, T2 and T8, and supports the regeneration and vitality of Dundrum Village.

The Planning Report concludes that the proposed scheme is consistent with the relevant national, regional and local planning policy framework and supports the proper planning and sustainable development of the area.

The full Planning Report is provided in the full Part 8 Submission Pack.

11.6 Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit has been undertaken for the proposed scheme by an independent Road Safety Audit team. The audit considered the proposed preliminary design from the perspective of all road users and identified a number of matters for consideration as the design progresses.

The findings of the Road Safety Audit have been considered by the design team and have informed the development of the proposed scheme. The completed Road Safety Audit and Designer Response are provided in the full Part 8 Submission Pack.

12 Conclusion

This report has been prepared in support of the Part 8 planning process for the proposed Dundrum Living Streets Scheme. The proposed development comprises public realm, active travel, accessibility and urban greening improvements along Main Street and Sandyford Road, with the overall objective of creating a safer, more accessible and attractive village environment.

The scheme provides for upgraded pedestrian and cycling facilities, improved crossings and footpaths, traffic calming measures, enhanced landscaping and tree planting, seating, cycle parking and associated public realm improvements. Particular consideration has been given to the historic character of Dundrum Village, including the Architectural Conservation Area and the setting of Holy Cross Church, with appropriate materials and landscape treatments incorporated into the preliminary design.

The proposed scheme largely retains the established vehicular traffic arrangements along Main Street and Sandyford Road, with the interventions principally focused on improving the quality, accessibility and safety of the streetscape. Loading, servicing and parking requirements have also been considered as part of the development of the proposals.

The scheme has been informed by consultation and coordination with relevant DLRCC departments, stakeholders and the teams responsible for other planned projects within Dundrum. The preliminary design has also been informed by the findings of the supporting environmental, ecological, arboricultural, heritage, planning and road safety assessments.

The environmental assessments undertaken in support of the scheme have not identified significant environmental effects that would prevent the proposed development from proceeding, subject to the measures and recommendations identified within the respective specialist assessments. The scheme has also been developed having regard to the relevant national, regional and local planning and transport policy framework.

Overall, the proposed Dundrum Living Streets Scheme will provide a significant enhancement to the public realm along Main Street and Sandyford Road, with improved facilities for pedestrians and cyclists, increased urban greening and a more accessible and attractive village environment, while maintaining the necessary transport and servicing functions of Dundrum Village.

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