

22 JAN 2019

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PLANNING DEPT



HEALTH AND SAFETY  
AUTHORITY

The Metropolitan Building, James Joyce Street, Dublin 1, Ireland  
Telephone: 1890 289 389 Website: <http://www.hsa.ie>

Planning Secretariat  
Dun Laoghaire Rathdown County Council  
County Offices  
Marine Road  
Dun Laoghaire

Our Ref: 2709

21st January 2019

**Re: Dundrum Local Area Plan Issues Paper – November 2018**

Dear Ms. Dineen,

The Health & Safety Authority (the Authority) is an Authority prescribed under Article 13 of the Planning & Development Regulations 2001-2015 and as such is required to be consulted in relation to Development Plans under sections 11-13 & 24 of the Act.

The approach of the Authority to Land-use Planning is set out in the document 'Policy & Approach of the Health and Safety Authority to COMAH Risk-based Land-use Planning'. It is available from our website at:

[https://www.hsa.ie/eng/Your\\_Industry/Chemicals/Legislation\\_Enforcement/COMAH/Land\\_Use\\_Planning/](https://www.hsa.ie/eng/Your_Industry/Chemicals/Legislation_Enforcement/COMAH/Land_Use_Planning/).

The document should be consulted to fully understand the advice given in this letter.

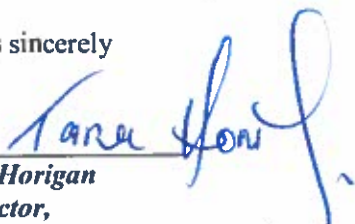
The Authority would expect the planning guidelines to contain:

1. An indication of planning policy in relation to major accident hazard sites notified under the regulations, which reflects the intentions of Article 13 of Directive 2012/18/EU.
2. The consultation distances and generic advice, where applicable, supplied by the Authority to Fingal County Council in relation to such sites. These distances to be indicated on the various maps included in the plan, as well as any more specific distances and advice supplied by the Authority.

3. A policy on the siting of new major hazard establishments, taking account of Article 13 and the published policy of the Authority in relation to new developments, including developments in the vicinity of such establishments.
4. The Authority, to date, does not have any notified sites within the boundary indicated on the Dundrum Local Area Plan map, therefore there is no basis for advice.

If you have any queries please contact the undersigned.

Yours sincerely



**Tara Horigan**  
**Inspector,**  
**COMAH, Chemical Production & Storage (CCPS)**

*Encl: Note on the Approach of the HSA to the Provision of Land-use Planning Advice*



### Note on the Approach of the HSA to the Provision of Land-use Planning advice.

The Authority, acting as the Central Competent Authority under the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. 209 of 2015), gives technical advice in response to a notice sent by a planning authority under Part 11 of the Planning and Development Regulations 2001-2015. Under Regulation 24(2) of S.I. 209 of 2015, the technical advice on the effects of a proposed development on the risk or consequences of a major accident relates to the following types of developments within the consultation distance for an establishment:

- (a) the siting and development of new establishments;
- (b) modifications to establishments of the type described in Regulation 12(1);
- (c) new developments including transport routes, locations of public use and residential areas in the vicinity of establishments, where the siting, modifications or developments may be the source of, or increase the risk or consequences of, a major accident.

The advice given is for the purposes of assessing new development only. A full explanation of the Authority's Land Use Planning advice system can be found at [https://www.hsa.ie/eng/Your\\_Industry/Chemicals/Legislation\\_Enforcement/COMAH/Land\\_Use\\_Planning/](https://www.hsa.ie/eng/Your_Industry/Chemicals/Legislation_Enforcement/COMAH/Land_Use_Planning/).

Your attention is drawn to Regulation 24(3) of S.I. 209 of 2015:

*(3) The technical advice provided by the Central Competent Authority to a planning authority pursuant to paragraph (2) may be generic or case specific in nature and shall be so formulated that it will assist the planning authority to take into account the need, in the long term—*

- (a) to maintain appropriate safety distances between establishments covered by these Regulations and residential areas, buildings and areas of public use, recreational areas, and, as far as possible, major transport routes;*
- (b) to protect areas of particular natural sensitivity or interest in the vicinity of establishments, where appropriate through appropriate safety distances or other relevant measures; and*
- (c) for the operator to take additional technical measures, in the case of existing establishments, in accordance with Regulation 7, so as not to increase the risks to human health and the environment.*

In giving its advice the Authority does not deal with routine emissions. Such emissions will be subject to EPA or Local Authority scrutiny and control.

The operator of an establishment covered by S.I. 209 of 2015 is also required to take all necessary measures to prevent major accidents occurring and to limit the consequences of any such major accidents for human health and the environment



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-11-19 14:21:43

## Introduction

### 1 What is your name?

Name:  
Cian Duffy

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
The Main Street in Dundrum should be pedestrianised.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-11-20 15:02:33

## Introduction

### 1 What is your name?

Name:

Jonathan W O'Grady

### 2 What is your organisation?

Organisation:

Private Individual

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Dear Sir/Madam:

I have read the Dundrum Local Area Plan issue paper with interest, and I commend the Council for initiating this much-needed discussion. It was however a source of much regret to see that the discussion paper makes no reference to wheelchairs, nor the needs of the disabled more generally.

As a full-time wheelchair user, and a resident of Dundrum for almost 15 years, I speak with first-hand knowledge of the importance of inclusive urban planning for those with mobility impairments.

The Luas was Dublin's first truly wheelchair accessible public transport infrastructure. The Council needs to plan for disabled residents and visitors arriving by Luas and travelling onward through Dundrum. This means level pavements, with easy access points at junctions.

The Dundrum old town has a lovely character which offers great potential for sympathetic redevelopment. Unfortunately many of their shops are currently not wheelchair accessible. This needs to be factored in, especially for restaurants. It would however be very onerous on smaller unit operators to force them to provide wheelchair accessible toilet facilities. This does mean that the Council needs to ensure that it provides easily accessible toilet facilities throughout the area. These do not have to be overly involved, just make sure you provide plenty of space for electric wheelchairs.

Finally, keep in mind that more severely impaired visitors will probably arrive by vehicle. This means providing wheelchair car park spaces, with sloping curbs on hand. Nothing worse than getting out of the car in a disabled parking bay, only to have to face oncoming traffic to mount the curb!

I would be very happy to meet with your representative to discuss any of these aspects further. I wish the Council every success with their ambitious plans, and look forward to making full use of the resulting amenities.

Yours faithfully,

Jonathan W O'Grady

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-11-21 13:07:41

## Introduction

### 1 What is your name?

Name:

John Foody

### 2 What is your organisation?

Organisation:

Personal

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

A new Dundrum Park - Taney Green and Dundrum Mental hospital site.

Hi there, my submission is with regard to recreational space. As your paper points out here's a lack of quality space. You're also probably aware of the big plans for the Central Mental Hospital site.

Consequently I would like point 2 things out.

1) I think provides for a once in a lifetime chance to create a new 'Dundrum Park' for all.

2) To do this three things have to be outlined in the LAP.

A) That the southern portion of the Dundrum mental hospital site be provisioned for a new Park.

B) That an archway is knocked in the southern (4 meter or so) wall to the Mental hospital site. To allow pedestrian and cycling traffic ONLY. This will allow both green spaces to be combined in to a great park for all.

C) That LAP stipulates that NO CARS be allowed through the south of that site on to Larchfield road or Rosemount estates. In order to protect the existing small green space and make 1 above a green space exclusively for pedestrians and cyclists and so a far more enjoyable/green friendly space for recreation for the local community.

Thanks, I would love to here your thoughts. Regards John

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I called in to look at the maps relating to the proposed LAP for Dundrum and see that the map relating to flooding risks is mis-printed.

It shows the risk area shifted significantly eastwards. For example, it goes through the Mental Hospital grounds on the opposite side of Dundrum Road to the actual risk area.

It has surprised at least one resident that I know of.

Yours sincerely

John Lennon

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-11-27 01:51:59

## Introduction

### 1 What is your name?

Name:

Kevin O'Shaughnessy

### 2 What is your organisation?

Organisation:

Private citizen

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

The council has rightly identified a lack of public sports facilities in the area in the Draft Plan.

On the plus side, lots of children's playgrounds have been provided by the Council in the area in recent years, but they only cater for children up to the age of approx 10.

For older children, teenagers, and young adults, the recreational facilities are poor.

For example, in the entire DLR area, there is not one single running track. There was one in UCD but that has been sadly turned into a car park.

There are a number of suitable locations in the Dundrum vicinity, perhaps the best being Rosemount where there is plenty of level space for one around either of the two soccer pitches.

There is also a lack of other public sports facilities such as basketball and tennis courts and five a side soccer pitches. In many European villages, one sees a floodlit area near the centre of the village with courts for basketball, tennis and five-a-side soccer, all surrounded by an athletics track. These always seem to be a hive of activity and contribute greatly to the health and well-being of the community.

Such a facility would greatly enhance the quality of life in Dundrum and perhaps set a template for sports planning throughout the city and indeed country.

The aforementioned Rosemount side would be a suitable venue for such a facility, while the parks in Taney (where a playground was recently installed) or Mulvey Park would also benefit from such public sports facilities.

Many thanks for taking the time to read this.

Kind regards

Kevin O'Shaughnessy

[REDACTED]

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-11-28 10:51:38

## Introduction

### 1 What is your name?

Name:  
Sean Parkes

### 2 What is your organisation?

Organisation:  
N/A

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The Dundrum main street is austere in its current form and too motor car centric. Introducing a greening plan and pedestrianization plan for the Dundrum main street from the Dundrum Town Centre to the Old Dundrum Shopping Centre would improve the appearance of the street and promote walking and cycling.

De-prioritize motor traffic around Dundrum - priorities walking, cycling and public transport.

It needs to respect the character and streetscape of the Old Main Street, the local historical and cultural landmarks, and maintains a style and scale of building in tune with the character of the village.

The plan needs a proper balance between residential, commercial and public/civic spaces, both on the Main Street and in the overall development, restoring the original qualities of Dundrum Village.

A connected environment with easy movement between its different parts, offering open and green areas, clear walking and cycle routes, reduced traffic movements, and smooth links to public transport. Multiple entrances to adjoining lands allowing for greenway cycle routes and pedestrian permeability throughout the Dundrum area.

Cycle traffic and motor traffic needs to be properly segregated following the Dutch model

The Slang River Greenway needs to be promoted with proper signage throughout the Dundrum area, linking the greenway with other segregated cycling routes throughout Dundrum area.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-11-29 07:18:20

## Introduction

### 1 What is your name?

Name:

Mairead Scully

### 2 What is your organisation?

Organisation:

Resident dundrum

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I would like to listen and keep informed with the plans for the area .

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-11-30 10:25:24

## Introduction

### 1 What is your name?

Name:  
david galvin

### 2 What is your organisation?

Organisation:  
Environmental Protection Agency

### 3 What is your postal address?

Post address:  
Regional Inspectorate  
Inniscarra  
Co Cork

### 4 What is your email address?

Email:  
d.galvin@epa.ie

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
Please see EPA Submission on the Issues Paper as well as Scoping Integration Document to assist with the LAP

### 6 Would you like to upload a file with your submission?

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SCP181101.1 Dundrum LAP Issues Paper.pdf was uploaded

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EPA SEA-LandUse-Recommendations-Guidance\_2018.pdf was uploaded

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Environmental Protection Agency  
Ais Gheofmhéireacht am Chomhairle Comhairle

Regional Inspectorate,  
Inniscarra,  
County Cork, Ireland  
Cigireacht Réigiúnach, Inis Cara  
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LoCall: 1890 33 55 99

Senior Executive Officer  
Planning Department  
Dun Laoghaire-Rathdown County Council  
County Hall  
Marine Road  
Dun Laoghaire

30 November 2018

Our Ref: SCP181101.1

**Re. SEA Scoping for the Dundrum Local Area Plan-Issues Paper.**

Dear Sir/Madam

We acknowledge your notice, dated 20th November 2018, in relation to the Issues Paper for the Dundrum Local Area Plan (the Plan).

The EPA is one of five statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Plan and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.

As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a 'self-service approach' via the attached guidance document '*SEA of Local Authority Land Use Plans – EPA Recommendations and Resources*'. This document is updated regularly and sets out our key recommendations for integrating environmental considerations into Local Authority land use Plans. We recommend that you take this guidance document into account in preparing the Plan and SEA.

**Available Guidance**

Our website contains SEA resources and guidance, including:

- SEA process guidance and checklists
- list of relevant spatial datasets

- topic specific SEA guidance, such as how to integrate climate change into SEA or consideration of alternatives in SEA.

You can access these resources at: <http://www.epa.ie/pubs/advice/ea/>

#### ***State of the Environment Report – Ireland's Environment 2016***

In preparing the Plan and SEA, the recommendations, key issues and challenges described within our most recent State of the Environment Report *Ireland's Environment – An Assessment 2016 (EPA, 2016)* should be considered, as relevant and appropriate to the Plan.

#### **Transition to a low carbon climate resilient economy and society**

You should ensure that the Plan aligns with national commitments on climate change mitigation and adaptation, as well as relevant sectoral, regional and local adaptation plans.

#### **EPA SEA Search and Reporting Tool**

This tool allows public authorities to explore, interrogate and produce high level environmental summary reports. It is intended to assist in screening and scoping exercises. The tool is available through EDEN [www.edenireland.ie](http://www.edenireland.ie)

#### **EPA WFD Application**

Our WFD Application provides a single point of access to water quality and catchment data from the national WFD monitoring programme. The Application is accessed through EDEN <https://wfd.edenireland.ie/> and is available to public agencies. Publicly available data can be accessed via the [Catchments.ie](http://Catchments.ie) website.

#### **Environmental Authorities**

Under the SEA Regulations, you should also consult with:

- The Minister for Housing, Planning and Local Government
- Minister for Agriculture, Food and the Marine, and the Minister for Communications, Climate Action and Environment, where it appears that the plan or programme, or modification of the plan or programme, might have significant effects on fisheries or the marine environment
- where it appears that the plan or programme, or amendment to a plan or programme, might have significant effects in relation to the architectural or archaeological heritage or to nature conservation, the Minister for Culture, Heritage and the Gaeltacht, and
- any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: [sea@epa.ie](mailto:sea@epa.ie).

Yours Sincerely,

A handwritten signature in cursive script, which appears to read "David Galvin", is positioned above a horizontal line.

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David Galvin  
SEA Section  
Office of Evidence and Assessment  
Environmental Protection Agency







Environmental Protection Agency  
*An Ghníomhaireacht um Chaomhnú Comhshaoil*

## **SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources**

**Version 1.0**

**ENVIRONMENTAL PROTECTION AGENCY**  
**An Ghníomhaireacht um Chaomhnú Comhshaoil**

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### Tracking of Updates

Version No.	Date	Amendments since previous version
Version 1.0	27/08/18	N/A

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## 1. Introduction

This document provides key EPA recommendations for Local Authorities to consider when carrying out Strategic Environmental Assessment (SEA) of land-use plans at county and local level. It also includes information on recently published EPA reports and links to other relevant resources.

EPA is one of five statutory Environmental Authority under the SEA regulations. Our role in SEA focuses on promoting full integration of the findings of the Environmental Assessment into the Plan. It is not the function of the EPA to either approve or enforce Plans or SEAs.

We focus our efforts and resources on reviewing and commenting on key national and regional plans within the planning hierarchy. For Local Authority land use plans at county and local level, we advocate a 'self-service approach' through use of this guidance document. This document is updated regularly.

## 2. Key Environmental Recommendations to Consider

### Drinking Water

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In considering additional zoning/development and growth of settlements within the Plan area, it is critical that development be closely linked to the ability to provide a safe and secure supply of drinking water and related critical service infrastructure.

We have produced a series of drinking water quality reports, including the *Drinking Water Report for Public Water Supplies – 2017* (EPA, 2018), that should be consulted to ensure the relevant recommendations are implemented to improve drinking water quality. Key issues identified with particular supplies, including significant issues identified through (Irish Water) Drinking Water Safety Plans, should be highlighted for individual plans. We recommend including a commitment to collaborate with Irish Water and other relevant stakeholders in the Plan, to provide an adequate and appropriate drinking water supply.

A 'Remedial Action List' (RAL) of problematic drinking water supplies is released by the EPA on a quarterly basis. It is a dynamic list which records identified and reported issues. Once appropriate mitigation measures are established and implemented, supplies are removed from the RAL. You should consider including a commitment in the Plan to support Irish Water, in addressing issues where water supplies servicing the Plan area included on the RAL. Further information can be found at: <http://www.epa.ie/downloads/pubs/water/drinking/>.

#### Conservation of Water Resources

The Plan should include an Objective/Policy promoting the need for the conservation of water resources and also the need for detection/mitigation of infrastructural leakages. It may also be useful to consider developing a Water Conservation Strategy, in association with Irish Water and adjoining local authorities, where appropriate.

### Waste Water

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Our *Water Quality in Ireland 2010 – 2012* report (EPA, 2015) highlights that one of the key causes of water pollution is from point sources including discharges from waste water treatment plants. The need to provide and maintain adequate and appropriate wastewater treatment infrastructure to service zoned lands and developments over the lifetime of the Plan should be included as a specific Policy/Objective in the Plan.

Agglomerations with treatment or poorly performing (or at capacity) treatment plants are highlighted in the *Urban Waste Water Treatment in 2016* (EPA, 2017). A commitment to support the provision of appropriate measures to address these issues as a priority, in collaboration with Irish Water should be considered where relevant. Measures to ensure that combined storm water overflows, sewers and trade effluent in the area covered by the Plan is also managed properly should also be included as appropriate.

You should consult our *Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses (p.e < 10)*, (EPA, 2009) with regard to any

- proposed rural residential development which may arise
- or development proposals in un-sewered rural area
- or areas where connection to the public sewer is not feasible

The *National Inspection Plan for Domestic Wastewater Treatment Systems Implementation Report* (EPA, 2016) should also be considered, as appropriate.

## Water Framework Directive

### Protection of Surface and Ground Water Resources

Protecting our valuable surface and ground water resources is of vital importance to protect both human health and provide for a healthy environment. In this context, you should provide clear commitments in the Plan to protect surface water, groundwater and coastal/estuarine resources and their associated habitats and species, including fisheries within and adjacent to the Plan area. Where specific recommendations/concerns for water bodies within the Plan area are identified in EPA water quality reports, including the *Water Quality in Ireland 2010 – 2015* (EPA, 2017), these should also be addressed/considered at an appropriate level in the Plan.

The Plan should also ensure that any specific relevant objectives and measures for individual water bodies, within the Plan area as set out in the existing relevant Water Framework Directive River Basin Management Plan, are provided for in order to ensure water quality is protected/improved/maintained. The Plan should also consider that subsequent water management plans (including catchment management plans) may arise out of current review of the second cycle of WFD River Basin Management Planning should be integrated as appropriate upon their adoption. The 'integrated catchment management' approach for protecting and managing water resources, should also be supported in the Plan. The EPA's [www.catchments.ie](http://www.catchments.ie) website provides useful resources such as GIS mapping and related information that should be useful in preparing the Plan.

The *European Union (Water Policy) Regulations 2014 (S.I. No. 350 of 2014)* sets out the roles and responsibilities of the various stakeholders and the associated requirements in relation to river basin management planning and should be integrated as appropriate. These responsibilities should be reflected in the Plan and the associated environmental monitoring.

### Protection of Groundwater Resources

Groundwater aquifers form important sources of drinking water both locally and regionally. Much of the summer seasonal flow in many rivers is also derived from groundwater sources. To maintain high quality water resources within the Plan area, it is important that development is controlled and managed appropriately, in particular in areas of high groundwater vulnerability to avoid transmission of pollutants into important aquifers.

The Plan should include a clear Policy / Objective for the protection of groundwater resources and associated habitats and species. The Plan should also include a commitment to integrate any existing Groundwater Protection Schemes and Groundwater Source Protection Zones, as relevant and appropriate within the Plan area. The Plan should also include a commitment to comply with the European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. No. 9 of 2010).

Issues to consider relating to protection of groundwater include; *enforcement of planning conditions related to installation, operation and maintenance of on-site wastewater treatment / septic tank systems, connection of all remaining houses within settlement boundaries to wastewater treatment plant, the development of a wastewater leak detection programme and the implementation and enforcement of the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2009 and associated European Communities (Good Agricultural Practice For Protection Of Waters) Regulations 2010* (S.I. No 610 of 2010).

#### Protection and Management of Bathing Waters

The obligation to protect bathing waters within (and adjacent to) the Plan area should also be reflected in the Plan. Bathing Waters are afforded protection under Directive 2006/7/EC, known as the 'Directive on bathing water', which is transposed into National legislation by the *Bathing Water Quality Regulations 2008* (S.I. No. 79) of 2008. In addition, under the Water Framework Directive, recreational waters/bathing water areas are included on the Register of Protected Areas. The Plan should provide for the protection of any waters which are used for bathing within or adjacent to the Plan area.

The EPA's most recent report on bathing water quality 'Bathing Water Quality in Ireland – A Report for the Year 2017, (EPA, 2017)' sets out the status of Irish Seawater and Freshwater Bathing areas and should be integrated as appropriate. The EPA's available bathing water advice/guidance includes an online GIS resource called "beaches.ie" which should be considered.

#### Water Framework Directive & Biodiversity

Any sites of significant biodiversity value within or adjacent to the Plan area listed on the Water Framework Directive Register of Protected Areas, (such as Fresh Water Pearl Mussel Catchments, designated Salmonid waters, fisheries / shellfisheries), should be protected in preparing the Plan.

## Flooding

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The Plan should fully comply with The Planning System and Flood Risk Management - Guidelines for Planning Authorities (OPW/DEHLG, 2009). These Guidelines place requirements on planning authorities to carry out strategic flood risk assessments and also to ensure that development/zoning of vulnerable land uses, in areas at significant risk of flooding (flood zones A and B) is avoided. In effect, only flood/water compatible uses should be built in flood plains. Where this is not possible, any proposal for development/zoning is required to include a 'Justification Test' in accordance with the Guidelines. Examples of vulnerable land uses include hospitals, residential developments and

essential infrastructure such as transport and utilities (electricity generating power stations, water and sewage treatment) and potential significant sources of pollution (SEVESO sites, IPPC sites).

In May 2018, the OPW launched a new website to access flood risk management plans, flood maps and information on flood risk management in Ireland. It can be consulted at: [www.floodinfo.ie](http://www.floodinfo.ie).

The Plan should include a commitment to carry out strategic flood risk assessments, in line with the Flood Risk Management Guidelines, to inform the development and implementation of the County Development Plan and lower level local area plans respectively.

A specific Policy should be included to provide for/promote appropriate flood risk assessments to be undertaken, where development / zoning is being proposed in the Plan area where there is significant risk of flooding, in accordance with the Guidelines referred to above.

The Plan should also promote the development, where appropriate, of adaptation measures to account for the likely increased risk of flooding due to climate change within the Plan area, including implementation of adequate and appropriate Sustainable Urban Drainage Systems. Additionally, the Plan should provide for protection, management, and as appropriate, enhancement of existing wetland habitats where flood protection/management measures are necessary.

Integrated Coastal Zone Management should also be considered as relevant and appropriate, to inform the preparation of coastal plans and programmes.

## **Climate Change / Climatic Factors**

Urgent action is needed to address climate change and to move Ireland towards a low carbon, climate resilient economy and society. Climate change adaptation and mitigation measures should be included in the Plan as appropriate and the Plan should be consistent with the *National Policy Position on Climate Action and Low Carbon Development*<sup>1</sup>, the *National Mitigation Plan*<sup>2</sup> and the *National Adaptation Framework*, as well as relevant sectoral, regional and local adaptation plans.

The Agency recently published *Ireland's Greenhouse Gas Emissions Projections for 2017-2035* (EPA, 2018) which should be taken into account in preparing the Plan, as appropriate and relevant.

The EPA has published a good practice guidance note on how to incorporate climate change into plans and programmes falling under the remit of the SEA Directive – *Integrating Climate Change into SEA* (EPA, 2016<sup>3</sup>). Key aspects to be considered in the Plan and SEA, where relevant, include:

- Direct and indirect impacts of the Plan on greenhouse gas emissions and removals (Mitigation)
- Direct and indirect impacts of climate change on the implementation of the Plan, e.g. the resilience of critical water service infrastructure to flooding and drought (Adaptation)
- The linkages between mitigation and adaptation (inter-relationships)

### **Mitigation**

To fulfil national commitments on greenhouse gas emissions reduction, Ireland must effectively switch away from fossil fuel sources of energy by 2050. The Plan should reflect the need to reduce

<sup>1</sup> <http://www.dccae.gov.ie/en-ie/climate-action/publications/Pages/National-Policy-Position.aspx>

<sup>2</sup> <http://www.dccae.gov.ie/documents/National%20Mitigation%20Plan%202017.pdf>

<sup>3</sup> <http://www.epa.ie/pubs/advice/ea/Climate-Change-SEA-Ireland-Guide-Note.pdf>

greenhouse gas emissions and to protect, maintain and enhance carbon stocks. The National Mitigation Plan (NMP) identifies 106 actions to decarbonise electricity generation, the built environment and transport and to move towards carbon neutrality for agriculture, forest and land use sectors. Relevant actions in the NMP should be integrated into the Plan as appropriate. The inclusion of specific policies/objectives which promote the integration of climate change mitigation measures at a regional and local level in land use planning within the Plan area should also be considered. In developing and implementing mitigation-related measures, opportunities should be sought to maximise the potential co-benefits of for the wider the environment and society, such as improvements in air quality, water quality, biodiversity, public amenity, renewable energy, tourism etc.

Appendix III contains some climate mitigation-related aspects to consider when preparing the SEA / Draft Plan.

### Adaptation

The EPA has published guidelines to support local authorities in developing local climate adaptation strategies (EPA, 2016<sup>4</sup>). Climate change is already discernible in Ireland, especially within the temperature record, and projected climate change impacts include higher intensity rainfall events, more intense storms and storm surge, sea level rise, warmer temperatures and longer periods of low rainfall.

In preparing the Plan and associated SEA, the degree to which climate change impacts, individually and in combination, are likely to influence its implementation and operation should be considered. Aspects to be considered include the resilience of existing and proposed infrastructure and systems to climate variability. This analysis may include an assessment of responses to recent extreme weather events and the adequacy of existing systems and procedures. Other climate change impacts to be considered include changes in native species and habitats and the spread of invasive species, pests and pathogens. To minimise any adverse impacts identified in the SEA, the Plan should include appropriate climate change adaptation measures that can be implemented either directly or through relevant land use plans and/or specific plans e.g. Flood Risk Management Plans, Integrated Coastal Zone Management Plans etc.

The 'Climate Ireland' website provides information, support and advice to help local authorities, sectors and government departments to adapt to climate change and includes a Local Authority Adaptation Support Wizard. It can be consulted at <http://www.climateireland.ie/#/>

### Monitoring

The Plan and SEA should consider monitoring for both climate mitigation and climate adaptation monitoring aspects, where relevant and appropriate. Appendix III of this guidance document provides climate-related baseline information and questions to consider.

## Air

Air quality legislation in Ireland highlights the need *"to avoid, prevent or reduce harmful effects on human health and the environment as a whole"*. In addition, it requires that Local Authorities where appropriate *"shall promote the preservation of best ambient air quality compatible with sustainable development."* These requirements should be incorporated by means of a specific plan objective / policy.

<sup>4</sup> [http://www.epa.ie/pubs/reports/research/climate/EPA\\_Research\\_Report164.pdf](http://www.epa.ie/pubs/reports/research/climate/EPA_Research_Report164.pdf)



It is also worth noting that the *National Clean Air Strategy* (DCCA) is currently being prepared, with the intention of developing the necessary policies and measures to comply with new and emerging EU legislation, in addition to supporting climate change mitigation.

Recent EPA reports on air quality include the *Air Quality in Ireland 2016 Report* (EPA, 2017) which sets out the most recent status in each of the four air quality zones in Ireland.

The EPA manages the national ambient air quality monitoring network and measures the levels of a number of atmospheric pollutants. The pollutants of most concern are those whose main source is traffic such as Particulate Matter and Nitrogen Dioxide should to be taken into account. Information in relation to these aspects is available at: <http://www.epa.ie/air/quality/monitor/#>

## Noise

The objectives of EU and Irish noise legislation is “to avoid, prevent or reduce harmful effects on human health and the environment as a whole”, and this includes noise nuisance. To this effect the Plan should ensure this requirement is complied with. The assessment and management of noise from the main infrastructural transport sources (roads, rail, and airports) are governed by the Environmental Noise Directive and associated 2006 Environmental Noise Regulations (S.I. 140 of 2006). In this context, as appropriate, the Plan should promote the implementation of Environmental Noise Directive and associated national regulations. <http://www.environ.ie/environment/noise/si-140-2006-environmental-noise-regulations-2006>

Available Noise Action Plans should be taken into account also and reviewed as required, to reflect the Plan period and associated development proposals. Consideration should be given to any relevant noise maps, and action plans. Strategic noise maps are designed to assess noise exposure resulting from major roads, railways and airports. Noise action plans are designed to act as a means of managing environmental noise through land use planning, traffic management and control of noise sources. The third round of noise mapping is currently underway in Ireland and will be completed in 2018. <http://noise.eionet.europa.eu/help.html>.

Consideration should be given to protect, where relevant, any designated quiet areas in open country. In 2003, the EPA commissioned a *research project* to establish baseline data for the identification of quiet areas in rural locations. Quiet Areas are defined as “an area in open country, substantially unaffected by anthropogenic noise.” A range of minimum distance criteria from man-made noise sources such as urban areas, industry and major road sources were defined, and the report includes a number of key recommendations for the identification and control of Quiet Areas.

## Waste Management

The Plan should promote the integration of land use zoning and development to existing and planned availability of waste infrastructure and capacity. The Plan should also refer to and incorporate the relevant aspects of the relevant Regional Waste Management Plan.

In addition, the Plan should promote and incorporate the relevant recommendations in the following series of EPA reports including:

- *The Nature and Extent of Unauthorised Waste Activity in Ireland* (EPA, 2005)
- *National Waste Report 2012* (EPA, 2014)

- **National Hazardous Waste Management Plan 2014-2020 (EPA, 2015)**

These, and other resources are available at: <http://www.epa.ie/pubs/reports/waste/stats/>

## Radon

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Where significant concentrations of radon occur within the Plan area, these should be taken into account in the Plan or associated development control measures, as appropriate. Radon Maps are available at <http://www.epa.ie/radiation/radonmap/> which should be useful in identifying potential for significant radon accumulations within the Plan area.

## 3. Wider Environmental Recommendations to Consider

### Biodiversity

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Biodiversity within the Plan area may include designated and undesignated sites, habitats, species and networks of importance at an international, national, regional or local level. The protection of ecological resources is a key consideration which needs to be addressed. In this regard, the Plan should include clear Policies/Objectives to conserve and protect all designated sites within and adjacent to the Plan area (including the habitats and/or species for which they have been selected, or which they support), and should also promote the protection of undesignated sites and local biodiversity features.

The Plan should also promote the need to protect wider aspects of biodiversity including ecological corridors / linkages / green infrastructure, areas of important local biodiversity, the provision of buffer zones between developments and areas of significant biodiversity and ensuring appropriate control and management measures for invasive species.

Plans should be supported / informed by available habitat mapping (including wetland mapping) and other ecological surveys as relevant. The Plan should refer to and reflect the relevant commitments in Ireland's *National Biodiversity Action Plan 2017-21* (DCHG, 2017). Local Heritage/Biodiversity plans should be highlighted and should promote the implementation of key actions set out in these plans. Where not established, commitments should be included to prepare these plans.

#### Appropriate Assessment

The Plan should promote the application of the guidance set out in the DECLG Publication '*Appropriate Assessment of Plans and Projects in Ireland- Guidance for Planning Authorities*' (2009; revision 2010), in relation to the requirements of Article 6 of the Habitats Directive.

The Plan should include a commitment to ensure compliance with the requirements of Article 6 of the Habitats Directive. The Plan should also be subject to Appropriate Assessment (AA). The Plan should include a clear Policy/Objective that sets out a requirement for AA Screening for new, reviewed or amended Plans and proposed projects, which may have the potential to impact on European sites. Potential for cumulative/in-combination effects associated with other relevant Plans/Programmes/Projects should also be determined.

You should consult with the National Parks and Wildlife Service (NPWS) regarding screening of the *Plan* for Appropriate Assessment. Where Appropriate Assessment is required, any findings or recommendations should be incorporated into the SEA and the *Plan*, as appropriate.

Our AA GeoTool application has been developed and launched in partnership with the NPWS. It allows users to select a location, specify a search area and gather available information for each European Site within the area. It is available at:

<http://www.epa.ie/terminalfour/PropAssess/index.jsp>

#### **Integrated Biodiversity Impact Assessment**

In 2012, we published guidance on *Integrated Biodiversity Impact Assessment - Streamlining AA, SEA and EIA Processes. Best Practice Guidance*. The aim is to inform practitioners, plan/project proponents and consent authorities to integrate SEA, EIA and AA processes and requirements to streamline biodiversity considerations.

### **Energy Conservation & Renewable Energy**

When considering energy conservation / renewable energy aspects of the Plan, where relevant, the recently published *Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change* (DHPCLG, 2017) should be taken into account. The Government White Paper - *Ireland's Transition to a Low Carbon Energy Future 2015-2030*, (DCENR) should also be taken into consideration.

The relevant renewable energy / energy conservation actions in the National Mitigation Plan should be integrated. Additionally, the Plan should, where relevant, include a commitment to prepare and implement an 'Energy Conservation Strategy' and associated awareness campaign within the lifetime of the Plan where feasible.

The Plan should also support and promote the need for energy conservation measures to be incorporated into buildings. Relevant guidance in this regard, can be found on the website of the Sustainable Energy Authority of Ireland: [www.seai.ie](http://www.seai.ie).

There is merit in including a commitment where relevant and appropriate, to use energy derived from renewable energy systems (e.g. solar, wind, bioenergy, geothermal etc.) and energy storage networks and systems within the Plan area.

### **Landscape**

The Plan should provide for the protection of designated scenic landscapes, scenic views, scenic routes and landscape features of national, regional, county and local value. The Plan should also take into account the landscape character adjoining the Plan area. Visual linkages between established landmarks and landscape features and views should be taken into account when land is being zoned and when individual development proposals are being assessed / considered. The *National Landscape Strategy* (DECLG, 2015) should be taken into account and integrated as appropriate into the Plan.

## Geology / Geomorphology

The Plan should protect any designated Geological and Geomorphological NHAs/pNHAs, which may be present/designated within or adjacent to the Plan area in consultation with the Geological Survey of Ireland.

## Human Health / Quality of Life

The Plan should ensure provision of adequate and appropriate infrastructure and to serve both the existing community and likely future predicted increases in population within the Plan area. In preparing the Plan, there is merit in exploring current practice and opportunities with respect to promote the protection and, as appropriate, improvement of "Quality of Life". Where relevant, the application of existing "Quality of Life Indices" would be considered in consultation with relevant statutory and non-statutory bodies/organisations. We also refer you to the relevant aspects already referred to above under water, biodiversity, air, energy.

## Transportation

The Plan should promote and as appropriate, provide for the provision of sustainable modes of transport. The Department of Transport Tourism and Sport '[Smarter Transport – A Sustainable Transport Future](#)' (DTTAS, 2009) should be referred to, in the context of possible initiatives which could be included as objectives within the Plan. The Plan should include and provide support for appropriate access to public transport, dedicated cycleways and pedestrian pathways, access to rapid charging infrastructure etc.

The transport-related actions in the National Mitigation Plan, should also be considered and integrated, as appropriate in the Plan. In seeking to support achieving a low carbon economy, it is important to consider and manage transport related emissions within the Plan area. In this regard the Plan should promote, and as appropriate provide for sustainable modes of transport.

Promoting the development of traffic management measures to reduce the potential for traffic congestion and associated vehicular emissions should be considered. In particular, it would be useful to prepare (and review existing) Integrated Traffic Management Plans, where relevant and appropriate, for the existing urban areas and proposed new urban developments to consider and address the short, medium and long-term traffic management requirements within the Plan area.

## Infrastructure Planning

Where zoning/rezoning of lands and the introduction of new development is being proposed within the Plan area, the Plan should promote the need for an integrated planning approach to service any development proposed and authorised during the lifetime of the Plan in collaboration with key stakeholders.

The Plan should, (when considering additional development proposals), support and promote the provision of adequate and appropriate critical service infrastructure, surface and storm water drainage, public transport, waste management, community services and amenities etc. on a planned and phased basis. This is in the context of taking into account and addressing existing infrastructural inadequacies to meet the expected needs of predicted increases in population associated with the Plan implementation.

The potential impact on human health, habitats and species of ecological importance, flood risk and water quality should be taken into account in considering proposed additional infrastructure or in proposed upgrading of existing infrastructure.

### **Environmental Impact Assessment (EIA)**

The Plan should highlight that, under the EIA and Planning & Development Regulations, certain projects arising during the implementation of the Plan may require an EIA. It should be noted that projects may also require Appropriate Assessment screening, as required by Article 6 of the Habitats Directive. It should be noted that the EPA's role in relation to EIA relates only to facilities/sites which are licensable by the EPA, namely IPPC, waste water and waste sites.

## Appendix I: Links to environmental resources

Air	<a href="http://www.epa.ie/pubs/reports/air/quality/">http://www.epa.ie/pubs/reports/air/quality/</a>
Bathing Water	<a href="http://www.epa.ie/pubs/reports/water/bathing">http://www.epa.ie/pubs/reports/water/bathing</a> <a href="http://www.beaches.ie">http://www.beaches.ie</a>
Biodiversity	<a href="http://www.npws.ie/guidance-appropriate-assessment-planning-authorities">http://www.npws.ie/guidance-appropriate-assessment-planning-authorities</a> <a href="http://www.npws.ie/publications">http://www.npws.ie/publications</a> <a href="http://maps.biodiversityireland.ie/#/Home">http://maps.biodiversityireland.ie/#/Home</a> <a href="http://www.epa.ie/pubs/reports/research/biodiversity/">http://www.epa.ie/pubs/reports/research/biodiversity/</a>
Climate	<a href="http://www.environ.ie/en/Environment/Atmosphere/ClimateChange/">http://www.environ.ie/en/Environment/Atmosphere/ClimateChange/</a> <a href="http://www.epa.ie/pubs/reports/research/climate/">http://www.epa.ie/pubs/reports/research/climate/</a>
DHCLG Guidelines / Legislation	<a href="http://www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/Planning/">http://www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/Planning/</a>
Drinking Water	<a href="http://www.epa.ie/pubs/reports/water/drinking/">http://www.epa.ie/pubs/reports/water/drinking/</a>
EIA	<a href="http://www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/EnvironmentalAssessment/EIASEAGuidance">http://www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/EnvironmentalAssessment/EIASEAGuidance</a>
Energy Conservation	<a href="http://www.seai.ie">www.seai.ie</a>
Flood Risk	<a href="http://www.floodinfo.ie">www.floodinfo.ie</a>
Geology / Geomorphology	<a href="http://www.gsi.ie/Mapping.htm">http://www.gsi.ie/Mapping.htm</a>
Ground Water	<a href="http://i.mp/gsigroundwater">http://i.mp/gsigroundwater</a> <a href="http://www.epa.ie/downloads/pubs/water/ground/">http://www.epa.ie/downloads/pubs/water/ground/</a> <a href="http://www.epa.ie/hydronet/#Water%20Levels">http://www.epa.ie/hydronet/#Water%20Levels</a>
Landscape Character Assessment	<a href="http://www.heritagecouncil.ie/">http://www.heritagecouncil.ie/</a>
Marine	<a href="http://www.marine.ie/Home/site-area/home/home">http://www.marine.ie/Home/site-area/home/home</a>
Radon	<a href="http://www.epa.ie/radiation/radonmap">http://www.epa.ie/radiation/radonmap</a>
SEA EPA resources	<a href="http://www.edenireland.ie">www.edenireland.ie</a> (SEAGIS Reporting Tool) <a href="http://www.epa.ie/pubs/advice/ea/">http://www.epa.ie/pubs/advice/ea/</a>
Spatial Planning GIS	<a href="http://www.myplan.ie">www.myplan.ie</a> <a href="http://www.epa.ie/soilandbiodiversity/soils/land/corine/">http://www.epa.ie/soilandbiodiversity/soils/land/corine/</a> <a href="http://gis.epa.ie/SeeMaps">http://gis.epa.ie/SeeMaps</a>
State of Environment	<a href="http://www.epa.ie/irelandsenvironment/stateoftheenvironmentreport/">http://www.epa.ie/irelandsenvironment/stateoftheenvironmentreport/</a>
Surface Water	<a href="http://www.wfdireland.ie/index.html">http://www.wfdireland.ie/index.html</a> <a href="http://www.catchments.ie">http://www.catchments.ie</a> <a href="http://www.epa.ie/pubs/reports/water/waterqua/">http://www.epa.ie/pubs/reports/water/waterqua/</a>
Transportation	<a href="https://www.nationaltransport.ie/planning-policy/">https://www.nationaltransport.ie/planning-policy/</a> <a href="http://www.nra.ie/environment/">http://www.nra.ie/environment/</a>
Waste Management	<a href="http://www.epa.ie/pubs/reports/waste/">http://www.epa.ie/pubs/reports/waste/</a>
Waste Water	<a href="http://www.epa.ie/pubs/reports/water/wastewater/">http://www.epa.ie/pubs/reports/water/wastewater/</a>

## Appendix II: Key national & regional plans, programmes & strategies<sup>5</sup>

National	<ul style="list-style-type: none"> <li>- National Planning Framework (DHPCLG)</li> <li>- Rural Development Programme (DHPLG)</li> <li>- National CFRAMS Programme (DHPLG)</li> <li>- River Basin Management Plan for Ireland</li> <li>- National Renewable Electricity Policy Framework (in preparation DCCAE)</li> <li>- Grid 25 Implementation Strategy (Eirgrid)</li> <li>- National Hazardous Waste Management Plan (EPA)</li> <li>- Food Harvest 2020 / FoodWise 2025 (DAFM)</li> <li>- National Forestry Programme / Forestry Policy Review (DAFM)</li> <li>- Seafood Operation Programme / Strategic Aquaculture Programme (DAFM)</li> <li>- Harnessing Our Ocean Wealth (DAFM)</li> <li>- National Broadband Plan (DCCAE)</li> <li>- National Landscape Strategy (DCHG)</li> <li>- National Peatland Strategy, SAC Raised Bog Management Plan (DCHG)</li> <li>- National Biodiversity Plan (DCHG)</li> <li>- Water Services Strategic Plan / Capital Investment Programme (Irish Water)</li> <li>- Sectoral Climate Change Adaptation Strategies and Low Carbon Roadmaps</li> <li>- Smarter Transport / Strategic Framework for Integrated Land Transport (DTTAS)</li> <li>- Framework for Alternative Fuel Infrastructure in Transport (DTTAS)</li> <li>- Offshore Renewable Energy Development Plan (DCCAE)</li> <li>- State of the Environment Report 2016 (EPA)</li> <li>- National Bioenergy Plan (DCCAE)</li> <li>- National Mitigation Plan (DHPLG)</li> <li>- National Policy Position on Climate Action and Low Carbon Development (DCCAE)</li> <li>- 10 Year Tourism Strategy (in preparation Fáilte Ireland)</li> <li>- National Greenway Strategy (DTTAS)</li> <li>- National Water Resources Plan (in preparation, Irish Water)</li> </ul>
Regional	<ul style="list-style-type: none"> <li>- Regional Spatial and Economic Strategies (replacing the Regional Planning Guidelines)</li> <li>- Draft National River Basin Management Plans for Ireland</li> <li>- Relevant CFRAMS</li> <li>- Pollution Reduction Programmes for Shellfish Waters</li> <li>- Freshwater Pearl Mussel Sub-basin Management Plans</li> <li>- Forestry and Freshwater Pearl Mussel Plan (DAFM, in preparation)</li> <li>- Regional Waste Management Plans</li> <li>- Transport Strategy for Greater Dublin Area</li> <li>- Wild Atlantic Way</li> <li>- Shannon Integrated Framework Plan (SIFP)</li> <li>- County Renewable Energy / Wind Energy Strategies</li> <li>- County Tourism Strategies</li> </ul>

<sup>5</sup> Plan-makers should identify key relevant plans/programmes/strategies in the SEA. The above list is indicative only; all of the above may not be relevant to a particular plan.





Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-02 18:28:20

## Introduction

### 1 What is your name?

Name:

Martin Moellhoff

### 2 What is your organisation?

Organisation:

N/A

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I would like to make some suggestions regarding the question "How can the policies of the LAP improve the cycling environment in Dundrum?"

- adding more cycle lanes so that existing cycle lanes get connected.

- where not enough space for dedicated cycle lanes is available "on-road lanes" marked with broken white line improve safety of cyclists significantly and they are cost efficient. For example on-road lanes on both sides of Ballinteer Road would make cycling there safer, also on Dundrum Road and Dundrum by-pass. Clonskeagh Road is for many \_no\_ viable alternative route.

- install lanes and cycling traffic lights at roundabouts, eg. the one in front of Dundrum Town centre. This will help to connect cycle routes.

- The cycle route infrastructure should cater for children and young people. It should enable children to safely cycle to school. Good for their health and the environment.

- Remove dangerous obstructions. For example the very dangerous kerb installed a few years ago opposite Simpson's Hospital. Cyclists are forced into the main car lane, and that just before a bend where oncoming traffic is not visible. The situation there is very dangerous.

- the Slang River Greenway should have separate cycling and pedestrian lanes throughout, it is missing between Ballinteer Road and the Ludfor estate.

### 6 Would you like to upload a file with your submission?

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File 5:

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-03 21:51:07

D010

## Introduction

### 1 What is your name?

Name:  
Seweryn Sapinski

### 2 What is your organisation?

Organisation:  
local resident

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I don't like a time chosen for deciding about such important and big scale development. I also think it is much too big for the area.

### 6 Would you like to upload a file with your submission?

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File 3:

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File 4:

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File 5:

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DOI

## Introduction

### 1 What is your name?

Name:

Carole

### 2 What is your organisation?

Organisation:

just a local resident

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Movement

There is a lack of consistency in the cycle lanes. For example the cycle lanes between ballinteer rd/Wyckham point to Shopping Centre end up in a lamp post, or the discontinuity of the cycle lane down the By-pass (R117) it's on then off then on again (!?!). In my opinion road is wide enough to accommodate a cycle lane.

The marking of a cycle lane on the R826 between Ballinteer and Dundrum/Barton Road roundabout would be helpful for cyclists and should make the cars slow down some what. No kids can cycle safely of that stretch as it is today. It is a pity with the high numbers of schools in the Dundrum/Ballinteer area. Kids should be encouraged to cycle rather than being drop off by car because the roads are not safe

For Safety (especially for kids trying to cross) the painting of a pedestrian crossing at Ballinteer Road/ Wyckham Way Roundabout would be a great help. And so a better marking (or bright paint on borders/walls would do) or signs of the narrow passage between Southmede and Wyckham Park Road would be great.

Retailing

Yes I think there is enough retailing in Dundrum although most of shops are not what is needed on a day to day basis but more focussed on Fashion shops etc. By the old shopping centre it would be great to see a proper hardware shop, a newsagent, a baker, or an Asian food shop. It would make Dundrum look more like a village and not just a fashionable Shopping Centre. A weekend food market on the parking lot down by the Church for example would be a great addition to Dundrum.

Community Facility

I think Dundrum would benefit from a place where Youth can meet up, chat, play some games (i.e pinballs, soccer tables and the like), exchange, even have a soft drink/juice/cake together. I feel it would be better than hanging all day in the Shopping Centre, I believe this is what they do because there is no place to go to

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-05 23:36:47

## Introduction

### 1 What is your name?

Name:

Conor Brady

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please find attached my response to the consultation.

### 6 Would you like to upload a file with your submission?

file 1:

Dundrum LAP response.pdf was uploaded

file 2:

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File 3:

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File 4:

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File 5:

No file was uploaded



Planning Department,  
Dun Laoghaire Rathdown County Council,  
County Hall, Marine Road,  
Dun Laoghaire,  
Co Dublin  
A96 K6C9

[by email]

05 December 2018

Dear Sir/Madam,

**Re: Dundrum Local Area Plan 2019-2025**

Thank you for consulting on the Dundrum Local Area Plan 2019-2025. I welcome the preparation of an LAP for Dundrum, recognising the strategic importance of Dundrum in the context of the Greater Dublin Area. Please find detailed comments below.

1. The boundary of the LAP area should be amended. The draft LAP notes that several major sites are included within the LAP area, including the Central Mental Hospital and Airfield. It is notable that other potential major sites have been excluded. Please amend the LAP area boundary to include:
  - Notre Dame Des Missions school and adjacent green space
  - St Tiernan's Community School and Gort Mhuire

Justification: These large sites create severance and their absence from the LAP area could have a significant negative impact on achieving the objectives of the LAP.

2. The LAP should focus on enabling growth in Dundrum. The LAP should set a housing target, and should set out policies that enable the delivery of that number of new homes in Dundrum. This housing should be delivered in a combination of typologies from incremental densification of smaller sites through infill development or additional storeys on homes, to larger sites where a mix of uses and typologies can be delivered. Density in new development should be optimised on a site by site basis, with the highest densities delivered in areas that are well-connected by public transport, or that have good walking and cycling access to amenities and services. Most sites within the proposed LAP area should come under the above criteria, therefore all residential development in the LAP area should be optimised to deliver high density housing. It would be appropriate to set a minimum density that applications for residential development would be expected to deliver on larger sites (above 0.25 hectares).

Justification: Dublin has a chronic housing shortage, resulting in higher housing costs for people living in the city. It is appropriate and necessary for areas that are well-connected by public transport and that have good access to amenities and

services to deliver higher densities of housing in order for the housing needs of Dubliners to be met. Population decline has been happening in Dundrum, not because it is an unattractive place to live, but rather because there are not enough new homes being built for young people to move into when they become adults. Instead they move to other well-connected parts of Dublin where housing has been delivered at a higher rate.

3. The Dundrum LAP should set a mode share target for all trips with an origin or destination in the LAP area. This mode share target should be ambitious - for example the Mayor of London is bringing in a mode share target that at least 80 per cent of all trips are made by walking, cycling or public transport (and at most 20 per cent by car driver, car passenger, car club, taxi, private hire vehicle, motorbike, van, or other unsustainable mode). This target extends beyond simply work trips, and includes all trip purposes. While Dundrum's mode share may be more sustainable than the average for Ireland, more than half of all trips are made by unsustainable modes. By definition - this is not sustainable. New development must support achieving an ambitious sustainable mode share. Given the excellent public transport connectivity and good access to an incomparable array of amenities and services, all new residential development within the LAP area should be car-free. Similarly, new commercial development should be car-free given the existing level of town centre car parking available and the high public transport connectivity across the LAP area. Such policies will ensure that walking, cycling and public transport will be the primary modes for new residents in Dundrum.

Justification: Car-free residential development has become the norm in many cities, and it is inevitable that new development in well-connected parts of Dublin will have to become car free to achieve a sustainable transport mode share. Cars are an inefficient use of space - they need to be stored somewhere, often in the form of publicly subsidised parking. Car clubs, car share schemes, private hire vehicles and taxis are also unsustainable and make inefficient use of scarce road space. Having access to car parking at home and at destinations is one of the most significant deciding factors in whether somebody will travel by car. Reducing car use through reducing the level of car parking in new development is an appropriate, necessary and effective way of achieving a sustainable transport mode share.

4. The Dundrum LAP should adopt the Healthy Streets Approach to new development and public realm improvements. This approach puts human health at the centre of decision making for urban design, new development and street schemes. The Healthy Streets Approach is being used in determining planning applications and in developing street improvements in London. Using the Healthy Streets Approach will improve the quality of streets for all people living, working or visiting Dundrum, making the area a place where people of all walks of life choose to walk, cycle and use public transport. Adopting the Healthy Streets Approach will help reduce road danger to vulnerable road users (people walking and cycling). There should be a Vision Zero approach to road deaths and serious injuries within the LAP area.



Justification: It is necessary to embed positive human health policies in determining applications for new development. New development should enable people to travel by active modes as part of staying healthy. Streets that are designed so that people choose to walk and cycle will help improve human health through day-to-day travel, instead of people travelling inactively which can lead to poor health over time.

5. The 'Dundrum Phase 2' land is very well connected by public transport and should therefore be car-free. The design of the new development should be in the form of finer-grain high street typology rather than the bulky massing of Dundrum Town Centre shopping centre to the south. This will encourage people to travel to Dundrum by walking, cycling or using public transport, rather than using the car (which is space-inefficient on streets and in needing storage/parking when not in use, and in the air pollution it creates via CO<sub>2</sub>, NO<sub>x</sub>, and particulate matter from tire and brake pad wear). 'Dundrum Phase 2' should provide a mix of uses rather than simply retail. This land is suitable for high density residential and office use, as well as retail uses. The internal street layout of the site should be fully permeable and allow 24-hour access by walking and cycling, with an appropriate amount of public cycle parking provided.

Justification: Bulky shopping centres are an unsustainable typology from the late twentieth century, based around high provision of free or subsidised car parking. These forms encourage unsustainable travel, and create severance. They are also slow to adapt to changing needs of residents and businesses. Best practice in town centre regeneration is to create new streets using a permeable layout, with a fine grain of buildings. This type of development will lead to a more sustainable transport mode share, reduce reliance on the car, encourage people to walk and cycle, and will be more resilient to changing economies.

Thank you for considering these comments in relation to the preparation of the Dundrum LAP. I trust that you will find these comments useful in preparing a plan that ensures the sustainable development of Dundrum not only up to 2025 but for decades to come.

Yours faithfully,

Conor Brady



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-06 09:22:23

D013

## Introduction

### 1 What is your name?

Name:  
niall gantly

### 2 What is your organisation?

Organisation:  
Me

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

A few key points, not repeat what other individuals / groups are submitting.  
I will follow-up with a phone call early in January.

#### 1. Housing

LAP needs to set out dedicated affordable / social housing, for CMH and Dundrum 2 site development.

Empty-nesters: older people will not sell a 500K house, to move to a 450K apartment.

Look at similar housing associations that work in Netherlands and UK. They allow for controlled number of units and price market for elderly downsizers.

CMH: Government making empty promises about this site being moved into by 2019. This needs to be treated as an emergency, with pushing from DLR planning officials.

Work with the required govt agencies to speed this up. People in the area are suffering endless grief, paying rack-rents and enduring lack of secure housing arrangements.

Excuse? Its up to the judiciary, the moving of people in / out of CMH> I don't buy that excuse. The law and judiciary are here to serve us, not the other way around.

Find a way to prioritise the development, work with existing housing associations or set up a new one, to drive the social / affordable part of the site.

#### 2. Movement / Infrastructure

People talk about Dundrum main street being a traffic bottleneck.  
It is not - the bypass solved this.

Main street; make it one-way, put in cycle lanes, quality stone paving, such as on O'Connell Street

Corner of main street across to Usher House - I see daily near misses with pedestrians crossing here, at corner, into busy traffic. This needs a whole new design. I recommend an underpass here.

#### 3. Public spaces: seating needed

However, Sandyford road is the problem. Weekends and peak times, its impassible due to Q-ing for the centre car parks.

Solution : move one of the entrances onto the bypass or make it one way. Put a bus stop on bypass to divert some bus routes.

I remind you, its a bypass, not a motorway, as some drivers seem to think.

Ramps are needed on the bypass - I always see drivers going more than 50KPH.

Accessibility with housing estates west of the bypass needs to be fixed.

#### 4. Other

I would focus more on the development options past Joe Daly Cycles - theres room to build out and up, with undercroft near the stream.

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DO14

## Introduction

### 1 What is your name?

Name:

Maureen Duckenfield

### 2 What is your organisation?

Organisation:

Kingston Residents' Association

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I would like to say that I am delighted that at long last Dundrum village is getting the attention that it deserves. It is one of the few Villages in Dublin and it is about time that it garners attention from the Council and Planners. It is arguably more important than Ranelagh and Monkstown, to say but a few, and needs a similar status.

There is a lack of a heart to this little village. Planners need to keep the original, historic and individual appearance while at the same time creating a centre, perhaps near Lidl. This should incorporate seating area and a modest green area. The site of the old shopping centre is at present dead at night. It needs restaurants, bars and attractions to bring people down to this area. Eating out in the Shopping Centre is a different experience. We need individual small shops to keep the Village atmosphere. We also need a good Civic/ Community/ Conference facility/Library building that will be the centre of the lives of many of the citizens in this area, a bit like that in Dun Laoghaire. The old Carnegie Library is a beautiful building, but much too small for the population of Dundrum. I'm sure it could be preserved for other uses. The traffic in the village is a problem, and proper management should be considered. Cycle tracks are a must. There needs to be cohesion, planners should work on finding a way to bring Community based facilities and recreational facilities together, possibly linking the village to the more open ground in Sweetmount by means of a nice wide walkway over the road that divides this area. A little park could be created here. Also, at the Mint there is a vacant Council site, could this be used for an overflow carpark to capture traffic coming from the motorway? Perhaps a Park and Ride Shuttle service could be offered?

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2015

## Introduction

### 1 What is your name?

Name:  
Catherine O'Reilly

### 2 What is your organisation?

Organisation:  
Individual , but member of Wyckham Park Residents Association and Living and Working in the area for nearly 40 years

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

I have attended "Imagine Dundrum" various meetings.  
I welcome the preparation of a Local Area Plan by DLR County Council.  
I have read through the Issue Paper November 2018.  
I would like to make the following observations:

1. With regard to Housing & Movement, I feel the road infrastructure is quite inadequate leading out of the village, especially going towards the Central Mental Hospital.

With the development of Notre Dame lands on Sweetmount leading to Churchtown Road. This is now called "FemBank" developed by Park Development and sold to Irish Life for €100million. There are a reported 262 apartments. This will inevitably lead to major additional traffic. Already there is congestion, just from the number of sub-contractors working on this site. It has led to major flooding outside the Library at the end of November 2017. Perhaps this Developer should be contributing major monies to help cope with the fall-out of such a big development in a "village environment".

When the CMH site is developed, the roads leading in either direction to and from this site will again be impacted upon greatly by additional traffic.

Phase II of the old Shopping Centre will also bring more traffic into the area.

So it is my contention that the road infrastructure is the first thing that needs to be assessed by the County Council in anticipation of this major headache coming down the line.

#### 2.Under the heading "Heritage" & "Social & Community Facilities"

The Main street needs to be kept open for both pedestrians and traffic - but I think one-way traffic only!!!!

This area should be re-instated as the "Heart of Dundrum Village". The town centre is a separate part of Dundrum - mainly commercial and the By-pass should continue to cater for traffic from outside the area.

Firstly, regarding the Buildings from Mulveys to Joe Daly's old bicycle shop at the escalator to the Old Shopping Centre. All these houses should be preserved and re-instated. Take away the small dingy shops attached to the front of these at street level. All the original house were RED-BRICKed as can be seen by the 3 houses with front gardens just before the laneway. This BRICK should be the template for restoring and retaining the Village atmosphere. These houses should be re-used for craft goods producers, be that craft butchers, tailors, shoemakers, bakers, teashops, bookshops and such like. Think of "Adare Village" in Limerick. This would attract locals and tourists.

Speaking of Tourists and moving down the street to "Waldemar Terrace". Currently there are 2 Brick faced house, one is housing the "Rosemount Family Resource Centre" and across the road is the redundant P&T Exchange Building. If you look down behind this from the Dundrum Luas Stop, you will see that it is nothing but a dumping ground for Litter & Trolleys, all this along-side Usher House & Monument.

What I propose that this triangular area would be perfect for a Boutique Hotel. You have the lift coming down from the Luas Stop. This would mean removing the Bus Terminus from this area altogether and placing it outside the Village, as it is currently causing further pollution to the village. What a wonderful marketing image for any Hotel having the fantastic William Dargan Bridge overlooking them as their logo!

In respect of Phase II of the Shopping Centre, I would like to propose that the Developer would address the possibility of creating a parkland linking Sweetmount area over the Bye-Pass and connecting this area to the Village taking in the Air-Rights. This would be a structure of 1000 meters or more. Placed upon this would be a recreational area, Performance Space, Seating, Bowling Green, Boules, Tennis courts. This would also link the Carnegie Library - a protected structure of over 105 years old. Currently the traffic lights leading from the Library to the old car park are absolutely dangerous for pedestrians as traffic is moving in 3 directions and the time allocated to pedestrians is so little that older people cannot cross the road safely in the time allocated. But getting back to this Park - Community Space, this would meet the requirement for the Developer's percentage of Community Space provision.

I say this, as using the idea of a new modern Library in Phase II is not a requirement for the Community as the Carnegie Library is perfectly adequate and adds

greatly to the Village atmosphere already pertaining to this lovely space. The space behind the Library has been acquired by the County Council from the HSE, so it is anticipated in due course, that this will be developed, with an outside lift, and extension and parking in the back area to facilitate the many many patrons who use and enjoy Dundrum Library.

So it is my contention that whatever plans the Developers have for Phase II of the Old Shopping Centre, that the idea suggested above would be a good starting point for the Planners in DLR when discussing their proposals.

Thanks for considering the above.

I may submit more idea as they evolve. I trust the above is clear and helpful.!!!

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## Introduction

### 1 What is your name?

Name:  
Mona O'Rafferty

### 2 What is your organisation?

Organisation:  
Member of Allesbury residents association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

1. I think that the Local Area Plan should be amended to include Allesbury Grove/Lawn.
2. The key transport issue for me is the change of the 14 bus route to Barton Road. Although I live within walking distance of the Barton Road, the topography of the area (steep hill) would make it impossible for elderly people within the Allesbury area to access public transport if the current changes are implemented.
3. I feel that some public civic space is needed badly in Dundrum. The current focus is on more dwellings...Main Street and Central Mental Hospital...and nothing for the community who have lived here all their lives ...just more and more commercial outlets and more and more apartments. Having lived here for over 40 years we find that the village aspect of Dundrum has been completely eroded and the sense of community which a village could bring and which is vital for the health and well being of an ever ageing population has been ignored in the rush to build, build, build.

GIVE US BACK OUR VILLAGE!!

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## Introduction

### 1 What is your name?

Name:

Ronan Fallon

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

It is vital that sufficient capacity along the Green Line is provided for, the obvious way to ensure this is by the upgrade in the Metrolink project.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-09 12:35:26

## Introduction

### 1 What is your name?

Name:  
Shan Kelly

### 2 What is your organisation?

Organisation:  
Windy Arbour Village (WAVA)

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
We need to convene a special forum with OPW, ESB HSE , residents, local businesses and other groups to discuss how the CMH lands will be used.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-09 18:15:08

## Introduction

### 1 What is your name?

Name:  
Michelle Garvey

### 2 What is your organisation?

Organisation:  
N/A

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

##### New Residential Buildings:

There is quite substantial building taking place as it is around the old Notre Dame School grounds and now there seems to be plans to knock the old shopping centre and to build more apartments.

I would be worried that such an increase in temporary residents to the area (from what I know many of these will be owned by pension plans and rented out) will lead to a large number of residents without a true stake in the future of the area. I would prefer to see longer term residents who have a long term interest in the well being and development of the area, and who feel like Dundrum is home rather than a temporary stop. Therefore, if there is more development, I would like to see it being built as owner occupied rather than as corporate investment.

##### Public Transport:

Furthermore, I'd question if the impact of the increase in residents has been considered with regards how it will impact the local infrastructure. For example, rush hour Luas cannot handle any increase in numbers. As it is, getting the Luas anytime from 7.30am to 9.15am is a stressful and physically tough task (I'm currently pregnant and so have started going into work for 10am as I simply cannot safely get on during rush hour). If there is to be an increase in residents (and taking into account other large projects along the tracks such as Cherry Wood, then the Luas length and frequency needs to be increased, along with improved bus services to offer an alternative option into town (the last few times I have gotten the 14 into town it has taken well over an hour to get in). I am highly concerned with suggestions I have heard recently regarding the Luas closing for a number of years while it is upgraded to a metro. Again, the area relies heavily on the Luas and even an upgraded bus service would not be able to cope with the increased demand of closing the Luas.

##### Village Development:

I would also feel strongly that Dundrum village needs to be protected. Any development of the village and old town centre needs to bear the village character in mind. It needs to be pedestrian friendly and it needs to incorporate community friendly elements such as areas for children to play in, green spaces, areas for civic gatherings, and small retail units such as cafes and independent shops. The village could do with specific types of retail units that it currently lacks such as a grocers, a hardware store, and a bakery. I would also like to see it retain units from the current shopping centre such as a Vet, the post office, and the recycling centre. The library could also do with an extension. The village also needs non-commercial space for older children / teenagers where they can meet indoors, somewhere safe and warm. Finally, I would also like to see the historic buildings along the main street protected (and for the false facades to be removed from historic houses where possible).

##### Road Traffic:

From a traffic perspective, I note that the village is not very pedestrian friendly. Holy Cross school is five minutes from my house yet none of my neighbours feel comfortable allowing their children walk to the school as the roads are far too busy. I would also draw attention to the car park opening by the bridge (by Jamie Olivers). This is quite dangerous as there is a constant stream of cars going in and out. While there is a zebra crossing for pedestrians across the opening, because of the steep rise from the carpark to the road, cars often drive up quite fast and do not stop until they are across the crossing. I heard this opening was supposed to be temporary and should be gone by now. I would like to see it removed.

##### Town Centre:

While I am very happy to live close the Dundrum Town centre, enjoying the restaurants and the convenience of Tesco's etc., I'm concerned with the number of units closing this year. I would not like to see this centre become a run down ghost town due the the high rental rates charged by a corporation based outside of Dundrum which has no stake in the well being of the area apart from how it can squeeze it for profit. On that note, the fact that so much of the village is owned by

a corporation with no interest in the future well being of the area (beyond how they can profit from it) is highly alarming. I'm not sure how it was allowed to go this far but it should not be allowed go any further.

**Schools:**

With regards schools, when is the Educate Together getting it's own building, and are there site plans that can be viewed for it? I'd prefer to send my child to a multi or non-denominational school but as it is the Educate Together is in temporary housing and I am unsure where / when it will finally move (I know it is going to somewhere on the grounds of St. Tiernans but where?).

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## Introduction

### 1 What is your name?

Name:

Darragh Breathnach

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Idiotic to interrupt the green line for anything more than 5 minutes. Just look at how bad traffic is any time there is disruption on the line. How can it be considered a good idea to shut it down for any length of time for construction.

Furthermore, other areas would benefit from a new line before "enhancing" the green line. Seems ludicrous to focus on one line.

Put the money into buses....ROI in short term.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-09 21:39:11

## Introduction

### 1 What is your name?

Name:  
Fiona O'Reilly

### 2 What is your organisation?

Organisation:  
None

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Include features that will encourage a community spirit to include

1. Community Gardens & allotments : this would be particularly important to all those apartment dwellers
2. Outdoor & indoor civic spaces & parks to facilitate community events such as Farmer & Craft markets.
3. Preserve buildings that give a village feeling .
4. Use good quality architects & designers to enhance the public spaces & shopfronts.
5. Retain small businesses who need affordable rents. Shoe repairs, clothing alterations, DIY, small atmospheric cafes, butchers, organic veg shops. We don't need more clothes shops, or chain restaurants.
6. Restore Dundrum castle to show off the oldest part of Dundrum. Put up tasteful information signs to highlight the history of Dundrum & buildings of interest.
7. Include housing options for elderly, affordable etc
8. Enhance cycling & pedestrian environment

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## Introduction

### 1 What is your name?

Name:

Triona Macgregor

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I would like to see more green spaces maintained for sports and recreation. A bigger investment in playgrounds etc.

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Submitted to Preparation of a Local Area Plan for Dunorum 2019 - 2029  
Submitted on 2018-12-10 08:13:29

0023

## Introduction

### 1 What is your name?

Name:

L. Gilliland

### 2 What is your organisation?

Organisation:

Personal

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please consider cyclists and put in proper cycle ways

### 6 Would you like to upload a file with your submission?

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D024

## Introduction

### 1 What is your name?

Name:

Fiona Bourke

### 2 What is your organisation?

Organisation:

N/a

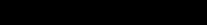
### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please consider the following:

1. No crèches in Goatstown/Dundrum. A crèche near the LUAS would make perfect sense.
2. School places over-subscribed.
3. No leisure facilities - gym/swimming pool/park

### 6 Would you like to upload a file with your submission?

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DOZ5

## Introduction

### 1 What is your name?

Name:  
Alan Kron

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Traffic Lights at Taney Church. Cars and now buses are speeding up and down Taney road. The "concealed entrance sign" on taney road is not seen or heeded as vehicles are already accelerating before they see the sign. Turning right from Taney rise on to Taney road is a death trap just waiting to happen. It is now time to put up traffic lights.

Also Taney Rise needs parking meters as it is a parking lot every day and residents can hardly get out of their drives. Trucks and lorries can not pass and one day an ambulance or fire brigade will be stuck.

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Submitted to Preparation of a Local Area Plan for Dundrum 2018 - 2023  
Submitted on 2018-12-10 09:44:34

## Introduction

### 1 What is your name?

Name:  
Gerry Copeland

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Dundrum village has a huge and unique advantage in being in between Dundrum Shopping Centre and a Luas Station. To get footfall from these it is essential that it be as easy as possible to walk between them.

A prioritized pedestrian crossing on Ballinteer Road, widened and smoother footpaths, covered walkways where possible, good lighting and security, and a major upgrade of the dismal entrance to the Luas station, would all help to increase footfall.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-10 10:00:11

## Introduction

### 1 What is your name?

Name:

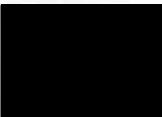
Helen Collings

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please bring the soul and life back to Dundrum village. The Shopping Centre is a huge asset but has taken from village.

Village needs centre point such as monument with lots of cafes restaurants and craft shops and needs to keep the old buildings on the main street. They all should be listed.

There should be easy access from the shopping centre through the main street and centre and on to the luas station.

Traffic management. One way traffic through village or ideally pedestrianise main street.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-10 10:02:02

## Introduction

### 1 What is your name?

Name:  
Helen Collings

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Please bring the soul and life back to Dundrum village. The Shopping Centre is a huge asset but has taken from village.

Village needs centre point such as monument with lots of cafes restaurants and craft shops and needs to keep the old buildings on the main street. They all should be listed.

There should be easy access from the shopping centre through the main street and centre and on to the luas station.

Traffic management. One way traffic through village or ideally pedestrianise main street.

5. What would you like to say about the Draft Local Area Plan?

Comments

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-10 11:26:03

## Introduction

### 1 What is your name?

Name:

Dick O'Rafferty

### 2 What is your organisation?

Organisation:

Individual

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

1. I would like to have a Civic Centre in the village of Dundrum where services are located and a better sense of community can be developed,
2. I would like to see greater effort to make the village more pedestrian friendly - proper pavement maintenance would be a start.
3. Some review as to how the amount of traffic on main street can be reduced

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-10 11:28:48

## Introduction

### 1 What is your name?

Name:  
Andrew Moore

### 2 What is your organisation?

Organisation:  
National Gallery of Ireland

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
amoore@ngi.ie

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The proposed plan, of closing the luas green line between Ranelagh and Sanydford, should be cancelled.

The luas as it currently operates, serves thousands of people, like me and my wife, every day, to and from work. It is a vital transport system for us, to get to work, and serves not just people along the stops of the green line, but many people like me, who commute to the luas line from adjacent residential areas, for example Rathfarnham and Churchtown. Indeed we chose our apartment specifically in Churchtown so that we could use this luas service.

The luas is our lifeline to get to work on time and we don't have the benefit of residents along the DART line, and Irish rail lines. Instead we have the limited option of the luas which we love, but which should have longer trains, but which you are now threatening. Nonetheless it is fundamental to our commute as trying to get to work on time using the bus service from this end of the city is impossible. Please reconsider.

Do's

Put longer carriages with more frequency at peak times.

Don'ts

Don't cancel the current luas green line service. It is vital and necessary.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2026  
Submitted on 2018-12-10 13:02:01

## Introduction

### 1 What is your name?

Name:  
richard leekin

### 2 What is your organisation?

Organisation:  
Dr

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Emphasis must be given on the provision of cycle lanes in the local area plan , not just in dundrum but particularly on the dundrum/windy arbour road all the way into ranalegh , i have significant concerns that the dundrum road is not safe for cyclists .

thank you , dr leekin

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Our Ref: **G Pre00302/2018**

*(Please quote in all related correspondence)*

11 December 2018

Senior Executive Officer,  
Planning & H.R. Department,  
Dún Laoghaire-Rathdown County Council,  
County Hall,  
Marine Road,  
Dún Laoghaire,  
Co. Dublin  
Via email: [planningsecretariat@dlrcoco.ie](mailto:planningsecretariat@dlrcoco.ie)

**Re: Dundrum Local Area Plan PreDraft Issues Paper - Reference number FP2018/106**

A chara

On behalf of the Department of Culture, Heritage and the Gaeltacht, I refer to correspondence received in connection with the above.

Outlined below are heritage-related observations/recommendations of the Department under the stated headings.

### **Nature Conservation**

Please find below issues to be considered in the Plan as well as in the Strategic Environmental Assessment (SEA) and appropriate assessment (AA) screening/appropriate assessment.

### **Plan**

#### **Legislation**

The Plan and SEA should take account of the Biodiversity Convention, the Ramsar Convention, the EC Habitats Directive (Council Directive 92/43/EEC), the EC Birds Directive (Directive 2009/147 EC), the Wildlife Acts of 1976 to 2018, and the European Communities (Birds and Natural Habitats) Regulations 2011 to 2015. The Planning Authority should also refer to the relevant circular letters which have been circulated to Local Authorities and which are available at <http://www.npws.ie///guidance-appropriate-assessment-planning-authorities>.

#### **Designated sites**

The Plan should include a natural heritage section. All designated sites within or adjoining the Plan area should be listed and mapped, including, if applicable, candidate Special



Areas of Conservation (cSACs) designated under the Habitats Directive, Special Protection Areas (SPAs) designated under the Birds Directive, Natural Heritage Areas (NHAs), Proposed Natural Heritage Areas (pNHAs), Nature Reserves, and Refuges for Fauna, designated under the Wildlife Acts. Details of these sites are available on <http://www.npws.ie/>. All such sites should be zoned appropriately and policies and objectives should be devised to ensure their protection. The Plan should take cognisance of boundary changes to sites made during the lifetime of the Plan. For information on Geological and Geomorphological NHAs the Geological Survey of Ireland should be consulted. Where designated sites are within more than one Planning Authority area the relevant Planning Authorities should ensure they do not have conflicting policies for such a site.

#### Protected species

The proposed Plan should recognise that protected species also occur outside designated sites and should take note of the National Biodiversity Plan and the need to protect the County's biodiversity. Examples of protected species include protected plants listed in SI 355 of 2015, mammals such as badgers (*Meles meles*) and the Irish Hare (*Lepus timidus hibernicus*), protected under the Wildlife Acts and listed on Appendix III of the Berne Convention, and bat species and otters, protected under the Wildlife Acts and listed on Annex IV of the Habitats Directive. All birds are protected under the Wildlife Acts and some, such as the peregrine falcon (*Falco peregrinus*) and kingfisher (*Alcedo atthis*), are listed on annex I of the Birds Directive.

It should be noted that the National Biodiversity Action Plan sets out Government policy on nature conservation and includes as Objective 1 to "mainstream biodiversity into decision making", including for all public authorities to move towards no net loss of biodiversity. It also requires Local Authorities to develop policies and objectives for the protection and restoration of biodiversity.

#### Article 10 of Habitats Directive

In accordance with Article 10 of the Habitats Directive, Plans should include provisions to encourage the management of features of the landscape which are of major importance to wild fauna and flora. This includes linear landscape features which act as ecological corridors, such as watercourses (rivers, streams, canals, ponds, drainage channels, etc.), woodlands, hedgerows and road and railway margins, and features which act as stepping stones, which include marshes and woodlands. These provide pathways for the dispersal and genetic exchange of wild species and can help improve the coherence of the Natura 2000 network. Such features should be maintained and, where possible, enhanced.

#### Hedgerows, bats and other protected species

Hedgerows form important wildlife corridors and provide areas for birds to nest in. In addition badger setts may be present. If suitable trees are present bats may roost there and they use hedgerows as flight routes. Hedgerows also provide a habitat for woodland flora. Where a hedgerow forms a townland or other historical boundary it generally is an old



hedgerow. Such hedgerows will contain more biodiversity than a younger hedgerow. Hedgerows should be maintained where possible. Where trees or hedgerows have to be removed there should be suitable planting of native species in mitigation. Where possible hedgerows and trees should not be removed during the nesting season (i.e. March 1<sup>st</sup> to August 31<sup>st</sup>). Birds' nests can only be intentionally destroyed under licence issued under the Wildlife Acts of 1976 to 2012.

Bat roosts may be present in trees, buildings and bridges. Bat roosts can only be destroyed under licence under the Wildlife Acts and derogation under the Birds and natural Habitats Regulations and such a licence would only be given if suitable mitigation measures were implemented.

#### Rivers and wetlands

Wetland habitats such as rivers are an important source of biodiversity and contain species such as otters (*Lutra lutra*), Salmon in freshwater (*Salmo salar*), kingfishers (*Alcedo atthis*), crayfish (*Austropotamobius pallipes*) and Lamprey species, all protected under the Wildlife Acts of 1976 to 2012 and/or listed on the annexes of the EC Habitats Directive and Birds Directive. It is important that the proposed Plan should recognise the importance of wetland habitats and ensure that such sites are protected.

Flood plains, if present, should be identified in the Plans and left undeveloped to allow for the protection of these valuable habitats and provide areas for flood water retention. The plan should take account of the guidelines for Planning Authorities entitled "The Planning System and Flood Risk Management" and published by the Department of the Environment, Heritage and Local Government in November 2009.

Inland Fisheries Ireland (IFI) should be consulted with regard to impacts on fish species and the Local Authority may find it useful to consult their publication entitled "Planning for watercourses in the urban environment" which can be downloaded from their website at <https://www.fisheriesireland.ie/documents/86-planning-for-watercourses-in-the-urban-environment-1/file.html>.

#### Water

Ground and surface waters should be protected from pollution and the Planning Authority should ensure that adequate sewage treatment facilities are, or will be, in place prior to any development proposed in the Plan. The Planning Authority should also ensure that adequate water supplies are present prior to development. Care should be taken to ensure that any proposed water abstractions or waste water discharges do not negatively impact on Natura 2000 sites.

#### Roads

Where roads are listed for improvement and upgrading in the Plan the opportunity should be taken to address inadequate existing mitigation measures or impeded passage (e.g. include mammal underpasses or dry ledges where there is poor culvert design). In making provision at plan level for transport, including reserving lands and integrating or upgrading



routes, this should be based on information on ecological constraints, and should allow sufficient flexibility for impacts to be avoided or mitigated.

#### Alien invasive species

Alien invasive species such as Japanese Knotweed and Giant Hogweed can be damaging to local biodiversity. The Plan should have a policy to protect against the accidental introduction of such species during development. Information on alien invasive species in Ireland can be found at <http://invasives.biodiversityireland.ie/> and at <http://invasivespeciesireland.com/>.

#### Amenity developments

Negative impacts on biodiversity and designated sites, particularly in the mountains, by the coast and along rivers, can occur as a result of development such as walking routes, cycleways, seating, lighting, canoe trails, loss of riparian zone and mowing of riparian zone, and can lead to habitat loss, erosion and added disturbance by humans and dogs. Such developments along waterways for example could impact on species such as otters and bats which are strictly protected under the Habitats Directive and Kingfishers listed on Annex I of the Birds Directive. One of the main threats identified in the threat response plan for otter is habitat destruction (see [http://www.npws.ie/sites/default/files/publications/pdf/2009\\_Otter\\_TRP.pdf](http://www.npws.ie/sites/default/files/publications/pdf/2009_Otter_TRP.pdf)).

In addition a 10m riparian buffer on both banks of a waterway is considered to comprise part of the otter habitat. Any proposed walkways, cycletracks or greenways marked on the Plan maps along rivers should therefore be a suitable distance from the water's edge. In general, pedestrian and cycle routes need ecological assessment in their planning and design and should not target sensitive ecological sites or parts of sites, as such routes have potential for disturbance to habitats and species, including as a result of noise, lighting, etc. Otherwise their development may not be consistent with nature conservation objectives and legal compliance requirements.

#### Green Infrastructure

From a biodiversity point of view it is important to take note of the EU Green Infrastructure Strategy. Further information on this can be found in the EU commission's document of 2013 which can be accessed at [http://ec.europa.eu/environment/nature/ecosystems/docs/green\\_infrastructure\\_broc.pdf](http://ec.europa.eu/environment/nature/ecosystems/docs/green_infrastructure_broc.pdf). Care should be taken to ensure that green infrastructure involves greening existing infrastructure rather than adding built infrastructure to existing biodiversity corridors.

#### Pollinators

It is recommended that the natural heritage section of the Plan should also contain a policy on implementing the All-Ireland Pollinator Plan 2015-2020. In particular uncut road verges, where safety allows it, can provide wild flowers as food for pollinators, and should be encouraged.



## SEA

### Integrated assessment

In line with the EPA publication on integrated biodiversity impact assessment it is particularly important that the SEA process should take place in consultation with the teams working on the draft Plan and appropriate assessment, as each process can help inform the other to ensure that the objectives and policies in the draft Plan will have no significant effects on the natural heritage. The SEA should examine the effects of policies, objectives and any indicative maps or zonings, as well as cumulative impacts with other plans and projects both within and outside of the Plan area.

### Legislation

The SEA should take account of the Biodiversity Convention, the Ramsar Convention, the Birds and Habitats Directives, the Wildlife Acts of 1976 to 2012, and the European Communities (Birds and Natural Habitats) Regulations, 2011 to 2015. A revised (consolidated) version of the Wildlife Act 1976 (in PDF and HTML) is now available on the Law Reform Commission website <http://revisedacts.lawreform.ie/revacts/alpha#W>. It is annotated to show the source of all changes, and for convenience an un-annotated PDF is also available.

### Baseline data

With regard to the scope of baseline data, details of designated sites can be found at <http://www.npws.ie/>. For flora and fauna in the SEA, the data of the National Parks and Wildlife Service (NPWS) should be consulted at <http://www.npws.ie/>. Where further detail is required on any information on the website <http://www.npws.ie/>, a data request form should be submitted. This can be found at <https://www.npws.ie/maps-and-data/open-data-policy>. Further information may be found at <http://dahg.maps.arcgis.com/home/index.html>. Other sources of information relating to habitats and species include that of the National Biodiversity Data Centre ([www.biodiversityireland.ie](http://www.biodiversityireland.ie)), Inland Fisheries Ireland ([www.fisheriesireland.ie](http://www.fisheriesireland.ie)), BirdWatch Ireland ([www.birdwatchireland.ie](http://www.birdwatchireland.ie)) and Bat Conservation Ireland ([www.batconservationireland.org](http://www.batconservationireland.org)). Data may also exist at a County level within the Planning Authority.

### Strategic Environmental Objectives (SEOs)

It is recommended that the Biodiversity SEOs in the SEA cover habitats and species both within and outside of designated sites as below where applicable;

- Natura 2000 sites, i.e. Special Areas of Conservation (SAC) designated under the EC Habitats Directive (Council Directive 92/43/EEC) and Special Protection Areas designated under the EC Birds Directive (Directive 2009/147 EC),
- Other designated sites, or sites proposed for designation, such as Natural Heritage Areas and proposed Natural Heritage Areas, Nature Reserves and Refuges for Fauna or Flora, designated under the Wildlife Acts 1976 to 2012,
- Species protected under the Wildlife Acts including protected flora,



- ‘Protected species and natural habitats’, as defined in the Environmental Liability Directive (2004/35/EC) and European Communities (Environmental Liability) Regulations, 2008, including Birds Directive – Annex I species and other regularly occurring migratory species, and their habitats (wherever they occur) and Habitats Directive – Annex I habitats, Annex II species and their habitats, and Annex IV species and their breeding sites and resting places (wherever they occur),
- Important bird areas such as those as identified by Birdlife International,
- Features of the landscape which are of major importance for wild flora and fauna, such as those with a “stepping stone” and ecological corridors function, as referenced in Article 10 of the Habitats Directive,
- Other habitats of ecological value in a national to local context (such as those identified as locally important biodiversity areas within Local Biodiversity Action Plans and County Development Plans),
- Red data book species,
- and biodiversity in general.

With regard to the SEOs for Water in the SEA it is important that the needs of protected species such as crayfish, salmon and lamprey species, all protected under the Wildlife Acts of 1976 to 2012 and/or listed on the annexes of the EC Habitats Directive, are considered in relation to water quality. The SEOs and targets should be also compatible with the relevant River Basin Management Plans.

#### Water issues and wetland habitats

The impact of any water abstraction and wastewater discharge schemes that result from the Plan should be fully assessed.

Impacts on surface water or groundwater should be assessed on a catchment or aquifer basis. In addition where a proposed policy would result in a development in or alongside a river or other waterway the cumulative impact on species and habitats would need to be assessed cumulatively on a catchment basis.

#### Indicators, targets and monitoring

Indicators, targets and monitoring should be realistic, measurable and achievable.

### **Appropriate Assessment**

#### Guidance

Guidance is available in the Departmental guidance document on Appropriate Assessment (AA), which is available on the NPWS website at [http://www.npws.ie/sites/default/files/publications/pdf/NPWS\\_2009\\_AA\\_Guidance.pdf](http://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf) and in the EU Commission guidance entitled “Assessment of plans and projects significantly affecting Natura 2000 sites Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC” which can be downloaded from [http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura\\_2000\\_assess\\_en.pdf](http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf).



However CJEU and Irish case law has clarified some issues and should also be consulted.

#### Conservation objectives

In order to carry out the appropriate assessment screening and/or prepare a Natura Impact Report (NIR) information about the relevant Natura 2000 sites including their conservation objectives will need to be collected. Details of designated sites and species and conservation objectives can be found on <http://www.npws.ie/>. Site-specific, as opposed to generic, conservation objectives are now available on the website for some sites. Each conservation objective for a qualifying interest (QI) is defined by a list of attributes and targets and is often supported by further documentation. Where these are not available for a site, an examination of the attributes that are used to define site-specific conservation objectives for the same QIs in other sites can be usefully used to ensure the full ecological implications of a proposal for a site's conservation objective and its integrity are analysed and assessed. It is advised, as per the notes and guidelines in the site-specific conservation objectives that any reports quoting conservation objectives should give the version number and date, so that it can be ensured and established that the most up-to-date versions are used in the preparation of Natura Impact Statements and in undertaking appropriate assessments.

#### Integrated assessment

In line with the EPA publication on integrated biodiversity impact assessment it is particularly important that the appropriate assessment procedure, commencing with screening, should take place in consultation with the teams working on the draft Plan and SEA as each process can help inform the other to ensure that the objectives and policies in the draft Plan will have no significant effects on any Natura 2000 site. The appropriate assessment should examine the effects of policies, objectives and any indicative maps or zonings, as well as cumulative impacts with other plans and projects both within and outside of the Plan area.

#### Cumulative and ex-situ impacts

Other relevant Local Authorities should be consulted to determine if there are any projects or plans which, in combination with this proposed Plan, could impact on any Natura 2000 sites.

A rule of thumb often used is to include all Natura 2000 sites within a distance of 15km. It should be noted however that this will not always be appropriate. In some instances where there are hydrological connections a whole river catchment or a groundwater aquifer may need to be included. Similarly where bird flight paths are involved the impact may be on an SPA more than 15 km away.

Architectural heritage observations/recommendations, should there be any, will follow in due course.





The above observations/recommendations are based on the papers submitted to this Department on a pre-planning basis and are made without prejudice to any observations that the Minister may make in the context of any consultation arising on foot of any development application referred to the Minister, by the planning authority, in her role as statutory consultee under the Planning and Development Act, 2000, as amended.

You are requested to send further communications to this Department's Development Applications Unit (DAU) at [manager.dau@chg.gov.ie](mailto:manager.dau@chg.gov.ie) (team monitored); if this is not possible, correspondence may alternatively be sent to:

The Manager  
Development Applications Unit (DAU)  
Department of Culture, Heritage and the Gaeltacht  
Newtown Road  
Wexford  
Y35 AP90

Is mise, le meas

A handwritten signature in blue ink, reading "Sinéad O'Brien", is positioned above a horizontal line.

---

Sinéad O'Brien  
Development Applications Unit



Senior Executive Officer  
Planning and HR Department  
Dún Laoghaire – Rathdown County Council  
County Hall  
Marine Road  
Dún Laoghaire  
County Dublin

Dáta | Date  
12 December 2018

Ár dTag | Our Ref.  
TII18-103892

Bhur dTag | Your Ref.  
Dundrum LAP 2019-2025 Issues Paper

Re: Submission to Local Area Plan for Dundrum 2019-2025 – Pre-Draft Consultation.

A chara,

TII safeguards the strategic function of Luas and national roads to promote the safe and efficient operation of both the national roads and light rail networks.

The Draft Dundrum Local Area Plan (LAP) eastern boundary joins that of Goatstown LAP 2010 (as extended to 2022) and is bisected in its southern quadrant by the Green Line Luas. The northern quadrant of the Draft LAP demarcates its western boundary by the Green Line Luas. The proposed Draft LAP therefore includes fully within its boundaries a significant piece of Green Line Luas including; the Balally and Dundrum Luas stops with the Windy Arbour Luas stop denoting the terminus of the north western extremity of the LAP area.

In view of the degree of intended development to be consolidated and facilitated by this LAP and in conjunction with other development zoned and plan areas; TII anticipates impacts on the light rail network.

TII understands that in accordance with Spatial Planning and National Roads Guidelines (2012) and Local Area Plans Guidelines for Planning Authorities (2013) that the LAP will be underpinned by an effective understanding of transportation and mobility of the area and be consistent with the NTA Transport Strategy for the Greater Dublin Area (2016-2035). The Draft Local Area Plan should be prepared in the context of this guidance.

In this regard, TII has reviewed the Issues Paper supporting this LAP Pre-Draft phase in relation to 'Movement' and make the following initial observations for consideration and mitigation in the formulation of the Draft LAP and its Movement Strategy:

- TII recommends reference to the TII Publications Area Based Transport Assessment (ABTA) Guidance Notes; TII Publication Number PE-PDV-02046 refers.

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag [www.tii.ie](http://www.tii.ie).  
TII processes personal data in accordance with its Data Protection Notice available at [www.tii.ie](http://www.tii.ie).



- Any proposal located in close proximity to a Luas Line should ensure no adverse impact on Luas operation and safety and shall comply with the 'Code of Practice for Working On, Near or Adjacent to the Luas Tram System' available at <https://www.luas.ie/work-safety-permits.html>. The authority may wish to have regard to same in formulating the urban design strategy for the Draft LAP area.
- To address matters of permeability the authority is directed to *Permeability Best Practice Guide, 2015 National Transport Authority*.
- Future and planned Metro/Luas lines are matters for the National Transport Authority.

TII is always available to discuss proposals with the planning authority and would welcome proactive discourse as a statutory consultee and as a stakeholder in relation to national roads and the light rail network.

Yours sincerely,



Natasha Crudden  
Regulatory & Administration Unit

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-10 20:41:04

## Introduction

### 1 What is your name?

Name:  
Robin bailey

### 2 What is your organisation?

Organisation:  
Dun Emer Residents Association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Regard Demographics, I note in the LAP that there are 5,500 residents and that the electoral area some 27,000 live. The point is that a large % of these commute through LAP land twice a day and at week end. The traffic congestion is at a critical level. Addition citizens are pouring in Herbert Hill, Notredame, The Mental Hospital etc.etc. This congestion is chocking key points Milltown, Goatstown, Churchtown, Ballinteer and Windygarbour. There has to be made an environmental impact analysis on the impact of the developments in Dundrum on the standard of living in these villages. Currently movement is standstill AM - PM and weekends. In the LAP under the heading Movement this is not taken into account. Future generations will curse the Council that allows these residential Areas to be destroyed.

One thing that must happen to allow traffic flow is a oneway system north ways from Overend Way, Wyckam By Pass down through main Street Dundrum and around by The Library. This would allow for a parking backup from The Dundrum SC and two lanes down through main street and parking on on side on main St. One asks the question ,why has this not been implimented already.

Compulsory purchase of gardens will have to be considered on the Dundrum /Milltown . Road.

Fininally, the residents of LAP land do not require a Hotel , only the developers do.

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D035

## Introduction

### 1 What is your name?

Name:

Dr. Myles Balfe

### 2 What is your organisation?

Organisation:

Private citizen

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Dear Sir/Madam,

I have several points I wish to raise:

1. Housing: There now seem to be several large apt. developments in Dundrum that are 'build to let', rental units that are permanently owned by private companies. I think this is bad because it encourages a high turnover/relatively transient population. Apts. need to be sold to individuals to encourage them to have a stake in the area.

The property tax is also very high and should be stabilised or reduced.

I read about the plans to redevelop the old town shopping centre. The housing here needs to fit in with the area; there can't be multiple tower blocks that destroy that character of Dundrum.

The new houses on the old Central Mental Hospital lands should be mixed use, a combination of private and social housing.

2. There should be a limit on the proportion of Dundrum that any one company can claim ownership of.

3. While the new town shopping centre is clearly very good for Dundrum in terms of employment, maintaining excellent facilities in the new shopping centre etc., I am a bit worried about the number of shops in the new shopping centre that are now closing down, especially around Jamie's Italian. I think that there is a need for more independent, non-chain coffee shops in the town; and also for higher quality fast food outlets. Saying that, I don't think that there is demand for massively increased retail development in the town given that the shops that are there are already closing.

4. I would be very concerned about the implications of any redevelopment of the old shopping centre on traffic through the town.

The issue which would most concern me in Dundrum at the moment is the impact of all the new housing development on the Luas. The Luas used to be a truly excellent service. Last year, as everyone knows, with the joining up of the lines, the service deteriorated significantly. If you are pregnant or disabled you cannot now get on at rush hour basically, and it will be significantly worse once Cherrywood etc. comes on line. If something isn't done to increase capacity it will cause significant problems at Dundrum. All of the extra people living in the Central Mental Hospital lands will be trying to get on at the Windy Arbour Luas stop, which is even more difficult to get a place that Dundrum.

5. Schools and childcare: all of this development will lead to increased demands for childcare and schools in the area. I think that there is a need for a creche in the old Dundrum shopping centre. I don't know where schools would go, but they will need to go somewhere.

Thank you

### 6 Would you like to upload a file with your submission?

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DO36

## Introduction

### 1 What is your name?

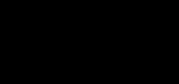
Name:  
Eoghan Smith

### 2 What is your organisation?

Organisation:  
Student, University College Dublin

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Hello, my name is Eoghan Smith. I am a 22 year old student, living in Dundrum. I am very encouraged by the work that has been done on the Local area Plan, it is great to see that the area's development is being considered so carefully. Some comments I have on the draft local area plan:

Heritage - I am disappointed that there has not been any move to protect the historic structures of the Dundrum mental hospital. In the new DIT Grangegorman campus, the old mental hospital there, the 'North House' in particular, was built at the same time and in the exact same style as the one in Dundrum, and has been restored carefully and converted into an educational building. Its presence on the campus has given the site a wonderful richness which is so rare, and so unique. The Clancy Quay housing scheme in Islandbridge also makes use of existing historic buildings, in this case old army barracks facilities. This is perhaps a more relevant example of how historic buildings can be so successfully incorporated into housing. I hope that this sort of development in the city can act as an example of how to approach the conservation of these beautiful structures, in order to enrich the future uses of the area.

I am also incredibly worried that the cottages between the old shopping centre and the XL newsagents on the main street have not been protected in any way. It is incredibly upsetting to think that these could be demolished. The recent plans for conversion of the cottages by the Town Centre by Fallon and Byrne surely act as an example of how these structures can be re-purposed and expanded, while preserving the great richness of history their structures contain. These houses on the main street must be protected somehow to prevent development that does not take into account the great affinity us locals have with these old buildings.

Further to this, and on a different note, I think it is of crucial importance that the buildings which will create the new fabric of Dundrum will be conceived of with great care and attention to design. I think there is a great risk with such large-scale development that the outcome could be a very homogenous, poorly considered environment. One way of addressing this would be to involve a number of architects, or to encourage architectural competitions for key cultural buildings and open spaces. The success of such initiatives can be seen in the recent DLR Lexicon building in Dun Laoghaire, and Wolfone Square in the north inner city, whose designers were appointed through architectural competition.

I hope these opinions might help you, and again I am very encouraged by all the work you have done thus far. I wish you the best of luck and will follow your activity with interest!

Eoghan Smith

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**File 4:**

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**File 5:**

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-11 15:33:32

## Introduction

### 1 What is your name?

Name:

James A Redmond

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

It appears to me based on my experiences in Oslo and Amsterdam, that Barton Road could be the basis for a tramcar.

It is wide enough; it would be an orbital (nb not radial) route toward Rathfarnham, and perhaps beyond; and could be approached up Sweetmount Avenue.

Also perhaps the route could be orbitally extended towards Stillorgan, maybe up Taney Road.

### 6 Would you like to upload a file with your submission?

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File 5:

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-12 11:46:07

## Introduction

### 1 What is your name?

Name:

Alan McDonnell

### 2 What is your organisation?

Organisation:

Lynwood Residents Association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please find the Lynwood Residents Association submission attached.

### 6 Would you like to upload a file with your submission?

file 1:

LRA Submission to the Dundrum LAP.pdf was uploaded

file 2:

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File 3:

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File 5:

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LYNWOOD RESIDENTS ASSOCIATION  
SUBMISSION TO THE DUNDRUM LOCAL AREA PLAN  
DECEMBER 2018



Comhairle Contae County Council

## PROPOSALS

1. RECOGNISE AND CELEBRATE THE HERITAGE OF BÓTHAR BAILE AN tSAOIR
2. EXTEND THE NEWLY-CONSTRUCTED NORTH BANK WALL TO THE LENGTH OF THE LYNWOOD SOUTH BANK
3. CONSTRUCT A STONEWORK LANDMARK TO CELEBRATE LOCAL MASONRY HERITAGE



## PROPOSAL 1.

### RECOGNISE AND CELEBRATE THE HERITAGE OF BÓTHAR BHAILE AN tSAOIR

#### Bóthar Bhaile An tSaoir BALLINTEER ROAD

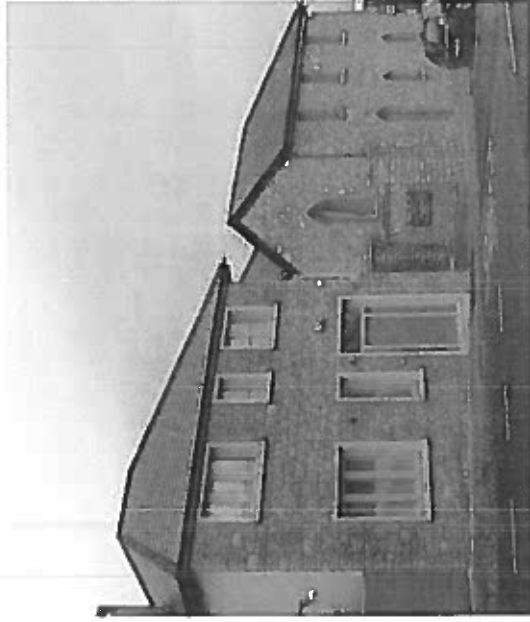
Lynwood estate sits on the south-west corner of the Dundrum LAP Boundary. It also sits on the Ballinteer Road which links Dundrum to its neighbouring Baile an tSaoir (Town of the Masons). Masonry was the traditional craft for hundreds of years in this part of the Borough born from the stone quarries located in the nearby Ticknock hills. Along the Ballinteer Road one can see evidence of the masonry heritage that has been obscured over time by ivy and plaster and neglect.

The Lynwood Residents Association proposes that the DLR consider making the length of the Bóthar Baile An tSaoir a celebration of the local masonry heritage by undertaking the following:

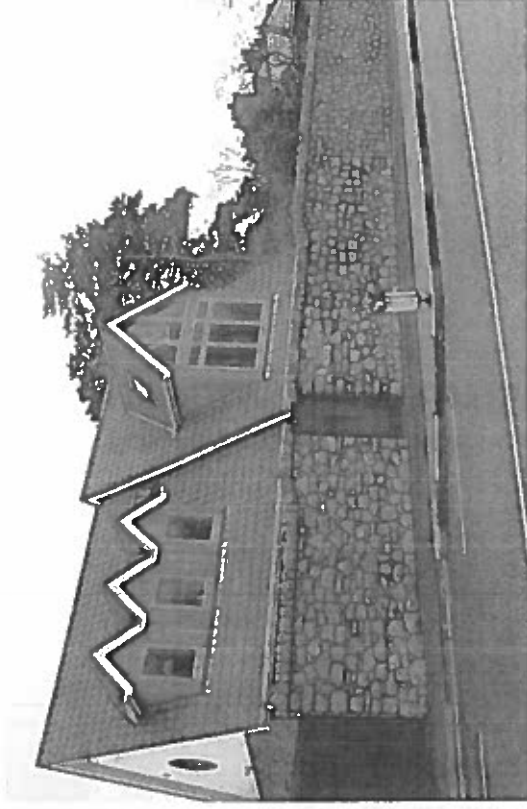
- Extending the newly-constructed stone wall at Lynwood's north bank to the length of its south bank.
- At the unique junction of the roadway and greenway, construct a matching **STONEWORK LANDMARK** on both sides that will set the theme for the road.
- Issue advisory help to residents and properties along the road on the subject of stonework restoration such as plaster removal.

We submit that these measures would give all residents and local neighbourhoods a high level of civic pride and common vision that would evolve further over time and qualify to be added to Dundrum's Record of Protected Structures.

Examples of Recent Constructions on Ballinteer Road Celebrating Stonework



Plaster Obscuring Stonework



Approaching Lynwood Entrance



## PROPOSAL 2.

### EXTEND THE NEWLY-CONSTRUCTED NORTH BANK WALL TO THE LENGTH OF THE LYNWOOD SOUTH BANK

We are grateful to DLR Council for the craftsmanship that went into constructing the stone wall bordering the road which is very appropriate to the Irish name of the road, *Bóthar Bháile an tSaoir* (Town of the Masons Road). In addition, the wall greatly enhances the safety of passing traffic that was exposed to falling branches and stone debris from the original derelict bank. It also greatly enriches the environment by aesthetically upgrading what was an eyesore.

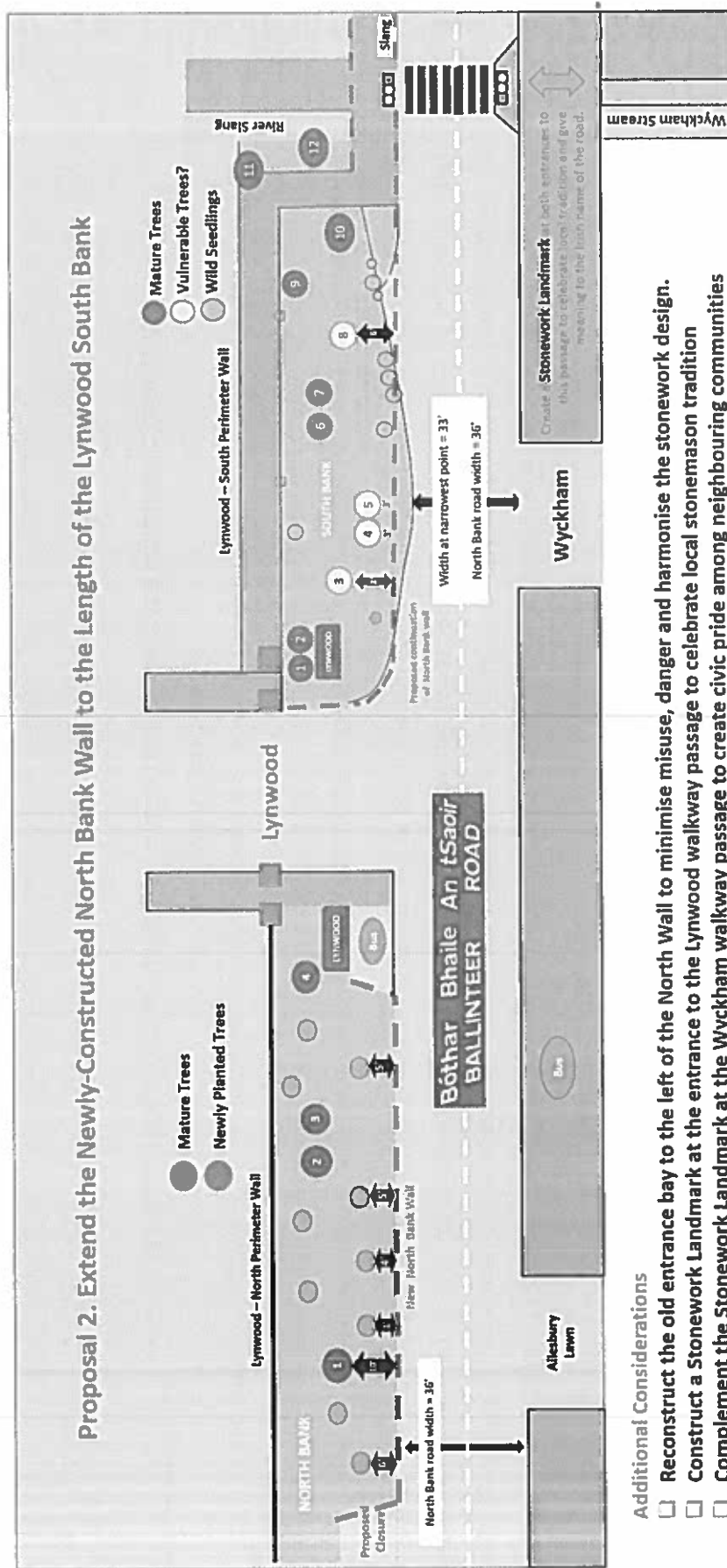
Alas, the south bank in contrast is now looking very unstable and dangerous. In recent storms large branches overhanging passing traffic fell onto the road and some were left suspended posing serious danger until removed by the Parks Dept. who thankfully did so in haste. Further danger is threatened by over-hanging unstable rocks and derelict brickwork which have all the appearances of accidents waiting to happen. However, it is the unsightly, abandoned appearance of the bank that lets down the environment and character of *Bóthar Báile an tSaoir*.

We submit that this should be resolved to the benefit of the wider community and passing traffic if the recently-constructed stone wall is extended to run the length of the road-facing Lynwood south bank.

If this were to meet with your approval, we strongly advocate that special attention be given to designing a complimentary

#### STONEWORK LANDMARK

at the passage entrances to the river walk on both sides of the pedestrian crossing.

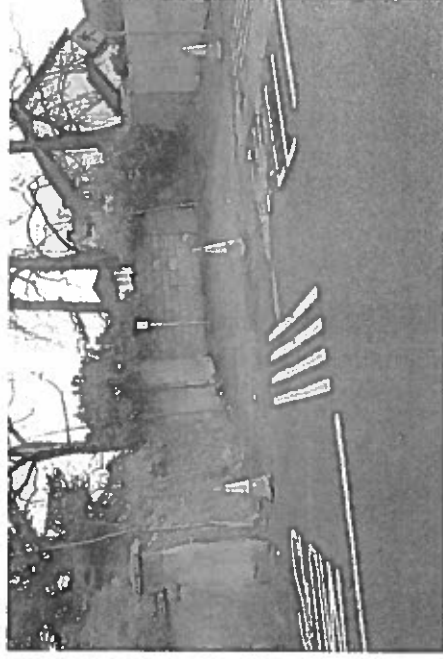
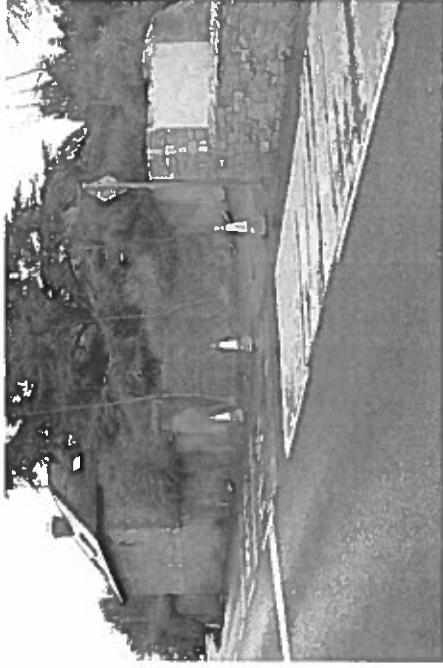


#### Additional Considerations

- ☐ Reconstruct the old entrance bay to the left of the North Wall to minimise misuse, danger and harmonise the stonework design.
- ☐ Construct a Stonework Landmark at the entrance to the Lynwood walkway passage to celebrate local stonemason tradition
- ☐ Complement the Stonework Landmark at the Wyckham walkway passage to create civic pride among neighbouring communities



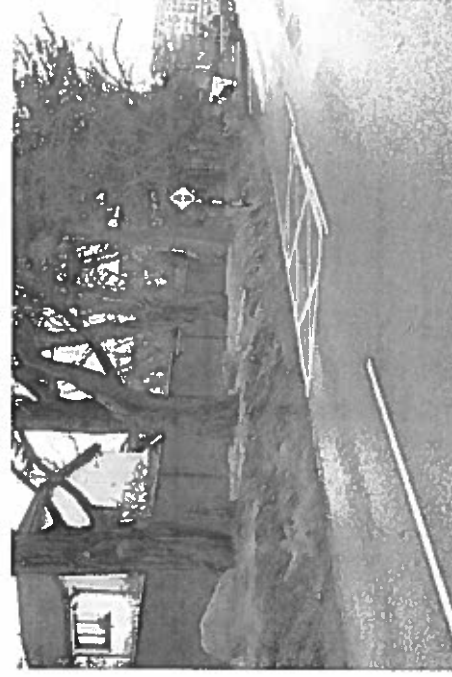
Old Entrance Bay



Newly Constructed North-Bank Wall



Derelict and Unstable South-Bank

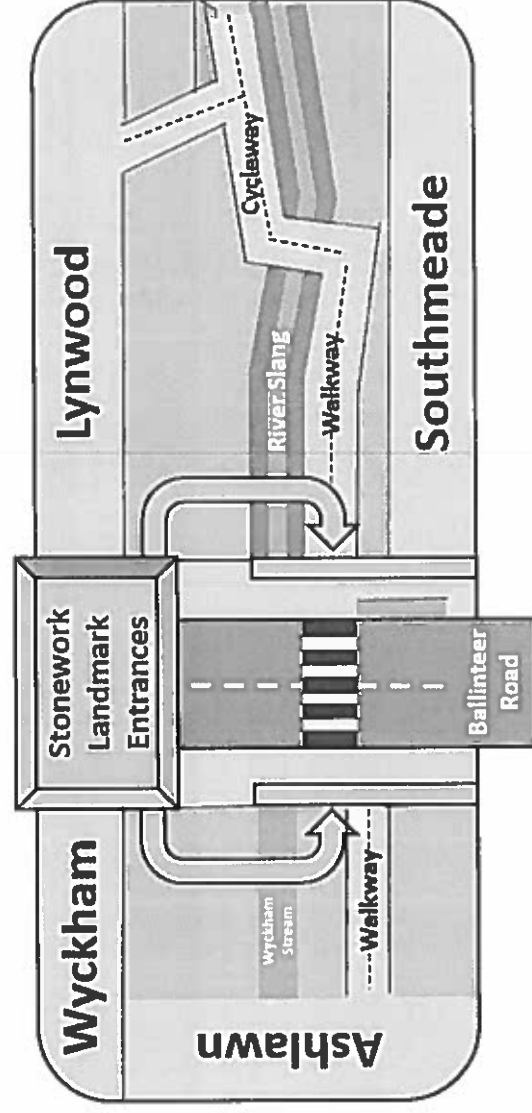


### PROPOSAL 3.

#### CONSTRUCT A STONEWORK LANDMARK TO CELEBRATE LOCAL MASONRY HERITAGE

A masonry artwork at this wonderful juncture of waterway, walkway, cycleway and roadway would give everyone passing cause to reflect on the richness of our local masonry heritage. A landmark on the road that was named after their homestead, *Báile an tSaoir*.

It should be noted that this location also marks the entry gate to the Dundrum borough from neighbouring Ballinteer.



We deeply believe that such a landmark would greatly enhance the aesthetics of *Bóthar Bháile an tSaoir* and maybe encourage the wider community to recognise, value and restore the traditional character of their road crafted by local masons using locally-quarried stone. We see signs of such recognition and restoration in the stonework of the recently-constructed house at 1 Meadowbrook Mews and the removal of pebbledash covering stretches of stonewall along the road. A **stonework landmark** at this juncture would give impetus and alignment to such common intent and enrich civic pride in the neighbouring communities.


Potential Site for a STONEWORK LANDMARK at the Junction of the Waterway, Greenway & Roadway



<b>SUMMARY OF THE LRA PROPOSALS TO DUNDRUM LAP</b>	
<b>#</b>	<b>TOPIC</b>
<b>1 Ballinteer Road</b>	<b>Recognise and celebrate the heritage of Bóthar Baile an tSaoir</b>
	<ul style="list-style-type: none"> <li>Resist installing additional access points for cars to the old shopping centre on the bridge as it is already a bottle-neck.</li> </ul>
<b>2 Lynwood</b>	<b>Extend the newly-constructed Lynwood north bank wall to the length of the Lynwood South Bank</b>
	<ul style="list-style-type: none"> <li>Any future redevelopment of Lynwood House should respect and have regard for the low level of its existing housing neighbourhood.</li> </ul>
	<ul style="list-style-type: none"> <li>Reconstruct the old entrance bay to aligned its frontage with the Lynwood north wall and the Coach house</li> </ul>
<b>3 Stonework Landmark</b>	<b>Construct a STONEWORK LANDMARK to celebrate local masonry heritage at the entry point to the Dundrum borough on the Ballinteer Road.</b>



We thank you for your time and consideration of our proposals.

LYNWOOD RESIDENTS ASSOCIATION	
Committee	Contact
Evelyn de Labre-O'Leary Chairperson	
Kevin Moore	
Cel O'Reilly	
Oliver Barry	
Alan McDonnell	



Alan McDonnell



12:12:2018



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-12 12:07:29

## Introduction

### 1 What is your name?

Name:  
dermot brennan architect

### 2 What is your organisation?

Organisation:  
architect

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
Some thoughts & Ideas

1. The plan should address the local area plan zone as an urban destination in urban/ suburban walking and cycling terms - work/ shop & leisure, to lessen car dependency. There are recognised norms distance wise and local roads/ routes should be treated as arterial routes leading to the urban centre forming part of the plan strategy. I.E. The LAP should address urban/ suburban impacts and improvements outside the boundary on such matters.

2. There is not much evidence of provision for cyclists within Dundrum, more and dispersed cycle parking bays are required to encourage alternatives to motorised transport.

3. The Slang River Greenway route terminates on Sandyford Road North of the LAP. This should run through the LAP to link with the Dodder linear park/ future greenway.

4. Consideration needs to be given to how and what can be achieved with the Slang river within the LAP and extending to the Dodder in Milltown. Currently there is a Wildlife habitat centred around the river with foxes, badgers regularly seen, tree stands encouraging bird life etc. Planning strategies have over a number of years allowed to much encroachment, treating the river almost as a culvert.

The Luas rail track and associated trees/ undergrowth are also a wildlife corridor of sorts. Foxes for example permeate these routes quite visibly from the Milltown golf course to suburban areas at night.

It should also be noted mature urban/ suburban areas have considerable levels of planted trees and hedges that support wildlife and need strategies to support them.

5. Consideration should be given to drop off/ pick up points to shopping centre areas to reduce congestion associated such activity. Taxi ranks are given priority and it is noted the apartment entrance opposite Dundrum plaza is used constantly as a drop off point.

Consideration could be given to a drop-off layby on the Dundrum Bypass that would remove such traffic from the main street.

6. Improvement of the pedestrian experience within and extending from the LAP needs to be prioritised over transport strategies. The Luas junction and twin roundabout arrangement north of the shopping centre are not persuasive of a pedestrian strategy.

7. Consideration needs to be given to the nature of the Dundrum Road between the Taney/ Luas bridge junction and the Milltown bridge, it is heavily trafficked with a narrow footpath on the west side for much of this stretch. A longterm plan needs to be developed.

It is noted traffic tailbacks from the Taney Road junction are worse than before the Dundrum bypass was constructed - stretching back to Bird Avenue if approaching from the city side.. Adding considerable development within the Mental Hospital site will acerbate this.

8. Development of the Mental Hospital site must involve multiple entry points and avoid major impacts on the Dundrum road.

The boundary wall surrounding the Mental hospital site should not be lost completely as it was at the Milltown St. Annes development.

The development of this site needs an interface with the local community, residents association etc. in view of its scale and impact.

9. The alignment of the Mental Hospital site entrance with Highfield Park as a controlled junction (traffic lights) may assist both sides obtaining access on to the Dundrum Road. It is noted there are lights currently at the Columbanus junction close by.

10. The plan should recognise/ develop strategies related to key urban nodes within and bounding the LAP, for example Windy Arbour and Milltown, Churchtown - centred around supervalue, Goatstown cross roads that encourage walking/ cycling strategies.

11. Retail strategies need to allow for varied tenure and base cost levels for shopping outlets, including market type facilities/ start-ups to balance the high rent/ rates that multiples / retail chains face in DSC.

Wigan market for example might be an example where a square incorporates such facilities within an urban square...

12. Work environment - Similarly office space at lower affordable levels for start-ups / sole traders etc be considered rather than just high end facilities.

13. Library - The building would be considered small for the area and development to the rear should be considered in the plan.

## **6 Would you like to upload a file with your submission?**

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-12 13:47:22

## Introduction

### 1 What is your name?

Name:

Tara Buckley

### 2 What is your organisation?

Organisation:

RGDATA

### 3 What is your postal address?

Post address:

Mentec House, Pottery Road, Dun Laoghaire, Co Dublin

### 4 What is your email address?

Email:

rgdata@rgdata.ie

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

RGDATA supports sustainable retail development, vibrant town centres, villages and communities and a diversity of shops that people can walk to.

RGDATA supports the Government's Retail Planning Guidelines which promote sustainable retail planning and vibrant towns and villages.

RGDATA urges that a Town Centre Health Check is carried out to identify what new development is required, what is in the best interests of promoting a good retail mix, what will best service the actual population of the town and make Dundrum a better place to work and live in.

### 6 Would you like to upload a file with your submission?

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RGDATA comment on Dundrum Issues Paper 12 Dec '18.pdf was uploaded

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11 December 2018

Senior Executive Officer  
Planning & HR Department  
Dun Laoghaire Rathdown County Council  
County Hall  
Marine Road  
Dun Laoghaire  
Co Dublin

## **Pre-Draft Consultation Dundrum Local Area Plan 2019-2025 – Issues Paper**

A Chara

RGDATA is the representative association for independent family grocers in Ireland. It represents supermarkets, convenience stores, forecourt stores and local shops some of which are aligned to various symbol groups and some which operate under their own family name. The independent sector represents about 34% of the Irish grocery market and members' shops are located in towns, villages and urban areas.

RGDATA represents the owners of many shops, supermarkets, convenience stores and forecourt stores throughout Dublin. Our members have a keen interest in supporting their local economy and in ensuring that the towns, villages and urban centres are vibrant and attractive places to live, work, shop and to do business.

RGDATA supports sustainable retail development, vibrant town centres, villages and communities and a diversity of shops that people can walk to. RGDATA has been to the fore in advocating a planned approach to retail developments in Ireland based on the principles of sustainable development. RGDATA strongly supports the Retail Shopping Directive introduced in 1998 and has been a firm advocate of the Retail Planning Guidelines introduced by the Minister for the Environment and Local Government in 2001 and updated in 2012.

RGDATA wish to make the following comments relating to the Issues Paper on the pre-draft Dundrum Local Area Plan.

**The Issues Papers ask the following:**

***Are there deficiencies in the existing retail provision within the Town? If so, what are these deficiencies?***

***Should the Main Street provide for retailing more focused on serving the local community?***

RGDATA, the Heritage Council and many other collaborators have developed an initiative to help develop and achieve the future and growth of town centres, which resulted in a National Town Centre Health Check Pilot. Many towns have now completed their Town Centre Health Checks.

**Framework for Town Centre Renewal:**

Dun Laoghaire Rathdown County Council should acknowledge 'the Framework for Town Centre Renewal' published by the Retail Consultation Forum and agree to follow the three-step collaborative approach to Town Centre renewal.

The Council should adopt the three-step action plan which includes a comprehensive Town Centre Health Check. The three steps are:

Step 1: Prepare a database of all key stakeholders in order to engage with them as part of the Health Check.

---

Step 2: Establish a Town Centre Management Partnership or 'Town Team' to oversee the recommendations of the Health Check.

Step 3: Prepare and implement a Town Centre Plan.

**Town Centre Health Checks:**

RGDATA respectfully suggests that following on from this three-step plan and in order to ensure sustainable retail development and promote the vibrancy and vitality of Dundrum in the Local Area Plan, it should state that no new retail developments should be approved until the Town Centre Health Check is undertaken and the Town Plan is agreed.

The Health Check will identify the key data about the town and assist the Local Authority in identifying exactly what new development is required, what is in the best interests of promoting a good retail mix, what will best service the actual population of the town, draw more footfall into the town centre, ensure the vibrancy and vitality of the town centre and provide sustainable development.

---

RGDATA urges that vacant sites in the town are fully investigated for reuse (this is a key outcome of Health Checks) and that developers with new retail proposals are directed to design their proposed plans to fit into the existing retail zones in Dundrum in a manner that will enhance the town centre, drive footfall into the town centre,

improve economic performance, retain existing jobs and facilitate the creation of new jobs.

The Authority should state clearly in the Town Plan that it will use its powers to actively resist proposed developments that do not deliver on the criteria set out in the Town Plan and encourage developers to redesign or relocate proposed developments so that they enhance the existing centres and do not create a counter attraction depleting the existing centres and creating a net loss of jobs in the area. This will also assist the Local Authority in meeting its commitments to encourage economic development in the county.

A key challenge that the Local Authority should address is getting more people back living in the town centre. This includes looking at vacant shop and other commercial buildings in the town and devising a policy to ensure that they can be reused as either a single residential unit or that the upper floors can be converted into residential space. Incentives will have to be provided to encourage people to live in the town centre.

RGDATA welcomes Minister Heather Humphries action on RGDATA's calls to incentivise people to live in Town & Village centres as part of the Rural Regeneration Plan, introduced by the Government in 2017.

The Dundrum Local Area Plan should embrace the objectives set out in that Plan including:

- support sustainable and vibrant rural communities,
- support enterprise and employment;
- maximise our rural tourism and recreation potential;
- foster culture and creativity in rural communities; and
- improve rural infrastructure and connectivity

### **Neighbourhood Centres:**

The level of retail provided in villages and neighbourhood centres should relate to the local area and the Council should ensure that neighbourhood centres retain their community status. Neighbourhood centres are supposed to service the local catchment area and not create a counter attraction to the existing town centres.

Annex I.5 of the Retail Planning Guidelines state:

Local Centre or Neighbourhood Centre:

*"comprise a small group of shops, typically comprising newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population".*

**Developing Digital Communications:**

The Framework should include the development of digital platforms to promote the town and digital tools and technologies to collate information and data about the county and platforms to share knowledge and the collaborative Town Centre Health Check data.

I trust you take our comments on board as you continue to draft the Dundrum Town Local Area Plan 2019-2025

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Tara Buckley', written over a horizontal line.

**TARA BUCKLEY**  
**DIRECTOR GENERAL**

13 DEC 2018

DO41

Frederick Healy,  
[REDACTED]  
[REDACTED]

RECEIVED  
PLANNING DEPT

12<sup>th</sup> December 2018

To: Senior Executive Officer,  
Planning Department,  
Dun Laoghaire Rathdown County Council

**Re Proposed Development of Dundrum Village - Submissions**

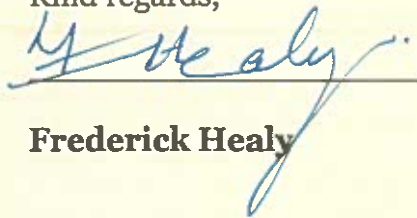
Dear Sir/Madam,

I have been resident with my family in Dundrum since 1968 and have a natural interest in the options being considered at present for the redevelopment of the town centre between Main Street and the Carnegie Library at the lower end. Given that this area has been of considerable importance to the identity and growth of Dundrum as a village, great care should be taken with its future planning and development. With this in mind, I ask that your planners kindly consider the enclosed as my submissions on what should be included in the redevelopment scheme.

1. Important village structures should be listed as protected buildings, including in particular: the Catholic Presbytery on Main Street; the two-storey terraced buildings on Main Street currently between the newsagents and Lidl; the Carnegie Library.
2. All shops and derelict structures fronting the Main Street should be removed and scaled back to align with the original buildings on the church side of Main Street, thus allowing for a wider Main Street with wider footpath and appropriate cycle lane.
3. The now vacant health centre at the rear of the Carnegie Library should be demolished and the area replaced by a carefully landscaped open space connecting to the graveyard at St. Nathi's Church. The graveyard is an attractive historic feature of the village and it should be highlighted visibly as a local feature.
4. Provision should be made for additional footbridges over the bypass thereby connecting the adjoining residential estates (Sweetmount, Dundrum Heights, etc) to the lower end of Main Street.
5. Provision should be made for the inclusion of a medium-sized hotel in the proposed development.
6. Building and works should be conditional on the use of red-bricked granite compatible with the red-bricked granite in the original terraced-house houses on Main Street.

It is vital, in my view, that measures should as the above are adopted in order to avoid contraction of the areas around the original village structures of Dundrum, and in order to ensure that the appearance and character of a village is retained if not enhanced.

Kind regards,

A handwritten signature in blue ink, appearing to read 'F. Healy', is written over a horizontal line. The signature is fluid and cursive.

**Frederick Healy**



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-12 19:47:12

## Introduction

### 1 What is your name?

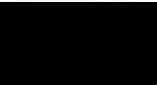
Name:  
Helen Holland

### 2 What is your organisation?

Organisation:  
None - private Individual II

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Plan correctly identified total lack of Social & Community Facilities (purpose built Community or Health Centre), Parks (walking areas with seating/children's play area), Mens' sheds, Sports/swimming facilities) - basically areas where residents can interact to access information/reduce isolation particularly in the area north of Dundrum village. Our "landscape" is bleak (all tarmac & concrete) : no tree/flower planting, the road is never swept, kerbside drains are blocked with debris & plant growth, no evidence of council maintenance whatsoever. Luas bridge "concrete" is stained due to rust coloured drips - driving north at night is hazardous due to poor level of illumination.

The proposal to integrate 1,500 housing units on grounds at the Mental Hospital will pose a serious Exit issue unto Dundrum Rd - is there an alternative entrance/exit? We need a broad mix of social/affordable & purchase houses for starter families plus a large number of smaller units for downsizers (good sheltered housing with medical back-up) to regenerate and financially sustain the area - there is a sufficient number of retail/professional offices.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-12 20:29:03

## Introduction

### 1 What is your name?

Name:  
Herbert Mitchell

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

I would like to see a focal point in Dundrum when it is developed. At present there is no place for a Christmas tree for example or any space for a festival or street market.

The main street should probably be pedestrianised and traffic directed onto the bypass. In other areas this has resulted in increased pedestrian footfall.

If Main Street is pedestrianised then maybe something could be worked out to use the TSB car park as part of a Focal Point.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-12 23:53:28

## Introduction

### 1 What is your name?

Name:

Muireann O'Higgins

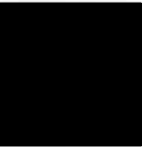
### 2 What is your organisation?

Organisation:

N/A

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

My main area of concern is with the imminent development of Dundrum and the impact this will have on Dundrum village especially.

Please see the attached file for my submission

### 6 Would you like to upload a file with your submission?

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File 4:

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File 5:

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As already stated, my area of concern is with the imminent development of Dundrum and the impact that this will have on Dundrum's main street. I was very opposed to the 2009 plans for Dundrum which basically would have destroyed a streetscape which was familiar and loved by locals and visitors. The Dundrum of my teenage years was a vibrant village and while the main street has deteriorated over the years, I believe that with the proper vision and planning it could become a more attractive area for the benefit of the local residents, the workers and the wider community.

Having stated my concern, I wish to make the following points

- Many of the buildings on the main street are examples of 19th century Irish vernacular architecture. Many towns both in Dublin and other parts of the country have realised the significance of vernacular architecture and have sensitively renovated buildings in this category and made them commercially viable. The renovation of these buildings adds to the attraction of the towns and sets their ambience in their 19th century origins, examples Dalkey, Ranelagh and towns in counties Kilkenny, Wexford and Cork. These buildings could be multifunctional with shops/café's on the ground floor and apartments in the upper floor. Whatever way these buildings function, I believe that this rich vernacular architecture should be retained and restored.
- Many of the buildings on the west side of Dundrum have unattractive shops built in front of them, resulting in the original houses being invisible. The removal of these shop fronts would not only would allow for the visibility of these original buildings but would also allow for a wider footpath with more open space and seating.
- Architectural drawings from the Imagine Dundrum group suggested that a covered area be built over the bypass and function as a park. Not only would this give more recreational space but would link Dundrum with such cultural landmarks as Dundrum library, St Naithi's church/graveyard and Dundrum Castle.
- I am aware that Dundrum castle is in private ownership and am not sure of how it is presently used. But it might at some stage function as a hostel/base for walkers on their way to the Dublin Mountains and make Dundrum a gateway to the Dublin Mountains.
- That Waldemar Tce be retained and act as a northern focal point and an entrance for Dundrum village around the area of the Luas bridge.
- I am aware of the pressure on housing and the need for high rise. I am also aware of the developer's need to make this development financially viable. I do not oppose high rise. But I would suggest that whatever high rise is built that it be sensitive to the character of old Dundrum and that it rise gradually towards the bypass and not overhang the village.
- I would also suggest that Dundrum library remain in its original stately Carnegie building and that further expansion be done in the area of the now derelict HSE building at the back.

I am very pleased to see that the Dun Laoghaire Rathdown County Development Plan 2016-22 states its intention to not just to reviving the moribund retail of Dundrum but restoring it as a liveable

community and re-energising it as satisfying urban environment for locals and others. I am particularly impressed that the SLO's 149 and 150 in Chapter 9 make a commitment to take cognisance of the character and streetscape of the old main street and indicate that the cultural and community uses are envisaged as part of the redevelopment for Dundrum Phase 2.

I hope that Dun Laoghaire Rathdown planners will be able to use the framework of the County Development Plan and revitalise Dundrum village in the new development. Dundrum has taken its fair share of retail over the years and all the traffic problems that comes with it. What we need in any future development is a more community focus which reflects the distinct character of the main street.

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-13 10:36:08

## Introduction

### 1 What is your name?

Name:

Andrew Parkes

### 2 What is your organisation?

Organisation:

An Taisce - The National Trust for Ireland - South County Dublin Association

### 3 What is your postal address?

Post address:

c/o St.Michaels, Sydenham Villas

Dundrum, Dublin 14

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please see the attached letter dated 12 December 2018

### 6 Would you like to upload a file with your submission?

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AnTaisce.DLRCC.2018.12.13.Dundrum LAP.docx was uploaded

file 2:

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**An Taisce**

*The National Trust for Ireland*

South County Dublin Association  
c/o St. Michael's, Sydenham Villas, Dundrum, Dublin 14  
Tel: 01-298 2832

Senior Executive Officer,  
Planning and HR Department,  
Dún Laoghaire-Rathdown County Council,  
County Hall, Marine Road,  
Dún Laoghaire, Co. Dublin.  
Ag6 K6Cg

**13 December 2018**

Dear Sir/Madam,

**Comments on the "Issues Paper" for the pre-draft Consultation on the Dundrum Local Area Plan.**

Background

While the opening paragraph of the "Background" section of the Issues Paper refers to the Urban Framework Plan (UFP) prepared for Dundrum in 2003, and then says that the County Development Plan (CDP) 2016-2022 provided for the making of a new Local Area Plan during its lifetime, we find it surprising that the Issues Paper does not mention the Section 1.3.4.10 of the CDP which specifically deals with Dundrum. The CDP says that the LAP "will address many of the projects and initiatives which were initially identified in the 2003 UFP" and then lists seventeen elements of the UFP, many of which remain as important now as in 2003. We think that the current consultation would have been clearer for the public if these issues had been specifically identified as in the CDP. In addition, we note that there are two Specific Local Objectives (SLO) in the CDP applicable to Dundrum Main Street:

*149 That any future redevelopment of Dundrum Village Centre (Phase 2) shall provide for and retain a range of complementary non-retail uses including - but not limited to - employment, restaurant, leisure, entertainment, cultural, community and civic uses - to supplement that already provided for within the wider Dundrum Town Centre.*

*150 To ensure that Phase 2 of the Dundrum Town Centre takes cognisance of the character and streetscape of the Old Main Street.*

These Objectives are not mentioned in the "Background" section of the Issues Paper. SLO 149 is quoted in the "Future Development" section. We have not been able to find any mention of SLO 150 anywhere in the Issues Paper. We trust that the draft LAP itself will be guided by this basic approach.

We support the proposal to include the Central Mental Hospital (CMH) lands within the LAP area for various reasons, most importantly because any residential development there will affect traffic levels on the Dundrum Road and passenger numbers on the LUAS.

Movement

This section refers to the 'Bus Connects' Plan and includes the following:

An Taisce - The National Trust for Ireland, Tailors' Hall, Back Lane, Dublin, D08 X2A3, Ireland. Company 12469 - Registered Charity No. 20006358 - Charity CHY4741. Directors: P Kearney, C Massi, M Ó Ceidigh, P Oliver, J Osborne (UK), J Pierce, G Poynton, C Stanley-Smith (UK), J Sweeney

*The proposals, however, also envisage a greater level of bus activity on the Main Street of Dundrum, an area identified for improved public realm/ pedestrian facilities.*

Some changes have already occurred with re-direction of the No. 75 bus route and introduction of the No. 175 route along the Main Street. We would urge continued support for the aim set out in the 2003 UFP as quoted in the current CDP at 1.3.4.10, bullet point No. 4:

- *The provision of a pedestrian-friendly and traffic calmed environment along the Main Street with particular care being paid to paving materials, modern public lighting, hard and soft landscaping and street art. There is a particular need for improved soft landscaping along the Main Street.*

We suggest that most buses should be re-routed along the By-Pass with pedestrian links being provided from the Main Street to and across the By-Pass. Bus services on the By-Pass can also be brought in to a traffic hub beside the LUAS stop.

### Retail Development

We support the following paragraph in the Issues Paper, so far as it goes:

*“Important aspects to consider will be the importance of ensuring a successful integration of any redevelopment into the Main Street, having regard to the character and scale of the Street and delivering an improved pedestrian environment and associated public realm.”*

But as already noted, SLO 150 requires that cognisance be taken of both the character and the streetscape of the Old Main Street. This is not just a matter of scale (although this is important) but also involves the nature of the streetscape with its Victorian Terraces and other red-brick buildings in varied groupings, with ridged roofs. SLO 150 refers specifically to Phase 2 of the Dundrum Town Centre (i.e. the western side of the Main Street) but the same principle of taking cognisance of the character and streetscape should also apply to future development proposals for the other (eastern) side of the Old Main Street.

Bullet point 15 of the 2003 UFP as quoted in the CDP also says:

- *All new building interventions shall respect and have cognisance of the scale, materials and character of the existing established Dundrum Town Centre (MTC) (especially of the Main Street/ Sandyford Road to include the Upper Kilmacud Road and Ballinteer Road between the Luas line and the Dundrum Bypass) and the residential amenity of the surrounding area.*

The reference here to “materials” as well as scale and character is important and is missing from the paragraph quoted above from the Issues Paper.

On the questions raised in the Issues Paper, we think that there is sufficient “destination shopping” in Dundrum and that the Main Street should provide for retailing more focussed on serving the local community, e.g. in “living over the shop” types of premises. Forward planning should take account of not only the deficiencies in the existing retail provision, but also shops that would be lost on demolition of the old Shopping Centre and other existing premises, e.g. butcher, greengrocer, hardware, book shop, newsagent, post office, café/coffee shop, convenience store or small supermarket.

### Heritage

We welcome the recognition in the Issues Paper that *“Many important buildings and streetscapes”* from the era after arrival of the railway *“have survived and collectively represent a rich heritage for Dundrum”*. The 2003 UFP as quoted in the CDP included the following bullet point No. 11:

*"The conservation, preservation and re-use of historic and interesting buildings, including groups or blocks of such buildings like existing terraces. These form an established part of the town and contribute to its overall character."*<sup>1</sup>

We trust that this conservation of the heritage will be a guiding principle for the LAP. It is particularly crucial to the protection of the existing terraces and other groups of buildings that form the streetscape of the Old Main Street. We refer again to SLO 150:

*150 To ensure that Phase 2 of the Dundrum Town Centre takes cognisance of the character and streetscape of the Old Main Street.*

One question raised in the Issues Paper asked whether more buildings should be added to the Record of Protected Structures. The Parochial House in the curtilage of Holy Cross Church should be separately listed.<sup>2</sup> Moreover, the question should have been broadened to ask about potential Architectural Conservation Areas (ACAs).<sup>3</sup> We are on record<sup>4</sup> as supporting new ACAs on Dundrum Main Street, including Glenville Terrace (nos. 1-3), Waldemar Terrace, and (on the western side of the Main Street) Nos. 4-5 and 8-9 as well as Pembroke Terrace. We maintain this view. The character and setting of these buildings are worthy of conservation. In addition, we urge that assessment of the Candidate ACA at and around the Dundrum Village Crossroads should proceed urgently so that this group of buildings is raised to full ACA status as soon as possible.

### Urban Design and Placemaking

We note that "Conserving and respecting local heritage" is specified but we think that it should be higher than item 6 in a list of 7 key principles underlining good urban design. The retention of the unique "village" atmosphere in Dundrum in co-existence with its development as a Major Town Centre should inform future policy.

We support the proposal in the Issues paper to reduce visual clutter. The 2003 UFP as quoted in the CDP included the following as bullet point No. 3:

- *Continuing the regime of strict control of advertising on building facades through the Development Management process*

We urge more active exercise of this regime, particularly in relation to the Pembroke Cottages and other building with red-brick facades.

### Social & Community Facilities

We wish to see implementation of the following objective included in SLO 149:

*149 That any future redevelopment of Dundrum Village Centre (Phase 2) shall provide for and retain a range of complementary non-retail uses including ..... cultural, community and civic uses*

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<sup>1</sup> The Chief Executive's Response and Recommendation on Submissions received in relation to the draft County Development Plan 2016-2022 said that it was envisaged that the draft LAP would incorporate many of the objectives in the original 2003 UFP including specifically this one.

<sup>2</sup> See our submission on the draft County Development Plan 2016-2022 in 2015

<sup>3</sup> The Issues Paper says that there are two ACAs within the LAP boundary, one at Pembroke Cottages and one at Sydenham Road. There are in fact four, two in separate groups of Pembroke Cottages and two at Sydenham Road and Sydenham Villas.

<sup>4</sup> Again, see our submission on the draft County Development Plan 2016-2022 in 2015

We support the proposal of the *Imagine Dundrum* group for a Civic Centre with public open space at the heart of the Village. We urge that the granite-and-bronze sculpture by Cliodhna Cussen paying tribute to Stephen Roche be given a prominent location in the Civic Centre.<sup>5</sup>

We note in the Issues Paper that there is now to be a “Dundrum Community, Cultural and Civic Action Plan” to make recommendations for the future. While this is laudable, we wonder whether recommendations made in this way would have statutory strength. We think that the provision of Community facilities must be covered within the LAP which is to be adopted under Part 1, Chapter II of the Planning and Development Act 2000 (as amended).

#### Future Development

As already noted, we support the inclusion of the Central Mental Hospital (CMH) lands within the LAP area. However we think that a large number of residential units on these lands would necessitate revision of transport. In particular the LUAS service might have to be increased and consideration given to improving the road connection between Dundrum and Dublin city. We note that the CMH land is zoned ‘residential’ but with an ‘INST’ symbol indicating ‘To protect and/or provide for Institutional Use in open land’. We understand this to mean that at least 25% open space must be retained, which we would support. We note also that the CMH building is not a Protected Structure but we think that it is a Building of Heritage Interest whose suitable reuse must be insisted upon. The landmark walls should also be retained, subject only to the formation of openings to facilitate access.

Yours faithfully,

ANDREW PARKES, for the Planning Sub-Committee  
An Taisce South County Dublin Association

---

<sup>5</sup> The current location in the walkway leading to the dlr Mill Theatre does not reflect either the quality of the sculpture or the fame of Stephen Roche.

## Introduction

### 1 What is your name?

Name:  
Conor Griffin

### 2 What is your organisation?

Organisation:  
Dundrum resident

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
My submission is attached as a Word file .

### 6 Would you like to upload a file with your submission?

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## **Submission on Local Area Plan (LAP) for Dundrum**

*By Conor and Mary-Rose Griffin,* 

### **What are the key issues that a Local Area Plan (LAP) for Dundrum should focus on?**

Developments in Dundrum over the last 15 years or so have focused on large-scale private, for-profit developments, from buy-to-let apartment blocks to an enormous commercial shopping area.

The LAP should focus on the requirements of residents of all ages (from young families to the elderly) in the area.

### **Movement**

More cycle lanes should be created and those already in existence should be enhanced.

Any measures that would reduce traffic through the local community should be considered.

Parking in residential areas should be restricted to those who live in the community. In this regard, employers in the Town Centre should be obliged to provide free parking to their employees within the Centre's 3,000 parking spaces.

### **Retail development**

There has long since been enough large-scale retail development in Dundrum, the profits of which are more likely to end up in London than in the local community. The Dundrum Town Centre has severely affected the ability of small, private and often family-run businesses to operate in the actual village.

While opinions on the Centre's architecture are subjective, to my eyes it is tacky and already dated in parts.

The main street should – as any community's main street should – serve the needs of the community in which it is situated. At the moment, there is a general absence of restaurants, newsagents, book shops, independent cafés, clothing retailers/boutiques, fruit and vegetable shops, grocery outlets etc.

It is interesting to contrast Dundrum with Ranelagh in this regard.

There is a phenomenon in the United States known as the Walmart effect, which refers to the economic damage inflicted on local businesses and retailers when companies like Walmart set up in a community. Dundrum Town Centre – an enterprise created with profit as its only goal – has had a similar, draining effect in Dundrum.

Failure of a retail outlet in Dundrum Town Centre only has an effect on those who might be employed by it; if no longer commercially viable, such outlets, which can be found on any UK or, increasingly, continental European high street, will simply set up

an identical outlet again in a shiny new development elsewhere. A small family business does not have this financial safety net.

In this regard, serious consideration should be given to incentives such as, for example, the subsidising of commercial rates on the village's main street for independent retailers.

### **Heritage**

The Imagine Dundrum group has considerable knowledge in terms of the heritage and history of the area and should be consulted on what needs to be added to the Record of Protected Structures.

### **Community facilities**

An extended library and a new centre to facilitate civic and cultural functions should be at the centre of any new development. The new library in Dun Laoghaire is a good model in this regard.

### **Playgrounds**

There is an absence of playgrounds in the vicinity of the village that is completely at odds with the facilities available in other communities nearby. Young families have to travel to use such facilities elsewhere. A new community area should include such facilities.

### **In conclusion**

If the country's recent history has taught us anything at all, it is surely that private developers – whose sole motivation is often personal gain - should not be trusted to shape a community.

The needs of the local community have not been considered in recent developments of the area.

The LAP must redress this unacceptable malaise.



D047

## Introduction

### 1 What is your name?

Name:  
Liz Quinn

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

As a resident in Goatstown, which is so close to Dundrum, changes to the Dundrum area will have a major impact on our daily lives. These are the issues I would like to raise as part of the LAP process.

The development in the CMH will have a huge impact on the traffic in the surrounding areas - the Dundrum Road is frequently at a standstill and is full to capacity. The Goatstown Road is also extremely busy especially at peak times. This needs to be very much taken into account when planning for the future of the CMH. I am very concerned that our estates near the CMH will become more of a 'rat-run' that they already are. I am also concerned that the green area at Rosemount will be impacted and an access road will be put in there to the CMH.

There is a serious lack of park and recreational facilities in the Dundrum/Goatstown area - the CMH development is an opportunity in this regard. Swimming pool, gym, park facilities should be included in the development.

There should be a height restriction of 5 floors in the any CMH development in keeping with the area. Also the historic CMH building and wall should be preserved as much as possible.

The Dundrum village area lacks a civic space both indoor and outdoor - residents and visitors need somewhere pleasant to meet, shop, eat etc - the village seems forgotten and abandoned. There are some beautiful historic buildings in the area that should be preserved and incorporated into any development in the area.

Thank you,  
Liz Quinn

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-13 16:06:38

DO48

## Introduction

### 1 What is your name?

Name:

Tom Walsh

### 2 What is your organisation?

Organisation:

private citizen

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

The Luas zone finishing in Dundrum village should be extended to Balally to facilitate better access to the Town Centre. In the long or medium term, a tunnel should link the Balally Luas stop with the Dundrum Town Centre

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-13 16:15:17

## Introduction

### 1 What is your name?

Name:

William B. Devine

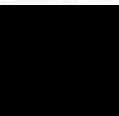
### 2 What is your organisation?

Organisation:

Member of Lynwood Residents' Association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

1. Main Street, Dundrum needs to maintain the right to park, otherwise it will be by-passed. Removing cars would suck the life out of the street.
2. It needs to attract shops which will appeal to large numbers of people, i.e. a home bakery/cafe, bookshop or hardware shop. There should be less financial institutions and more retail.
3. There should be a return to traditional shop signage.
3. It also needs street furniture for people to sit on - it attracts a large number of older people.
4. It therefore needs also upgrading from a visual point of view - containers with flowers, more flower baskets, tree planting.
5. It needs a better effort to decorate the street at Christmas time.
6. There should be another pedestrian crossing at the entrance road to the Luas.
7. The re-development of the old Shopping Centre should include an Hotel and an open recreational area with a water feature and lighting.

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## Dundrum Local Area Plan Pre-draft Consultation

# Submission from **Imagine Dundrum**

14 December 2018



# **A Submission from Image Dundrum to the Dundrum Local Area Plan pre-draft Consultation**

## **Imagine Dundrum**

Imagine Dundrum is a coming together of a group of local residents of Dundrum and surrounding areas. We are working together for the renewal of Dundrum's core built environment. Our aim is bring a strong community voice to the decisions that will shape our place for generations.

## **Welcome for the Local Area Plan**

We warmly welcome the start of the Local Area Plan process, and look to that Plan, in due course, to begin a ground-breaking process of renewal for Dundrum Village. We believe the LAP offers an opportunity to create a sustainable, modern, thriving Dundrum that effectively blends the Village's rich past and heritage, its unique character and its present strengths, with its future as a modern urban village.

The Issues Paper has served well to offer an accessible set of background information and prompts to assist us in framing our submission. Our focus in our submission is on Dundrum Village, as the centre of a growing population and the second major town in the county of Dun Laoghaire Rathdown, and on the developments needed to make Dundrum a thriving, attractive and welcoming community in which to grow up, visit, work or grow old.

## **Dundrum's recent history**

Following the large-scale housing expansion of the 1960s and 1970s, the Dundrum area developed a strong new sense of community and locality, based around its historic village core. In recent years, however, local people have experienced a progressive sense of loss resulting from the visible down-grading of much of our local environment. Significant change came from Dundrum's designation as a Major Town Centre, the construction of the new shopping centre and the bypass. Then, during the recession years, we have witnessed the gradual physical deterioration of our Main Street as a whole. As a result, we have lost a unique place with an individual character and living history, which had nurtured social cohesion and a sense of belonging for local residents.

***Imagine Dundrum*** members are convinced that these lost qualities can be restored to Dundrum, with good planning, sensitive awareness of the social and community dimensions of urban redevelopment, and adequate and timely consultation with local communities and businesses. The proposed redevelopment of Dundrum's built environment has the potential to restore that strong sense of community for locals, while creating a thriving, varied, and authentic place attracting workers and visitors alike.

## **The principles underpinning Imagine Dundrum's Submission**

At the start of our work three years ago, Imagine Dundrum adopted a set of fundamental principles for the renewal of Dundrum. These principles have guided us well, and they underpin and inform this submission. We believe these principles (below) are in tune with the ethos of the Issues Paper published by Dun Laoghaire Rathdown County Council.

*Our fundamental principles: The new Dundrum we want to see:*

- **A thriving Dundrum Main Street**, which reflects and respects the character and streetscape of the Old Main Street, including the local historical and cultural landmarks, and maintains a style and scale of building in tune with the unique character of the Village.
- **A proper balance between residential, commercial and public/civic spaces in Dundrum**, both on the Main Street and in the overall development, restoring the original qualities of Dundrum Village.
- **A substantial public focal point providing for cultural, community and civic uses and forming an integral part of Dundrum's redevelopment**. This will strengthen and support community life and ensure its sustainability.
- **A Dundrum which is a connected environment, pedestrian- and cycle-friendly**, with easy movement between its different parts, with open and green areas, and smooth links to public transport.
- **A thriving place where small and medium-sized local, independent business are encouraged and provided for**, to ensure authenticity in the commercial landscape, and a thriving day and evening social and commercial life.
- **A renewed Dundrum that is inclusive, open and accessible to all** - including older people, children and young people, people with disabilities and the widest range of residents, workers and visitors.
- **A sustainable, future proofed Dundrum**, showcasing the highest environmental and energy efficient standards in its design, construction and maintenance

We are delighted that our **1,000 Voices Project**, where we sought signatures from 1,000 local people in support of these principles, has been a great success, and we are now embarking on securing a further 1,000 statements of support.

## **Population, Demographics and the Boundaries of the Local Area Plan**

### **Assessing need: The role of demographics in the Local Area Plan process**

Population and Demographics in the Issues Paper are a function of what constitutes the LAP boundary and an assessment of the population within those boundaries.

This population/area chosen for the Local Area Plan has a direct bearing on the assessment of needs in the Plan area, such as social and community facilities, child care, health services, library services and much more. As such, the boundaries of the Plan should have clear regard to the areas to be served by the Village.

The demographics cited in the Issues Paper are based on the 2016 census. The fact that the data is two years old is of little importance where no development has taken place in the intervening years, and no significant developments are expected within the lifetime of the LAP. However, if the LAP boundary were extended to include the predicted population of all contiguous developments such as Notre Dame, Southmede, Wyckham Point and Herbert Hill, the population size and mix would change significantly.

Our belief is that Dundrum Village is the centre point of all the above developments and that the sizing of the population served by the Village should include those above, the population of the hinterlands of Dundrum, including the predicted population of the Central Mental Hospital development. We submit that the Local Area Plan boundary be extended to cover all of the developments mentioned above which have not already been included.

### **A coherent approach to Taney Parish**

We also submit that Taney Church should be within the Dundrum LAP area as its parish community and its schools are within the Dundrum Area; the church authorities share this view.



## Towards a Child and Young Person friendly Dundrum Village

### Making children a priority for the Local Area Plan

Children and young people have their unique perspective on what matters in their place. They see their environment with fresh eyes and enquiring minds, Young children experience the city, town or village from a different height. What they need from and value in a place is different from what adults need. Planners have both an opportunity and a duty to respond to those unique needs and perspectives and build them into the planning for and thinking about urban design.<sup>1</sup>

The health and wellbeing of citizens generally, but especially children, should be at the center of the planning principles that guide the future planning for Dundrum Village.<sup>2</sup> As a guiding principle, health and wellbeing considerations, especially for children and young people, will place a strong focus and priority on open space and recreation, environmentally friendly, sustainable and safe environments, and the need to create a child-centred place to live, play and go to school.

*Imagine Dundrum* believes that engaging children in the urban design and planning process has value that goes well beyond the learning and insights that it delivers for children and young people, though these insights are crucial. It helps to create a sense of place and a pride in that place.<sup>3</sup> It lays the roots of community engagement and belonging, that can last a lifetime.

*Imagine Dundrum* believes that the needs and interests of children and young people should be **visible and explicit** in the planning considerations that drive every aspect of the Dundrum Local Area Plan, and especially urban design and placemaking, open space and recreation, movement, and housing. Their needs should be specifically measured and responded to and have a high priority across all facets of the planning for Dundrum Village and its environs.

### Our engagement with children and young people

In preparing to make this submission to the pre-draft consultation for the Dundrum Local Area Plan, *Imagine Dundrum* held several engagements with children and young people. We provided them with opportunities to walk the Village, learn about its heritage, think 'on the spot; about what the future might look like in a child friendly village. In partnership with the Irish Architectural Foundation, workshops were held with the young people where they explored possibilities and exchanged ideas. We listened to the ideas from very young children at a family workshop.

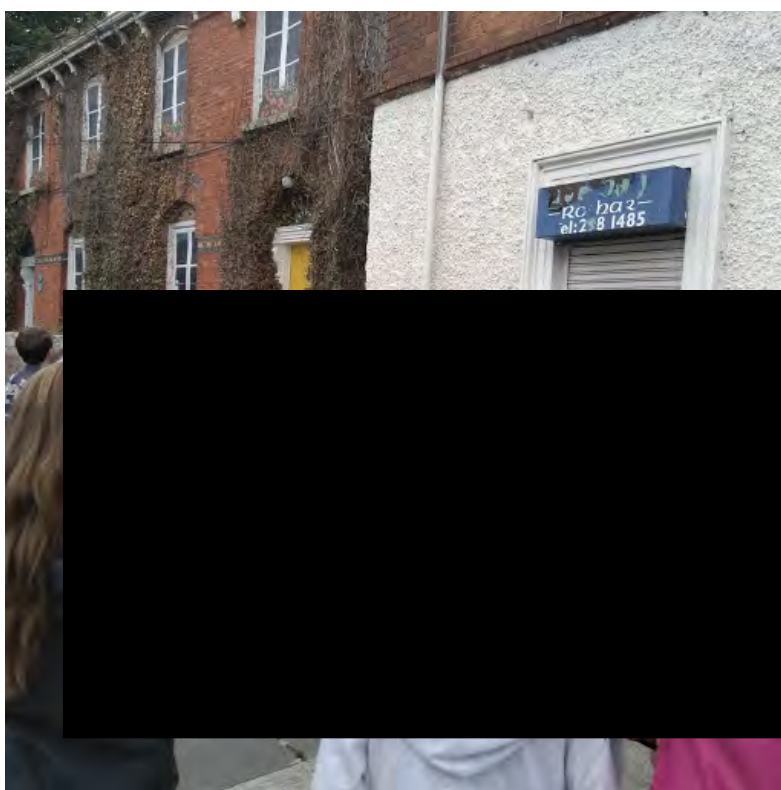
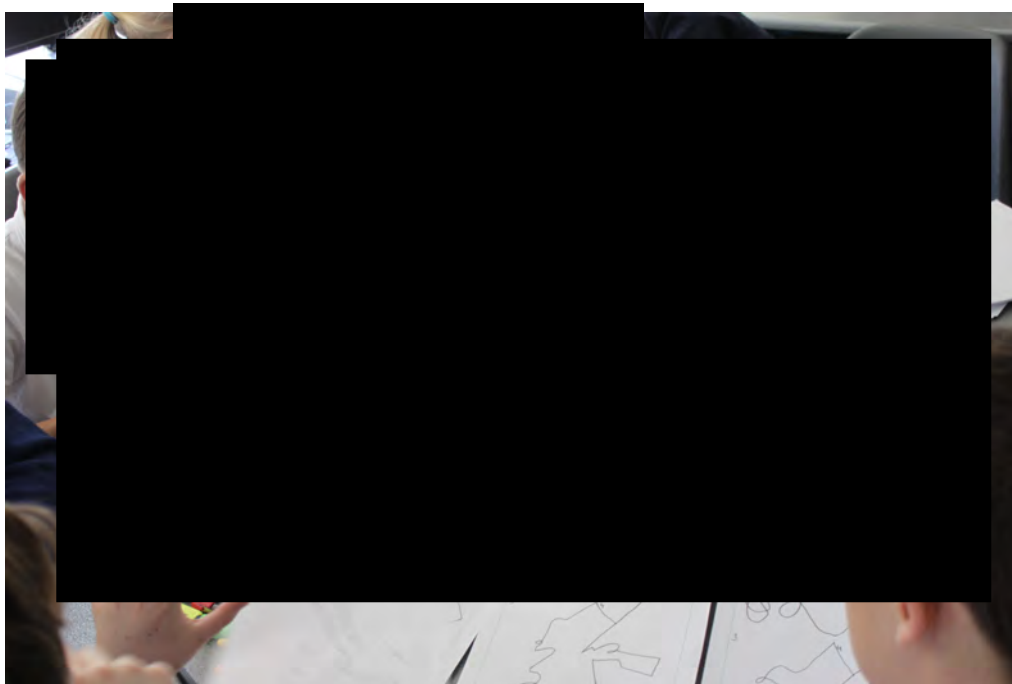
A striking feature of the ideas and wishes of children was their **empathy for others besides themselves**. They spoke about the need for places that were good for older people and people with disabilities, and parents with buggies.

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<sup>1</sup> [https://www.childinthecity.org/2018/04/26/helping-children-re-imagine-the-city/?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=Newsletter%20week%202018-18](https://www.childinthecity.org/2018/04/26/helping-children-re-imagine-the-city/?utm_source=newsletter&utm_medium=email&utm_campaign=Newsletter%20week%202018-18)

<sup>2</sup> <https://www.childinthecity.org/2018/03/30/urban-planners-must-prioritise-well-being-says-who-public-health>

<sup>3</sup> *Placemaking with Children and Youth: Participatory Practices for Planning Sustainable Communities*. By Victoria Derr, Louise Chawla and Mara Mintzer.



Their ideas were not confined to their wish for playgrounds and recreational spaces. They had a keen sense of the facilities that make for a rich community life. They talked about housing, the library, shopping, traffic and much more, with imagination and creativity.



### **Children, Young people and the Dundrum LAP**

Imagine Dundrum believes that the Dundrum Local Area Plan should be **explicit** in its provision for creating a child and young person friendly Dundrum, with specific sections catering to child friendly urban design.

We propose that children's interests should be covered in depth in the proposals for urban design and placemaking, movement, social and community facilities, and other sections as well as open space and recreation, which is a key area of interest for children.

*Imagine Dundrum* heard from children and young people of different ages. However, as a voluntary community group, our resources and time for consultation were limited. We propose that in preparing the plan, the planners and other personnel responsible for the public realm and community planning would engage directly with children and young people and hear their voices and ideas.

**Proposal:** Make children and young people's needs explicit and visible in the Local Area Plan.

**Proposal:** Engage directly with children and young people in preparing the Plan.



## An Accessible and Inclusive Dundrum Village

### Dundrum Village can lead the way

Placemaking means designing a place that is accessible, attractive and welcoming for everyone and where services, buildings and the public realm are planned and designed with the needs of all ages and abilities in mind. An accessible environment will support the health and wellbeing of all.

*Imagine Dundrum* believes that The Dundrum Local Area Plan offers a huge opportunity to enable the future Dundrum Village to lead the way in creating an urban space that is friendly for everyone, but especially a place that is accessible and inclusive for people with disabilities and their families and older people.

We will draw attention to particular issues, concerns and opportunities for an accessible Dundrum Village in the course of other sections of this submission.

### Planning to meet the needs of older people: A strong policy context

The Issues Paper refers to the population of older people in the Dundrum Area. In the light of this large and growing population group, it is essential that the Local Area Plan will make explicit provision for an age-friendly Dundrum Village and wider environment.

We note National Policy Objective 29 in the National Planning Framework saying that ‘Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.’<sup>4</sup>

*Imagine Dundrum* welcomes the fact that Dun Laoghaire Rathdown County Council has signed up to the *Dublin Declaration on Age Friendly Cities and Communities*.<sup>5</sup> Several aspects of the Declaration are especially relevant to the Dundrum Local Area Plan:

- **Adopt measures to develop urban spaces and public places that are inclusive, sharable and desirable to all**, including older people, and ensure that publicly used buildings promote the dignity, health and well-being of users of all ages, and are fit for purpose to meet the changing needs of an ageing society.
- **Promote and support the development of neighbourhoods and communities for all ages that are diverse, safe, inclusive and sustainable**, and that include housing for older people that is of the highest quality.
- **Promote the participation of all**, including older people, in the social and cultural life of their community by making available a diverse range of events and activities that are accessible, affordable and tailored to be inclusive of them and promote their integration into the community. This should include the promotion of intergenerational activities.

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<sup>4</sup> <http://npf.ie/wp-content/uploads/2017/10/Ireland-2040-Our-Plan-Draft-NPF.pdf>

<sup>5</sup> [https://extranet.who.int/agefriendlyworld/wp-content/uploads/2014/05/Dublin\\_Declaration\\_2013.pdf](https://extranet.who.int/agefriendlyworld/wp-content/uploads/2014/05/Dublin_Declaration_2013.pdf)

*The Dun Laoghaire Rathdown Age Friendly Strategy 2016-2020*<sup>6</sup> translates these principles into a strategy for the county. The views and wishes of older people were well captured in the consultations that were held to develop the strategies. Those needs and views have clear application for the Dundrum Local Area Plan, and should be fully taken on board in the development of the Plan.

### **Towards a disability friendly Dundrum Village**

While planning for older people will also help to ensure that Dundrum Village is an accessible and welcoming place for people with disabilities, more needs to be done in terms of planning for the public realm to meet the particular needs of people with disabilities. Children and adults with autism have particular needs in the urban environment, and those needs should be examined and addressed as part of planning for the Village.

The Universal Design<sup>7</sup> approach to the public realm is one that can help to ensure that ease of access, movement and use of public and private space is built in from the start. While Dundrum Village is not a 'green field' *Imagine Dundrum* believes that the investment in planning for an accessible Village which we hope will follow from the Local Area Plan offers a vital opportunity to create a fully accessible environment for people with disabilities.

### **Consulting with people with disabilities: What *Imagine Dundrum* heard**

*Our consultations:* *Imagine Dundrum* talked with people with disabilities, families and advocates about their experience of Dundrum Village. We asked what would make it a good place to live, visit, spend time. We spoke with people who are wheelchair users, people with visual impairment, family members and people with learning disabilities. We put out a call through our mailing list and got responses from several professionals with an interest in this question.

The overwhelming feedback was that Dundrum Village at present is an inhospitable place. The difficulties people spoke about ranged across many aspects of the public realm, including pavements, street furniture, safe walking routes, car parking, traffic, lack of accessible toilet facilities. For wheelchair users and visually impaired people, the Main Street was not experienced as a welcoming place.

### **What people would like**

Among the changes that people with disabilities to whom we spoke want to see are seriously improved paths and pavements, walkable routes through the village, a much bigger and accessible library, accessible restaurants and shops, quiet, calm places to sit and relax, and reduced speed of traffic through the Village.

Particular attention also needs to be given to making sure that children with disabilities are held in the minds of planners and developers. Play facilities in Dundrum Village and environs need to be accessible and to include play opportunities for children with mobility needs, and autism friendly play.

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[https://www.dlrcoco.ie/sites/default/files/atoms/files/dun\\_laoghaire\\_rathdown\\_age\\_friendly\\_strategy\\_2016\\_-\\_2020.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/dun_laoghaire_rathdown_age_friendly_strategy_2016_-_2020.pdf)

<sup>7</sup> Building for Everyone: A Universal Design Approach. National Disability Authority. Centre for Excellence in Universal Design, <http://universaldesign.ie/Built-Environment/Building-for-Everyone/>

**Proposal:** The redesign of Dundrum Village offers opportunities to take advantage of up to date technology in the design of disability friendly environments<sup>8</sup> We urge Dun Laoghaire Rathdown County Council to invest in making Dundrum Village a model of best international practice and the most welcoming and hospitable place for children and adults with disabilities and older people.

**Proposal:** That the Dundrum Local Area Plan will make explicit provision for an age-friendly public domain.

**Proposal:** That DLR will conduct a detailed audit of Dundrum Village to prepare the LAP but along with people with disabilities.

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<sup>8</sup> <https://www.theguardian.com/cities/2018/feb/14/what-disability-accessible-city-look-like#comment-112226104>

## Heritage

### **An Architectural Conservation Area designation for Dundrum Main Street and beyond**

*Imagine Dundrum* has made an application to Dun Laoghaire Rathdown County Council for the designation of Dundrum Main Street as an Architectural Conservation Area. That application constitutes our submission to this Local Area Plan pre-draft consultation, along with some additional buildings, and we re-submit the application here.

#### **Introduction**

Dundrum Main Street and the area around the intersection of Ballinteer Road, Main Street, Upper Kilmacud Road and Sandyford Road (also referred to as Dundrum Crossroads) is one of the areas in Dun Laoghaire-Rathdown County which exhibits a distinct character and qualities based on its historical build form and layout. This distinct character often derives from the cumulative impact of an area's buildings and their setting. Areas such as this are an expression of our heritage and identity and contribute to the quality of our lives.

There will always be changes in areas such as this but their special character is of great value and worthy of protection. *Imagine Dundrum* is therefore making the following proposal in order to protect the unique heritage and character of Dundrum village for future generations.

The area around the intersection is already a candidate Architectural Conservation (see *DLR County Development Plan 2016-22*) and it would make good sense and be consistent with this for the Council to create a candidate ACA of the Main Street as described below, and to assess the Crossroads and the Main Street for ACA status at the same time.

The *Planning and Development Act 2000* provides the legislative basis for the protection of such areas by facilitating their designation as Architectural Conservation Areas (ACAs).

Under Part IV Section 81 an ACA is defined as a place, area, group of structures or townscape, taking account of building lines and heights that-

- (a) 'Is of special architectural, historical, archaeological, artistic, cultural, social or technical interest or value, or
- (b) Contributes to the appreciation of protected structures,'

The designation of Main Street buildings as an Architectural Conservation Area would be in line with the Special Local Objective (SLO) 150 of the *DLR County Development Plan 2016-2022* which aims 'to ensure that Phase 2 of the Dundrum Town Centre takes cognisance of the character and streetscape of the Old Main Street'. Creating an ACA here would also be very much in keeping with the thinking underlying the Council's *Urban Framework Plan for Dundrum* which is included in the current County Development Plan.

Buildings of note in the Main Street Area are detailed below.



## Dundrum Main Street: proposed Architectural Conservation Area.

### Main Street - West Side

1. **Glenville Terrace** consists of three Victorian houses (Nos 1 – 3) built using red brick. The Environmental Impact Statement referring to planning application Reg. Ref.D08A/0231 (EIS) noted ‘These three houses retain their primary external Victorian appearance and are an important component of the streetscape’. Imagine Dundrum considers that that this terrace is an important part of the character and streetscape of the Main Street. (EIS para 5.11.2.47 and 5.11.2.59, Figure 5.11.2.1 green and Plate 5.11.2.16;).



Photograph Glenville Terrace

### North of Glenville Terrace

2. **The Old Post Office** building north of Glenville Terrace and south of the old shopping centre is a Victorian building that fits in with the character of the street. It presents as a three bay two story over basement red-brick Victorian building with a single story over basement Georgian return (EIS para 5.11.2.60, picture below). Despite the current poor condition of this building, restoration could be possible, and so Imagine Dundrum proposes that it should be assessed for inclusion in the Architectural Conservation Area.





Photograph: Old Post Office, 2017

### **South of Glanville Terrace (West side of Main Street)**

#### **3. Several buildings should be mentioned here:**

The first building is **No. 4 Glanville Terrace** (Shop) which is a three bay two story structure with a hipped roof. The next building is **No 13 Main Street** which has two shops extended towards the street. The structure is a two storey over basement, three bay Victorian building. The shop extensions are of mixed quality but retaining the house will maintain the building lines and height of the street which are to be taken into account under Section 81 of the Act.

**No 15 Main Street** is a two storey over basement, three bay Victorian structure with a shop front extended to the street (currently The Best Barber). These three buildings could be refurbished in the future. All three houses should be assessed for inclusion in the ACA.

#### **Main Street – East Side.**

There are a number of buildings on this side of the street that are of interest and play a key part in maintaining the character and streetscape of the Old Main Street and Street in keeping with the intention of SLO 150 of the current DLR County Development Plan

**4. Nos. 4-5 Main Street**, a pair of Victorian houses converted to shops. No.4 has its upper facade rendered but may well retain its brickwork like No. 5, where it has been painted over. (EIS para. 5.11.2.71, Figure 5.11.2.1, green and Plates 5.11.2.2 and 5.11.2.24).

**5. No 6 Main Street** consists of three houses which are converted into businesses (Tax Assist Accountants, Sherry Fitzgerald and Oxfam). Although relatively modern they are in character with the rest of the East side of the street. (See picture below).



**6. Nos. 8-9 Main Street.** This pair of Victorian houses with decorative brickwork are converted to shops and No 10, a three-bay red brick house which has been converted into a bank. At No. 10, brickwork from ground level upwards can be seen at the north-west corner, behind the stone facing. (EIS para. 5.11.2.72, Figure 5.11.2.1, green and Plate 5.11.2.25-26).

**7. Pembroke Terrace** consists of three Victorian houses built in red brick with attractive stone decorations comparable to Glanville Terrace on the West side of the street although with differences in detail.

**8. Nos 14-15 Main Street,** a five bay building of yellow brickwork with red brick decorations especially over the windows and door. These building have been converted to shops (EIS para. 5.11.2.73-74, Figure 5.11.2.1, green and Plate 5.11.2.28-29).

#### **West Side near William Dargan Bridge.**

**9. Waldemar Terrace** is a terrace consisting of three houses built with a mixture of darker brick with red brick decorations over windows and doors, details under the cornice and fine chimney stacks. (EIS para 5.11.2.67, figure 5.11.2.1, green and Plate 5.11.2.20).

Depending on the plan submitted to the DLRCC, it is likely that the developer will want to develop the area around Waldemar Terrace and the William Dargan Bridge and we agree that this area is in need of redevelopment. However, we propose that the existing terrace itself, as an interesting building that sets the scale for this entry to Main Street, should be conserved in accordance with other objectives in the Framework Plan 2003, chapter 3.4.2.

The merit of this terrace could be considered at the assessment stage.



Waldemar Terrace

**10. Other buildings** which should be added to the list of protected structures:

**Churchtown Cottage** (beside the library). This is an early 18<sup>th</sup> Century house where the first school in Dundrum began.

**Former Taney Parish School and Teachers Residence**, Eglinton Terrace. Built 1857/1858 to design of Benjamin Woodward (who designed the Courthouse and Adjoining barracks (now gone)).

**Holy Cross Parish House**. Built 1877/1878 to design of George Ashlin (who also designed the church)

**19<sup>th</sup> century estate houses**: Lynwood, Eastwood/Westerton, Frankfort Castle.

**Central Mental Hospital**: Facade of main building and Chapel (1850)

**Glenville Terrace and Pembroke Terrace**, Main Street. Two 1870's terraces still in original appearance that define the redbrick character of Dundrum.

**Coach houses behind 1 Maher's Terrace**, the transport hub in 1878.

**Uncle Tom's Cabin**, Dundrum Road. Attractive architectural front.

## Conclusion

In putting forward this proposal, Imagine Dundrum is reflecting the concerns and hopes expressed by many of Dundrum's residents, who want the redeveloped Dundrum to remain a recognisable space, retaining its unique character and identity through the protection of the integrity of the original streetscape.

We trust that this submission, proposing assessment of the Dundrum Village area for Architectural Conservation Area status will be given serious consideration at the earliest possible opportunity by the relevant Council officials and the elected representatives.



## **Traffic Management in Dundrum Village**

### **Reinstating Main Street as the heart of Dundrum**

A key objective of the Dundrum Local Area Plan must be to reinstate Main Street as the heart of Dundrum by making it a vibrant, safe and sustainable environment that attracts people and supports local business. To meet this objective, a critical feature of the imminent future development of the Village will be good traffic management.

### **The policy context**

*Imagine Dundrum* welcomes the commitment in the County Development Plan (drawing on the Urban Framework Plan 2003), and restated in the Issues Paper, to the following developments:

- The provision of a pedestrian and cycle friendly and traffic calmed environment along the Main Street
- Planned provision of significant additional off-street and underground parking provision to facilitate the complete removal of surface parking from the Main Street, immediately connected streets and surrounding residential areas.

### **The current situation**

A large volume of commuter traffic circulates in and around Dundrum on the arterial routes that cross at the Taney Road crossing. This is compounded by a Major Retail Centre on the south end of Dundrum Village which attracts large volumes of cars throughout the day and at weekends. Much of this traffic uses Main Street for access to car parking facilities. Main Street is also used by five bus routes in both directions. This vehicular traffic contributes to an extremely poor pedestrian and cycling experience on Main Street.

### **Car traffic management proposals**

*Imagine Dundrum* asks that the traffic calming and parking proposals set out in the County Development Plan will be the subject of specific commitments and timeframes in the Local Area Plan. In addition, we propose the following developments:

- Vehicular traffic accessing the Retail Centre car parks from the south should be facilitated entering and exiting from the bypass by traffic management arrangements and discouraged from using Main Street through traffic calming/management measures
- All vehicle access to/from the new development on the Old Shopping Centre site should be to the bypass
- With the very likely (and welcome) addition of cycle lanes to Main Street, and improved pedestrian footpaths with a minimum width of 3.0m on each side of Main Street (ref. Design Manual for Urban Roads and Streets [DMURS]), the resulting carriageway width will be sufficient for one direction vehicular movement only. Main Street should be one way in south to north direction (DMURs)
- With a one-way traffic Main Street could be re-aligned to its historic alignment exiting on to Taney Road in the vicinity of the present slip road. This will allow the closure of the current entrance to Dundrum and elimination of another set of traffic signals.
- Traffic volumes on the main arterial routes (Dundrum Road/Dundrum Bypass and Taney Road/Upper Churchtown Road) could be reduced by satellite park and ride/shuttle facilities e.g. the Mint site, Nutgrove, Marley
- Appropriate speed limits should be introduced on Main Street and adjacent areas.

## The BusConnect Proposals

In the current BusConnect proposals, a multiplicity of bus routes would travel up and down through Main Street Dundrum. The prospect of at least six bus routes of varying frequencies travelling regularly up and down through Main Street is not acceptable. Main Street would become a bus corridor.

The BusConnect Plan shows Bus No. 14, 233, A3, 12 going up and down Main Street. Other routes may be added after the review of the current draft proposals. In addition to these, Route 175 and route 75 travel on the Main Street. The Airport Coach also travels on the Main Street. Most of these have a frequency of 30 minutes, with the exception of the A3, which has a proposed 15-minute frequency.

These proposals would represent at least a doubling of the current bus traffic through Dundrum. The Main Street, even as currently configured, would struggle to accommodate this level of bus traffic. The width of Main Street is less than seven metres in places, with on street parking on the east side. There are currently no cycle paths along the street.

When the various enhancements to Main Street envisaged by DLR Co Co are undertaken, including the very likely provision of cycle paths, the level of bus traffic envisioned in BusConnect cannot be accommodated.

Image Dundrum recognizes the importance of some bus traffic through Dundrum, to accommodate commercial life, and to ensure connectivity between the Dundrum and Balally Luas stations. However, we do not believe it is necessary for all of the proposed routes to travel through Main Street. Bus movements on Main Street should be limited to those terminating at the transport interchange. Orbital and continuing routes should access the transport interchange from the bypass.

**Proposal:** A feasibility study should be carried out by NTA and DLR County Council to determine which routes can use the Dundrum Bypass. For example, the Airport Coach, the 175, the A3 and the 12 could be accessible from the interchange at Dundrum, with appropriate stops at Balally.

## The proposed Bus interchange at the Luas Bridge

In addition to the buses listed above (14, 233, A3, 12, 175, Airport Coach), NTA propose that further four buses would terminate at the terminal (current location) without going through Main Street. These are the 235, 225, S6/S7. This means that a total of nine buses with varying frequencies would terminate in Dundrum.

The County Development Plan 2016-2022 envisages:

- Creation of a northern focal point around the Luas Bridge
- Comprehensive redevelopment of the environs of the William Dargan Bridge undercroft, Usher House and Waldemar Terrace

It is essential that the proposed bus interchange does not frustrate these proposals, (which have strong local support) and does not create an unacceptable large-scale entity, with consequent negative visual and environmental impact.

There are alternative locations for the bus interchange, which may have some added benefits. Alternative locations for the transport hub should be considered, including to the east side of the Luas line using the old station house. **Imagine Dundrum intends making a detailed proposal on this matter to the National Transport Authority and Dun Laoghaire Rathdown County Council.**

## Walking and Cycling in Dundrum Village

### A safe, inviting and accessible Village for pedestrians and cyclists

Imagine Dundrum looks to the Local Area Plan to ensure that Dundrum Village is a safe and comfortable environment, with ease of movement throughout the Village and accessible for all.

We also look to the Local Area Plan to make a step change in the provision for safe cycling in the Village and environs for adults and children.

### The policy context

The County Development Plan (drawing on the Urban Framework Plan 2003) states that the Local Area will include *the provision of a pedestrian and cycle friendly and traffic calmed environment along the Main Street. Imagine Dundrum* welcomes this commitment and looks forward to implementation through the Local Area Plan.

Underpinning all aspects of the provision of roads, footpaths and cycle paths must be the safety of the users. The Design Manual for Urban Roads (DMURS)<sup>9</sup> at page 21 recognises that narrow footpaths and cluttered footpaths can "... combine to obstruct vulnerable users and at times it is necessary for them to go out onto cycle paths/lanes and or vehicular carriageways in order to progress along the street".

### Walking on Dundrum Main Street: The current situation

The current situation on Dundrum Main Street is that the footpaths are narrow; they tend to be cluttered with sandwich boards, poles in random positions, equipment cabinets associated with pedestrian crossings, bus stops, solar bins etc. The photographs below clearly show examples. The surfaces of many footpaths are in urgent need of upgrading and maintenance, in particular in or around the fifteen plus vehicular access points on the eastern side of the road.

### Main Street challenges people with disabilities

Problems with footpaths are most keenly felt by people with disabilities, especially wheelchair users and people with visual impairment, including older people with mobility problems, and also a problem for parents with young children and buggies.

In our consultations we heard about and saw many of these challenges, especially for visually impaired persons. Along with the problems caused by the plethora of street furniture, other problems raised included:

- Steps protruding onto the pavements
- Bollards in unexpected places
- The pale/chrome colour of railings and cycle parking, which are a serious problem for people who are partially sighted or colour blind.
- The number (15 in all) of exits from side passages and roads onto Main Street on the eastern side, with no tactile warning that an exit/entrance is being approached
- The need for some form of marking/gradient to warn motorists exiting from these access points and the need to slow and take account of pedestrian traffic.

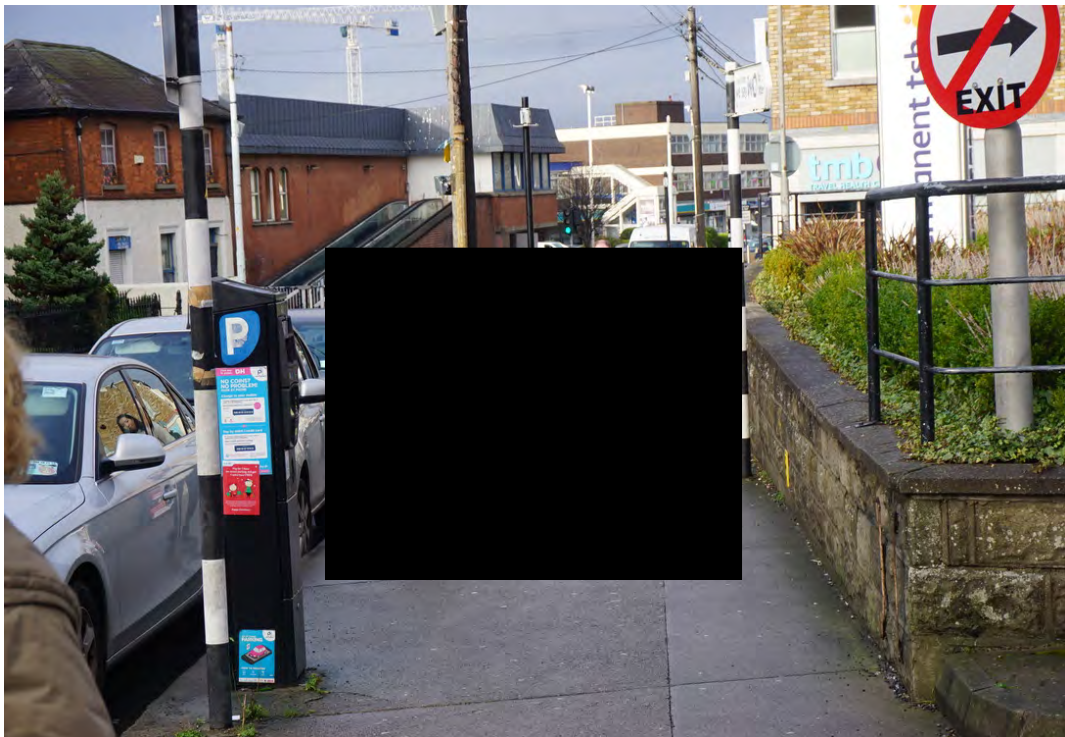
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<sup>9</sup> Design Manual for Urban Roads and Streets prepared for the Department of Transport Tourism and Sport and the Department of the Environment, Community and Local Government; March 2003.

## Proposal for improvement in walking and pavement

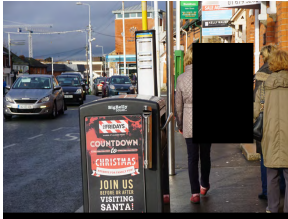
DMURS (pages 86-88) addresses Pedestrian and Cyclist Environment. We request that the recommendations for pedestrian activity and footpath width be addressed and included in the Local Area Plan. We submit that following the implementation of the LAP the village pedestrian traffic is likely to increase and the width of the footpaths should be at least 2.5 metres and preferably 3 metres on each side of Main Street.

We ask the planners and public realm management to undertake an in-depth audit of accessibility on Main Street, in collaboration with local people with disabilities in order to prepare a detailed access plan of Main Street as part of the Local Area Plan.



Outside the Irish Permanent / TSB Bank showing clutter.





The bus stops opposite the church

## Pedestrian Crossings

The key findings of the longitudinal Study on ageing<sup>10</sup> "highlights that the current settings for light controlled pedestrian crossings are not suitable for many older Irish pedestrians. This finding is borne out by the DLR consultations with older people for the preparation of the DLR Age-Friendly Strategy, where older people highlighted crossing times as a problem for them.

### *Proposal for Pedestrian crossings*

We ask the planners to study the Tilda report and in particular its conclusions. The NRA Specifications and Guidance<sup>11</sup> is dated compared with the TILDA study and seems not to take account of ageing of pedestrians. We would like to see the planners take account of the relevant studies and readjust the timing sequence if necessary in Dundrum Village.

DMURS (p 89-92) sets the standard for pedestrian crossings and we would seek to have appropriate crossings provided from, in or around, the Bank of Ireland and the Luas towards the old Shopping Centre. We would also seek to have the current crossing from Usher House to Waldemar Terrace upgraded to perhaps a Zebra crossing complete with associated tactile surfaces. More frequent pedestrian crossings are also needed on Main Street.

## Permeability/ease of access to services and shops

A key issue for the Dundrum Local Area Plan, as indicated in the County Development Plan, is to ensure ease of walking access from place to place, and especially between the locations of essential services such as the library, post office, banks, businesses.

<sup>10</sup> Amber Cross Code, Walking speed in middle-aged and older adults and the implications for pedestrian traffic lights; Orna Donoghue, Rose Anne Kenny on behalf of the TILDA team, November 2015

<sup>11</sup> National Road Authority; Pedestrian Crossing Specifications and Guidance, April 2015.

When the old Shopping Centre site is redeveloped, it will be essential that the site is designed to be permeable to pedestrians, including all members of the public, and not a gated community, in both north/south and east/west directions.

Pedestrian access between the current library and its (hopefully) successor community use, Sweetmount, Churchtown Road, Dundrum Road North is severely compromised by the difficulty in crossing major arterial routes.

Pedestrian access from the Luas to the current library is extremely difficult. It is especially difficult, if not impossible for a wheelchair user or a visually impaired person on account of cement bollards adjacent to cycle parking.

People with disabilities have also said that the route from Main Street to the Dundrum Town Centre is very problematic. Access along this route, both in relation to pavements, street furniture and permeability, needs to be reviewed as part of the Local Area Plan.

### *Proposal for improved permeability*

We ask that the planners will develop a detailed permeability strategy for Main Street, taking account of the issues raised in this submission, and in particular the need to ensure that access and permeability on Main Street is easily managed by people with disabilities.

### **Improving cycling on Dundrum Main Street and environs**

We are pleased to note that additional cycling facilities in Dundrum Main Street are envisaged, including cycle parking. Safe cycling into and out of Main Street from the hinterland must be provided. We note that the emphasis in the Issues Paper data regarding cycling is on adults cycling to work. There are two large primary schools adjacent to Dundrum Village and an integral part of the Village community, as well as several post-primary schools nearby.

It is essential that the Local Area Plan will make provision for safe cycling for children as well as adults, and for cycle travel to school as well adult travel as to work or recreation.

In relation to cycle parking, we wish to highlight the need to locate this parking and design it in a manner that does not cause hazards or seriously impede people with disabilities or mobility impaired users of footpaths and public spaces.

### **Some current cycling challenges**

The planning of cycleways in the LAP area is quite poor and many cycle lanes do not provide sufficient protection for cyclists. For example, the cycleway on the Wyckham Bypass heading towards the Town Centre ends suddenly at a lamp post and on a corner. This is extremely dangerous as the cyclist has to enter the stream of traffic at a point where some traffic is heading left down the slip road to the Dundrum Bypass and then join the traffic headed towards the Town Centre. At the junction of Main Street and Taney Road, where two lanes of traffic from the Churchtown Road must filter into one lane, the cycle path is on the pavement and then moves onto the road. Markings are faded.

### *Proposals for improved cycling*

We urge the Council to consider the following:

- Segregation of pedestrians, cycle users, and motor vehicles, where possible
- An audit of existing cycle paths to ensure that the cycle paths do not come to a dead end

to the detriment of the cyclists

- An examination of the travel patterns to local schools and the requirements to ensure safe cycling for children
- A review of cycle parking locations to ensure they are not impeding people with disabilities.

## **Urban Design and Placemaking**

### **Achieving a thriving Main Street through good urban design and placemaking principles**

*Imagine Dundrum* welcomes the focus on urban design and placemaking in the Issues Paper (p11) and supports all the key principles set out in the paper.

Placemaking involves crucial questions about the relationship of people to the build environment. How do people use existing spaces? How can new places and spaces be designed for people, for sociability and interaction and active citizenship? How can the built environment create and support a sense of belonging? We wish to underline the importance of truly public space of which the community feels genuine ownership. We think about how can the provision of housing make for a cohesive, inclusive local community of active citizens? If the desired end of urban redevelopment (as we and the Co Council see it - see current County Development Plan) is the building of a sustainable and creative community, and one which is healthy in all senses of the word, then what gets built is crucial to achieving that.

While placemaking is referenced in the Issues Paper in the particular section dealing with urban design, *Imagine Dundrum* believes that the placemaking principles and concepts must underpin all aspects of the Local Area Plan.

We see the objectives of the Local Area Plan as follows:

- To ensure that placemaking principles guide all aspects of the Plan
- To ensure good Urban Design principles are applied to all developments on and adjacent to Dundrum Main Street in order to ensure a thriving Main Street that respects the character and streetscape of Old Main Street
- That the local historical and cultural landmarks are maintained along with a style and scale of building in tune with the character of the Village and encouraging a proper balance between residential commercial and public/civic spaces
- To enhance the public realm and make Main Street an inviting, safe and comfortable area to do business and recreate in.
- To enhance the visitor experience with a view to ensuring increased footfall and that local businesses on the street thrive.

Some of the issues and proposals below have been raised in other sections of this submission and are repeated here to draw attention and emphasis to their value in terms of urban design and placemaking. The proposals we have made in relation to walking, cycling and traffic management will also if implemented, make a significant difference to the Village.

### **The context**

Dundrum has a history as a village dating back to the early 1700s and a streetscape that reflects the village as it was over 100 years ago. Planning policy should ensure the preservation of the original streetscape.

Dundrum is the 2<sup>nd</sup> designated major town in the local authority area. The quality of the public realm should reflect that status. Dundrum should have public, cultural and recreation facilities appropriate to an important town.

Planning policy needs to take account of the major Retail Centre on one extreme of the village. It should return the centre of activity to the Main Street. It should support local businesses and enliven the Street as a destination in its own right, and not only as the primary pedestrian route from the transport hub to the Retail Centre.

### **Current Challenges**

Policy must be sensitive to the fact that Dundrum has a greater than average percentage of older people and ensure that the physical environment is designed to be age and ability friendly. Attention is drawn elsewhere in this submission to the challenges that face people with disabilities on Main Street. The challenges that have been noted include poor quality footpaths, too much street clutter, location and design of bicycle stands, signage, signal boxes etc. We have made proposals regarding the need to address these challenges.

Other problems that have been brought to our attention by people with limited mobility include poor evening lighting, absence of seating, and absence of public toilets.

### **Traffic management, improved facilities for walking and cycling**

Dundrum Village needs a pedestrian friendly environment that provides for greater ease of pedestrian movement, safe cycleways and limited traffic movement through Main Street with more frequent crossing points. The removal of on-street parking provides the opportunity to reduce signage and line painting.

High quality street furniture that take account of the needs of older and ability-impaired persons – public seating, recessed rubbish bins, underground traffic signal control boxes, appropriate paving surfaces are just some of the improvements that can add significantly to the Main Street.

Co-ordinated street furniture and signage, good street lighting that is building mounted (no lamp posts), underground cabling for power and communications will serve to rid the Main Street of some of the clutter that causes problems at present.

### **Public seating**

Public seating design would also take account of the particular needs of people with disabilities. For example, a wheelchair user may need to sit alongside a family member. Deaf people are not well served by parallel seats.

Paved space on pavements in some locations on Main Street could facilitate outdoor seating and cafes, market stalls at weekends.

### **High quality shop fronts**

A consistent and high quality standard for shop fronts adds hugely to the look and feel of a Village. We ask Dun Laoghaire Rathdown to give consideration to a grant scheme/design support for small businesses on Main Street who may wish to improve their shop fronts. Shops could be encouraged also to have outdoor cover either permanently or awnings than can retract.

## **Attractive and consistent signage**

The Issues Paper highlights the need for harmonising signage. Consideration should also be given to signage giving information on Dundrum and, its history and heritage buildings, dating older buildings and giving points of interest.

## **Public toilets**

The lack of availability of public toilets in Dundrum Village is a concern for people. Apart from the library, which is relatively hard to access from the Village, there are no accessible public toilets.

Dundrum Village needs accessible public toilets in the close vicinity of Main Street. The proposed Civic Centre (see section on Social and Community Facilities) should provide this facility, including a Changing Places' facility with the appropriate hoists and changing table.

## **Public Open spaces adjacent to Main Street**

In the sections of this submission on Social and Community Facilities and Open Space and Recreation *Imagine Dundrum* makes detailed proposals in relation to open public space in and adjacent to Dundrum Village. Here we wish to underline the importance of the following:

- A public plaza/open space in combination with the proposed new Civic Centre in the centre of Main Street
- The relocation of the library as part of a new Civic Centre looking onto Main Street
- The development of public spaces that would allow for small gatherings, exhibitions, family activities and the like in any new major development, and in particular on the site of the old Shopping Centre as part of its redevelopment.
- Areas attractive to children including colorful displays and outdoor games.
- Facilities for Street traders/Markets/performers/fairs where road width permits and on the public plaza envisaged in our submission for the Civic Centre
- The development of a mini-plaza on Main Street in the space between the Pembroke Cottages and the Church
- The return to the line of the original street frontage at the shops opposite the TSB – this would provide space to enhance the public realm in this part of Main Street or allow for on-street cafe facilities.

## **Living over the shop**

In the course of redevelopment, the developer should be encouraged to incorporate businesses with living over the shop options designed in to the buildings from the start (see also our section on housing).

## **Building Heights**

Imagine Dundrum is aware of the recent government guidelines in relation to building heights. We see the issue of the height of buildings adjoining and linking to Main Street as especially significant for the future of the Village. We welcome the statement in the Building Heights Strategy which says that the main determining factor in setting heights 'will not be the heights established in recent and proposed developments...but...*the need to create a good piece of urban development that knits*

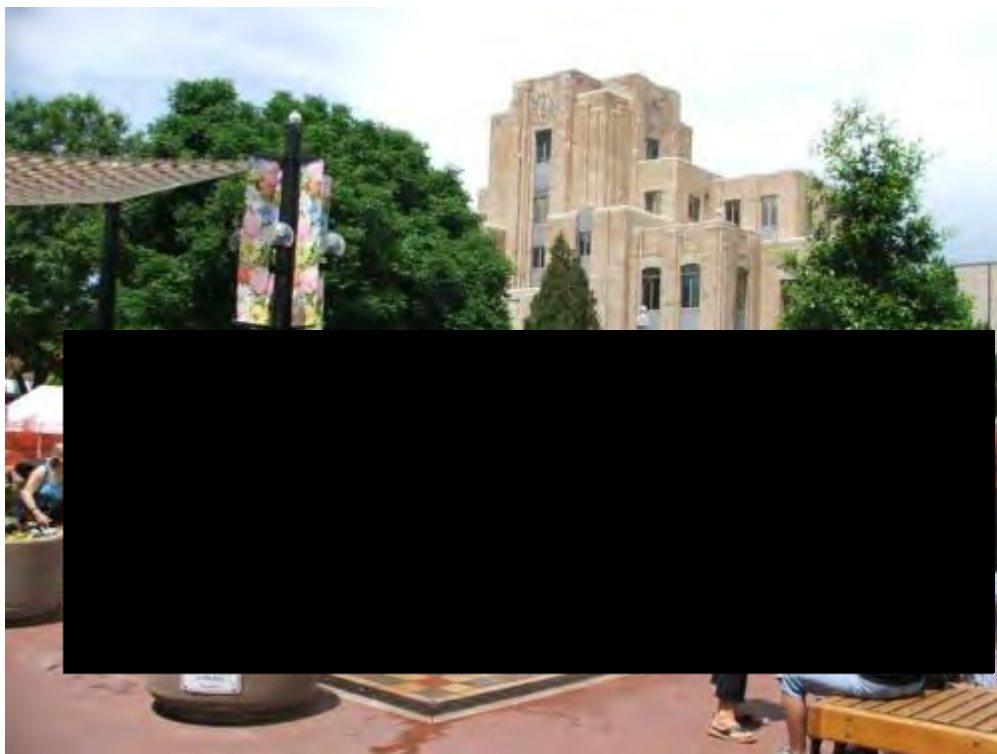
*successfully with the surrounding area...*’ This statement also refers among other things, to the impact on adjacent residential properties, the proportions of the building in relation to the street space, and the creation of a legible, permeable and sustainable layout.

Building height policy must be sensitive to the original streetscape in Dundrum Village– the frontages adjoining Main street must be in tune with the street as a village street, and no higher than 2/3 stories, with the possibility of scaling up to multi-storey buildings behind these, particularly down towards the by-pass.

### **The Luas entrance from Main Street**

The Luas entrance from Main Street is singularly shabby, unwelcome, difficult to navigate, inaccessible for some and dangerous in parts. It is poorly lit at night. Pathways are uneven and very narrow in places. Steps are grey and ugly. The manner in which the entrance joins Main Street, and the competition between pedestrians and cars is problematic. The hilly nature of the entrance is difficult for many people, notwithstanding the lift. Imagine Dundrum would like to see a major enhancement of this key section of the Village, in the wider context of changes to the Waldemar Terrace area, as proposed in the County Development Plan.

**Could Dundrum Main Street have a plaza something like this on a smaller scale? Why not?**



‘Boulder’s [Pearl Street Mall](https://www.boulder.gov/pearl-street-mall) is a four-block pedestrian mall in its downtown historic district. The Mall has endless diversions for kids, including several play areas with loads of stuff for kids to climb on and explore, including little ‘pop-jets’ to dance around in. The streets, which are full of restaurants, bookstores, boutiques and sidewalk cafes, are often activated with seasonal art shows, craft fairs, musical presentations and street performers’.<sup>12</sup>

<sup>12</sup> [www.childinthecity.org/2018/01/24/are-these-the-most-child-friendly-public-spaces/?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=Newsletter%20week%202018-04](https://www.childinthecity.org/2018/01/24/are-these-the-most-child-friendly-public-spaces/?utm_source=newsletter&utm_medium=email&utm_campaign=Newsletter%20week%202018-04)

## Social and Community Facilities

### Social and Community Facilities create Communities

*Imagine Dundrum* welcomes the statement in the Issues Paper that ‘local community facilities which cater for social and community needs are an essential component in designing for sustainable communities.’ The growth of housing developments in the area, and forthcoming developments such as the Central Mental Hospital, underline the need for extensive development of social and community facilities to support these growing urban communities.

The policy commitment to social and community facilities in Dun Laoghaire Rathdown is set out clearly in the County Development Plan, which speaks about ‘developing and supporting sustainable neighbourhoods into the future through ....quality social and community infrastructure.’<sup>13</sup> *Imagine Dundrum* notes the recent research carried out by Nexus Research in relation to the need for social and community facilities in Dundrum, and we expect this report will inform the development of the Local Area Plan proposals.

### A Civic Centre at the heart of the new Dundrum

**Our priority focus in this submission is on the need for a Civic Centre at the heart of Dundrum Village.** *Imagine Dundrum* believes that the redevelopment of Dundrum offers a real chance to restore the unique village character of Dundrum, and to provide a Civic Centre that will be a new and strong public focus for the village and the wider surrounding area.

Dundrum deserves a Civic Centre that fits its status as the second major County Town in Dun Laoghaire Rathdown. Dundrum is densely populated and at the heart of a large and fast-growing area. Given the expected growth, such a Centre is vital for maintaining and enhancing a vibrant and sustainable community.

We believe there is the potential to mark out the development of the old Shopping Centre site as a world class example of how citizen-centred design can be integrated in a sustainable way with commercial and residential development. We urge the Council and the developer to collaborate on such a mutually beneficial project.

### Our vision for the Civic Centre

*Imagine Dundrum* proposes that the Civic Centre for Dundrum will be a prominent building and surrounding public space positioned at the heart of the Village. The Civic Centre will be the focal point of the community, ideally located within the redeveloped site of the old Dundrum Shopping Centre, it will be the administrative hub for the area, and house key local council and other public services. It will consolidate and strengthen the community.

The provision of this Civic Centre is strongly in keeping with the current County Development Plan. **Cultural, community and civic uses** are specified as a key part of ‘Phase 2’ of the redevelopment of Dundrum (SLO 150, Ch. 9, County Development Plan).

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<sup>13</sup> Dun Laoghaire Rathdown County Development Plan 2016-2022.



This landmark Civic Centre will:

- Create a substantial public focal point, with associated public open space opening onto a restored and reinvigorated Main Street
- Provide a single point of access to key public services at local level
- House a new modern library for Dundrum
- Host multiple cultural and community activities alongside civic functions
- Enable collaborations with local and national cultural and educational institutions such as the Mill Theatre, National Concert Hall, Science Gallery, National Gallery
- Provide access to services and spaces that will benefit the entire community in an open, accessible, inter-generational and inclusive way
- Showcase sustainable, environmentally-friendly design and building techniques.

### **Core provisions in the Civic Centre**

The Civic Centre should include:

- A modern library, offering a range of modern library services and cultural activities
- A one-stop shop to facilitate easy access to key public services including the Civic Offices, County Council services, Citizen's Information, Tourist information, and other services
- Multi-use facilities available for community events
- Space for cultural events including art exhibitions, science-related events, music/ theatre / book/ film events;
- External public space for local events (such as a farmers' markets, open air concerts).

The Civic Centre concept as outlined here is in keeping with best international practice by enabling older people and people with disabilities to access essential public services in one place.

A new modern library is essential for Dundrum. The modern library is much more than a book lending facility, it is a cultural centre, a place for educational activities, as in the recent Healthy Ireland initiative in partnership with our local libraries.<sup>14</sup> While our much loved and heavily used local library in Dundrum offers a rich service to the community, the space in the current library would not enable it to deliver a modern library service. The lack of access for children who are wheelchair users to the upper floor children's book library can be addressed in a new library as part of the Civic Centre.

### **The Civic Centre at the heart of a network of community services**

The Civic Centre should be at the heart of an integrated overall plan for community services in Dundrum. With a new modern library within the Civic Centre, the Carnegie Building which presently houses the library offers an excellent addition to community spaces and facilities for activities such as:

- Youth café/youth services
- Community creche
- Meeting spaces for local groups

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<sup>14</sup> <http://www.librariesireland.ie/healthy-ireland/healthy-ireland-services/>

- HSE health and wellbeing programmes and services on an outreach basis
- Community programmes and activities.

## Progressing the Civic Centre

Imagine Dundrum welcomes the positive support from the Chief Executive and senior management of Dun Laoghaire Rathdown for a Civic Centre at the heart of the redeveloped Dundrum Village. We also welcome the state funding that has been assigned to develop an Action Plan to make recommendations as to how key sites in Dundrum can be utilised to consolidate civic, cultural and community facilities.<sup>15</sup>

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<sup>15</sup> Issues Paper p13.

## Open Space and Recreation

### Open Space and Recreation are essential for healthy communities

*Imagine Dundrum* welcomes the position taken in the Issues Paper that sees parks and open spaces as central to sustainable and healthy communities. While open space and recreation facilities are important for all, they are especially important for children and young people.

Outdoor play facilities are crucial for children's social, emotional and physical development. There is also compelling evidence that outdoor time is essential for children's health, by ensuring that bone development, eyes, and immune systems develop correctly:

*'The weight of evidence is clear. Outdoor play leads to physically and mentally stronger kids that are more confident and socially better adjusted'*<sup>16</sup>

In the light of the importance of outdoor play and recreation for children who are such an important cohort of our communities, it is disappointing that neither the National Development Plan 2040 nor the National Spatial Strategy make any reference to places for children to play.

### How things are now

The pre-draft *Issues Paper* for the Dundrum Local Area Plan tells us that the Dundrum area has the lowest provision of Flagship/Major/Local Parks of any Electoral Area in Dun Laoghaire Rathdown and the lowest provision of both playing pitches and play facilities, compared to other Electoral Areas. There is a lack of both outdoor sports facilities in the area such as playing pitches, tennis courts, golf courses. The Issues Paper also notes that the Dundrum has the highest provision of 'amenity open space' – the informal open spaces in suburban residential schemes.

### Creating new opportunities for Dundrum Village and beyond

*Imagine Dundrum* believes that Dundrum Local Area Plan must give a high and visible priority to maximizing the outdoor space available to adults, children and young people who may live in the Village and particularly in the surrounding area. We welcome the provisions in the County Development Plan regarding public/communal open space:

*The Planning Authority will require public and/or communal open space to be provided within new residential and large scale commercial developments. This should preferably be located at specific sites or locations that would facilitate the assembly of areas of satisfactory size or usability or would enhance established on-site features.*

*The Planning Authority shall require an absolute default minimum of **10% of the overall site area** for all residential developments to be reserved for use as Public Open and/or Communal Space ...*<sup>17</sup>

Public pocket parks, seating areas and other creative uses of open space for public use should be an integral part of the redevelopment of the old Shopping Centre.

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<sup>16</sup> <https://education.umkc.edu/download/berkley/The-Importance-of-Outdoor-Play-and-Its-Impact-on-Brain-Development-in-Children.pdf>

<sup>17</sup> County Development Plan 2016-2022 s8.2.8.2 Public/Communal Open Space - Quantity

Better access to facilities outside the Village area must also be considered. The Dundrum LAP area is not an isolated rural town but part of a large urban area. Given the dearth of spaces in the area that can be made into parkland, good access is needed to the parks and, open spaces, outside the area such as Marlay Park and the Dublin Mountains, and to nearby playing fields that can be accessed by safe cycle/walkways and by public or private transport. The possibility of a parkland space over the bypass has been mooted as an imaginative idea that could be explored.

### **Play and recreation spaces for children: What the children and young people said**

In our consultations with children and young people, open space and recreation opportunities, both outside and inside, were a high priority for the young people. Older students especially want places and spaces where they can sit and 'hang out' that are not busy, noisy built up places. Their priorities were:

- Sports facilities, a gym, place for softball, concrete table tennis
- An open park, where there could be outdoor movies, graduation ceremonies
- Leisureplex
- A plaza and a stage for music, Farmers' market
- Places to meet with friends
- Greenery and fresh air, green areas and a rooftop garden

The main formal playground facilities close to Dundrum are available in Marlay Park, along with a small number of local playgrounds. To avail of these facilities, most parents must travel distances, mainly by car from farther parts of the area, Large parts of Dundrum including the core area of Dundrum Village have no play facilities at all. A play policy specific to the Dundrum area is needed as part of the Local Area Plan.

### **Proposal: A new strategy for public play and recreation facilities and open spaces in Dundrum Village**

*Imagine Dundrum* proposes that the following strategies should be built in to the forthcoming Dundrum Local Area Plan:

- That in the light of the lack of land in the Dundrum area, the Council adopts a proactive policy of making use of amenity open space and infill spaces in the Village and in amenity areas beyond the Village to provide small scale play facilities for children and young people thus enabling children to play outside without the need to travel a distance to formal playgrounds
- That pocket play facilities open to the public be developed on the site of the old Shopping Centre
- That the Council design local play and recreation spaces that allow for children and young people of varying ages to mix and have social time together
- That the Council designs recreation and leisure spaces that provide opportunities for intergenerational leisure
- That a public plaza is developed adjoining the Main Street capable of accommodating a wide range of community uses, creating a central focus point for the Village and attractive to all age groups

## **Housing and housing need**

### **Housing and sustainable communities**

Imagine Dundrum recognises the impact and importance of housing and housing provision on sustainable communities. Dundrum Village will serve a huge residential hinterland. The redevelopment of the old Shopping Centre site is likely to be primarily residential/apartment living, and the Central Mental Hospital site also is likely to generate a new housing development in due course. It is likely that these new developments will be mostly apartments and the development of these should include a residential mix that can support a variety of households and so cater for the needs of different stages of the life cycle.

Imagine Dundrum wishes to address a number of broad housing policy matters insofar as these impact on the sustainable community life in and surrounding Dundrum Village.

### **The context**

Under Section 94 (1) (a) of the Planning and Development Act 2000 (as amended), „each planning authority shall include in any development plan .... a strategy for the purpose of ensuring that proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the area in the manner set out in the strategy“.

The DLRCC County Development Plan 2016 -2022 states that ‘The aim of this Strategy is to ensure access by each household in the County to affordable housing or accommodation of good quality, culturally acceptable, suitable to its needs and in the tenure of their choice, as far as possible.’ Implementation of the National Planning Framework requires increased density, scale and height of development in our town and city cores, including an appropriate mix of both the living, working, social and recreational space we need in our urban areas.

### **Housing tenure and mix in Dundrum**

There is likely to be an increase in the number of dwellings in the LAP area with the development of the Old Shopping Centre site and Central Mental Hospital site. In our view these developments should have a residential mix which supports a variety of households and so can cater for the needs of different stages of the lifecycle. Social and affordable housing will be an important element of these developments.

The Issues Paper notes that the number of rented properties in the area is higher than the rest of DLR (34% to 20%) and much higher than the state average of 18%. In our view, a disproportionate number of rented properties may make it difficult to sustain a community over the long term. We urge Dun Laoghaire Rathdown County Council, insofar as it is within the scope of their planning remit, to have regard to the balance of long-term tenure over short term tenure in the interests of creating long term sustainable communities.

### **Providing for the ‘suburban lifestyle’**

As stated in the Issues Paper the demographic profile of the area suggests that in some parts of the Dundrum and the hinterland the ‘suburban lifecycle’ of housing is an important factor. The future of the Dundrum area is dependent on resolving this issue. It is vital to ensure a long term sustainable community with a good mix of age groups lives in the Dundrum area. The failure to attend to this issue may result in an ageing community with a large number of ‘empty nester households’.

Planning support for innovative models of downsizing will assist when approving future developments in the area.

### **A mix of apartment sizes in Dundrum Village and environs**

*Imagine Dundrum* is aware that Ministerial Guidelines now govern in large measure the planning decisions regarding the mix of apartment sizes in new developments.<sup>18</sup> In our view there needs to be a good mix of apartment sizes to fit in with the vision of a sustainable vibrant town centre.

### **Downsizing**

The Issues Paper poses the question as to how downsizing can be encouraged in Dundrum. In our view, one way that downsizing could be encouraged by most of the new developments planned for the area being placed on the market as private residences rather than rental properties. However, this will probably depend on whether renting or selling makes the most financial sense to the developer.

Imaginative approaches to downsizing through well designed approaches to sharing of homes between families should be supported by the planners.

### **Homes for older people and people with disabilities**

Dundrum Village, at the heart of a community and close to services is ideally located to provide housing opportunities for people with disabilities and older people. The National Disability Authority recommends the concept of universally designed neighbourhoods, and outlines the concept of 'lifetime homes'.<sup>19</sup> This concept is valuable and worthy of being pursued as part of the Local Area Plan.

The modern development on the old Shopping Centre site will be well placed to provide housing opportunities making use of new technologies while enabling older people and people with disabilities to be part of a universally designed neighbourhood. We urge Dun Laoghaire Rathdown County Council to engage with the developer to explore the possibilities.

At a recent conference on housing for older people, it was stated that the Department of Housing, Planning and Local Government 'will explore ways to promote the availability of stepdown, specialist housing, for older people and incentivise down-sizing, where appropriate'.<sup>20</sup> This commitment could be followed up.

### **Opportunities for bringing more homes into the Village core**

The redevelopment of the old Shopping Centre is the most likely source of increased numbers of people living in Dundrum Village. Other possibilities could include:

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<sup>18</sup> Design Standards for New Apartments (2018)

<https://www.housing.gov.ie/planning/guidelines/apartments/design-standards-new-apartments-guidelines-planning-authorities-march>

<sup>19</sup> National Disability Authority: Building for Everyone: A Universal Design approach, Vol 9. Planning and Policy.

<sup>20</sup> <http://rebuildingireland.ie/news/ministers-english-and-daly-host-expert-conference-on-housing-for-older-people/>

- **Infill development** should be facilitated in the area in response to strategic policy objectives aimed at increasing density and intensifying land use in the Greater Dublin Area. However, these developments must positively contribute to and integrate with the built environment and respects the residential amenities of neighbouring properties.
- **Corner/Side Garden Sites** Corner site developments should be encouraged provided they meet planning conditions.
- **Backland developments.** Backland residential development usually involves the development of a single dwelling built to the rear of an existing line of houses. Residential development within the boundary of larger detached houses does not constitute backland development and will not be assessed as such. Where the Planning Authority accepts the general principle of backland residential development to the rear of smaller, more confined sites within the existing built-up area a number of condition apply.
- **Living over the shop.** Grant schemes to support 'living over the shop' have had poor uptake, often because of the expense and difficulty of building work required to make separate entrances, and other modifications. The redevelopment along Main Street and any new retail on the old Shopping Centre site offers a great opportunity to design in living over the shop at the outset. DLR are urged to engage with the developers/owners of property on Main Street to explore this possibility.
- **Mews Lane.** Mews Land development is another way of densifying the area. These developments are acceptable in the DLRC County Development Plan. The Plan states (8.2.3.4) 'The principle of mews development will generally be acceptable when located on a lane that:
  - Is already developed to such an extent that further development would have to be regarded as infill.
  - Is already adequately serviced and surfaced from the site to the public road, with a suitable underlying base to cater for the expected traffic volumes.
  - Has a legally acceptable agreement between owners or interested parties who intend to bring the laneway to standards and conditions - particularly in terms of services, road surfacing and public lighting - suitable to be taken-in-charge by the Council'.

## Building Heights and styles

The Urban Development and Building Heights, Guidelines for Planning Authorities 2018 encourages an increase in building height to increase urban population density and promote a more sustainable development model.<sup>21</sup> Any development adjacent to the Dundrum Village centre must blend with the 'character and streetscape of the Old Main Street' (SLO 150). This would suggest that any development on the Main Street (Dundrum Phase 2) must not be of such a scale that it is out of character with the Main Street and would mean limiting the height of development the street. (see section dealing with Urban Design)

The Urban Framework Plan 2003 which is incorporated in DLRC County Development Plan states that 'All new building intervention shall respect and have cognisance of the scale, materials and

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<sup>21</sup> Urban Development and Building Heights: Guidelines for Planning Authorities  
[https://www.housing.gov.ie/sites/default/files/publications/files/urban\\_development\\_and\\_building\\_height\\_guidelines\\_for\\_planning\\_authorities\\_december\\_2018\\_0.pdf](https://www.housing.gov.ie/sites/default/files/publications/files/urban_development_and_building_height_guidelines_for_planning_authorities_december_2018_0.pdf)

character of the existing established town centre (especially of the Main Street/Sandyford Road to include the Upper Kilmacud Road and Ballinteer Road between the Luas line and Dundrum Bypass).'

**New infill developments** close to Main Street must also respect the height and massing of existing residential units. According to DLR County Development Plan *'Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings. This shall particularly apply to those areas that exemplify Victorian era to early-mid 20th century suburban 'Garden City' planned settings and estates that do not otherwise benefit from Architectural Conservation Area status or similar*

### **Energy Efficiency**

- All new housing developments in the Dundrum LAP area should have the highest standard of energy efficiency and avoid fossil fuel lock in as much as possible. Preferably all new builds should not have oil, gas or solid fuel heating systems.
- All dwellings should be Passive House standard or NZEB standard. Under the 2010 Energy Performance in Buildings Directive all new buildings must be nearly zero energy buildings by 31<sup>st</sup> December 2020. The Building Regulations (Part L Amendment) Regulations transpose the Directive into Irish law.
- The possibility of developing negative emissions building can be realised by building NZEB developments with the incorporation of solar energy in the development,
- Energy Statement. All developments, in our view, should have to produce an Energy Statement. Under section 8.2.10.3 of DLRCDDP commercial developments over 1.000 sq.m or developments of 30+ residential units should produce an 'Energy Efficiency and Climate Change Adaptation Design statement.



## **Retail Development in Dundrum Village**

### **Towards balanced development in Dundrum Village**

Two of the fundamental principles adopted by Imagine Dundrum from the outset Imagine Dundrum are relevant to the question of commercial and retail provision in Dundrum Village:

- **A proper balance between residential, commercial and public/civic spaces in Dundrum**, both on the Main Street and in the overall development, restoring the original qualities of Dundrum Village.
- **A thriving place where small and medium-sized local, independent business are encouraged and provided for**, to ensure authenticity in the commercial landscape, and a thriving day and evening social and commercial life

We believe these are useful principles to help address the question of enterprise, commercial and retail development in Dundrum Village. It is clearly important for a thriving Village that there is a strong cohort of people working there. As the Issues Paper outlines, there are significant employments hubs in the environment of the Village.

### **Commercial and retail in Dundrum Village**

Imagine Dundrum believes that the 'big retail' provision is well catered for in the Dundrum Town Centre and that there is not a requirement for such scale of retail on the Old Shopping centre site. Nor would it be suitable for the community environment.

There is very strong local support for small and medium sized and independent businesses in the Village. Adults, children and young people with whom we spoke all favoured the return of businesses of the kind that had been previously in Dundrum, along with those there at present, and the development of a strong café culture in the Village. This type of development would be believe service to fit in with and respect a quality public realm as well as helping to retain the sense of place as an urban village community.

### **Office development**

It has been suggested to us that there is need and scope in Dundrum for a business centre where self employed people can rent office space for meetings, or avail of serviced offices. We believe such a development would be a good fit for the Village.

### **Enterprise Development**

As part of the proposed Civic Centre, the Council's Local Enterprise Office (LEO) could have a very useful presence in the Centre.

## **Environment and Infrastructure**

### **Dundrum Village as a model of sustainable development**

Imagine Dundrum welcomes the emphasis in the Issues Paper on sustainable development and care for the environment. We expect that this ethos will underpin the development work on all aspects of the Dundrum Local Area Plan. In addition to points raised in the course of other sections of this submission which bear on the topic of a sustainable environment we wish to make the following points:

#### **Water pollution**

Local rivers are in danger from run-off from the roads in the area. Green Streets and SuDs features need to be used to restrict the run-off from the Main Roads to the M50 from Dundrum to the River Slang.

#### **Light pollution**

The redevelopment of the public realm in Dundrum Village offers an opportunity to review the arrangements for public lighting, so as to maximise use of modern lighting that reduces light pollution and energy use. Buildings should not be flood lit at night and internal lighting should only be used when people are working in the building and not through the night. This is imperative as part of the effort to decarbonise our country. The scope for reducing all night public lighting could be tested as part of an innovation programme in Dundrum.

#### **Electric Vehicles in Dundrum Village**

There is a double charging point in Main St., Dundrum which is very busy. It takes a few hours to charge a car fully there. Consideration should be given to introducing in Dundrum one of the new fast charging points announced by the Minister on 28th November 2018. The nearest rapid charging units are in Sandyford (Luas P+Ride) Bray and Naas. The Sandyford point is often used for all day parking and not available for others.

#### **A plastics use reduction programme in Dundrum Village**

As part of the wider DLR environmental programmes, there would be scope to introduce an ambitious and wide ranging programme restricting use of plastics in the Village and environs. Consideration could be given to grant support for projects that restrict plastics use.

#### **Noise and Air Pollution.**

The traffic management proposals in LAP should assist in managing both air as noise pollution on Dundrum Main Street. Speed restrictions on traffic should also reduce pollution.

Air quality measurements should be taken of the Main Street to make sure that the air quality is within EU limits. If the pollutants especially PM 10, PM 2.5, NOX, VOCs are above EU safety limits there should be a plan to reduce these levels by traffic management and other measures. Eventually the urban air pollution problem will reduce when there is an increase in electric vehicles.

## **Flood Risk<sup>22</sup>**

We note and welcome the progress made by DLRCC on the flood risk assessment and of both the Dodder catchment and the assessment carried out for the Dundrum Town Centre site and would urge the council to complete any further work that may be necessary to comply with the EU Flood Directive. Consideration should be given to opening some culverted areas of the Slang River. A culverted river is in many respects dead, there is no natural soakage into the ground and plants are displaced and may never recover.

## **Biodiversity in Dundrum Village and beyond**

Imagine Dundrum welcomes the policy of DLRCC in restricting the use of chemicals in the County. Dundrum is fortunate to have green corridors like the Slang river to the Dodder, the cycleway and walk along river all the way to Marlay Park, and some connection to Airfield Park where sustainability is encouraged. These greenways are effectively fostering wildlife and biodiversity. For example, It is good to see the river on the Dundrum to Marley Park cycle route host a Little Egret in recent years. It is also good in the last few years is to see the pied wagtail make a home at Domino's Pizza –probably come from Airfield, where there are many and attracted by the pickings!

The wider Dundrum area hosts a wide range of birds, butterflies and insects in the domestic gardens in the area, but little to be seen in the village area because of lack of trees and shelter for them. St Nahi's graveyard is a haven for wildlife too. It is essential that it is not hemmed in by high buildings or other barriers. Imagine Dundrum looks forward to a major programme of greening the Village in the Local Area Plan, as part of urban enhancement and public realm development.

## **.Broadband and Telecommunication Services and Electricity Capacity**

Broadband and fibreoptic cabling in this area is the envy of the rest of the country. Similarly mobile phone coverage is in general good. These are the advantages of living in a high population area. These facilities should be a boom to the businesses in the area, and support should be given to make the most of this great advantage.

\* \* \* \* \*

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<sup>22</sup> EU Flood Directive 2007/60/EC

# Appendix 1



## **Children Reimagine Dundrum: IAF report**

Prepared for Imagine Dundrum, July 2018

By Rebecca Blake and Maeve Donovan, Irish Architecture Foundation

**Irish  
Architecture  
Foundation**

## **Introduction**

Imagine Dundrum is a group of concerned local residents of Dundrum and surrounding areas. They are working for a community-focused vision for the renewal of Dundrum's core built environment, in collaboration with the County Council Dun Laoghaire Rathdown, with the developers Hammerson and with all interested local organisations, businesses and individuals.

Imagine Dundrum engaged the Irish Architecture Foundation to devise and deliver a series of workshops with and for children and young people to hear and include their voice, their lived experience and their aspirations and ideas for Dundrum's built environment and its future. The children's ideas and work will be included in Imagine Dundrum's submission to the Dun Laoghaire Rathdown County Council's Local Area Plan.

The consultation had three strands:

- Talking to primary school children
- Talking to post-primary students
- Listening in on a family workshop where pre-schoolers and younger children talked about what they would like in Dundrum Village

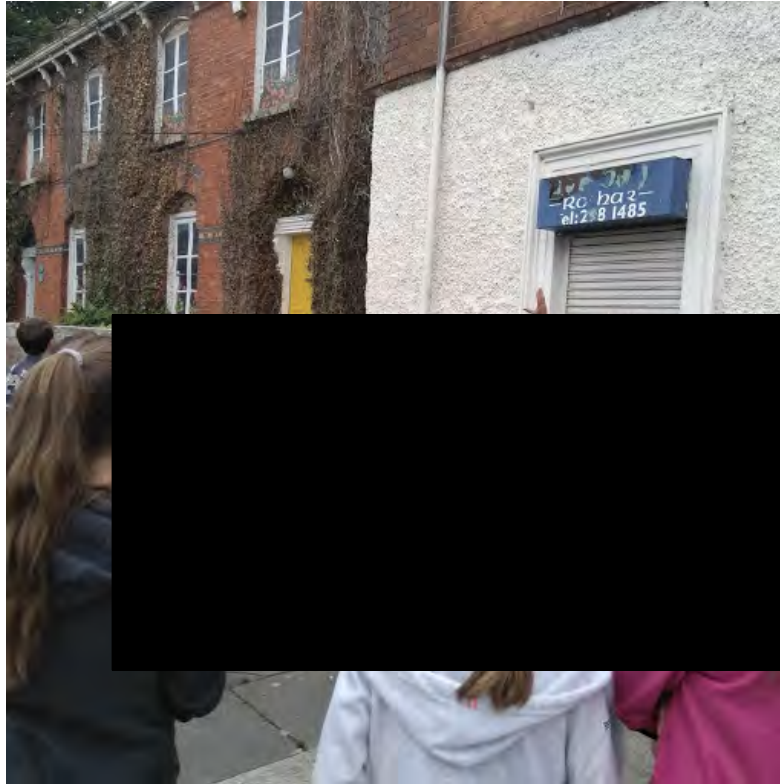


## **Primary School Plan**

Imagine Dundrum want young people to engage in imaginative exercises to visualise their aspirations for Dundrum Village while considering the following issues:

- Opportunities for cycling and walking
- Connectivity, easy movement between green, cycle, walking and reduce traffic routes
- Places to play
- Making Dundrum green - how to improve the environment
- A litter free Dundrum
- The library – what it should offer for young people
- Music and the arts, leisure
- Public art
- Making Dundrum a good place for people with disabilities, older people and little people in buggies
- What makes a healthy village
- Ugly places and nice places in Dundrum – what to keep and what to change
- Reflect the history and heritage of Dundrum

The IAF and Imagine Dundrum worked with the two closest primary schools to Village which are Taney Parish Primary School and Holy Cross Primary School and 5th class groups in each were invited to participate in the knowledge that 10-12 year olds are at an age that can engage with a rich imagination in this kind of exercise. We planned for each group to do two sessions – one walking tour with local historian John Lennon and a design workshop with urbanist Eduardo Rico of architecture practice Relational Urbanism.

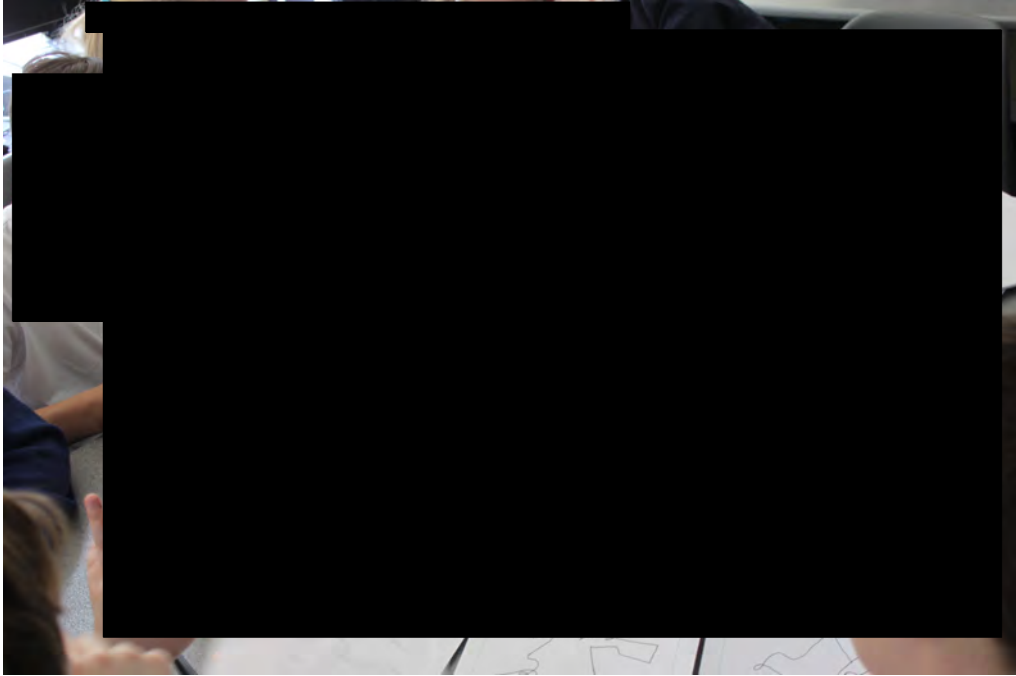


### **Walking tour**

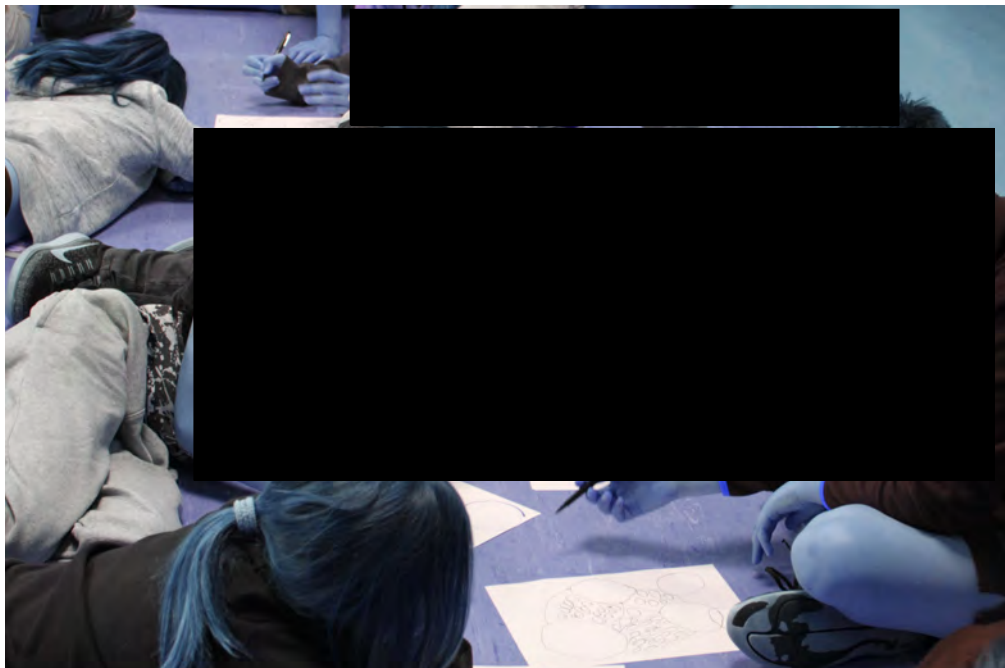
The walking tour gave students a rich history and background to Dundrum main street and the site of the old shopping centre and helped to set the context of what we were asking them to do in reimagining Dundrum's future built environment. John highlighted so many interesting features of Dundrum's built environment including the unique design of chimney stacks, moulded heads or faces on the gutter of Dundrum House Pub, flood plain markings, the beautifully refurbished church, historical facts about the use of buildings, the population decrease of people living on the main street from hundreds to now just 6 people. He talked about how Dundrum was known as a healthy place to live and where people went to get well if they were sick as it was so far out from the city and he talked about big events that have happened in Dundrum such as the Tour de France starting there in 1998.

John pointed out the empty and derelict buildings, the history of the buildings and who built them and talked about how the site of the old Dundrum Shopping Centre was an old farm and that Dundrum is a floodplain and floods every 10 years. He asked the children how they felt about the character of the old buildings vs the more recent and contemporary buildings in the area. The children were also asked to make a drawing and write some words describing how they see and feel about Dundrum now before they went on the tour and again they did drawings on site plans after the tour to see how their new knowledge would impact their vision for the future.





We engaged the children in a second session the following week with urbanist Ricardo Rico. Here we wanted to go a bit deeper into the field of design and look and feel of the new Dundrum by introducing the groups to concepts about designing public space through some fun activities involving acting like ants, squirrels and stags. They explored ideas about scale, open space versus built up areas, wayfinding, pathways, aesthetic of space and how different lines and patterns create different spaces and places — squigly/relaxed/meandering, straight/contemporary/angular, square/formal, circular/mysterious/spooky.



The drawings that were made over the two sessions have given us a rich picture of how the children see the development of Dundrum into the future. We generated wish lists from the children of what they want to see implemented for them and these include:

### **Play and leisure**

- A Skate Park
- Tennis
- An adventure playground
- A good playground
- Park with trees, garden and playground
- Patches of grass and trees along the street
- 

### **Clean Dundrum**

- Community litter pickers
- Dundrum Tidy Towns
- Schools doing clean up time
- Recycling
- People taking pride in the place

### **Green Dundrum**

- Pledge for no plastic on the main street
- Solar panels; solar panel to charge phones
- A community garden
- River walk/bird centre, birds could make it their habitat
- Nature reserve for red squirrels

### **Making the place look well**

- More flowers
- Trees
- Hanging baskets
- More seats
- Refurbish the shop fronts
- No cutting trees down

### **Shops**

- Garden centre
- A bike shop where you can rent a bike
- Butcher, baker, bookshop, school books,
- Farmers market
- Tesco, Dunnes, Homestore, technology store

- Hardware store; music store
- Audiologist
- Pet shop

### **Facilities**

- A Brighter library; A library that is colourful outside
- A small library in the centre
- A new library with more glass, and make the old library into a health centre
- Separate places to study- not where the children are (because the children have to be quiet)
- More study space in the library
- Tourist shop
- Restaurants and houses
- Harry Potter Leisure centre
- Nice places for old people and small children

### **Traffic**

- One way through Dundrum
- Underground car park

### **Quotes**

‘Not modern, make it oldish but with good facilities’

‘A fountain to remember the cyclist who won the Tour de France’

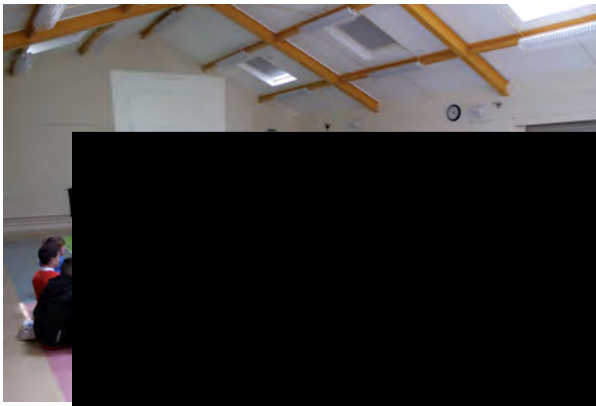
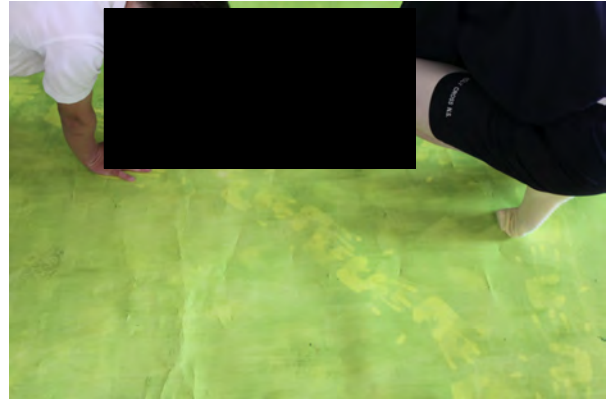
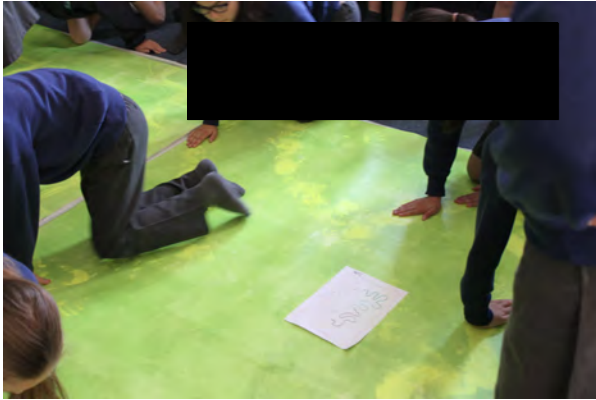
‘Maybe a small but nice river walk’

‘More people living in Dundrum’

‘Cobblestone streets’

‘Instead of having plants round the back, put them out the front to make the place pretty’

We also got a sense that they wanted to see the old character of Dundrum maintained as much as possible and a real preference for a squiggly aesthetic — spaces that are squiggly or curvy, meandering and relaxed. Further insight from the children is included in Eduardo’s analysis of the workshops, attached as a separate report.



## THE NEW DUNDRUM: CONSULTATION WITH ST. BENILDUS STUDENTS

Imagine Dundrum, in collaboration with the Irish Architectural Foundation, Dundrum Architect Patrick Dunne and St. Benildus Secondary School undertook a consultation with Fifth Year Students.

### Walking Tour

The students did an initial walkabout in Dundrum with local historian and Imagine Dundrum member John Lennon and got a detailed insight into the heritage of the Village. The walking tour gave students a rich history and background to Dundrum main street and the site of the old shopping centre and helped to set the context of what we were asking them to do in reimagining Dundrum's future built environment.



Following the walkabout, students held a classroom session, led by Patrick Dunne, a local architect, to discuss their ideas, preferences and proposals for the future development of the Village.

Patrick explained the basic framework of local area plans and county development plans, and how they are used by planning authorities to direct future development of an area. We discussed the roles of developers, construction professionals, planners and the general public in policy making and design of future towns. He explained that the community are welcome to contribute of these plans and have their say in the formation of development policy.

Anne Colgan from Imagine Dundrum added specific information relating to the future development of Dundrum and explained their motivation to gather input from the students. We

wished to obtain ideas and suggestions from the teenagers as a valued demographic to be served by a future, as yet unbuilt, version of Dundrum Village. We discussed the current use of the area around the old shopping centre and used sketch ideas prepared by Imagine Dundrum as a catalyst for the students input.

The students worked in groups of four to list suggestions for what would make a new village relevant to them. The ideas were presented between groups and certain common themes emerged. Focusing on these themes, outline drawings and diagrams were produced to record and illustrate the ideas. These were presented to Imagine Dundrum for inclusion in their ongoing liaison with developers and the local authority.

The ideas coming forward were focused on open space and recreation opportunities, the kinds of shops that would be attractive, and aspects of the public realm such as green space, housing, parking and much more. The main ideas were as follows:

### **Open Space and recreation**

- Sports facilities, a gym
- Place for softball,
- An open park, where there could be outdoor movies, graduation ceremonies
- Playing pitches
- Leisureplex
- Concrete table tennis
- Parks are too far away
- A plaza and a stage for music
- Farmers' market
- Places to meet with friends

### **Green Dundrum**

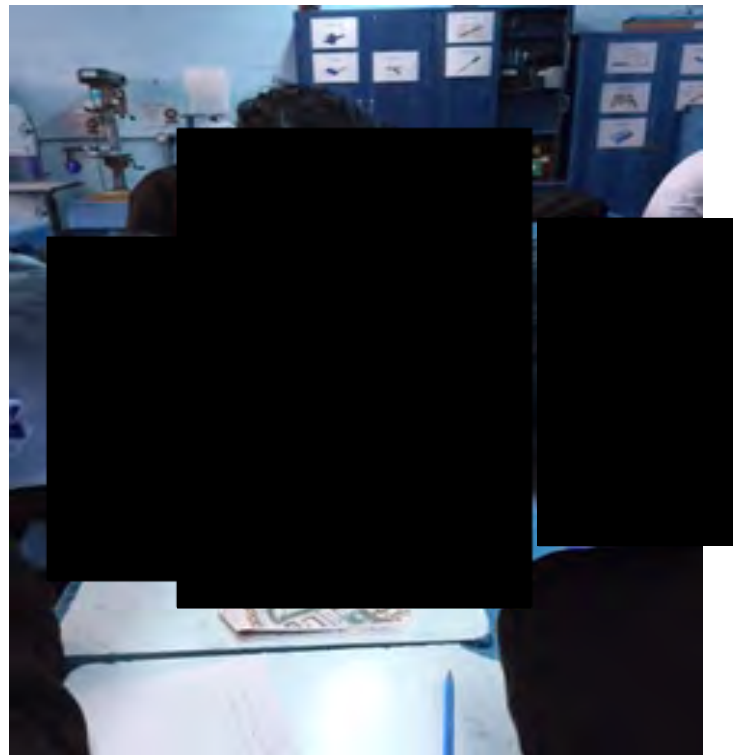
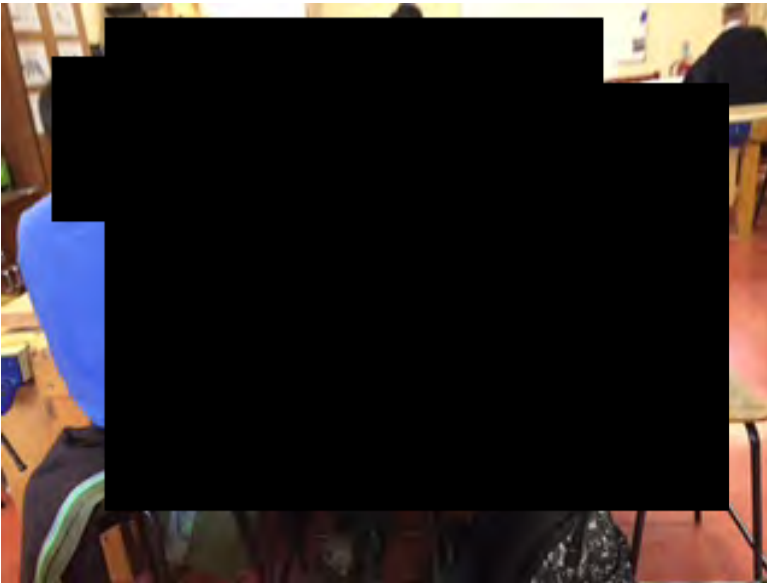
- Greenery and fresh air
- Environmentally friendly place
- Green areas
- A rooftop garden.

### **Shops and retail**

- A hotel, cafes and food shops
- A barbers
- Complementary to 'big retail'
- An art materials shop
- A music school

## Public realm

- Bike parking and cycle paths
- Part pedestrianisation, Wider pavements
- More communal areas, quiet places to sit and walk
- Main road is too narrow, too much parking
- Stop buses going down the main street
- Buildings on the main street that are old shop fronts but modern inside



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-13 19:23:29

## Introduction

### 1 What is your name?

Name:

Stan McHugh

### 2 What is your organisation?

Organisation:

Imagine Dundrum

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

### 6 Would you like to upload a file with your submission?

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I welcome the opportunity to contribute to the planning and development process in the Dundrum area. I believe that a local area plan is long overdue in the county, given that Dundrum is the second town. However, I also think that the timeframe for responses, set at four weeks, is too short, and does not facilitate the level of dialogue appropriate to this critical pre-planning stage.

Notwithstanding this narrow timeframe, I acknowledge the clarity of the issues document which, although brief, gives a broad overview of the main development issues facing Dundrum. A significant focus for me is the village of Dundrum, and in particular, the "Dundrum Phase 2" development, and the opportunity it presents to make Dundrum a modern urban village comfortable with its past while accommodating the needs of its citizens into the future.

#### 1. Population, housing and social facilities

The suburban lifecycle of Dundrum to-date as described in the Issues paper is noted. Extending the trend into the future, it is highly likely that many of the areas experiencing a decline in numbers will soon experience a resurgence of growth due to the influx of younger families: this is already occurring in longer established areas. This has significant implications for demand for services such as school places, playgrounds, open spaces and general recreational facilities. It also heralds moves towards down-sizing, with implications for attractive and appropriate housing provision near to where people have lived for many years.

#### 2. Enterprise, Employment and Main Street

There is an ideal re-generation opportunity in the so-called Dundrum Phase 2. Main Street could be enlivened by small commercial operations (local retail, art and craft workshops, coffee shops, restaurants etc some of which already exist but struggle in the current circumstances) at ground level, fronting modern apartment provision rising to the rear. This development should ideally include a Dundrum Civic Centre on Main Street incorporating a new modern library, Council offices, Health Services etc, as well as a public space to allow for such as a pocket playground for kids, stage/bandstand, street-seating etc. The space should be able to accommodate, for example, a weekly market, street festivals and events involving the local community.

I support the full implementation of the 7 principles identified as underpinning good urban design(p. 11) through this LAP, by reinstating the urban fabric along Main Street and adding the new civic centre while retaining the old crossroads at the village centre and the Pembroke Cottages, alongside a significant residential apartment development rising gradually from behind the two story shop fronts to a maximum of four levels at the rear, along the bypass.

### 3. Movement

The need to improve the pedestrian environment on Main St is long over due (it's an objective in the County Development Plan). The LAP needs to address the need now to prioritise cycle lanes/parking and traffic calming measures as a matter of urgency, and in sympathy with the vision for Main St described above.

The "BusConnects" plan has to be adjusted to accommodate that vision too, moving the main flows over to the bypass. Main St could facilitate this by the introduction of an electric driverless bus providing a continuous service between , say, the two Luas stations, thereby connecting Dundrum Phases 1 and 2 as well as bus lines in the new system.

### 4. Central Mental Hospital

The CMH backs on to Friarsland Road, and to a few houses at the rear of Larchfield Road, and the sports fields at Rosemount. It is recognised in the Issues paper that there is a shortage of open spaces at this end of Dundrum, so I recommend that the Rosemount playing pitches be retained in full. No roadway into the CMH should be considered from here, as it would cut into the pitches and create significant traffic overload onto Larchfield Road and/or Mt Carmel Avenue and Road, which are already dangerous rat-runs, as well as destroying the calmness of the open space aspect. However, the possibility of linking up directly the Rosemount fields with the new space from CMH should be explored, by taking away part of the wall, and extending the Rosemount paths into a circular walk, while providing egress for pedestrians and bicycles from CMH. This would effectively enhance both spaces (Rosemount and CMH), creating a parklike feel. The provision of a MUGA would be a significant addition in an area short of facilities for older children/early teenagers, and would be anticipating the next stage of the neighbourhood's lifecycle.

Looking specifically at the site of the CMH, it is essential from an historic perspective that the main hospital building be retained and converted for modern use, perhaps as apartments/offices mix, or a community centre, a facility argued for by local residents for a long time, and endorsed by the recently published Nexus Report. There would be enough space also for a new school, to meet the demand for school places as identified by the Department of Education and Science for the broader Goatstown/Stillorgan area.

Any development of housing on the site should recognise the needs of the senior members of the local community who wish to downsize. The site provides an ideal opportunity to build for a mix of age groups, with emphasis on the younger and older community members at ground floor level. The height all buildings should be restricted to the height of the main building.

Submitted to Preparation of a Local Area Plan for Dundrum 2018 - 2025  
Submitted on 2018-12-13 21:53:13

D052

## Introduction

### 1 What is your name?

Name:

Una O'Shea

### 2 What is your organisation?

Organisation:

Roebuck Residents' Association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please see attached PDF.

### 6 Would you like to upload a file with your submission?

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**ROEBUCK**  
RESIDENTS' ASSOCIATION

  
[roebuckresidents@gmail.com](mailto:roebuckresidents@gmail.com)  
[www.roebuckresidents.com](http://www.roebuckresidents.com)

Planning Department,  
Dun Laoghaire Rathdown County Council,  
County Hall,  
Marine Road,  
Dun Laoghaire,  
Co. Dublin

13th December 2018

**Re. Dundrum LAP Issues Paper Submission**

To Whom It May Concern,

On behalf of The Roebuck Residents' Association I wish to make a submission regarding the Dundrum Local Area Plan Issues Paper. Our area bounds the proposed LAP area along Mount Carmel Road, Mount Carmel Avenue and Friarsland Road. Due to its proximity, all development within the LAP area will have significant impact on our members, in particular the development of the Central Mental Hospital site.

Yours sincerely,

Úna O'Shea  
*Roebuck Residents' Association*

# 1. Central Mental Hospital (CMH) Issues

## 1.1 Traffic and Rat-Running

Increasing traffic and rat-running through the Roebuck area, from Dundrum Road to Taney Road and Goatstown Road, is an on-going issue for our members. With the provision of approximately 1,500 housing units in the CMH, this problem will get worse.

There is concern among residents that a new access-way into and out of the CMH will be built along the Rosemount playing fields (as, aside from the current entrance on Dundrum Road, there is no other obvious location on the periphery), leading to a significant increase in traffic along Mount Carmel and Larchfield Roads. The rush hour traffic on the Dundrum and Goatstown Roads is already at peak capacity.

## 1.2 Public Transport

Improvements to the public transport system would go some way in helping to alleviate the traffic problem. The Luas is currently very overcrowded at peak times, and with upcoming development further along the Green line (e.g. Cherrywood etc.) the overcrowding will get worse. The plans for the new Metro Link are of concern. The estimate of between 2 and 6 years of closure of the Luas line in order to upgrade to the new system is difficult to understand, as this will lead to substantial problems for the area.

## 1.3 Pedestrian and Cyclist Permeability and Prioritisation

Pedestrian and cyclist permeability through the CMH over to the Goatstown Road and UCD would also help alleviate traffic problems, and should be given priority.

Dundrum Road is very narrow, and consequently dangerous for cyclists and pedestrians. It's hard to see how this road could be widened to accommodate wider footpaths and cycle lanes. Therefore other solutions should be prioritised, and investigations carried out into the possibility of cycleways/paths along the Slang River or Luas line.

The Slang river greenway should be continued through the LAP area, and joined up with the Dodder linear park in Milltown. The culverting of this river in this area has led to many issues: flooding, a negative impact on biodiversity, restriction on the use of a natural and obvious greenway route, and is visually very unappealing.

## 1.4 Park and Leisure Facilities

There is a significant dearth of civic, cultural, community, park and leisure facilities in the area. We would like to see the main civic, cultural and community facilities located in Dundrum village, and the park and leisure facilities located in the CMH site.

The wall between the Rosemount playing fields and the CMH site should be opened up,

creating a parkland area between the two sites. One which could accommodate a MUGA (Multi Use Games Area), an indoor community space for smaller local needs, a playground\*, and other leisure facilities for older children/teenagers (skate park etc.). Considering the lack of a public pool in the area, space could potentially also be created on this site for a new public swimming pool.

\*There is no playground in the greater Dundrum area, except for the private one in Airfield.

### **1.5 Housing for the Elderly**

The Dundrum area has mainly 3 – 5 bedroom houses in both private and social units. A number of these homes are low occupancy houses with elderly residents. The residential property tax, maintenance, landscaping and heating of these homes is a tremendous burden on people with limited or reduced income. Many residents would move to sheltered units if there were such units available in the Dundrum area. The lack of available sheltered units for elderly home owners has resulted in a number of large homes remaining occupied by one or two people. This is both unsustainable and uneconomic for these residents and the wider community. This affects both private and social housing equally.

The solution is to integrate sheltered homes in suitable areas, where possible. Due to the existing amenities and public transportation available in Dundrum, all areas within the LAP area are suitable for sheltered units. In many countries this approach has proven to be extremely successful.

- The sheltered housing residents are happier in a modern well-insulated unit with little or no maintenance required.
- These sheltered communities offer improved social interaction with support structures for these residents.
- Residents feel more secure than in a stand-alone house.
- Should a sheltered resident care requirements increase over the years it is much easier to provide assistance within a sheltered housing environment than in a house e.g. lifts are provided, bathrooms are already wheelchair-enabled etc.
- These facilities enable the resident to remain in the sheltered accommodation far longer than in a house.
- This approach also frees up large homes for use by families seeking homes with gardens.

It is a win-win for the residents, the new occupiers of the houses, and the wider community.

Economically this approach is far cheaper than building family type homes in new developments. It is much more economical to build a fifty unit sheltered housing building than fifty semi-detached homes, especially where the land price is included in the evaluation.

**We ask that DLRCoCo gives consideration to this approach and applies a minimum provision of sheltered units in large residential schemes of over**



## **25 houses.**

The population is ageing and if we don't make provision for sheltered units now we will be in a dire situation in the future. Fuel poverty, financial problems, social supports and care provision are all concerns for the elderly, their families and the community. Were this approach applied to the future development of the CMH lands, this would provide much needed sheltered accommodation in tandem with freeing up large family houses at a fraction of the cost of providing new houses.

### **1.6 Collaboration and Consultation**

There should be collaboration and consultation with the local community at every stage of development of the CMH site. Local residents' associations and community groups should be consulted with in order to achieve the best possible outcome for the greater community.

### **1.7 Building Heights and Ownership**

We note the lifting of restrictions on building heights. We wish to state that our preference is for low to medium height development in the CHM site. As this would be appropriate for the area.

Thought should also be given to ways to restrict block-buying of apartments and houses by buy-to-let commercial landlords. The CMH site is a national/community asset, and as such all effort should be made to create a sense of community there.

### **1.8 Preservation of Historical Elements**

We are aware that there are buildings of historic interest on the CMH site. We would like to see the facades and other elements of interest preserved.

We would also like to see parts of the surrounding cut-granite wall preserved. The stone removed could be used to create new architectural elements in the future site.

## 2. Dundrum Village Issues

### 2.1 Improvements for Pedestrians and Cyclists

#### Main Street:

Currently it is dangerous to cycle on the Main Street, and the footpaths in certain sections are very narrow. Ideally we would like to see the Main Street pedestrianised. Alternatively, we would like to see wider footpaths and cycle lanes. To create this extra space, the shop fronts could be removed, and the buildings brought back to the original terraced frontage.

#### Dundrum Bypass:

There should be improved pedestrian and cyclist permeability from Main Street to the Dundrum Bypass.

#### Cycle Parking:

There is currently very little cycle parking on Dundrum Main Street. Most bikes are locked to poles on the footpath, or to railings. There is also an inadequate amount of cycle parking at the Dundrum Town Centre. There is a small amount of cycle parking near the cinema entrance, and also some close to Jamie's restaurant, off the Ballinteer Road. Both locations are frequently full. We are aware that there is a public cycle park across the Sandyford Road, in the DLR carpark, however it does not encourage cycling if you have to park your bike there, and then walk a distance to the shopping centre. There should be at least double the amount of cycle parking in the front plaza of the Dundrum Town Centre.

#### Taney Rd/Dundrum Road/Luas Bridge:

The junction of Taney Road and Dundrum Road, under the Luas bridge, is very unwelcoming for both cyclists and pedestrians. The distance to cross the road here is quite long, and the pelican lights always turn orange before reaching the other side, making it quite stressful for pedestrians with mobility issues, or those pushing buggies or accompanying young children. Yes, it is possible to cross by walking all the way from one end of the Luas bridge to the other, therefore bypassing the road crossing, but this is significantly longer, and not feasible for many people.

### 2.2 Civic, Community and Cultural Space

Provision should be made for an outdoor civic space/plaza in the village, to accommodate things such as a farmers' market, or simply even a village Christmas tree.

There should also be an indoor civic, community and cultural space in a central location in the village.

An improved library could be located in the new civic centre, and the current Carnegie building put to other community use. The current library is very poor in resources, and not fit for purpose.

Gallery space is something that is missing from Dundrum. There is no visual arts scene in the area as a consequence. A useful gallery exhibition space is something that should be incorporated into the civic centre.

Investigations should be made to identify publicly owned space in the greater village area, and the possibility of a land swap with Hammerson in order to source such a site.

### **2.3 Residential and Retail Development in the Village**

We would like to see people living within the village. The return of a local community to the village would lead to demand for shops such as a local greengrocers, butchers, hardware etc. Local neighbourhood shops like these are missing from Dundrum village, and their reinstatement would add immeasurably to the area's sense of community.

There should also be accommodation made for smaller, non-large chain retailers, who currently cannot afford to trade in Dundrum. In particular, smaller Irish fashion retailers would be a very welcome addition to the area. Space should also be made to accommodate pop-up shops, selling or exhibiting local or seasonal high quality craft. All of which would add much-needed retail diversity to Dundrum, which is currently dominated by large chain international stores.

### **2.4 Buses**

We note that there will be more buses travelling through Dundrum Village after the new Bus Connects plan takes effect. These buses should be routed along the Dundrum Bypass instead, reducing traffic, noise, and pollution on the Main Street.

## Introduction

### 1 What is your name?

Name:

Catherine Naughter

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Our village in Dundrum has died, all we seem to have is charity shops banks and building societies. Houses are boarded up in an age of terrible homelessness. It was such a beautiful village when I moved here 30 years ago, my family and I want our village back.

Quirky cafes, book shops restaurants better pubs, a community centre, places where children and young adults can meet without being asked to leave after 30 minutes. Malahide is a beautiful village on the Northside, very well looked after by the community there.

While Dundrum TownCentre is great in a lot of ways, our village has died as a result of neglect in its shadows.

Please do all you can to save and rejuvenate Dundrum Village

Thank you

Catherine Naughter

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-13 23:56:42

D054

## Introduction

### 1 What is your name?

Name:  
Pat Howard

### 2 What is your organisation?

Organisation:  
Private citizen

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

I would like to see more community focused amenities being made available. For example, we need community centres to be built and provided in each main established community.

We need a drop in centre where services are 100% as Gaelige. A coffee dock/ creche area where families can stop in for a while and use their cúpla focal.

We need a women's aid centre for our victimised women.

We need a place for elderly people along the lines on McAuley Place in Naas where elderly people can live or visit and have interesting stimulating activities to engage with.

We need mixed income universal public housing where people can rent long term from the state at rents that are fixed to a reasonable portion of their incomes. Housing units that are well designed and environmentally sound. Tenants who come from all different mixed backgrounds with incomes of all levels and none. We have an opportunity to develop the CMH site to provide for most if not all of these proposals.

### 6 Would you like to upload a file with your submission?

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The Rathdown Public Lands Plan July Sept 18 [3] (4).pdf was uploaded

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File 5:  
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# **The Rathdown Public Lands Plan**



**A roadmap to affordable homes  
and community facilities**

## 1. Introduction

Dundrum Housing Action was established in the summer of 2017 in response to the escalating housing crisis in the Rathdown constituency.

Thousands of our neighbours from Dundrum, Windy Arbour, Churchtown, Ballinteer, Sandyford, Leopardstown, Stepaside and Stillorgan are victims of the current failed housing system.

We support their Right to continue to live within their own community in homes that are both secure and affordable.

We act for our generation and the generations that will follow, to secure the fundamental human right to a home.

If you agree with our principles please get in touch and get involved. Together we can win the fight for housing justice.

Check out @DundrumHousingAction on Facebook to find out more and get in touch.

## 2. The Rathdown Principles

The principles of The Rathdown Public Lands Plan are outlined in the panel below. If you agree with them, please contact your local elected representatives and demand that they support them too. It's our land and for our benefit it must be used.

- No direct or indirect sale of public lands to the private sector.
- Public lands for Universal Public Housing, Cooperative Housing and other forms of not-for-profit housing.
- Public lands for community facilities.
- All housing on public lands to remain permanently affordable.
- All housing and community facilities on public lands to remain in permanent public or not-for-profit ownership.



2. The Rathdown Public Lands Plan. Produced by Dundrum Housing Action. September 2018



### 3. Century of Transformation

Over the course of the last century the landscape of South Dublin has been transformed from rural farmland to vibrant modern city. The once isolated communities of Dundrum, Windy Arbour, Churchtown, Ballinteer, Sandyford, Leopardstown, Stepaside and Stillorgan have grown and merged to form the southern suburbs of Ireland's capital city.

Decades of intensive development have consumed thousands of hectares of land for housing, business and leisure purposes across what is now the Rathdown constituency. As a result, there is now a very limited supply of undeveloped land remaining in Rathdown. This shortage is most extreme in the more-developed northern end of the constituency.

Of the undeveloped land that remains, virtually all is held in private hands.

### 4. The Last Opportunity

Housing in Rathdown is among the most expensive in the state. This situation is compounded by the fact that the percentage of affordable social housing units in

Rathdown is only half the state average. There are also significant deficits in the provision of community facilities within the constituency.

The Rathdown Public Lands Plan identifies four plots of publicly-owned land in Dundrum, Sandyford and Leopardstown.

The plan is not, however, limited to these four sites. It calls for all public lands, in the control of Dun Laoghaire Rathdown County Council and all other state controlled entities, to be included in an over-arching strategic plan that would see the land used for the collective good of the people of Rathdown and beyond.

These public lands provide the last opportunity to deliver large volumes of desperately needed affordable homes and community facilities for the people of Rathdown.

The social and economic benefits of such homes and facilities will be felt for generations to come if Rathdown's elected representatives have the vision and courage to seize the opportunity that is before them.



Dundrum train station then and LUAS stop now

## 5. Rathdown Housing Profile

The seven decades since the second world war have seen a consistent expansion of Rathdown's housing stock, with an average of 400 new homes being built in each year since 1945.

Census 2016 recorded a total Rathdown housing stock of 37,039. There has been some additional construction in the area since the census, increasing the housing stock by several hundred units.

At the end of 2017 the local authority owned just over 1,500 housing units or 4% of this housing stock, which is less than half the state-wide average.

Census 2016 also recorded that voluntary housing bodies accounted for an additional 424 housing units in Rathdown.

The remaining 95% of Rathdown's housing stock is held in private ownership by a mixture of owner-occupiers, individual landlords and institutional landlords.

The cost of housing in Rathdown (both purchase and rental) is consistently among the most expensive in the state.

House prices in South County Dublin in the second quarter of 2018 were the highest in the state, at an average of €599,000 (Daft.ie).

The average advertised rent in South County Dublin in the first quarter of 2018 was €1,992 per month, the highest level on record (Daft.ie).

Both private rental and private purchase are now demonstrably unaffordable to Rathdown families on low and middle incomes.

**Case Study:** A couple with two children paying €1,992 in rent per month would need a combined gross income of €115,000 per annum for their rent to be deemed 'affordable' (taxcalc.ie). Average earnings for 2017 were €37,646 per annum. (Central Statistic Office)



Beacon South Quarter, Sandyford



## 6. Permanent Affordability

Charlie Haughey's 1966 Finance Act gave the majority of local authority tenants the right to buy their home from the state.

To date over two-thirds of all the public housing stock that has been built by the state has been heavily discounted and privatised.

In more recent times billions of euros of NAMA controlled housing and development land has also been heavily discounted and privatised.

Both of these short-sighted decisions to discount and privatise valuable publicly-owned housing assets have significantly contributed to the housing crisis in Rathdown.

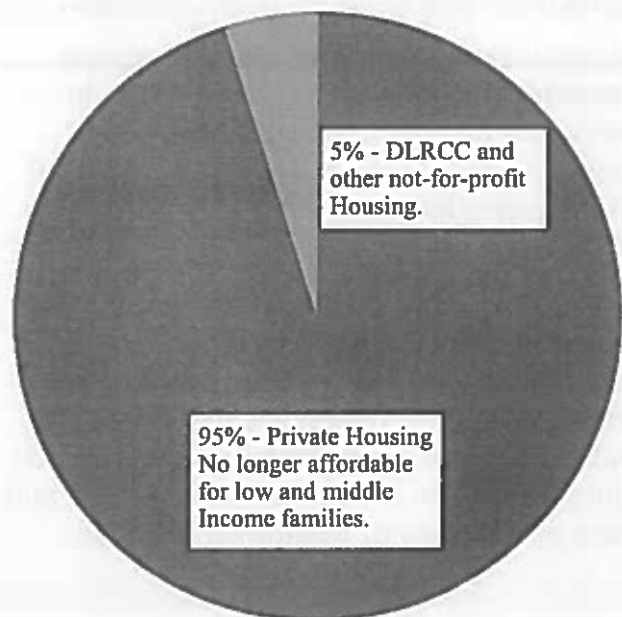
These mistakes must not be repeated in the future. Never again can valuable public housing be discounted and sold to the lucky few.

The remaining public lands in Rathdown must be used to build high-quality housing that will never be privatised; high-quality housing that will provide permanently affordable homes for this and future generations.

## 7. Imbalanced Housing Stock

The reality that private sector housing is no longer affordable to those on low and middle incomes presents a critical challenge to Rathdown's elected representatives and those officials tasked with developing housing policy.

Decades of over-reliance on the private sector has produced an unbalanced housing stock where privately-owned housing now outnumbers publicly-owned housing by a ratio of 19:1.



This imbalanced ratio of unaffordable housing to affordable housing lies at the core of the housing crisis in Rathdown and beyond.

There will no permanent end to the crisis until this ratio is corrected and a significant new pool of permanently affordable housing is created.

A major contribution to this pool can be made in the short term through the construction of a mixture of universal public housing, co-operative housing and other not-for-profit housing on the four publicly-owned site outlined below.



## 8. Universal Public Housing

The current system of 'social housing' is socially divisive and economically unsustainable. It is time to replace it with a new system of Universal Public Housing.

Under such a system everyone who is in need of housing would be entitled to rent a home from their local authority, regardless of their income.

The rent paid by each tenant would be linked to their income with those on higher incomes paying more than those on lower incomes.

Universal Public Housing systems operate successfully in cities across the world. In Vienna, for example, six out of ten households rent their homes from their local authority or other not-for-profit housing bodies.

Building Universal Public Housing on public lands would dramatically increase the pool of affordable housing in Rathdown, helping to correct the current imbalance in the housing stock. This housing could be used to provide secure affordable accommodation for this and future generations of Rathdown residents.

### Advantages of Universal Public Housing

- It provides affordable homes for low and middle-income families unable to buy or rent in the private sector.
- It provides families with security of tenure, a prerequisite for the building of strong, stable communities.
- It ends the segregation of social housing which has created concentrations of poverty, disadvantage and exclusion.
- It breaks down social barriers between those from different social and economic backgrounds.
- It generates significant rental revenue for the local authority to offset the capital and current cost of building and maintaining publicly owned housing.
- It forces the private housing sector to become more efficient and competitive by providing potential buyers and renters with a long-term alternative to the private market.



## 9. Co-Operative Housing

The Ó Cualann Cohousing Alliance have shown that high-quality, not-for-profit housing can be built in Dublin for a fraction of the price demanded by private developers.

In 2017 two-bed terraced houses in their Poppintree scheme were built for less than €140,000, with three-beds costing less than €165,000.

These prices were made possible through the active support of Dublin City Council which provided the land and waived some of the charges that are paid by private developers.

Cooperative housing is an attractive option for local authorities and central government because the funding for construction is raised by the cooperative itself.

Cooperative houses could be built on Rathdown's public lands allowing low and middle income families to rent or buy homes from their own cooperative.

Cooperative housing can be kept permanently affordable through the creation of a 'buy-back' clause which will require home-owners to sell their home back to the Cooperative for a non-market price.

The Dundrum Housing Cooperative is already in existence and affiliated with the Ó Cualann Cohousing Alliance. All they need is the support of DLRCC.



## 10. Special Purpose Housing

In addition to Universal Public Housing and Cooperative Housing, public lands in Rathdown should be used for not-for-profit specialised housing of the type described below.

### 10.1 Housing for Older People

Over 22,000 people in Rathdown, or 24% of the constituency population, are 55 years of age or older. In contrast there is an extremely small pool of purpose built housing for older citizens.

To date the private sector has shown little inclination to build such housing. Under the Rathdown Public Lands Plan, sites would be allocated for the building of purpose built non-profit community housing for older people.



McCauley Place provides a remarkable template for a new form of not-for-profit housing that has successfully created a vibrant community of older people that is fully integrated into the wider community of Naas, Co Kildare.

This form of housing would provide a credible alternative for the thousands of older Rathdown residents living in homes that are too large for their current needs. This in turn would free up the supply of larger homes for younger families.

With multi-agency support public lands in Rathdown could be used to create one or more new communities modelled on McCauley Place.



## 10.2 Women's Refuge

Despite having a population of 95,000 people, there is currently no residential refuge for the victims of domestic violence in the Rathdown constituency.

This situation is compounded by the fact that refuges outside of the constituency are routinely full and unable to provide accommodation to adults and children fleeing abusive situations.

The Rathdown Public Lands Plan calls for the building of at least one purpose-built women's refuge on public lands within the Rathdown constituency.



## 10.3 Urban Gaeltacht

Over 2,000 Rathdown children, of all ages, will soon be receiving their education through the medium of Gaeilge. Language planners have identified the need for the revival of an Teanga to now move beyond the school gate and into the community.

The Rathdown Public Lands Plan calls for public land to be made available for the creation of a new urban residential Gaeltacht.



## 11. Community Facilities

It takes more than just bricks and mortar for a strong, stable community to develop.

While Rathdown is nominally one of the wealthiest constituencies in the state, it still has a significant shortage of community facilities. With additional home building on both public and private lands the need for these facilities will only increase in the coming years.

### 11.1 Community Centres

There is currently a severe shortage of large modern community centres across the Rathdown constituency. The existing centres are too small and antiquated for many uses, leaving schools, parish centres, public houses and hotels to fill the service gap left by the local authority.

Despite their size the communities of Ballinteer, Dundrum and Stillorgan do not have access to a single large modern community centre between them.

With large volumes of new housing now under construction across the constituency the need for suitable community centres is intensifying.



Under the Rathdown Public Lands Plan all future large-scale housing developments on public lands will include provision for an appropriate community centre that could be used by local sports clubs, women's groups, cultural organisations, men's sheds, residents groups and other community-enhancing projects.

## 11.2 Rathdown Civic Cen-

Rathdown currently has no major Civic Centre or central 'Civic Space' that can be used for major public events.

To date the public discourse in relation to such a Civic Centre and 'Civic Space' has focused on private developments on private lands, including the site of the old Dundrum Shopping Centre.

The Rathdown Public Lands Plan is calling for the construction of a flagship Rathdown Civic Centre on public lands, with the Central Mental Hospital site in Dundrum being the most suitable location for same.

The Rathdown Civic Centre would comprise of a major 'civic space', a range of community facilities and a comprehensive local area office for Dun Laoghaire Rathdown County Council.

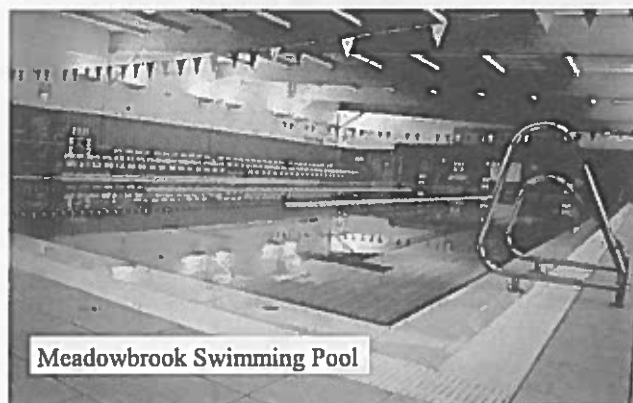


A Rathdown Civic Centre located on the hospital site could include facilities and resources that are ring-fenced for use by the communities of lower Dundrum that surround the hospital site, an area long-identified as a blackspot in terms of community facilities.

## 11.3 Sports And Recreation

The surge in population that will follow the construction of thousands of new public and private homes across Rathdown will place additional pressure on existing sports and recreational resources across the constituency.

The Rathdown Public Lands Plan is calling for the construction of additional publicly owned sports and recreational facilities in parallel to the construction of new public housing.



Such an integrated approach may allow for the resolution of the long-running Stillorgan swimming pool debacle through the creation of at least one new multi-purpose sport and recreational facility akin to the existing one in Meadowbrook.

In some locations new sport facilities could be constructed alongside new community centres.

## 12. Development Ready Sites

The four publicly-owned sites identified in The Rathdown Public Lands Plan are ideally suited for the rapid development of housing and community facilities. If the necessary political decisions are taken construction could begin on all four sites within a relatively short timeframe.

### 12.1 Scale:

Each of the four sites, which range from 1.5 hectares to 17.5 hectares, are large enough for significant numbers of homes and/or community facilities to be built on them. Taken together they hold the potential to provide homes for thousands of people as well as multiple new community facilities.

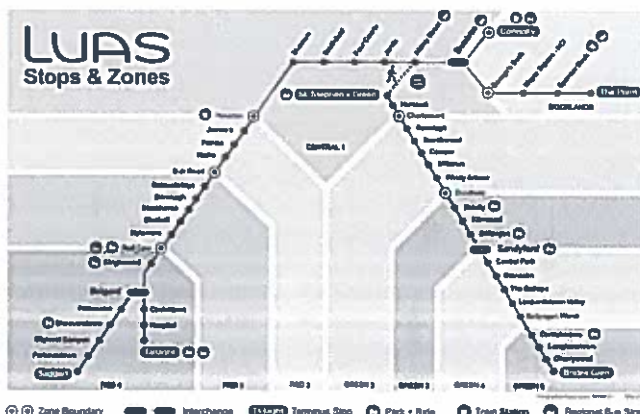
### 12.2 Demand:

Each of the four sites are in areas with a high demand for new housing and need for additional community facilities.



### 12.3 Transport Links:

Each of the four sites is within walking distance of the LUAS / planned future high capacity Metro. Two of the four sites adjoin the M50, while the remaining two are within a short drive of this critical road artery.



### 12.4 Current Use:

Two of the four sites are currently on the vacant site register. The third site will be vacant by early 2020, while the fourth already has planning permission for 460 homes.



### 12.5 Ownership:

All four sites are already owned by the state which could transfer them to Dun Laoghaire Rathdown County Council if directed to do so by central government.



### 12.6 Services

All three sites are within developed areas with pre-existing water, sewage, electricity, natural gas, broadband and other services.





### 13. Central Mental Hospital

**Location:** Windy Arbour, Dundrum

**Size:** 11 hectares of largely undeveloped land.

**Ownership:** Office of Public Works

**Status:** Currently home to the Central Mental Hospital, but government confirmed in September 2018 that the site will be used for housings that will be 90% privately-owned.



## 14. Central Bank

**Location:** Sandyford

**Size:** 4.6 hectares of undeveloped land.

**Ownership:** Central Bank of Ireland

**Status:** On the Vacant Sites Register



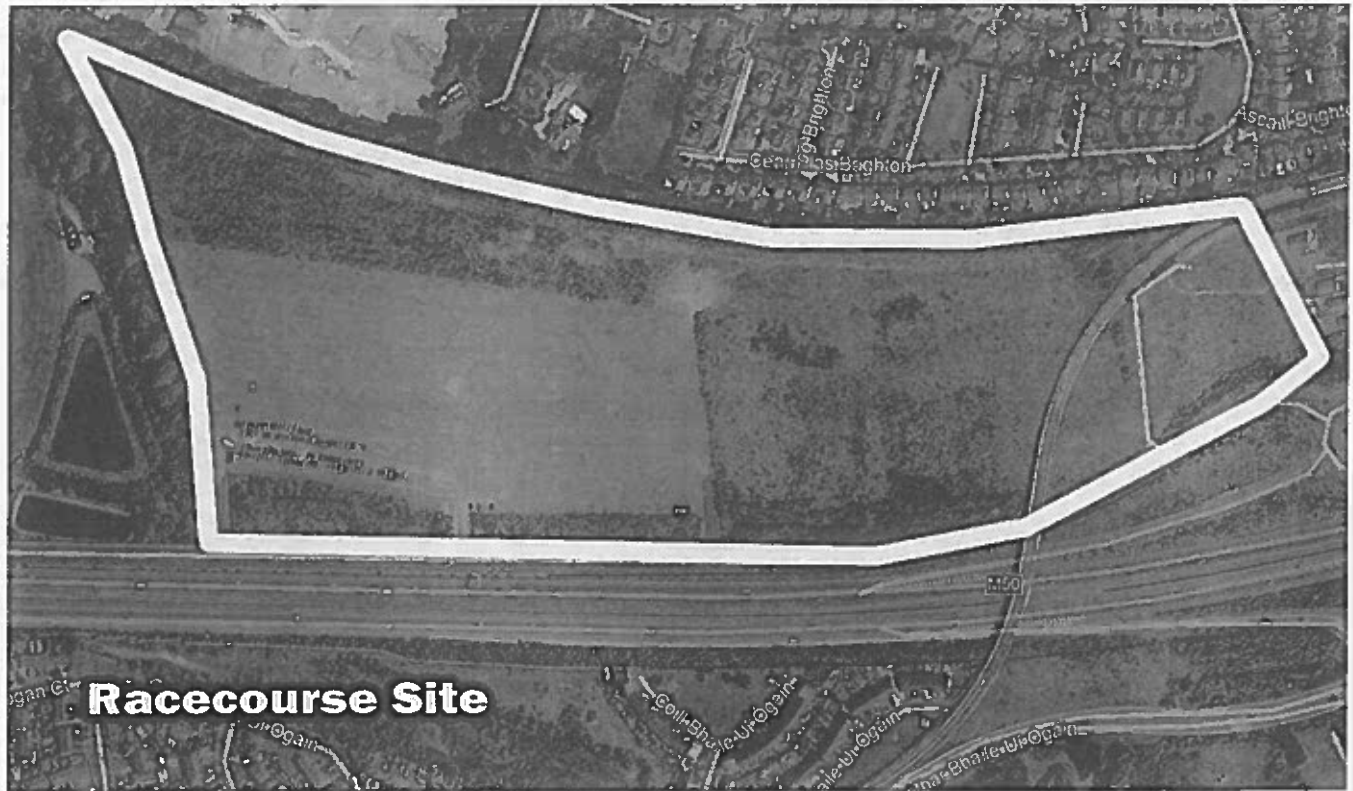
## 15. The Racecourse

**Location:** Leopardstown

**Size:** 17.5 Hectares

**Ownership:** Horse Racing Ireland

**Status:** On the Vacant Sites Register





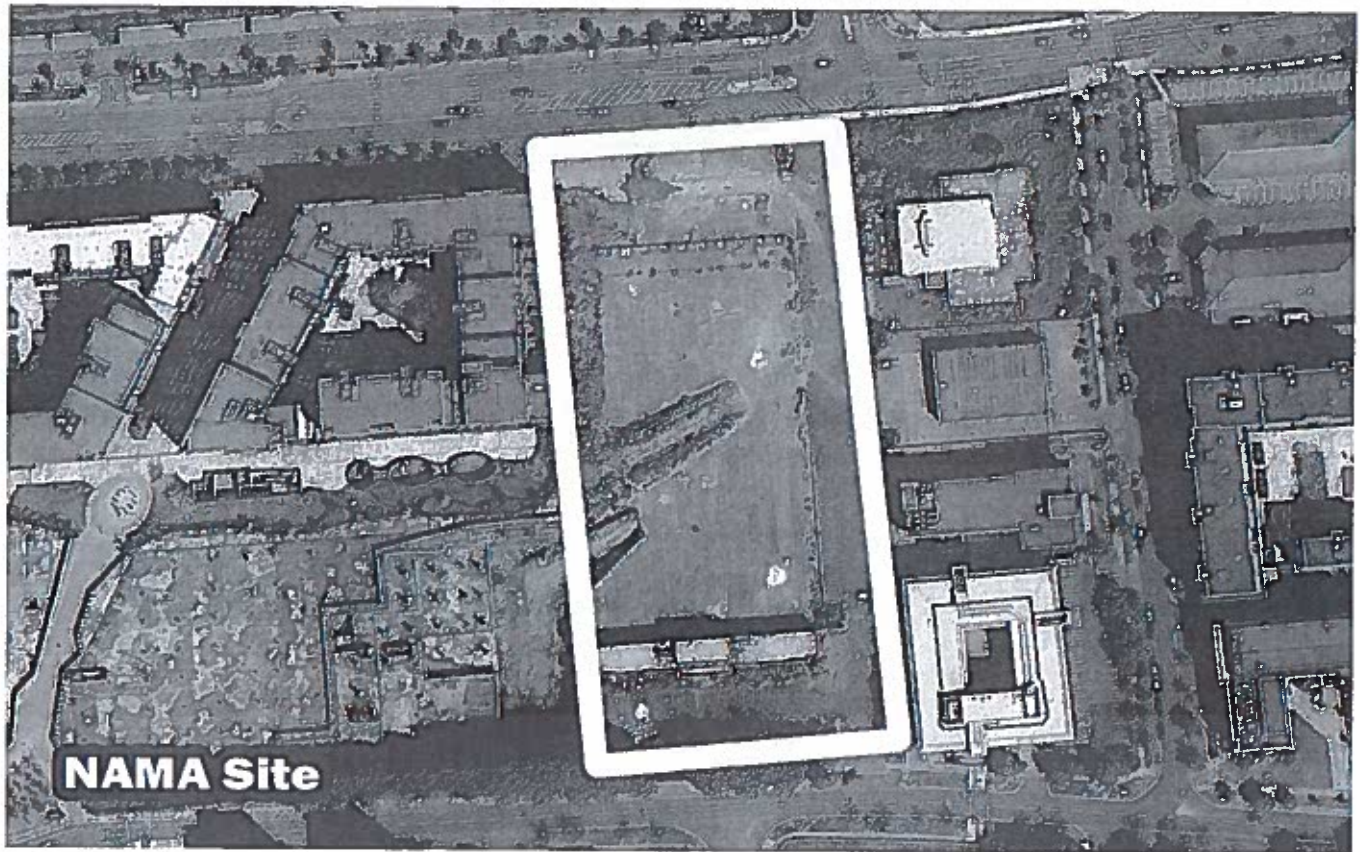
## 16. The NAMA Site

**Location:** Sandyford

**Size:** 1.5 Hectares

**Ownership:** National Asset Management Agency

**Status:** Full planning permission for 460 homes. Being prepared for sale.



## 17. What you can do.

If you support The Rathdown Public Lands Plan there are a few things that you can do to help make it a reality.

**Share** the plan with your family, friends, neighbours and work colleagues. We need as many people as possible to get behind the plan.

**Attend** public meetings, protests and other events that are being organised by Dundrum Housing Action.

**Contact** your local TDs, Senators and Councillors to ask them to support The Rathdown Public Lands Plan.

The state has the land, funds, legal powers and expertise to build thousands of affordable public housing units and community facilities in Rathdown.

The only thing that is missing is the political will to do it. We all have a part to play in building that political will.

The contact details of Rathdown's TDs and Senators are in the column to the right.

The contact details of every councillor in Dun Laoghaire Rathdown are listed on the following pages.

Please contact as many of them as you can and tell them why you want them to support The Rathdown Public Lands Plan.

## Rathdown TDs and Senators

**Minister Josepha Madigan TD**

Party: Fine Gael

Area: Rathdown

Phone: 016313800

Email: [josepha.madigan@oireachtas.ie](mailto:josepha.madigan@oireachtas.ie)

**Catherine Martin TD**

Party: Greens

Area: Rathdown

Phone: 016183018

Email: [Catherine.martin@oireachtas.ie](mailto:Catherine.martin@oireachtas.ie)

**Minister Shane Ross TD**

Party: Independent

Area: Rathdown

Phone: 016041039

Email: [shane.ross@oireachtas.ie](mailto:shane.ross@oireachtas.ie)

**Senator Gerry Horkan**

Party: Fianna Fail

Phone: 0863881531 / 087381531 / 016183846

Email: [gerry.horkan@oireachtas.ie](mailto:gerry.horkan@oireachtas.ie)

**Senator Neale Richmond**

Party: Fine Gael

Phone: 016183690

Email: [neale.redmond@oir.ie](mailto:neale.redmond@oir.ie)

## **Dundrum Councillors**

Councillor Shay Brennan  
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Councillor Karen Furlong  
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Email: kfurlong@cllr.dlrcoco.ie

Councillor Pat Hand  
Party: Fine Gael  
Phone: 0866078181  
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Councillor Brian Murphy  
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Councillor Sorcha Nic Cormaic  
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Councillor Seamas O'Neill  
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Councillor Grace Tallon  
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## **Glencullen-Sandyford Councillors**

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Email: eblain@cllr.dlrcoco.ie

Councillor Chris Curran  
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Councillor Kevin Daly  
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Councillor Lettie McCarthy  
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Councillor Lynsey McGovern  
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Councillor Peter O'Brien  
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## **Stillorgan Councillors**

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Councillor: John Kennedy  
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Councillor: Barry Saul  
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Councillor: Dónal Smith  
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Councillor: Alex White  
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Email: awhite@cllr.dlrcoco.ie

## **Blackrock Councillors**

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Councillor: Kate Feeney  
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Councillor: Mary Hanafin  
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Councillor: Deirdre Kingston  
Party: Labour  
Phone: 0872340409  
Email: dkingston@cllr.dlrcoco.ie

Councillor: Barry Ward  
Party: Fine Gael  
Phone: 0851578000  
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## **Dun Laoghaire Councillors**

Councillor: John F. Bailey  
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Phone: 0868324523  
Email: jbailey@cllr.dlrcoco.ie

Councillor: Cormac Delvin  
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Councillor: Mary Fayne  
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Councillor: Melisa Halpin  
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Councillor: Michael Merrigan  
Party: Independent  
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Email: mmerrigan@cllr.dlrcoco.ie

Councillor: Dave O'Keefe  
Party: People Before Profit  
Phone: 0871204129  
Email: dokeefe@cllr.dlrcoco.ie

Councillor: Ossian Smyth  
Party: Greens  
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Councillor: Patricia Stewart  
Party: Fine Gael  
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## **Killiney-Shankill Councillors**

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Councillor: Jim Gildea  
Party: Fine Gael  
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Councillor: Hugh Lewis  
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Email: hlewis@cllr.dlrcoco.ie

Councillor: Shane O'Brien  
Party: Sinn Féin  
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Email: sobrien@cllr.dlrcoco.ie

Councillor: Denis O'Callaghan  
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Councillor: Carrie Smyth  
Party: Labour  
Phone: 0863835051  
Email: carriesmyth@cllr.dlrcoco.ie



1055

## Introduction

### 1 What is your name?

Name:

Katarzyna Sapinska

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

My submission is centred on the Central Mental Hospital site.

I would like to suggest to:

- include the Central Mental Hospital site buildings and the surrounding wall on the Record of Protected Structures. It is especially important to me to make sure that the wall seen from my back garden remains in its current form to provide privacy, security and reduction of noise levels.
- to build more houses with gardens rather than apartments as there are already high proportions of apartment developments in the area. I'm very concerned about the height of the future development on this site. The buildings should be max 2-3 storey in height, as this is the height of buildings in the surrounding area.
- to make a provision for a green spaces and preferably a public playground within the development on Central Mental Hospital site.
- to make a provision for a new school on the grounds of Central Mental Hospital.
- to include community facilities and amenities such as Civic Centre, Library, Health Centre on this site.
- Dundrum Road is already at the top capacity (it is constantly blocked at the rush hours) and will not be able to cope with more cars, and the LAP suggests building 1500 units on the Central Mental Hospital site. Is this sustainable to over develop this site to just provide the units?

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 01:57:26

## Introduction

### 1 What is your name?

Name:

Sev Sapinski

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

To whom it may concern,

I wish hereby to make submission in respect of the proposed Dundrum Local Area Plan Pre-Draft Issues Paper.  
My observations and submissions are made mostly from Mulvey Park resident point of view.

Starting with Introduction section of Issues Paper published by Dún Laoghaire–Rathdown County Council, first mentioned major development on soon-to-be-vacated lands of Central Mental Hospital seems to be very key issue for Local Area Plan. Compare to the size and impact of other developments in the area this seems to be the most significant. It is then important to have included in Local Area Plan detailed objectives on land development, on community facilities and amenities as well as standards for the design of development and structures for this significant project.

As for Population and Demographic section, one should consider already high proportion of apartment dwellers and renters in the area. To maintain sustainable local communities' growth and happiness, Local Area Plan should support more community orientated dwelling model like family housing for young people.

Similar issue is undertaken in Housing section of Issues Paper. It mentions high proportion of apartment type dwellings in the area - 50% higher than average in Dún Laoghaire–Rathdown County and 200% higher than State average. This clearly indicates that what we need in the area is family housing schemes rather than more apartment type dwellings for rent.

Especially lands of Central Mental Hospital needed special consideration as to assure mixed and sustainable development there - despite politically driven random promises of high numbers of units, and despite of false concerns about sustaining local services and transport being clearly not an issue (considering how busy it is now).

As for Enterprise and Employment section, I would like to point needs for mixed development on Central Mental Hospital lands, concerning potential enterprise opportunities there, reflecting success of Dundrum Business Park nearby.

Local Area Plan should also include options for developing new and improving existing facilities along Dundrum Road being future connection between new development on Central Mental Hospital lands and existing Dundrum centre.

As for Movement section, it is well known advantage of having Luas tram line in the area, and it should be maintained in this form despite politically driven unrealistic central ideas of re-developing it into different medium.

Aside from public transport there is growing problem of increasing traffic load on the roads connecting Dundrum area with Dublin City Centre, mostly Dundrum Road. This should be re-developed in similar way to the Bus Corridor concept from National Transport Authority, including safe modern standard bicycle paths and traffic/speeding control systems.

Taking into account plans for Central Mental Hospital lands, there should be also reconsideration of vehicular and pedestrian access to its site. To ensure openness of development, new access way to the south is a must - either pedestrian / vehicular or pedestrian only, connecting Central Mental Hospital lands to Larchfield Road and Mount Carmel Road crossing.

As for Retail section of Issues Paper, Local Area Plan should be more realistic in terms of relying on private investors and I am talking about expectations placed on Phase II Town Centre development. More improvement and introduction of new retail / hospitality / amenities should be proposed on along of Dundrum Road.

As for Heritage section, Local Area Plan should consider providing public access to historic Dundrum Castle site to improve local attractiveness and identity – a lot of local residents don't know its location and never seen it. Same about historic site of Central Mental Hospital which should be further assessed and could create interesting local feature or even tourist attraction.

As for Urban Design and Placemaking section, there is urgent need for overall improvement of central and north part of Local Area Plan area, especially lands of possible Phase II Town Centre development, and even more along Dundrum Road which is hugely underdeveloped and below standards of modern urban space.

As for Open Space and Recreation section of Issues Paper, it says that lands of Local Area Plan, especially north part have the lowest provision of public open space in all Dún Laoghaire–Rathdown County. Further to this there is no potential free lands for new open spaces - except lands of Central Mental Hospital. It seems to be automatic choice taking into account existing natural qualities of the site, forestry and landscape as well as its central location.

As for Social and Community Facility section, north part of Local Area Plan is seriously underdeveloped and disadvantaged area. Lands of Central Mental Hospital are then again automatic choice for such facilities - especially considering that expectations tied on Phase II Town Centre development rely on private investor decisions and may or not may be developed in the future.

Key functions like Civic Centre, School (recommendation from Department of Education), Health Centre, Library, community playground are urgently needed to fight exclusion of existing communities on the north of Local Area Plan, as well as future community of Central Mental Hospital development.

As for Infrastructure and Environment section, there are existing issues like flood risk or pedestrian access issues, but Local Area Plan should focus more on future proposed developments. Especially issues attached to planned development on Central Mental Hospital land, as considering its scale it will have serious and dramatic impact on local infrastructure and environment. It require undertaken of serious measurements on many levels and should be taken into account while planning final urban fibre of all Local Area Plan.

Last section of Issues Paper document talks about estimated Future Developments on Local Area Plan area, mostly major development on soon-to-be-vacated lands of Central Mental Hospital. As listed in all sections above, I expect it to be developed in sustainable way, taking into account existing and future environmental and infrastructural conditions as well as local community's needs. In a contrast to current Central Mental Hospital isolated and enclosed form, it should be open and welcoming space, connected to all possible directions, adding new value and identity to its neighbourhood and creating opportunities for people in the area.

It is also crucial to keep State ownership of the lands of Central Mental Hospital, as only this way can guaranteed its planned and sustainable development in the future.

## **6 Would you like to upload a file with your submission?**

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Sev Sapinski





*At the outset I want to declare that my vested interest is seeing Dundrum Town Centre and Village being a showcase for the country/ abroad of a Community coming together and getting it right creating a place in the Subburbs of a capital city where people want to live.*

*Below is my twopence halfpenny worth! as a lifelong resident of Dundrum/ Churchtown.*

#### The Council....

- **The Pedestrian and Dundrum.** Despite being one of the best serviced areas for public transport, the car is given priority in the area. If Dundrum is ever to become a village/small town that belongs to the people, then the car must take second place to the pedestrian, cyclist, and users of public transport. I know commercial, and other vested interests, are opposed to such a plan, but if left as at present, any developments are a complete waste of time.
- A concession to vehicle access may be early morning and maybe an hour in the evening.
- *As a short term compromise the main street could be divided in two with the Church/Village side half converted into a walkway and the other half left for vehicles going oneway, south to north,(short term compromise.)*
- The first stop for many visiting Dundrum are the two Luas Stations.
  1. Dundrum Station with the original dangerous steps leading down to a very steep and unpleasant laneway,between the two banks. Could there be a more graduated covered walkway from the Luas to the village, between the two banks, similar to the Ryan Air walkway at Dublin Airport with photos depicting the history of Dundrum.
  2. Balally Station is even worse..Would you dare get on or off a Luas at this underground station?
- Having departed either station comes the link with the village/Town centre....as things stand you have to scramble across a highway of traffic, especially Balally Luas Station.
- The traffic situation is completely out of control in Dundrum with the standard of driving nothing short of disgraceful, with absolutely no regard for the pedestrian. The crossing in the main street, that at the entrance to the green car park of the Town Centre, the crossroads in Dundrum And finally the pedestrian crossings at the roundabout on Barton Road east (both ends) . What in Gods name were the planners at allowing such locations for the crossings. As regular users of the crossings, one has to assume that no driver will pay any attention to any of the crossings listed. *There is no deterrent despite being under a ½ mile from the Garda station. We have yet to see a Garda on the beat, as they used to say, or stop any motorist!*
- The status of the Ballinteer Road needs review, as it cuts though Dundrum like a scalpole. If it is to remain, as is, there needs to be the likes of a level crossing gate below the roundabout and another at Sydneham villas, which would open for a few minutes every quarter of an hour or the like. (the pedestrian must have priority from the Don Marmian Car park to the entrance to the Dundrum Luas station).
- **Traffic:-** Access and parking for the increased traffic! Is it visualised that the by pass will be able to cope with the increase in traffic accessing the village/ town centre not to mention traffic in the area in general? There must be adequate parking in all new developments?
- In the estates around the Town Centre and Dundrum Village could there be no parking between say 11.30 am and 1.00 pm and 2.00pm and 3.30 pm, to help reduce the amount of traffic using local estates as all day car parks.
- The Luas Bridge, despite all the plaudits is unsightly, with its awful stays reaching into the sky, blocking all views of the mountains, and as for the pedestrians trying to cross under its supports, it is an horrific experience. The bridge divides lower Dundrum from the village like a chasm. Write it off and leave it to the vehicle to appreciate its aesthetics!!
- A possible solution to the mess is to create a fabulous walkway cum cycle route from the site of the current Central Hospital, yet to be developed with housing estates, through Taney Green and Crescent with a massive Pedestrian crossing to Taney Drive and an enlarged, upgraded, and very well lit underpass of the Luas, linking the Luas station walkway to the Village referred to above.



### The Village Main Street

- The Village whilst retaining some of its original character with the buildings that are over 50 years old, most of the newer structures are in the main, a selection of hotchpotch buildings, one worse than the other. The Credit Union is a good example of a building stuck in at a weird angle, not in any way in keeping with the Village.
- The village is already on a slow path to choking to death between the traffic and neglect. (a small example some might say is the pathway outside the newsagent, which has been a shambles for years.)
- The Village needs to be set out as a landscaped park and primarily be a place where people live.
- It is critical that any development of the village needs to minimise hard landscaping, as far as is possible, and where it is needed there is a complimentary area of planting or similar.
- The choice of brick is critical in creating a feeling of warmth and a sense of a village. (not the garish red brick that is used in most new builds).
- The street surface needs to have a finish that is pleasant to walk on with some give, not a solid cement, which is so exhausting.
- The old perennial chewing gum must be cleanable!!!!
- The village needs to have walkways from the Kiosk entrance to the town Centre through the Crossroads (with pedestrian right of way) past the Church down to the Luas Station. Where the current entrance is to the Car park there needs to be another walkway of about 20 odd feet in width, heading west towards where Matt Britton's is at present, and then turning left or heading south to the walkway at the back of the Church.
- The area to the city side of the new (20 foot walkway) could have a three storey building, hotel or the like with an overpass to the island where the busses turn, which could accommodate, a taller building, for example, could provide accommodation for a hotel, with its own underground parking.
- The walkways should be very comfortable to walk on with plenty of seating, and where practical have planting and green areas to give that sense of calm parkland, contrasting with the lively hubbub of the Town Centre.
- Lighting as used in the carpark in the Grange Golf Club or that used between the two banks as you get off the Dundrum Luas, would add fabulously to the character of Dundrum and if used on all the walkways, would create a magical atmosphere.
- Please avoid a big hard surfaced open space in the development, as whatever benefit they may have for odd events, they are for the most part a massive invitation to unruly behaviour, are invariably awful in bad weather, and will in no time create a no go area.
- As a people we thrive in relatively narrow streetscapes, with small open areas dotted here and there. Taking small parts of Merrion Sq, or St Stephens green are good examples, with hedges forming natural boundaries. (please see attached streetscape photos)
- The most comfortable walkway is probably the monastic cloister style(modern version of Stillorgan with character) where you are under cover and have a view of an area of mown lawn running down the centre of the walkways.(perhaps artificial grass could be used).
- Another alternative is the laneways in Brighton a great example of how small laneways lend themselves to a very pleasurable and interesting shopping experience, with lovely small squares dotted around, (Brighton's Laneways are a bit on the narrow side).
- Dare I mention it but the scale of Kildare Village is very easy on the eye.(not sure about the choice of outlets, but again no worries about traffic)
- Could areas be designed to cater for entertainers that would give the village a reputation for quality street music etc.that would compliment Village life and not destroy it.
- The link between the Town Centre and the village needs to be seamless yet it is vital that we do not end up with a little Town Centre, as retail looks like it will continue to struggle.

- The artisan shop and homegrown single traders, is what the people want and will support, provided their produce is realistically priced. The likes of the English Food Market in Cork is a good example, where local businesses seem to survive and flourish.
- Rents in the Village will determine the success or otherwise of the area. If the developer wants to follow the Town Centre model, and extract, as much rent as possible, and too bad if you can't pay same, then the village will die within 10 years from over exposure to fashion shops, Multi Nationals, and the like.
- The upwards only rent act has to be scraped. Clearly it is up to our TD's to pass legislation to bring an end to the practice. It appears to exemplify the Market dictating policy. It bids the question .....Who is running the country!
- This last year has shown that if the likes of House of Frazer, Coast, etc. can come so close to collapse is proof that astronomical rents are a short term policy, which we the local residents will pay the price.
- It also seems strange that major developers tend to ignore the older shopper, not to mention the older males, despite supposedly having one of the highest disposable incomes!

#### **A Community building a Fun Centre of learning for everyone.**

- Architects and Community building... They have a wobbly record in Ireland with their obsession with high ceilings and large glass windows. They may be aesthetically pleasing, and win awards, but they are not comfortable, and waste a terrible amount of internal space. With our light it is about clever positioning of windows highlighting a tree/a view or whatever! (A simple example is Taney Parish Centre meeting room 1. upstairs).
- **½ Day / Day Courses:-** It would be great if this building could be used as a centre for fun learning for all ages, having a Professor in residence (like Carlsburg in Copenhagen) charged with providing daily / ½ daily courses on a never ending range of subjects, throughout the year, (Australia have a similar concept), the only criteria is that they are open to everyone, for a nominal charge / free. School children, from time to time could attend courses, as part of their curriculum. This would comprise a number of small areas on one floor with partitions, but opening out to a central atrium capable of catering for up to 250 people. (usual size ceiling)
- **Food:-** might take up another floor. With the never ending advertising for us to eat processed food and the control of the additive/colouring /taste enhancers, industry carrying on virtually unregulated. There needs to be kitchens laid out, where people could buy, and, or bring their food and cook it under the guidance of cooks. A place where you can go to pick up practical tips on all aspects of food /storage/ wastage/costing etc., even get meals supplied for those needing help with this area. Every effort needs to be made to fight the threat of obesity.
- **Performing arts:-** To have a full storey of the building given over to the performing arts would seem to be almost a given, as there is such a large number people with great creative talent but with few outlets to express themselves (unlike those who are sporty). The mainline education system has in the past, and continues to undervalue the creative arts. It is ironic, because as a race we are probably more talented creatively, than we are analytically, but which is valued more highly in the commercial life and the status stakes of the country?

#### **Democracy at work**

- As a kid I was brought to London once or twice and we used to go to Speakers corner. Could we have an area given over to such an idea that anyone can put forward their views on any subject, their time would be limited and they would only be allowed to address the people three times a year max. (unless petitioned by the people, 50 signatures required).
- Could we have an assembly meeting once a month, when the councillors would attend and people, individual / groups would have the chance to raise issues and discuss same and if supported then it would find its way to the council agenda.
- A twice yearly gathering with all the local TDs/MEP's to discuss national / international issues, to assist our reps. to gauge the mood of the people could be valuable, putting forward topics that need legislation or alterations to the Constitution, it could be our own local peoples assembly.

The library with the best cafe in Dundrum:-

- This is a bugbear of mine. There are thousands of books sitting in homes owned by people who would be delighted to see them in a properly run library. We should be looking at resiting the library in the Community Building, or better to the equivalent of one storey of any of the proposed car parks, maybe an extra level could be added on top. Especially with middledly sized windows opening out to the west of the village, with the mountains in the distance.

The Library should have the best cafe in Dundrum, a real go to place where everyone of all ages wants to go, the likes of Tim Hortons in Canada, which has a fabulous reputation.

- Whatever development emerges in the village, it is critical that the same level of management is in place to that of the Town Centre.

The area to back of the Church.

This is an area that has great potential to be an oasis of calm / shelter for people to sit and wile away an hour or two, and double up as an ampi theatre for small outdoor shows. Possible tiered seating and a fabulous parkland walkway linking The Town Centre, Ballinteer road with the Village and in turn with Dundrum Luas Station. *If the levels of the area in question are to be left as is, the area will be very vulnerable for missiles to be thrown from the Ballinteer Road, as a prank or a dare and of course could be very dangerous...sorry to appear negative!*

- Dundrum with the Luas Station on the doorstep would make a fabulous starting point for the Wicklow way.

To conclude as a keen follower of local developments I only indirectly heard of this consultation. In honesty could you hand on heart even vaguely regard this as a consultation. It may tick a box, as required by some act, but it falls far short of being a consultative process.

It is often said, that people dont really care about such issues, but is that the case? People care a lot, but they do not feel empowered to be part of the system. The System excludes them from realistically having a say, hence the mood is one of synicism and disillusionment with Local Government, similar to view held by Councillors of Central Government.

*I do hope that this is the start of a process of consultation and not the end. I also hope that the document which will be produced is in plain English/ Irish, and that it sets out clearly the future plans in a way, that we the residents of the area can understand. Please no acronyms, or jargon. Thank you for giving local residents the opportunity to give their views. Hopefully these will be taken on board, when planning decisions are being made, as it is we, the residents, who will benefit, or pay the cost longterm of the councils decisions.*

Cheers

Denis Rice



TO: Senior Executive Officer,  
Planning Office, County Hall,  
DLRCoCo, Marine Rd.,  
Dun Laoghaire.

FROM: Rosemary Fox

12<sup>th</sup> December, 2018

"A little picture saves a 1,000 words"

Chinese proverb

I have read your LAP proposal for the Dundrum area. Your document gave 8 maps but there was no map of the complete Dun Laoghaire council area outlining in detail the Dundrum area, thus it was impossible for me to detail the LAP area...which the whole document is about. There was no facility on the website to enlarge a section of the map in order to ascertain the boundaries as stated in the introduction on page 4 nor did it appear that the same area was used on each map as the shape and boundaries were different, nor was it possible to enlarge the maps to see the details referred to in the text. Having lived in this area for over 20 years I have been unable to keep abreast of all the changes since 2005, with the construction of the Dundrum Town Centre. The document seemed to me to be offered to the select few and not the residents/those living in the area as prior knowledge of the area seemed to be assumed.

There was no effort made to include the current building, private or public in the Dundrum area so the LAP area has neatly excluded buildings being undertaken on the Churchtown Road, The Grove and Trimbleson in Goatstown to mention but three currently under construction. Mention is given to the "several major sites coming forward for development in the near to medium future....including the Central Mental Hospital" (page 4) yet later in the document it is stated that CMH will house 1,500 residential units (page 15) Confusing!! If the purpose of LAP is to outline the Development Plan 2016-2022 then it seems to me that all development in the area currently under

construction +/\_ planning stage should be included and not just a portion of the Dundrum area.

It is stated that an Urban Framework Plan was prepared for Dundrum in 2003 yet I wonder ::

How closely the Plan came to the final/current development of the area?

Currently, the Dundrum Road, Goatstown Road and Churchtown Road has become a "Car Park" for long periods of the day .....(due to the opening of M50 access)...What thought has been given if the population of the area is increased along with traffic issues that will arise from same? Have the authors of LAP ever stood at the Dargan bridge and observe the traffic flow?

If a review was ever undertaken of the Urban Plan by either the DLRCo or independent advisors at any time in the past 15 years? Of course, no outline was included of the Urban Plan and if this document (LAP) was prepared by the same body or with a group with no reference to the Urban Plan of 2003.

#### Housing and Population Pages 5 & 6

Whilst I was growing up in Ireland of the 70's and 80's, I was constantly being told I was part of the youngest population in Europe of under 25's yet this document seems to express surprise that we have got older with all the changes that came from staying alive. Yet, now it is suggested that we "downsize" to where????, make huge changes in our lives with no preparation or serious consultation/planning or expense !!! This suggestion has also been outlined at National level. Daft, without preparation.

#### Movement Page 8

As stated Dundrum is relatively well served by public transport but the authors of LAP have obviously never tried to use the LUAS at peak or shoulder times. Sardines in a tin have more space....in my opinion it is overcrowded at these times. The LAP document states it will be perfect with the "Metro Link" of the future. Did the authors of this document examine the proposed changes with

"Bus Connect" to envisage these proposals may have on access in and out of Dundrum and its environment?

Urban Design & Place making Page 11

Whilst I enjoyed this section.....a few examples of good urban design would have been most useful and appreciated.

In my limited experience lovely pedestrian areas create difficulty for those "poor on their legs" leading to excess walking in danger of being knocked down by skaters, scooters and cyclists. It has shocked me that Bird Ave. Dundrum was updated in 2017 yet the road doesn't have a dedicated cycle lane within a short distance of UCD and is used by many cyclists.....but then this does not form part of the LAP area therefore not part of planning for the usage of Dundrum!!!

Overall

I welcomed the opportunity to read this document. A new experience for me due to changes in my personal circumstances I have to time to see "democracy" at work.

Several statistics are quoted at random, Census 2016, Electoral area with comparison with local and national to suit the paragraph, of course there are statistics, damned statistics and.....

I have found the document easy to read but lacking in any substantial detail. Rumours abiding in the area have more information as to what we may get in the future whether we like/want it or not. The limited area chosen by LAP doesn't in my opinion reflect the on-going and current changes taking place in Dundrum.

Dundrum is a large urban area yet it lacks the basic facilities available in most villages, towns in Ireland.....community centre, hotel, hall for public events....

I had understood that LAP has been convened to ease the housing crisis yet the only reference to future housing is the grounds at the CMH. Yet there is no reference as to the size of this area or if it has any "protected structures". Basically it is a large document which says very little.

This document has no named author included, not even a mention of the local Dundrum councillors. This makes me wonder who will have a say in the final project.

A more holistic approach to the Dundrum area would have been appreciated and more honesty behind the formation of LAP and their remit should have been included in the document, in my opinion.

A handwritten signature in blue ink that reads "Rosemary Fox." The signature is written in a cursive, flowing style.

Rosemary Fox.



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2023  
Submitted on 2018-12-14 09:13:38

## Introduction

### 1 What is your name?

Name:  
Colm Clarke

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

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#### Comments:

The plan highlights the aging demographics of the Dundrum area and hinterland. This likely reflects the nature of development in the area from the 1960s and 70s. A problem faced by many young people from the area is lack of affordable housing for rent or purchase. The large lands at the central mental hospital must provide high density housing with a mix of apartments suitable for families and not just for students and downsizers. Affordability should be a consideration at all stages of planning in these developments otherwise the population in the area will continue its current slow growth/decline trajectory.

The Dundrum Town centre has been very successful at bringing a range of retail amenities to the locality. While there have been benefits to this, there have been issues specifically relating to the ability of local transport to handle the large volumes of visitors to the area. There is a risk of additional retail space at the old shopping centre site compounding this issue. There is also an issue with vacancy along the Main Street and low population densities in the area. Consideration should be given to include high density residential and or mixed use zoning along the Main Street to bring life back to the town and move away from provision of retail services alone.

Parks are also an issue with very little in the way of formal green space in the area. This could be accommodated in any redevelopment of the shopping centre lands in combination with any mixed use development here.

The council should move away from restricting building heights generally in the plan and move towards a case by case height strategy.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 09:55:01

## Introduction

### 1 What is your name?

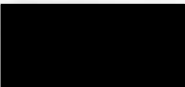
Name:  
William Hourie

### 2 What is your organisation?

Organisation:  
Taney Parish

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

As requested in the Dundrum Local Area Plan Issues Paper, dated November 2018, we are interested in making a submission to reflect our views on the future of the local area and community that we are an intrinsic part of.

We have uploaded a pdf version of our submission to this website.

William Hourie  
Taney Parish  
Glebe Warden

### 6 Would you like to upload a file with your submission?

#### file 1:

Parish of Taney submission on Dundrum Local Area Plan 141218.pdf was uploaded

#### file 2:

Chichester Cathedral guidelines on floodlighting Churches.pdf was uploaded

#### File 3:

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#### File 4:

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# Dundrum Local Area Plan

## Submission by Parish of Taney Select Vestry

14<sup>th</sup> December 2018

As requested in the Dundrum Local Area Plan Issues Paper, dated November 2018, we are interested in making a submission to reflect our views on the future of the local area and community that we are an intrinsic part of.

There are two churches within Taney Parish, (St Nahi's and Christ Church) and the parish, as it now stands is bounded by Milltown to the north, Ticknock to the south, Churchtown to the west and Goatstown to the east. With over 800 families and 2000+ parishioners, Taney is now the largest numerical Church of Ireland parish in the Republic

Christ Church was opened for worship in 1818 and this year marks the bi-centenary on the opening of the Church.

There is also a Parish Centre which was built in 1991 and serves not only as a Parish Centre, but as a Community Centre for Dundrum and beyond. The activities that take place in Taney Parish Centre contribute in no small measure to the sense of community that exists in Dundrum today.

St Nahi's stands on the original site of Dundrum Parish Church, where according to official records, a church was built about 800AD probably on the ruins of a still older building. The Churchyard precedes the disestablishment of the Church of Ireland and thus is open for burial to all those who live within the boundaries of the Parish of Taney, whatever their denomination.

We support and encourage the DLRCC desire to obtain feedback from the community to help shape and inform decisions that will be needed to be taken in the future. These arise from the opportunities that are becoming available for the future regeneration and renewal provided by the major development sites in the area.

Whilst we have an interest in all aspects of the future development of the area, we will confine ourselves to commenting on the following topics: -

### **Q. Should the Local Area Plan boundary be amended? If so, how?**

- A. We believe that Christ Church Taney should be included in the area and we recommend that the boundary be altered to provide for this.

The other parish church "St Nahi's" is already included in the LAP and we would consider that both churches of the Parish be included.

**Q. Are there any structures of historical, architectural, artistic, social or cultural interest that you think should be added to the Record of Protected Structures?**

- A. Whilst there are many structures within the LAP that could be added to the list of Protected Structures, we recommend that the Old Parish Hall, the School and the Teacher's house located on Eglington Terrace be included in this list.

**Q. What are the key issues relating to the built environment?**

- A. We recommend that the height of buildings to be carefully considered to take account of existing structures in the surrounding area.

In particular, on the site behind the Carnegie Library (disused HSE Dispensary), the height of any development there should be restricted to a height at a comparison to adjacent buildings i.e. Joe Daly's and Usher House, (ground to ridge). The overbearing nature of a tall building located there would have a detrimental effect on the ambience and tranquil nature of the graveyard which is currently enjoyed by visitors and mourners who use that space.

A tall building could also affect the light entering St Nahi's church through the Stain Glass Windows which would impact on the ambience within the church.

**Q. Improving and enhancing the public realm**

- A. We believe that lighting the façade of Christ Church Taney would enhance the "public realm. In considering the installation of lighting the questions of light pollution, responsible use of energy and impact on wild life will have to be taken into account. Ref "Chichester Cathedral guidelines for floodlighting churches" attached

**Q. What types of additional community facilities are needed and where should they be located?**

We believe that an additional Columbarium would be an enhancement to the area, it would provide a space where urns containing ashes could be placed for the benefit of the loved ones of the deceased.

Taney Parish have plans to construct one on a derelict site next to St. Nahi's graveyard (currently owned by DLRCC). We understand that the zoning of the plot permits the consideration of cemeteries and crematoriums. We recommend that the construction of a Columbarium be permitted also.

**William Hourie**

**Glebe Warden**

**Parish of Taney Select Vestry**

**Taney Parish Centre, Taney Road, Dundrum, Dublin14.**



## CHURCH FLOODLIGHTING

The floodlighting of church buildings has become increasingly popular during the past few years, probably reaching the height of its popularity during the run up to the Millennium. The CPRE (Council to protect Rural England) claims that National Lottery money funded some questionable church lighting schemes, and asks whether it is always appropriate to floodlight country churches. "There is nothing more beautiful than a darkened church spire silhouetted against a full moon." (*Night Blight* CPRE 2003)

The first question the PCC must address is whether it is actually looking for floodlighting or really needs security lighting, which calls for different considerations and a different design.

It is widely believed that floodlighting a church reduces crime. In reality things are less clear cut.

At this point the PCC may wish to read the DAC advice note on Security Lighting.

As Christians, in deciding whether to floodlight at all, we are bound to consider the questions of light pollution, responsible use of energy and impact on wild life.

### ❖ Light Pollution

- i. One of the glories of creation is the night sky. On a dark clear night you can see some 3,000 stars, and the Milky Way splashed across the heavens, but 55% of the UK cannot see the Milky Way. "90% of people who wish to see the night sky in the UK probably suffer light pollution at least noticeable enough to hinder observation." (B. Mizon *Light Pollution* 2001)  
*"Civilization has fallen out of touch with night. With lights, we drive the holiness and the beauty of night back to the forests and the seas; the little villages, the crossroads even, will have none of it. Are modern folk, perhaps, afraid of night? Do they fear the vast serenity, the mystery of infinite space, the austerity of stars?" (Outermost House by Henry Beeston, 1933.)*
- ii. Concern has been expressed by the growth of floodlighting and the resulting increase in light pollution by astronomers and research scientists, and by safety experts in the aircraft industry,
- iii. We must take care that church floodlighting does not cause a nuisance to neighbours. "Light Trespass" can harm the quality of life for neighbours and rob them, or their children of sleep.
- iv. Special consideration may be necessary in small villages and on the edge of open countryside in rural areas where ambient light levels are low.

## ❖ Energy

The church must set an example in not wasting energy. Most electricity is produced by burning finite fossil fuels. It is estimated that up to 500,000 tonnes of fossil fuels are burnt each year to produce electricity for exterior lighting across England.

## ❖ Global warming and climate change

From the smoke stacks of power stations flow air pollutants which cause acid rain and harm human health, as well as the carbon dioxide gas which we know to be gradually building up in the earth's atmosphere, trapping heat, changing climates and raising the sea level.

## ❖ Wildlife

There are many potential impacts on wildlife, bearing in mind that many of our churchyards are managed as small nature reserves, and others are close to countryside.

"All living things adjust their behaviour according to natural light. Man's artificial light which is now powerful enough to turn night into day, can create stress and confusion. If not properly controlled, obtrusive light could present serious physiological and ecological problems not just for the present but for future generations." (*Guidance notes for the reduction of light pollution – The Institute of Lighting Engineers*)

- i. Many animal and plant species are known to be sensitive to the changes in day length. The changing light cues changes in their own lives concerned with growth and feeding, reproduction and migration.
- ii. Some birds use the stars for night time navigation.
- iii. Some nocturnal species are not adapted for activity in bright light.
- iv. Researchers believe that the glare from floodlights round a church draw insects from more than a quarter of a mile in every direction, depriving bats, birds and other animals over an area of a square mile or more of their food source. "An owl and bats used to come to our garden at night. Now they don't come anymore." (*CPRE volunteer from Nottinghamshire*)

## ❖ The next step

Having taken the decision that the PCC wishes to go ahead with a floodlighting scheme, these are the issues that should be addressed next.

Is it responsible or necessary to flood light the church every night? Floodlighting, or 'decorative lighting' could be reserved for Christmas, Easter, Patronal Festivals, major Saints' Days, Concerts and other special events in the church, and national days of rejoicing. It might

even be a small temporary system set up when needed. Permanent cabling could be installed with discrete, weatherproof, switched sockets into which temporary floodlights may be plugged.

It should always be turned off after 10 or 11 p.m. using electronic timers, unless there is a midnight service.

Avoid over lighting, use the minimum wattage of lamp to achieve the required result (generally 150 watts), fit hoods and shields and angle down where possible to minimise light spillage and pollution, be careful where the light goes, and ensure that the floodlighting will not distract drivers on nearby roads or disturb nearby residents.

Equally disturbing is light reflected from an overlit church. A contrast between the colour used to floodlight the church and the colour of the lighting in the surrounding area is more effective in distinguishing the building from its surroundings than brighter lighting. Additional small and unobtrusive light sources mounted on or in the building, perhaps within window embrasures and door openings, will be all that is needed to define the form of arches and openings, the texture of stonework or architectural features, but care must be taken that a particular feature is not over emphasised.

Metal Halide and Mercury lamps are far more suitable than high pressure sodium lamps, which produce an unpleasant yellow light, although they have a higher light output per watt of energy.

This is the point at which the PCC needs to take the advice of the consulting architect, who could obtain more technical advice sheets from the DAC secretary.

At this stage the PCC may wish to come to the DAC for informal advice, in which case the following information will be required.

#### ❖ **DAC Requirements for Informal Advice**

A statement of need justifying the installation of floodlighting. Full details of the time at which the lighting will be switched off and the number of nights in the year when the system will be used.

Also:

1. A simple drawing showing the position of the luminaries, trenching and the cable routes. The plan should also show relevant features such as trees, paths, gravestones and neighbouring buildings.
2. The point at which the cables leave the church.
3. First thoughts on the type of lamp to be used, the colour of the light and the colour temperature in degrees Kelvin.

❖ **DAC Requirements for Formal Advice**

1. A scale drawing showing the position of the luminaries, trenching and the cable routes. The plan should also show relevant features such as trees, paths, gravestones and neighbouring buildings.
2. Confirmation that MICC cable with PVC sheathing minimum size 1.5mm will be used within the church and PVC/SWA/PCC minimum size 2.5mm for exterior cables, where trenching is needed 450 mm deep with a warning strip.
3. Information about the control equipment.
4. The method of installing cables from interior to exterior. (The committee recommends drilled and **bushed** 20 mm holes about 150 mm from the ground.)
5. The method of fixing floodlights, on the building and on the ground.
6. The type of lamp to be used, the colour of the light and the colour temperature in degrees Kelvin.
7. Illustration of the floodlights
8. Security measures (e.g. wire protection)
9. Plans for drainage around the floodlights fixed on the ground.
10. The DAC requires that any new electrical items are not fitted to a system that is already overloaded or even dangerous. You should therefore include a current electrical test certificate.

**Note**

The DAC can provide more technical advice to your architect.



Submitted to Preparation of a Local Area Plan for Dundrum 2018 - 2023  
Submitted on 2018-12-14 10:30:11

## Introduction

### 1 What is your name?

Name:  
Stephen Parker

### 2 What is your organisation?

Organisation:  
Resident

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Regarding the development of the 35 acres at the Central Mental Hospital, this is a very large development which will impact significantly on the neighbourhood.

The new development should be integrated into the neighbourhood. It should not be a gated community, with the large walls and one entrance. The walls to the west to Dundrum Road, and south to Rosemount should be removed. There will also need to be two, and preferably three vehicular entrances.

The new residents will increase usage of local facilities such as open spaces, parks, shops, luas, buses, roads, community centres and support and therefore there must be an increase in the provision of these.

Part of this can be provided in the new development - parks, local shops, community facilities, cafe / pubs - but they should not be exclusively for the new residents, and they should be open to all, which the removing of parts of the high wall would help.

Windy Arbour has developed organically as village over the last fifteen years, with the main parade of shops - Convenience Store, butcher, baker, chemist, 2 takeaways - supplemented by the innovative Drive In Coffee Dock and Eco Logic Food Shop.

Consideration should be given to extending the LAP to these areas, and providing an integrated Windy Arbour Village Centre which could be the combined four areas of :

1. The Main Parade.
2. Ryans Pub & Car Park ( which is looking to re develop )
- 3 1 - 2 Dundrum Road, the block containing Laser, old Garage, & Eco Logic
- 4 The current entrance to the Central Mental Hospital.

Creative thinking would be required to facilitate the integration, bearing in mind the heavy use of Dundrum Road, but the first step would be the inclusion of these areas in the Local Area Plan.

150 metres down the road is the Dundrum Business Park, which while outside the LAP, has a significant impact on the locality, with the use of the local shops for lunchtime / morning snacks, parking in adjacent housing estates, and use of the Luas. This has increased significantly in the last ten years, as the Business Park has grown, with no corresponding increase in car parking in the Business Park nor Sandwich providers.

The LAP states the population of the area as 5500, and so 1500 homes could mean the number people will increase by over 50%. All areas of the impact of the new residents should be addressed rather than solely providing the new homes. In addition, a proportion of the housing should be for local residents.

The LAP should correspondingly allow for a similar proportionate increase in facilities, and seek reassurance from transport providers of similar increase in capacity. It may also be an opportunity to widen the busy Dundrum Road or make it safer at the Windy Arbour hub.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-14 11:15:32

## Introduction

### 1 What is your name?

Name:

Tom Merriman

### 2 What is your organisation?

Organisation:

personal

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The Dundrum Shopping Centre (Dundrum Town Centre) has shifted the centre of activity away from the traditional heart of Dundrum, the Old Main Street. The LAP provides an opportunity to plan to return the heart of the community area to Main Street, enlivened as an attractive place for the public to do business and recreate. This should be a many-faceted approach;

1. A new civic amenity in Main Street. This should encompass new civic offices, library and associated facilities, exhibition facilities, meeting rooms and a public open plaza that could accommodate markets/fairs/ street traders/performers and the like with greenery and colourful planting. Ideally this should be integrated into the new development on the Old Shopping site. This could be achieved by a land swap with the developer, Hammersons. Potential swap sites include the Council owned public car park at the Dom Marmion Centre and the Carnegie Library site which could be developed as a boutique hotel (on stilts to avoid the flooding issue), a landmark entry to the village. An alternative would be the ETB site which could be swapped for the Dom Marmion site. This site has great potential for civic amenities, an outdoor plaza and underground public parking.

2 Pedestrian-friendly street. Remove on-street parking (as per the County Development Plan). Footpaths need to be widened to 3m on each side of the street with more frequent pedestrian crossings. Additionally safe cyclepaths in both directions are needed. The remaining carriageway will probably be sufficient only for one-way vehicular traffic.

3 Only vehicles with business on Main Street should be permitted access to main street. One-way traffic in a northerly direction could permit re-instatement of the traditional entrance to Dundrum village from Taney Road (where the slip road currently is). This could allow the closure of the existing junction into Dundrum from the bypass. Southbound buses can use the bypass (there is already one bus stop on the bypass). Access to main street can be from Sandyford Road, Barton/Balinteer Road and Kilmacud Road Upper

4 The bus interchange should be relocated to the East side of the Luas where the original Stationhouse is. If it is to remain on Main Street it should be on the west side between Main Street and the bypass ( Luas Bridge undercroft and where the fitness centre is behind Waldemar Terrace, which should be retained). The interchange should have high quality paving, furniture, signage and general infrastructure.

5 The aim should be to get pedestrians traversing from the transport hub on the North end of Main Street to linger on main street and increase footfall for traditional businesses on the Street to ensure its future as a thriving business centre that will attract high-quality niche retail units

6 The public realm on main street needs a huge facelift. Good quality paving, all cables run underground, remove lamppost and suspend or fix public lighting to buildings. Co-ordinated signage and good quality shop frontages are required. More bicycle parking. Trees and planting would enhance the appearance of the street

7 Provide gathering/recreation space by widening footpaths to a maximum. Remove shopfronts built on to older buildings (to return the original streetscape) and provide seating /outdoor cafe areas

8 A public plaza (with a single traffic lane through it) could be created in the area between Pembroke Terrace and the Catholic Church (all protected structures) enhancing these structures and providing a focus for public activities.

9 The development on the Old Shopping Centre site (which is likely to be residential) should be 2 storey onto the footpath scaling up to multi storey on the bypass side. It should be sympathetic to the original streetscape and to the original red-brick terraces. The development should be permeable to public pedestrians in both north/south and east/west directions and if possible should have publically accessible open spaces. Gated communities are not appropriate in this setting.

10 Sweetmount should be directly connected to the Main Street by a footbridge and better pedestrian priority given to crossings from Upper Churchtown Road and Dundrum Road North to Main Street

11 The current Carnegie Library is isolated from the centre of Dundrum and should be re-located to a modern state of the art facility in the centre of Dundrum. Other uses for the Library site could include a hotel, an Education Facility (swap for ETB site) or a local Enterprise Centre

12 Northbound traffic on the by-pass should be permitted access into the Shopping Centre car parks (with appropriate signalling/lane markings) to reduce traffic volumes on Sandyford Road and Main Street

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-14 11:31:07

## Introduction

### 1 What is your name?

Name:

Teresa Flynn

### 2 What is your organisation?

Organisation:

Imagine Dundrum

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Social housing is a vital consideration as we need accommodation for all.

Apartments/town houses to BUY be made available for older people in order to downsize and also for families who wish to buy an apartment or a house vacated by older people.

Huge disappointment among older local people for example when all apartments at Fernbank were bought by Irish Life.

Rise in local population is obvious with number of high-rise apartment blocks in the area. ..social, recreational, cultural and civic facilities/infrastructure must be available for all these people so they can go about their lives and do their business without travelling into city centre or elsewhere.

Local businesses need our support and a market place (all-weather) for street traders/performers would be welcome.

Cycling facilities so locals could access the village & ease traffic.

A one-way traffic system on Main Street and a reduction of the speed limit

Underground parking to free up Main Street and car-sharing to be encouraged

Shuttle services from parking areas and nearby outer areas like Nutgrove

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 12:22:19

## Introduction

### 1 What is your name?

Name:  
H. Cahill

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The proposed Dundrum LAP boundary involves parts of a number of small areas, but does not capture any full small areas. Not only does this limit the applicability of census based demographic information for these areas, it is too small geographically to ensure relevance of the LAP to the local population.

People living in the parts of small areas that fall outside the current LAP boundary lines will be equivalently positively and negatively effected by future development in the area. This is particularly the case for residents of the outer parts of Dundrum-Sweetmount who live c. 1km from the Dundrum Luas Station, Dundrum Town Centre, Old Shopping Centre, Dundrum Main Street and a number of sites on or close to the Main Street where development is anticipated. Many residents of parts of Dundrum-Sweetmount that fall outside the current LAP boundary line live closer to key LAP landmarks than many of the residents of inner parts of other small areas.

I propose that the LAP boundary is redefined to include all of Dundrum Sweetmount and that consideration is given to extending it further to include all of the relevant small areas, potentially also some other small areas that adjoin the current area but are excluded despite very close proximity to key LAP landmarks.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 12:36:45

D063

## Introduction

### 1 What is your name?

Name:

Caroline Maguire

### 2 What is your organisation?

Organisation:

Individual

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Enterprise and Employment

I would like to see small hub type places to encourage start ups – this could be located in a new Civic Centre.

Places where people could bring their own lunch to eat and be protected from the elements.

A hotel which would increase employment but also provide other facilities for workers in the town. If it is possible to require a hotel to have leisure facilities such as a pool and gym that would be a great asset to everyone.

#### Movement

I find Dundrum Main street a very stressful place to walk – I'm particularly fearful if with any of my grandchildren as the footpaths are narrow and the traffic is right up beside you. Buses turning at the crossroads are an accident waiting to happen. Traffic needs to be reduced and limit buses and heavy vehicles. Cyclists need a dedicated cycle lane as they are very vulnerable on that street. More parking facilities for bikes and a stand for those who rent a bike would be very useful. There are two few pedestrian crossings particularly near the Luas station and the old shopping centre – it's impossible at times to cross there. Pedestrians should be prioritised when planning in the village.

The small cottage beside the library itself and St. Naithi's church and graveyard are quite cut off from the village by the bypass. Some way of rejoining these to the village should be considered – maybe overhead pedestrian and cycleways across the bypass on several locations. I would support the idea of covering the bypass and making it an urban greenway.

#### Retail

The new shopping centre is an attraction for people from all over the country – it is a great facility but there is no local feel to it. As a local person I would like to have small shops that sell books, vegetables, butchers, hardware – with a more personal delivery. It's possible to develop relationships with people who own or manage local facilities like these – adding to a sense of belonging and community in the village.

#### Heritage

Many people in Dundrum do not know that there is a Dundrum Castle – I would like this to be highlighted and considered for protection. As part of the development of the village I would like it to be opened up and included in some way. There could be access from the bypass.

There are many buildings that have been mentioned by John Lennon the local historian for protection and I would support those – it is important that we keep the character of Dundrum and these buildings are what give our village its own unique identity.

Some well placed signs on buildings giving information on the history of Dundrum and dating buildings would be a good addition.

I would like the streetscape of Dundrum kept intact in as much as possible. The lovely houses on Glenville Terrace restored. The front gardens could be used as additional public space as we have so little of it in the village.

There are many small shops down from Glenville Terrace which have been built on to original houses and I would like to see the line of those houses restored to the original. I would like to see any small businesses displaced by this accommodated in the original building.

#### Open space – urban design etc.

I would like to see more open space that could accommodate pop up shops, outdoor entertainment, places where people can gather – better seating and

planting. Play facilities for children, toilets particularly for people with disabilities. Consider using our outdoor spaces more as it is healthier overall - but need to provide cover and facilities that encourage people outside.

I fully support the proposal for a Civic, Cultural and Community Centre as Dundrum is very poor in these type of facilities – we need a heart for Dundrum that will encourage a feeling of belonging and a pride in belonging. As well as many public services I would like this centre to provide services that will attract people of all ages to use it.

A new public library is well overdue and I envy those who live near the relatively new library in Ballyroan. Our present library is a lovely building with plenty of character but more space is needed.

## **6 Would you like to upload a file with your submission?**

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 12:57:19

## Introduction

### 1 What is your name?

**Name:**  
Deirdre Kieman

### 2 What is your organisation?

**Organisation:**  
Coakley O'Neill Town Planning Ltd.

### 3 What is your postal address?

**Post address:**  
NSC Campus, Loughmahon, Mahon, Cork

### 4 What is your email address?

**Email:**  
deirdre@coakleyoneill.ie

### 5 What would you like to say about the Draft Local Area Plan?

**Comments:**  
Please find attached our comments and observations with regards the forthcoming LAP for Dundrum

### 6 Would you like to upload a file with your submission?

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Dundrum LAP Submission.pdf was uploaded

**file 2:**  
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**File 3:**  
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**File 4:**  
No file was uploaded

**File 5:**  
No file was uploaded



The Senior Planner,  
Dun Laoghaire Rathdown County Council,  
Planning Policy Unit,  
Marine Road,  
Co. Dublin

14 December 2018

**RE: SUBMISSION TO THE DRAFT LOCAL AREA PLAN FOR DUNDRUM**

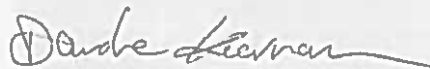
Dear Sir / Madam,

We enclose a submission in connection with the preparation of the Dundrum Local Area Plan.

The submission is made on behalf of Eoin Sheehan and relates to a site in his possession within the Dundrum area.

Our client welcomes the publication of the Draft Dundrum Local Area Plan and the opportunity to become proactively involved and we request you give this submission favourable consideration in the finalisation of the Local Area Plan.

Yours sincerely,



Deirdre Kiernan

Coakley O'Neill Town Planning Ltd.

NSC Campus

Mahon

Cork.



**Development Site at Dundrum**

**Submission on the  
Dundrum Local Area Plan**

**Regarding the  
Development Site at the Rear of Dundrum Main Street**



**Prepared and Submitted in**

**December 2018**

**By**

**Coakley O'Neill Town Planning Ltd.**

## 1.0 INTRODUCTION

Coakley O'Neill Town Planning Ltd. on behalf of Eoin Sheehan wish to make this formal submission to the Draft Dundrum Local Area Plan hereafter referred to as the 'Draft Plan'.

The purpose of the submission is to inform the preparation of the Plan in relation to the status and future development of our client's site within Dundrum Town Centre.

While not objecting to the long term objectives of the existing MTC – Major Town Centre Zoning, our client hopes to envisage more mixed use and residential development will occur in the town centre, in particular within the Main Street area.

## 2.0 SUBJECT SITE

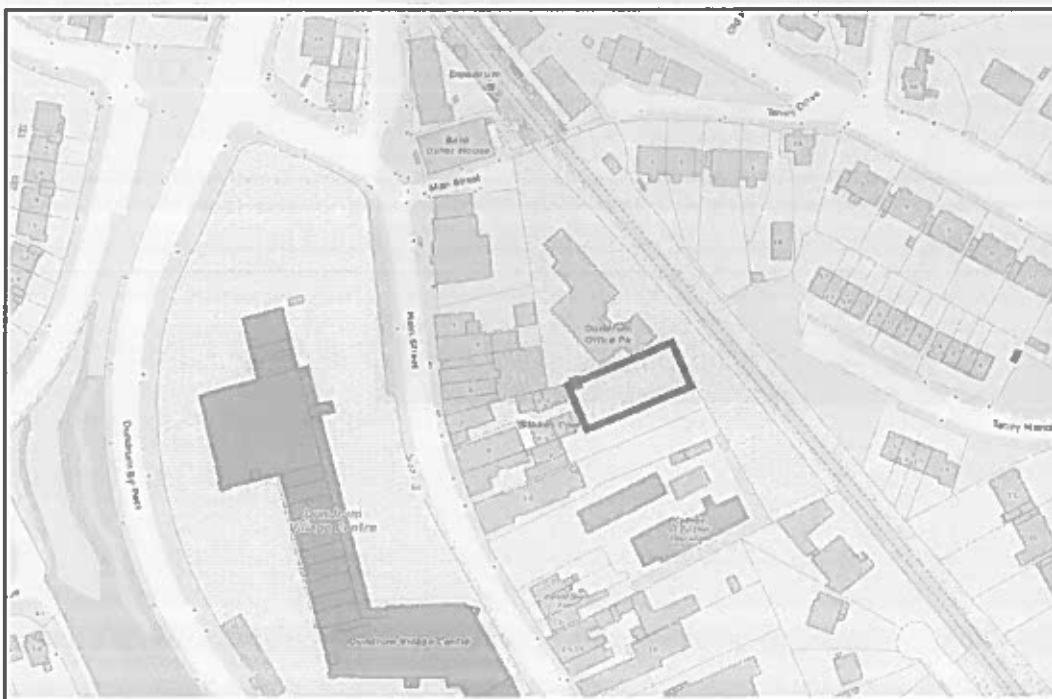
Our client's site is located within Dundrum village and forms a back land site north of the Main Street. The immediate area is dominated by commercial uses, including offices and retail. The Luas Green Lines runs north east along the site boundary and Dundrum Luas Station is c. 100m from the site.

The site comprises an undeveloped back land site of 0.94 ha which is rectangular in shape with a level gradient. The site has two main access points, one vehicular access is provided through the existing vehicular access to Dundrum Office Park north of the site and one pedestrian access through a lane way in the western boundary of the site that connects onto Main Street.

The site remains undeveloped, at present the southern area of the site is overgrown with hedge grow, native flora and trees, and bound by a stone wall. The ground has been tarmacked but subsequently covered in moss and weeds. Temporary metal fencing has been erected along the northern boundary to secure Dundrum Office Park from the site and timber fencing erected along the east side to separate the site and car park, however, the fencing has been damaged and remains in disrepair.

In its present stage site does not provide any residential or community amenity nor does it add value to the town centre, rather it is under utilised considering the significance of its strategic location and proximity to the Luas.

**Figure 1. Site Location**



**Figure 2. Overview of site, including pedestrian access**



**Figure 3. Trees and overgrowth along the southern boundary**



**Figure 4. Tarmacked & Hedgerow**



**Figure 5. The LUAS running east of the site**



### **3.0 SUBMISSION CONTEXT**

This submission is made in the context of the guidance set out in the Department of Environment's Guidelines for Planning Authorities on Local Area Plans. One of the key messages of the Guidelines is to:

*improve the quality of local area plans, especially in relation to their content and consistency with higher-level plans, thereby improving the quality, consistency, effectiveness and efficiency of decision making on planning applications and the quality of development in general.*

Planning Authorities are advised that LAPs should contain policies and objectives that:

*Encourage smarter travel patterns through more compact, less sprawling, and better structured urban areas and facilitating more sustainable and healthier travel habits such as walking, cycling, and the use of public transport*

*promoting mixed use development to ensure that village and town centre areas are both living and working spaces*

*ensure that high-density development occurs along urban rail corridors and the use is appropriate for public transport use (e.g. not warehousing or other activities with low employment intensity)*

*providing a mix of residential and commercial uses with adequate local employment opportunities*

*providing compact, walkable neighbourhoods incorporating a variety of house types with mixed tenure*

*more specific objectives for the area of the local area plan identified within the core strategy of the relevant City or County Development Plan, including population targets and quantities of land required for residential or other purposes within such core strategy; and*

*the capacity of existing essential social (schools, community facilities) and physical (transport, water services, communications) infrastructure, including the realistic prospects for addressing capacity constraints.*

In addition, plans should be consistent across the hierarchy of national and regional policy objectives, with respect to the National Planning Framework we note the following core objectives:

**Compact Growth**

*Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.*

**National Policy Objective 3a**

*Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements*

*Identifying infill and regeneration opportunities to intensify housing and employment development throughout inner suburban areas*

**National Policy Objective 35**

*Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights*

Furthermore, the NPF provides a structure for overall national growth, promoting regional parity, building accessible centres of scale and securing compact and sustainable growth, as set out in table 2.1.



Table 2.1 | The NPF at a Glance: Targeted Pattern of Growth, 2040

National Policy Objective	Eastern and Midland	Southern	Northern and Western
1. Growing Our Regions	+ 490,000 - 540,000 people (2.85m total)  +320,000 in employment (1.34m total)	+ 340,000 - 380,000 people (2m total)  +225,000 in employment (880,000 total)	+160,000 - 180,000 people (1m total)  +115,000 in employment (450,000 total)
2. Building Stronger Regions: Accessible Centres of Scale <sup>20</sup>	Dublin City and Suburbs: +235,000 - 290,000 people (at least 1.41 million total)  Regional Spatial and Economic Strategy to set out a strategic development framework for the Region, leading with the key role of Athlone in the Midlands and the Drogheda-Dundalk-Newry cross-border network	Gork City and Suburbs: +105,000 - 125,000 people (at least 315,000 total)  Limerick City and Suburbs: +50,000 - 55,000 people (at least 145,000 total)  Waterford City and Suburbs: +30,000 - 35,000 people (at least 85,000 total)  Regional Spatial and Economic Strategy to set out a strategic development framework for the Region	Galway City and Suburbs: +40,000 - 45,000 people (at least 120,000 total)  RSES to set out a strategic development framework for the Region, leading with the key role of Sligo in the North-West, Athlone in the Midlands and the Letterkenny-Derry cross-border network
3. Compact, Smart, Sustainable Growth	50% of new city housing within existing Dublin City and suburbs footprint  30% all new housing elsewhere, within existing urban footprints	50% new city housing on within existing Cork, Limerick and Waterford Cities and Suburbs footprints  30% all new housing elsewhere, within existing urban footprints	50% of new city housing within existing Galway City and suburbs footprint  30% all new housing elsewhere, within existing urban footprints

This objective to consolidate existing urban areas is also reflected in the Regional Spatial and Economic Strategy for the Eastern Midlands, which states;

*At the core of the draft RSES is the consideration of a settlement hierarchy for the Region, which sets out the key locations for population and employment growth, coupled with investment in infrastructure and services to meet those growth needs.*

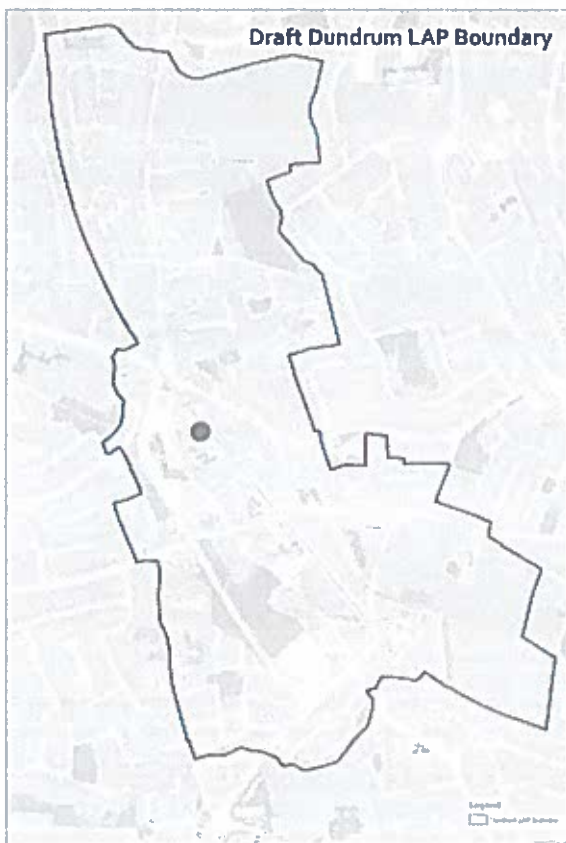
Dundrum is identified as a major town centre targeted for future growth.

Dundrum is a key employment location for the County, since the opening of the Dundrum Town Centre Shopping Centre in 2005 the area has seen a massive increase in those living and working in the area. In addition to the town centre there are a number of office parks located in the vicinity providing additional employment.

Evidently retail and commercial activity have gone from strength to strength since the development of the shopping centre, therefore, we submit to the Council to support more mixed uses and residential development in the town core to balance the strong commercial presence in the area.

#### 4.0 CURRENT POLICY POSITION

The site lies north east of the Dundrum phase II lands at the old Dundrum shopping centre, south of the Luas green line and is currently zoned as MTC – Major Town Centre, *to protect, provide for and / or improve major centre facilities*. Subject to which the objective is to enhance and improve existing facilities, to includes a range of residential, employment, entertainment and leisure uses to create activity and enliven.



The current development plan recognises the significance of the site and the actions needed to fortify the existing area (section 1.3.4.10) the plan for Dundrum seeks to strengthen the urban fabric along Main Street, whereby encouraging infill development to invigorate the area.

Furthermore, the issues paper released by Dun Laoghaire Rathdown County Council notes the younger population living in the area and the high proportion of apartment dwellings (37% of the total housing stock). The rate of housing delivery has declined significantly since the economic downturn, therefore, targeting readily available zoned land, such as those in possession by our client would alleviate sprawl and revitalise the old town centre.

The paper also notes the high levels of persons living and working within the catchment, therefore the protection of residentially zoned lands is vital to ensure that this level may continue and hopefully rise in the coming years. This will not only invigorate the local economy but provide additional environmental benefits by reducing the distance travelled to work.

Also noted is the abundance of public transport. Dundrum is well served by public transport, such as the Luas green line connecting to the city centre and

Sandyford/ Cherrywood and bus services including the newly adopted 175 route connecting the suburbs to UCD campus. The plan should build on the existing services and seek to ensure appropriately high density development is achieved along these routes.

#### 4.1 Planning History

Under reg. ref D17A/0641 permission was sought for 24 no. residential apartments in one Block over 5 storeys and the provision of 24 no. car parking spaces.

Permission for the proposed development was refused based on the following assessment:

*Having regard to the density, scale, design and layout of the proposed development boundaries; it is considered that the layout of the proposed development would provide a substandard form of accommodation for future occupiers (we believe apartment living is the way forward, the lap issue paper has also noted this) in terms of residential amenity and would be contrary to Policy UD1: 'Urban Design Principles' of the County Development Plan, which promotes high quality design in accordance with the 'Urban Design Manual, 2009'. In addition the proposed residential mix is not considered to be acceptable, and contravenes Policy RES7 of the Dun Laoghaire Rathdown County Development Plan, 2016-2022, while the scale height and massing of the proposed development will adversely impact on the future development potential of adjoining properties. The proposed development, would constitute gross overdevelopment of a limited site, set a poor precedent for similar infill development, would be contrary to proper planning and sustainable development of the area and would seriously injure the amenities or depreciate the value of property in the vicinity.'*

We must note our client does not contest the planning authority's assessment or decision, we do however seek the Council to consider the way in which future infill development is assessed. Granted the prevalence of compact growth, sustainable densities and infill development in the National Planning Framework, Regional Spatial &

Economic Strategy and the County Development Plan, similar targets should be incorporated in the Final LAP to achieve these goals.

## **5.0 SUBMISSION**

Our client hopes to see the delivery of a rational, evidence based strategy that builds on the strengths of the established core but a strategy that will facilitate a more balanced approach to uses in the area.

The Dun Laoghaire Rathdown Development plan seeks to encourage the balanced delivery of residential and employment opportunities in the county by targeting existing town centres. Specifically, the plan looks at the potential to redevelop Dundrum Village or the old town centre, after plans for which stalled during the economic downturn, to provide for a range of non-retail uses complementary to those already established in the area.

Given this, and the Departmental guidance to ensure consistency in plan making, we submit that there is strong policy support across the hierarchy of Plans in the county over the period of the new Development Plan which would encourage the delivery of residential development in appropriate locations. In addition, plans in the County should seek to maintain existing residentially zoned lands and ensure the uptake in residential development in targeted locations.

We acknowledge that the commitments given in the 2016 plan to support the sustainable growth of existing town centres, in particular Dundrum by building on the commercial success of the retail centre. Given the strength of commercial and employment activity in Dundrum, we submit to the Council to encourage more complementary mix of uses in the town core.

Given this, and in line with proposals to increase residential density in the NPF, we note the strong presence of public transport servicing Dundrum Village. Having regard to the existing infrastructure and the significant redevelopment, infill and brownfield opportunities in the area, stronger support for residential development would benefit Dun Laoghaire Rathdown's long term sustainable objectives but would also enhance the liveability and vitality of the street.

## **6.0 SUBMISSION REQUEST**

On the basis of the above discussions, our client requests consideration of the following in the Final LAP

- Acknowledgement that Dundrum Village is viable redevelopment opportunity where a mix of uses should be encouraged
- Acknowledgement of the need to support the continued MTC Major Town Centre zoning or such zoning that would support residential development in the town core
- Acknowledgement of the significant availability of public transport serving the area and as such support reduced car parking standards within the town core
- Acknowledgement that more residential and community uses would be complementary to the established retail presence and should be encouraged

Most importantly, we submit the Final LAP should commit to deliver a balanced and integrated housing strategy. To encourage the development of infill sites and target areas of strategic significance along viable public transport nodes, to ensure balanced development in the long term and mitigate potential over concentration of commercial uses in the town centre.

We submit that this is a fair, reasonable and proportional response in terms of setting new policies for Dundrum and environs.

## **7.0 CONCLUSIONS**

Our client welcomes the preparation of a Local Area Plan for Dundrum and environs, and the opportunity to make a submission at this stage of the process.

They submit that policies in the final LAP should encourage residential development in the town centre, in line with principles of sustainable development and the current housing climate.

Our client therefore expects that proposals and objectives in the Final LAP should maintain the existing zoning objectives as far as possible and would also support more mixed use development complementary to the dominant retail core.

It is trusted that the submission will be seen as a constructive and productive contribution to the preparation of the final strategy.

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 13:30:02

## Introduction

### 1 What is your name?

Name:  
Bernard Voortman

### 2 What is your organisation?

Organisation:  
Cummins & Voortman Ltd

### 3 What is your postal address?

Post address:  
Suite 7, Stokes Court, Rear of no. 7 Dundrum Main Street, Dundrum, Dublin 14

### 4 What is your email address?

Email:  
Bernard@cvltd.ie

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

We have prepared a development strategy focussed around the Dundrum main street and taking into consideration the potential of the old shopping centre area. Please find the A3 map attached.

We are concerned at the proposed plans to develop 7 bus routes on the existing Dundrum Main Street which may negatively impact the experience of the public realm.

Dundrum village needs a "long term vision" to identify itself as a reinvented urban village which character should not solely be focussed on the Shopping Centre. Particular focus should be on strategies that re-invigorate the village as a liveable area with active street frontages and residential units.

Dundrum bypass also requires dedicated cycle lanes along the entire length, to allow for a safer cycling environment.

We are also surprised at the current lack of protection to current historic structures and do highly recommend the listing of key buildings that do contribute to the character of Dundrum Village. The establishment of an Architectural Conservation Area is also considered as essential to preserve and enhance the character of Dundrum. This inclusion should not negatively affect new development proposals, that will require inventive architectural and urban design proposals to maximise potential of available development land.

Should you wish to hear our further feedback, we are willing to contribute positively on a voluntary basis.

### 6 Would you like to upload a file with your submission?

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**PUBLIC CONSULTATION /  
DUNDRUM LOCAL AREA PLAN  
SUGGESTED STRATEGY FOR  
CONSIDERATION**

**LEGEND**



**PROPOSED  
ARCHITECTURAL  
CONSERVATION  
AREA**

**\***

**PROPOSED  
PROTECTED STATUS**



**PROPOSED CIVIC  
SPACE**



**PROPOSED  
IMPROVED LUAS  
SHELTER (to improve  
actual passenger  
needs)**



**PROPOSED UPPER  
LEVEL CIVIC SPACE  
(not public ownership)**



**PROPOSED LOWER  
LEVEL BUS STOP**



**PROPOSED  
VERTICAL ACCESS  
(LIFT & STAIRS)**



**PROPOSED HIGH  
FREQUENCY BUS  
ROUTE**



**PROPOSED  
PEDESTRIAN  
CROSSING**

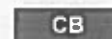


**PROPOSED 3 STOREY,  
2 storey maisonette  
over ground floor retail  
unit, with upper level  
access at the rear.**

**Suggested architectural style:  
contemporary interpretation of  
current building style with similar  
materials (slate / red brick)**



**PROPOSED  
LANDMARK BUILDING**



**PROPOSED CIVIC  
BUILDING, with  
relocated library,  
community rooms,  
activity areas,  
workshop areas etc**



**PROPOSED BETTER  
CONNECTIVITY**



**PROPOSED UPPER  
LEVEL  
PEDESTRIANISED  
AREA**



**PROPOSED SPEED  
LIMIT**



**PROPOSED TREE  
LINE**



**PROPOSED PARK &  
RIDE @ BASEMENT  
LEVELS**



**Cummins + Voortman Ltd**  
Sustainable Architecture & Urban Design  
Tipperary - Kilkenny - Dublin  
Suite 7, Stokes Court, Rear of no.7  
Dundrum Main Street, Dundrum, Dublin 14

**Job Title & Location  
DLR CoCo**

**Client:**  
N/A  
**Project Number**

**DUNDRUM LAP**

**Drawing Title Scales**

**LAP STRATEGY**

**Drawing Status  
PUBLIC CONSULTATION**

**Drawn by** J R, B V **Checked by**  
Bernard Voortman

**Drawing Number** A.03.01 **Date**  
14 12 2018

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**CONTACT:**  
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E-mail: info@cvd.ie  
Web: www.cvd.ie  
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**PUBLIC CONSULTATION /  
DUNDRUM LOCAL AREA PLAN  
-  
SUGGESTED STRATEGY FOR  
CONSIDERATION**

**LEGEND**



**PROPOSED  
ARCHITECTURAL  
CONSERVATION  
AREA**

**\***

**PROPOSED  
PROTECTED STATUS**



**PROPOSED CIVIC  
SPACE**



**PROPOSED  
IMPROVED LUAS  
SHELTER (to improve  
actual passenger  
needs)**



**PROPOSED UPPER  
LEVEL CIVIC SPACE  
(not public ownership)**



**PROPOSED LOWER  
LEVEL BUS STOP**



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VERTICAL ACCESS  
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ROUTE**



**PROPOSED  
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CROSSING**



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2 storey maisonette  
over ground floor retail  
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access at the rear.**

**Suggested architectural style:  
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BUILDING, with  
relocated library,  
community rooms,  
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**PROPOSED UPPER  
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PEDESTRIANISED  
AREA**



**PROPOSED SPEED  
LIMIT**



**PROPOSED TREE  
LINE**



**PROPOSED PARK &  
RIDE & BASEMENT  
LEVELS**



**Cummins + Voortman Ltd**  
Sustainable Architecture & Urban Design  
Tipperary - Kilkenny - Dublin  
Suite 7, Stokes Court, Rear of no.7  
Dundrum Main Street, Dundrum, Dublin 14

**Job Title & Location  
DLR CoCo**

**Client:**

**N/A**

**Project Number**

**DUNDRUM LAP**

**Drawing Title Scales**

**LAP STRATEGY**

**Drawing Status  
PUBLIC CONSULTATION**

**Drawn by**

**J.R. B.V.**

**Checked by**

**Bernard Voortman**

**Drawing Number**

**A.03.01**

**Date**

**14 12 2018**

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LABELED SCALES.**

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**Web: www.cvltd.ie**

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apparent in this document.**

**All parts of this drawing have been considered within the  
limitations and guidelines set down in current relevant Irish  
Building Regulations and Health & Safety standards.**

**CRITICAL DIMENSIONS TO BE CHECKED ON SITE**

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 13:45:06

## Introduction

### 1 What is your name?

Name:  
Philippe Duval

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

1. Dundrum Village and Dundrum Road are dangerous for cyclist and pedestrians. Not enough cycle parking at the Town Centre (the front of the Centre), or on the Main Street. There should be a cycle/pedestrian greenway along the Slang river all the way through Dundrum, linking up with the Dodder at Milltown.
2. There should be sheltered housing for the elderly in the area, in particular in the Central Mental Hospital site. There are a lot of potential down-sizers in the area.
3. The Central Mental Hospital site, or any part of it, should not be sold off to private developers.
4. There should be a park created in the Central Mental Hospital site, with recreational facilities such as a basketball/tennis court, skate park, small running track. There should also be small nature reserves created on this site. Access to natural wildlife areas are just as important to childrens' and young adults' development as organised and structured recreational facilities.
5. There should be consultation with local community groups before development begins on the CMH site.
6. There should be a cultural and civic centre in Dundrum, to rival that of the Lexicon and Council Offices in Dun Laoghaire. Dundrum Town Centre creates more revenue for DLR than any other location in the county, yet the Dundrum area suffers from a big deficit in cultural and civic amenities.
7. The Dundrum Library is in urgent need of replacement. The childrens' section in particular is very bad - the selection of books is very poor, there is no lift, and it is actually dangerous for small children, who could very easily fall down the stairs, as the small childrens' books is located right at the top of the staircase.
8. The development of the Town Centre and associated bypass and works has been quite detrimental to the biodiversity of the area. As well as the increase in flooding, the culverting of the river has turned what was a natural waterway into what is effectively a concrete pipe for much of its route through the village.
9. There is no playground in the Dundrum area. There should be small play areas with one or two pieces, located in numerous locations around the LAP area. Small children do not need large playgrounds. They need a small number of pieces in a convenient walk-able location.
10. There is no visual arts display or gallery space in Dundrum, except for a small, and unsuitable amount of wall space in the Mill Theatre.

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**File 4:**

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**File 5:**

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 13:56:13

## Introduction

### 1 What is your name?

Name:  
Rosemount Family Resource Centre

### 2 What is your organisation?

Organisation:  
Family Resource Centre

### 3 What is your postal address?

Post address:  
2-3 Waldermar Terrace Main Street Dundrum

### 4 What is your email address?

Email:  
Manager.1Rosemount@gmail.com

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
We are serving the local community since 2010 and we facilitate a number of project e.g

Adult Programme  
Beginners Computers  
Intermediate Computer  
Advanced Computer  
iPad Classes  
Learn how to use Smart Phone (iPhone)  
Art Sketching and Acrylics and Water Colours

Tai Chi  
Chair Gym  
English Grammar Classes  
English Language

Kids  
Afterschools  
Coding  
Grinds  
Secondary Support  
Family Therapy  
Rainbows  
Animation Course for Children

As you can see from all of the above classes we are engaging with the whole community and if this was to go it would be a major loss to the community as a whole.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 13:57:55

## Introduction

### 1 What is your name?

Name:  
Anna Kirk/Frank Kirk

### 2 What is your organisation?

Organisation:  
[REDACTED]

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

A few points in bullet form:

# We would like to see all cottages on and off main street preserved and protected. Also, the terrace of four houses on Main Street and those on Sandyford Road that back onto Dundrum Shopping Centre. Nobody minds progress but why not protect building structures of character?

#How about a new library? The old library is not fit for purpose -one of at least the standard of Ballyroan Library with its fine facilities and creative courses to match.

A new Library was promised when the New Shopping Centre was built.

#A local bookshop, fish shop, butchers shop, florist, newsagent and vegetable shop.

This could be combined in new plan for Old Shopping Centre when apartments are built. Dundrum had all of these in the past.

#How high are new apartments going to be when built in old shopping centre? Will there be adequate parking facilities.

#The parking in Dundrum is ridiculous. More and more yellow lines appear all the time as no provision was made for staff parking in New Shopping Centre.

#Traffic in Dundrum is chaotic at times. What plan do you have when apartments are built ?

#The entrance to the New Shopping Centre on the bridge down from Barton Road was only supposed to be a temporary measure. Daily cars flaunt the 'No Right Turn' when exiting, and little respect is given to pedestrians.

#Where is the Community Centre promised when New Shopping Centre was built?

#As far as we can see everything done in the past few years has been to facilitate the New Shopping Centre with total disregard for the local people.

Promises given at the time were: Pedestrianised Main Street, hanging baskets, benches in main street, new library, community centre etc.

#Will there be any access to green space in the new development?

The only recent structure built was a new Garda Station.

Perhaps Dunlaoghaire Rathdown County Council should think of a better life balance between the community as the heart has been taken out of Dundrum by past developments.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 14:13:56

## Introduction

### 1 What is your name?

Name:  
Dr Anna Cunney

### 2 What is your organisation?

Organisation:  
None

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The town of Dundrum was destroyed when one developer was allowed to buy the entire town. It is staggering to me that this was ever allowed to happen. Now our town is owned by a foreign conglomerate and is essentially one large and hostile carpark. And so the Council must help us rectify that awful decision. A foreign-owned conglomerate only cares about profits and not the humans, heritage and future of Dundrum. Already the new shopping centre is beginning to look run down with multiple closed units. I understand this is due to price gouging on rents by the new owners.

My suggestions below are made with public health and climate change considerations and the need for social cohesion.

#### Movement

Your own statistics bear out that private cars have been prioritised in Dundrum for decades. There is on-street private car parking, extensive multistorey car parking in 2 large locations, parking lots beside the church, old shopping centre, Permanent TSB, behind the banks, behind the Co. Co offices, beside the library etc etc etc. It's no wonder people drive to Dundrum, design is encouraging them to. There are very few loading bays and not enough (enforced) disabled spots, the latter being used constantly by people going to the ATM and dropping people to the Luas. I suggest a survey of the amount of land given over to private car parking already in Dundrum village is conducted to compare to other villages and to current best practice.

This is why fewer people cycle to work here than the county average. There are no fully segregated cycle lanes and few cycle lanes of any type (a painted white line on the road is not cycling infrastructure as cars drive straight into them frequently). There is limited secure bike parking. The very limited movement space is given over to private car parking and e-vehicle charging. This is particularly problematic on Main St adjacent to the Tropical Medical Bureau and Lidl, the road is too narrow here to provide private car parking. Drivers park on the pedestrian crossings, on double yellow lines, in disabled bays, on the footpath, in loading bays, at the entrance to the Luas. It is utterly hostile to vulnerable road users, buggies, children and elderly people. The only parking that should be provided on the main village roads is for disabled drivers.

There aren't enough pedestrian crossings, pedestrians are being encouraged off our streets through hostile and car-centric design. Too bad if motorists are held up for a few seconds. We need our citizens walking and cycling for their health.

The numbers of loading bays need to increase significantly as currently large trucks park on the footpaths on Main St to provide deliveries. Loading bays should never be handed over to private car owners after 7pm. After this time they are required by food delivery drivers who currently park on the footpaths and cycle lanes. Footpaths should be widened, currently outside Lidl there isn't room to pass another human with a buggy because so little space has been provided for people who walk. If Main St has to become single lane or pedestrianised to achieve the above, then so be it. It is high time humans were prioritised over business interests, car addicts and Council car parking revenue. The soul is utterly gone out of Dundrum because this has not been done.

Additionally, staff hired to enforce sensible parking in Dundrum appear to only target paid spaces and ignore cars parked in disability bays, fire tender access, up on the footpath etc.

Additionally, there is no enforcement of road traffic law. A red light means nothing anymore. Pedestrians are honked out of the way. Cars speed through the suburb as though they are still on the M50 because drivers know there is no law enforcement. We have a increase of 10 extra pedestrian deaths so far in 2018 and a 50% increase in cyclist deaths in 2017. Drivers are doing this killing and are rarely penalised in the courts for doing so. Their behaviour is encouraged through bad infrastructure and lack of enforcement. Therefore, red light violation cameras should be put on all main traffic lights and the results enforced. Please stop the squabbling between agencies as to whose remit this is.

The entrance to DTC on Don Marmion bridge should be permanently closed. It is my understanding that it was only ever intended to be a temporary entrance but has now just been left there. It is dangerous. Due to poor design and inappropriate placement, there is no visibility for any drivers entering or exiting the car park (cars in the adjacent loading bay obscure view for one). There is a zebra crossing on it that is ignored by drivers entering and exiting the car park. A no Right-turn sign on the exit is also ignored. It is too close to the main Dundrum village junction. This entrance should be converted into a longer loading bay to avoid delivery trucks parking in the Fire Tender Access. This loading bay should be made 24hrs as it is required at night by food delivery staff and other deliveries occur throughout the day and evening.

Facilitating E-cars is a ruse, it is merely facilitating the motor industry. Approximately two thirds of our electricity comes from fossil fuel burning. They do not significantly reduce carbon emissions. Please facilitate clean public transport and active travel. So please take the charging stations off our crowded Main St. They can be placed on a back street where there is space such as in the Laurels off Sweetmount Ave.

#### Retail

Dundrum village requires shops that locals can use on foot or by bike to reduce our emissions, keep air miles on food low and keep business local. The food provided by Lidl and Tesco is mostly of a very poor quality and sourced outside the state. We need a butcher, green grocer, bakeries etc. Business would boom as people could buy their dinner on their way home from work (Luas, on foot, on bike). It is a myth that people in cars spend more money. People on foot and bike buy regularly providing constant custom, if they are not edged out by hostile traffic. We also need stores that bring life back in to a village such as nice independently-owned cafes and local restaurants, book shops, pet shops, flower shops. We do not need any more mobile phone shops, betting offices, Dealz, Mr Price or nail salons. If housing is built in the village, they shops should be placed beneath the housing. Useful resources such as hairdressers, barbers, shoe-repairers, the library, dry-cleaners should all be retained to keep people in the village at weekends. If all necessities of living can be bought locally, few people will need to get in their cars. If we are buying locally-produced food from Irish retailers, that benefits everyone in the long-term, including health-wise. DTC should have more lockers for shoppers installed to encourage public transport use over car travel, that way shoppers can store bags etc, meet friends for coffee before going home. Otherwise they will use their car boots

#### Residential

Any new housing should provide a mix of adequately-sized housing types so that a diverse population can be accommodated (such as older people who want to downsize, families, people with disabilities). We already have a saturation of 1 and 2 bed apartments for professionals. With the exception of disability spots, parking spaces provided with residential units should be limited so that public transport use and active travel is encouraged ahead of car travel. Car share options for residents should be considered. Retail units should be placed on the ground floor of residential units to try to bring back some life to our village and to make shopping easy for disabled or older residents.

#### Heritage

Dundrum is an extremely historic area with many buildings that should be listed and protected. History should not be bull-dozed to accommodate a foreign developer.

#### Social and Community facilities

A Community centre/facility for locals should be provided. Ballyroan library and Community Centre is an excellent example of how this has been done. The facility could cater for all ages (exercise classes, art classes, bingo, youth meet-ups, community policing meetings, vulnerable parent groups, meals on wheels). It could have a simple cafe on-site to help combat loneliness in older people and generate revenue. Our library should be retained either in the existing Carnegie building or in a new facility. It is an extremely important resource for locals of all ages and means.

A small shared recreational space could be provided (E.g. with a bowling green and a few exercise machines or a swing). This is to encourage people of all ages to mix and promote social cohesion. It could be used for any type of community get-together such as carol singing for charity, street festivals etc.

Once a year cars should be banned from Main St and a proper street festival facilitated. This should be different to the current festival and involve the community coming together to share food and drink at trestle tables or similar. We need to promote social cohesion to avoid our country ending up utterly divided like our US and UK neighbours.

#### Infrastructure and environment

More trees, green spaces, hanging baskets and fewer overground power lines please. The north end of the Ballinteer road has recently been destroyed due to additional poles, wiring etc. Main St is not much better. Volunteer groups/community projects/men's sheds to maintain the greenery could be considered. An allotment area would be an ideal world similar project. It could be used to combat loneliness and to teach our children where their food comes from.

#### Urban design

The Dundrum bypass is now a high-speed road that has sliced the village of Dundrum in half. Overpasses for pedestrians and cyclists are required on this road as drivers completely and utterly ignore the red lights at the junction of it with Lower Main St (adjacent to library).

Dundrum village has no life or soul anymore. If let to continue it risks becoming a centre of anti-social behaviour. This is already happening due to very antisocial driver behaviour. Just crossing the road while able-bodied is hazardous.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-14 14:18:08

## Introduction

### 1 What is your name?

Name:

Angela Lemass

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

The life has been sucked out of Dundrum Village since the new Town Centre opened. I hope the LAP will look at ways to bring this village back to life as a centre for our community. I think the proposals from the Imagine Dundrum group would go a long way to achieve this.

We have plenty of clothes, shoe & gadget shops in the new centre, it would be wonderful to reinstate Main St with the sort of shops local people need everyday. Butcher, baker, grocery, fish, hardware, bookshop, etc (we have enough banks, etc!) These create a community where people get to know each other.

Main St itself was almost destroyed 10 years ago when planning permission was given for a 5 story block on the south west side. Enough of the beautiful old buildings in our village have been demolished, all remaining ones should be protected, there is plenty of space behind that southwest side for gradually higher buildings. There should be a 2 story height restriction at street level or the Main St will feel like a canyon.

It would be great to have less traffic & parking on Main St thus encouraging more cyclists & pedestrians (more cycle lanes & bike parking would help too).

You ask how to encourage downsizing, my parents have been in this position for years, they have been rattling around in a house where they raised 7 children. They want to stay in the area but have been unable to find a suitable smaller house. Why is all the development here for apartments or family houses? As the local authority surely you have the power to direct this?

You ask about siting for a new open space in the village. The most obvious place would be as part of the old shopping centre development? Again Imagine Dundrum has some good suggestions.

In addition to some beautiful buildings Dundrum also has some wonderful old trees, many of these were destroyed during the last building boom, please try to save the ones we have left. No amount of saplings can replace a tree that has grown for many decades & some 150-200 years old. Why is it so easy for a developer to cut down a mature tree?

I have lived in this area for almost 55 years, I would love to think it could become a vibrant village community again and I hope the LAP will be a step in that direction.

I would like you to consider protecting the following please;

All of Main Street to be an ACA.

Buildings to be added to list of protected structures:-

Churchtown Cottage (beside Library). Early 18th century house where first school in Dundrum began in 1787.

Former Taney Parish School and teacher's residence, Eglinton Terrace. Built 1857/8 to design of Benjamin Woodward (who had designed Courthouse and adjoining Barracks (gone).)

Holy Cross parish house, Main Street. Built 1877/8 to design of George Ashlin (who also designed the church).

19th century estate houses:- Lynwood, Eastwood/Westerton, Frankfort Castle.

Central Mental Hospital. Façade of main building and chapel (1850)

Glenville Terrace and Pembroke Terrace, Main Street. Two 1870s terraces still in original appearance that define the red brick character of Dundrum.

Coach houses behind 1 Maher's Terrace. The transport hub in 1878.

Uncle Tom's Cabin, Dundrum Road. Attractive architectural front.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 14:19:22

## Introduction

### 1 What is your name?

Name:  
Matthew Collins

### 2 What is your organisation?

Organisation:  
Irish Water

### 3 What is your postal address?

Post address:  
Colvill House  
24 - 26 Talbot Street  
Dublin 1

### 4 What is your email address?

Email:  
mattcoll@water.ie

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

### 6 Would you like to upload a file with your submission?

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Dundrum LAP Issues Paper  
Planning and Property Development Department  
Civic Offices  
Wood Quay  
Dublin 8

Post Office  
Box 6000  
Dublin 1  
Ireland

Telephone  
353 1 89 25000  
353 1 89 25001

www.water.ie

**RE: Dundrum LAP Issues Paper**

Irish Water (IW) acknowledges receipt of your letter and welcomes the opportunity to review the Dundrum LAP Issues Paper. IW notes that there are no particular constraints in Dundrum and two projects on the IW Capital Investment Plan that will address any constraints in surrounding areas (Landscape Road Upgrade & Goatstown Road Upgrade).

IW in general would like the following aspects of Water Services to be considered where relevant;

- a) Impacts of the rezoning on the capacity of water services. (There is some capacity in the area, however, local network upgrades may be required and any proposed new connections would be assessed on a case by case basis).
- b) Any up-grading of water services infrastructure that would be required to accommodate future development.
- c) In relation to any future developments that would discharge trade effluent – any upstream treatment or attenuation of discharges required prior to discharging to an IW collection network
- d) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks & potential measures to minimise/stop surface waters from combined sewers
- e) Any physical impact on IW assets
- f) Any potential impacts on the assimilative capacity of receiving waters in relation to IW discharge outfalls including changes in dispersion /circulation characterises
- g) Where new developments propose to connect to an IW network and that network either abstracts water from or discharges waste water to a “protected”/sensitive area, consideration as to whether the integrity of the site/conservation objectives of the site would be compromised.
- h) Mitigation measures in relation to any of the above

This is not an exhaustive list.

Irish Water will not normally accept new surface water discharges to combined sewer networks

Yours Sincerely,

*S.P. Dempsey*

---

**Suzanne Dempsey**  
Spatial Planning Strategy Specialist

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 15:10:47

## Introduction

### 1 What is your name?

Name:

Marie Nyhan

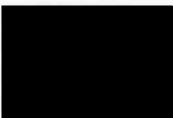
### 2 What is your organisation?

Organisation:

Local resident and member of Imagine Dundrum

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Upgrade area around Dundrum Luas. Make it safe and accessible.

Create a Plaza between Waldemar terrace and Ulster bank. Make it inviting and welcoming, well landscaped with cafes and outdoor seating. This will be the first thing that people will see when they arrive in Dundrum.

Ideally, the above Plaza would have a pedestrian link to the Library.

Provide a multi-use Civic Centre /Space on Main street open and inviting to all.

Ensure that Dundrum becomes a pedestrian-friendly place with wide footpaths that are safe and comfortable to ambie. I suggest a planner should spend some time travelling around Dundrum with a double buggy to appreciate the challenges.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 15:32:29

D075

## Introduction

### 1 What is your name?

Name:  
thomas crosbie

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Dear Sir / Madam My concern for the plan concerns the development of the CENTRAL MENTAL HOSPITAL my home backs onto the wall of the hospital I WOULD LIKE TO SEE THE WALL REMAIN . ALSO IF THERE IS TO BE ANY HIGH RISE . FOR IT TO BE KEPT FROM OVERLOOKING THE EXISTING HOUSES I BELIEVE THERE IS A EFFORT TO PROTECT THE EXISTING FACADE OF THE HOSPITAL BECAUSE IT IS MADE OF LOCAL STONE I WOULD THINK THE WALL WOULD BE MADE OF THE SAME STONE AND DESERVES TO BE PROTECTED . THE HOSPITAL SITE SHOULD ALSO BE ACCOMPANIED BY A NEW PARK AND PLAYGROUND SOMETHINGS THAT ARE NEEDED IN THE AREA .

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:40:35

## Introduction

### 1 What is your name?

Name:  
Mulvey Park Residents Association

### 2 What is your organisation?

Organisation:  
Mulvey Park Residents Association

### 3 What is your postal address?

Post address:  
Mulvey Park, Dundrum

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

We, the Mulvey Park Residents Association would like to make a submission in relation to the Local Area Plan for Dundrum.

We would like to suggest the following in relation to the Central Mental Hospital site:

- include the Central Mental Hospital site buildings and the surrounding wall on the Record of Protected Structures. It is especially important to us to make sure that the wall separating Central mental Hospital and Mulvey Park remains in its current form to provide privacy, security and reduction of noise levels for the residents.
- to build more houses with gardens rather than apartments as there are already high proportions of apartment developments in the area. We are very concerned about the height of the future development on this site. The buildings should be max 2-3 storey in height, as this is the height of buildings in the surrounding area.
- to make a provision for a green spaces and preferably a public playground within the development on Central Mental Hospital site.
- to make a provision for a new school on the grounds of Central Mental Hospital.
- to include community facilities and amenities such as Civic Centre, Library, Health Centre on this site.
- Dundrum Road is already at the top capacity (it is constantly blocked not only at the rush hours) and will not be able to cope with more cars, and the LAP suggests building 1500 units on the Central Mental Hospital site. Is this sustainable to over develop this site to just provide the units? Please do think about the infrastructure.

This submission is made on behalf of the Mulvey Park Residents Association by Kasia Sapinska (12 Mulvey Park, Dundrum)-a committee member of the Mulvey Park residents Association.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025

Submitted on 2018-12-14 15:41:52

## Introduction

### 1 What is your name?

Name:

Mary Mac Mahon

### 2 What is your organisation?

Organisation:

John Spain Associates

### 3 What is your postal address?

Post address:

39 Fitzwilliam Place

Dublin 2

D02 ND61

### 4 What is your email address?

Email:

mamacmahon@johnspainassociates.com

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please find attached a submission on behalf of the Land Development Agency for the Central Mental Hospital, Dundrum, for your consideration.

### 6 Would you like to upload a file with your submission?

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Pre-Draft Submission Central Mental Hospital Lands (submitted) 14.12.2018.pdf was uploaded

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Senior Executive Officer,  
Planning and Department,  
Dun Laoghaire Rathdown County Council,  
County Hall, Marine Road,  
Dun Laoghaire, Co. Dublin,  
A96 K6C9.

14<sup>th</sup> December 2018

Dear Sir / Madam,

**Re: DUNDRUM LOCAL AREA PLAN ISSUES PAPER 2018: PRE-DRAFT SUBMISSION**

**1.0 INTRODUCTION**

- 1.1 On behalf of our client, the Land Development Agency (LDA), we hereby make a pre-draft submission on the proposed Dundrum Local Area Plan Issues Paper 2018.
- 1.2 This submission relates to the soon to be vacant Central Mental Hospital (CMH). The subject site is owned by the OPW and currently occupied by the HSE. On foot of a Government decision, any future development on the site will be advanced by the LDA. Hence, the LDA is making submission.
- 1.3 The location of the subject lands is illustrated in Figure 1 below and detailed description of the subject lands is provided in Section 2. The site is some 11.3 hectares, a former farm and is an 82 bed campus for the National Forensic Mental Health Service. It is intended to decant the residents to a new, purpose built facility in St. Ita's, Portrane, in 2020. The current hospital dates from 1852.
- 1.4 In order to inform the proposed LAP it is considered appropriate to provide detail in respect to the relevant planning policy context (Section 3), future transport facilities (Section 4) and the development potential (Section 5) of the subject lands, before providing recommendations in respect of Central Mental Hospital and the proposed LAP.

***Public Consultation Document***

- 1.5 We have reviewed the Dundrum Local Area Plan Issues Paper published by Dun Laoghaire Rathdown County Council to accompany and inform the pre-draft stage of the process.

Managing Director: John P. Spain BBS MRUP MRICS ASCS MRTPI MIP1

Executive Directors: Paul Turley BA MRUP Dip Environmental & Planning Law MIP1 Rory Kunz BA (MOD) MSc HRM MATA&CP Dip EIA Mgmt MIP1  
Stephen Blair BA (Mod) MRUP MIP1 Mary MacMahon MSc TCP Pg Dip MSP Pg Dip Env Eng Dip Env Plg Law Dip Mgmt Dip BIA & SEA B Soc Sc MIP1

Associate Directors: Stephanie Byrne BA MRUP MIP1, Gerard Brennan BSc (Hons) MIP1, Niall Byrne BSc (Hons) MSc MRTPI MIP1

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Associate Offices:  
Leeds

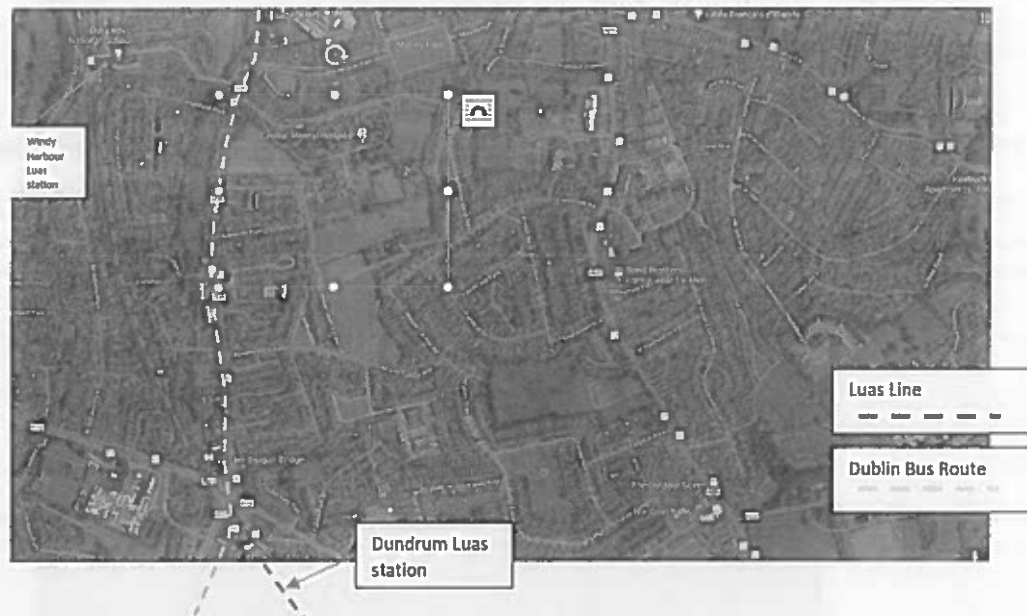
London

Manchester

- 1.6 We note that the Central Mental Hospital along with 'Dundrum Phase 2' development at the old shopping centre are the two large land banks that are to be forward for development.
- 1.7 Dundrum is designated a 'Major Town Centre' in the Dun Loaghaire Rathdown 2016-2022 Development Plan. Dundrum Shopping Centre has 120 shops and footfall of 18 million persons in 2016.
- 1.8 The current population within the Pre-draft boundary is circa 5,500 persons. There has been little population growth (6%) in the last 35 years. However, this figure appears to disguise the relatively high number of population at pre-family phase, which most likely reflects the number of apartment developments in recent years.
- 1.9 There 2,000 dwellings in the Dundrum LAP – roughly a 60/40 split between houses and apartments. Nearly 40% of units are either privately or socially rented. Dwellings are more likely to be owned by an older generation.
- 1.10 There are significant employment opportunities in Dundrum, with the shopping centre and Dundrum Business Park. In addition, the Green Luas line connects Dundrum to Sandyford, Leopardstown and Dublin City Centre.
- 1.11 Dundrum already benefits from good quality public transport – some 50% of commuters already use sustainable forms of transport. Transportation connections are to be upgraded in the future, from Luas to Metro and improvements in Bus Connects. Private bus routes already serve Tallaght and Dublin Airport from Dundrum
- 1.12 Dundrum has range of social, recreational and cultural facilities. Airfield Urban Farm borders the LAP boundary. The Mill Theatre, Dundrum Cinema, indoor bowling provide for a mix of activities for young and old. The planning authority has identified that Dundrum has one of the highest provision of informal open space in the county. However the report notes that the provision of playing pitches and play facilities is low.
- 1.13 There are several primary schools, secondary and third level education facilities in the area, including UCD.
- 1.14 The above analysis points to the appropriateness of densifying this area.

## **2.0 SITE LOCATION AND CONTEXT**

- 2.1 The subject site, which measures at c. 11.3 ha, is located c. 800m north of Dundrum Village. It slopes up quite sharply from Dundrum road to a plateau. It is enclosed by a high wall and is disconnected from the surrounding housing and open space. The site is served by existing access via the Dundrum Road which links the site to the city centre to the north and Dundrum Town Centre and the M50 to the south. Windy Arbour Luas Stop is some 450 metres. There is a bus stop opposite the site served by three bus routes – the 17, 44 and 61. The 44 connects Dundrum to DCU, another third level institution.



*Figure 1: Site in relation to existing public transport*

- 2.2 The subject site is bound to the north by a low rise residential development called Mulvey Park which consists of terraced of two storey houses, to the west by Dundrum Road, to the east by one and two storey residential development along Friarsland Road and to the south by Rosemont Estate open space and the rear gardens of Larchfield Road.
- 2.3 The neighbouring land uses are primarily residential uses, educational and open space. It is considered that the delivery of a new neighbourhood development on the subject lands is appropriate and accords with the surrounding pattern of development.



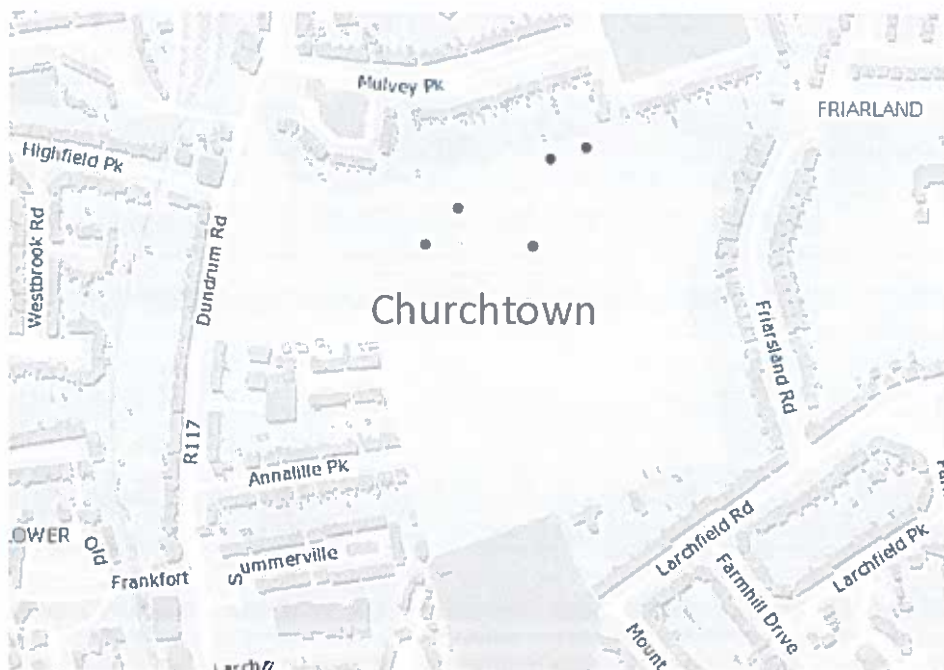
*Figure 2: Site*

- 2.4 The Central Mental Hospital is a mental health facility housing forensic patients. There are a number of existing buildings on site including the Central Mental Hospital itself, a church, an outbuilding and an industrial chimney.



*Figure 3: Central Mental Hospital*

- 2.5 There are no Protected Structures on the site. However, there are 5 structures that are listed under the National Inventory of Architectural Heritage (NIAH). According to the NIAH one structures is of National importance, two are Regional and the other two are Local. The buildings are clustered to the north of the side, close to the boundary with Mulvey Park.



*Figure 4: NIAH structures location within the site*



- 2.6 Although the site is close to the River Slang, it is in Flood Zone C and therefore outside the area of flood risk.



Figure 5: Flood zone mapping Source - Development Plan

### 3.0 **RELEVANT PLANNING POLICY CONTEXT**

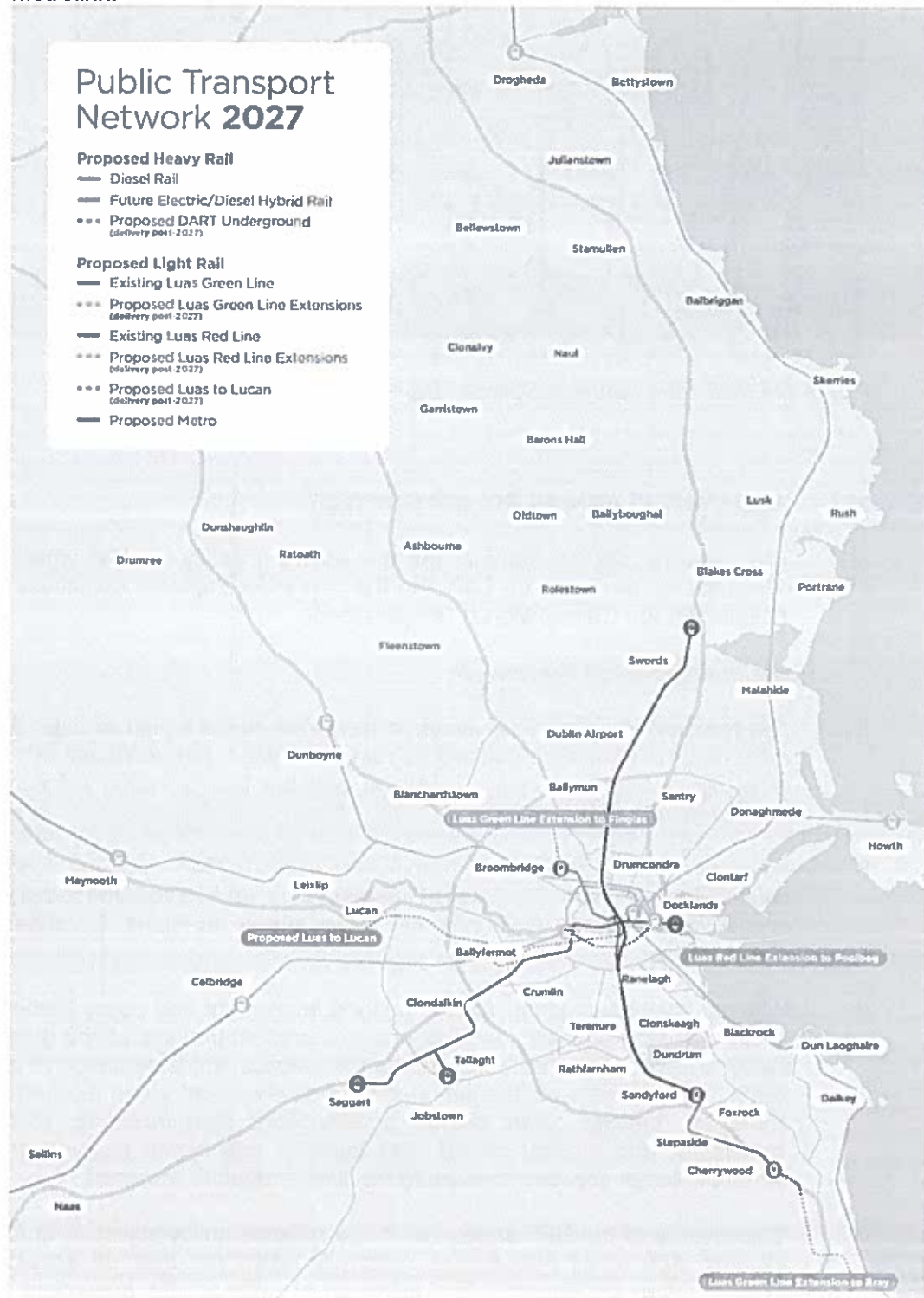
- 3.1 The following section summarises the planning policy context which is of relevance to the proposed LAP and the future development objectives to be included for the Central Mental Hospital lands.

#### ***National Planning Framework***

- 3.2 The National Planning Framework is the Government's plan to cater for the extra one million people that will be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.
- 3.3 As a strategic development framework, Ireland 2040 sets the long-term context for our country's physical development and associated progress in economic, social and environmental terms and in an island, European and global context.
- 3.4 National investment planning, the sectoral investment and policy frameworks of departments, agencies and the local government process will be guided by these strategic outcomes in relation to the practical implementation of Ireland 2040. The NPF sets out the importance of development within existing urban areas by *"making better use of under-utilised land including 'infill' and 'brownfield' and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport"*.
- 3.5 Objective 3a of the NPF states that it is a national policy objective to *"deliver at least 40% of all new homes nationally within the built up envelope of existing urban settlements"*. The provision of units on this brownfield site is entirely in keeping with this objective.

### **Metropolitan Area Spatial Plan (MASP)**

- 3.6** The Draft Regional Spatial and Economic Strategy for the Eastern and Midlands Region identifies the Metropolitan Area of Dublin. Regional policy is to consolidate and re-intensifies infill and brownfield sites to provide High density and people intensive uses in the built up area of Dublin and to ensure co-ordinated delivery of key water and public transport projects including the Metrolink.



**Figure 7: Future transport connections, RSES**

## Urban Development and Building Heights Guidelines 2018

- 3.7 Reflecting the need to densify development across urban Ireland, this height strategy recognises the need to locate new development where infrastructure already exists. The traditional two storey suburban areas is to allow for four storey development in the future. Where good quality public infrastructure exists, greater height is to be provided for, subject to architectural and urban design criteria.
- 3.8 Of note, the document includes Specific Planning Policy Requirements (SPPRs), which take precedent over development plan and local area policy. The Dundrum Local Area Plan will provide a framework to support building height at locations served by high quality public transport; areas of redevelopment and regeneration. An appropriate quantum of residential development is to be proposed for individual sites.
- 3.9 It should also be noted that where an applicant can demonstrate that a proposed development can comply with performance criteria for taller development, then the planning authority can approve such development, even when local policy would suggest otherwise.
- 4.0 Therefore, the current development plan Building Height Strategy, which is referred to paragraphs 3.18 – 3.21, has been superseded by national policy.

## Dun Laoghaire Rathdown County Development 2016-2022

### Zoning

- 4.1 The subject lands are located within zoning Objective A zoned lands. The Dun Laoghaire Rathdown Development Plan 2016-2022 states that it is an objective for Objective A lands *"To protect, and/or improve residential amenity"*. There is a specific objective on the lands *"To protect and provide for Institutional Use in open lands."*

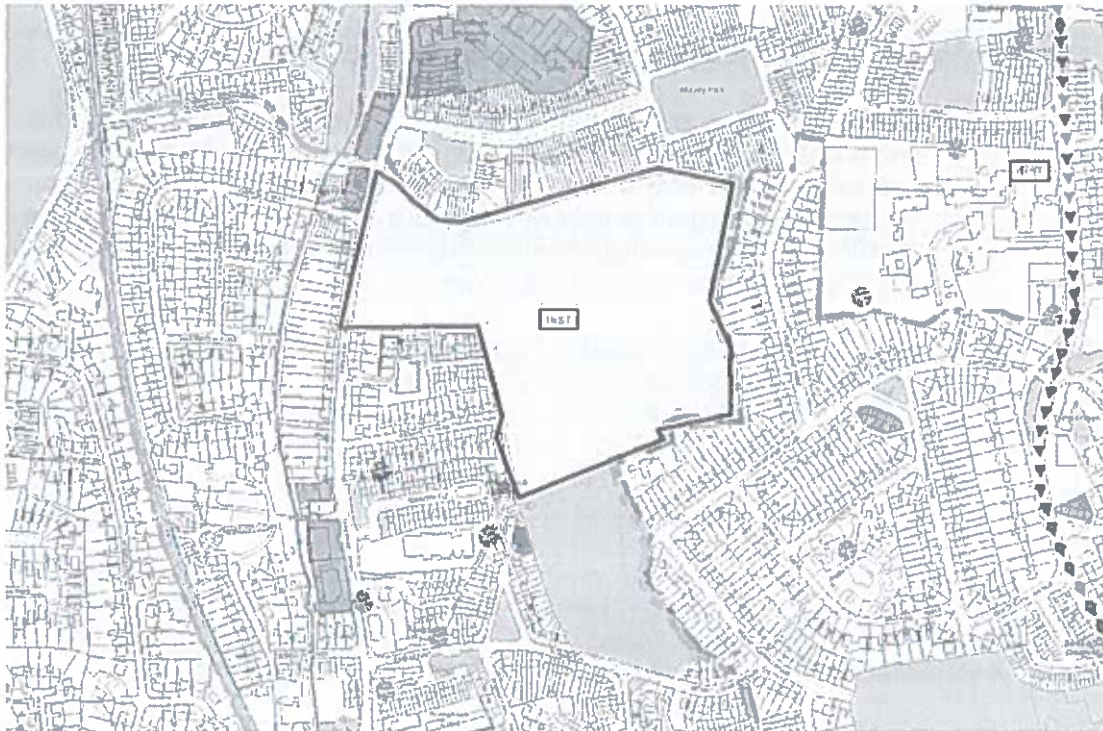


Figure 8: Extract from Zoning Map 1 of the Dun Laoghaire Rathdown Development Plan 2016-2022

Objective A To protect and-or improve residential amenity.



Boundary of lands for which a Local Area Plan will be prepared \_\_\_\_\_



To protect and/or provide for Institutional Use in open lands \_\_\_\_\_



#### Permitted in Principle

- 4.2 "Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation".

#### Open for Consideration

- 4.3 "Allotments, Bring Banks/Bring Centres, Carpark, Caravan Park-Holiday, Caravan Park-Residential, Cemetery, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry, Offices less than 200sq.m.b, Petrol Station, Place of Public Worship, Public House, Restaurant, Service Garage, Shop Neighbourhood, Sports Facility, Tea Room/Café, Veterinary Surgery".

#### **Institutional Lands**

- 4.4 The subject residentially zoned lands also have the objective, 'INST' which aims "to protect, provide for institutional use in open lands". Development plan policy is as follows:

- 4.5 Where no demand for an alternative institutional use is evident or foreseen, the Council may permit alternative uses subject to the area's zoning objectives and the open character of the lands being retained.
- 4.6 The plan notes that there are still a number of large institutions in the established suburbs of the County which may be subject to redevelopment pressures in the coming years. The principal aims of any eventual redevelopment of these lands will be to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings are retained. In order to promote a high standard of development a comprehensive masterplan should accompany a planning application for institutional sites. Such a masterplan must adequately take account of the built heritage and natural assets of a site and established recreational use patterns. Public access to all or some of the lands may be required.
- 4.7 The plan states that every planning application lodged on institutional lands shall clearly demonstrate how they conform with the agreed masterplan for the overall site. Should any proposed development deviate from the agreed masterplan then a revised masterplan shall be agreed with the Planning Authority. A minimum open space provision of 25% of the total site area will be required on Institutional Lands. This provision must be sufficient to maintain the open character of the site - with development proposals built around existing features and layout, particularly by reference to retention of trees, boundary walls and other features as considered necessary by the Council.

### **Building Heights**

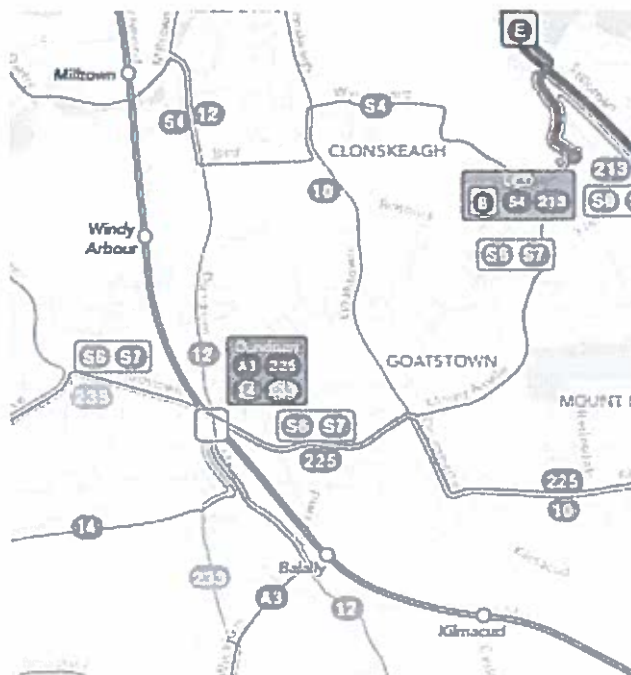
- 4.8 The Building Heights Strategy, included as an Appendix document to the Dún Laoghaire-Rathdown County Development Plan 2016-2022 sets out the policy at a Countywide level for building height.
- 4.9 The Development Plan states that there are two types of the site where higher building heights are promoted.
- 4.10 One of these consists of the development of **larger greenfield** or brownfield sites, including Stepside, Carrickmines, **Dundrum**, Cherrywood and Sandyford. In these areas overall development height is increased. The development of these areas is guided by some form of a masterplan, (or will be the subject of a masterplan in the near future) and these plans tend to offer a consistent and relatively prescriptive policy approach to height.
- 4.11 The Council considers general principals when deciding on appropriate building height for a specific site, one being *"to promote higher densities and allow for increased building heights around public transport nodes and centres of activity"*.



## Goatstown Local Area Plan

- 4.12 The boundary of Goatstown Local Area Plan adjoins the CMH. There are a number of schools and childcare facilities located to the east of the site. There would be in easy walking distance of the site were appropriate connections be made through public open space.

## 5 Bus Connects



- 5.1 The site is close to Windy Arbour, the Luas stop. It will be some 800 metres from Dundrum village, where a number of bus routes will interchange under the proposed Bus Connects Plan.
- 5.2 Any new development on CMH could look to minimise car dependency and maximise other sustainable forms of travel.

## 6 Development Potential of the CMH

- 6.1 The site is approximately 11.3 hectares in area. It is unique in that it is an entirely enclosed site, surrounded by 5 metre-high walls. This facilitates the creation of an entirely new neighbourhood, capable of setting its own character. National policy requires that high density development should be delivered at such a location. The height of buildings on the site will be cognisant of the new Urban Height Guidelines, which support a more compact form of development and recommend reliance on performance criteria to test development in a site-specific context rather than general height specification. These tests have not been carried out to date, so it would be premature to set height limitations in advance, on the site.
- 6.2 There is approximately 2 hectares associated with the buildings to be retained on site. Some of these are buildings of conservation note. They are grouped to the north of the site, near the boundary with Mulvey Park. The disposition

of open space will have regard to existing quality trees that will enhance the proposed development. The future development on the site will be cognisant of these issues.

- 6.3 The site currently has only road frontage onto the Dundrum Road and only one access point. It is likely that a second access point may be needed for emergency purposes.
- 6.4 An initial target of 1,500 units has been estimated by the Land Development Agency.
- 6.5 Any application being made on the land will be accompanied by a masterplan, where the above issues will be addressed. The proposed development will be tested to ensure that the policy objective to densify development and performance criteria for urban height are met on site, as referred to above. There will be a suitable transition between existing and proposed development. Irish Water will be consulted with in regard to the availability of water supply and drainage. Surface water will be attenuated on site. Car parking will be minimised.
- 6.6 We would be obliged if the following matters be addressed in the future Dundrum LAP;
  - Recognition that the site provides the most significant site for residential development in the LAP and the opportunity to create a new neighbourhood with its own identity within Dundrum;
  - That the site's proximity to current and future public transport infrastructure facilitates high density development and sustainable modes of transport, to minimise impacts on traffic flows;
  - That the height of new buildings on the site will have regard to the performance criteria set out in the Urban Height Guidelines, 2018;
  - The current height of the boundary wall is 5 metres; it encloses the site but becomes a barrier to permeability and connections to the wider community will form part of the future masterplan;
  - Future development on the site, which is in close proximity to schools, shops and other community facilities, will support these existing facilities;
  - That the National Planning Framework, Sustainable Residential Development Guidelines and Regional spatial planning policy all aim to achieve compact growth and maximise the use of zoned and serviced lands, and the open space provision for this site should be viewed from this perspective;
  - The future development of the site will include the re-use of the buildings of conservation note to ensure their long term preservation;
  - The future development of the site will be of a high standard of design and quality that will complement the retained buildings;
  - To promote high quality homes and quality residential choices for a range of household needs including housing choice for older people who may want to downsize.

## **7 CONCLUSION**

- 7.1 This submission respectfully requests that the new Dundrum Local Area Plan recognises that the CMH provides an opportunity to create a new residential

community; one that provides for higher density development and taller buildings.

- 7.2 It is well served by public transport and this will improve in the future. There are significant employment opportunities available locally and accessible by way of public transport. The site can provide for sustainable connectivity, minimising reliance on private car commuting.
- 7.3 We respectfully request that the key opportunity that the subject lands represent for Dundrum should be fully acknowledged and supported by the new LAP.

Yours faithfully,



---

John Spain Associates



DO78

## Introduction

### 1 What is your name?

Name:

Jarlath and Joyce Mitchell

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I would like the LAP to focus on the soul of the village of Dundrum. We have more than enough foreign-owned shops in the area and would like to see the return of a thriving Main Street, with local shops, bookstores, butchers, restaurants, clothing boutiques, etc. Retail development by large conglomerates should be curtailed. Local businesses have come and gone since the opening of the Town Centre, unable to compete due to rising rents and the perceived notion that the Town Centre is an exclusive place to see and be seen. Traffic congestion is a huge problem for our area, especially during holidays and rainy Sundays. Our street has become a parking lot for the employees of the Town Centre and it is impossible to gain access on to Ballinteer Road during these busy periods. The reflection of a lower cycling rate for Dundrum citizens is directly related to the lack of adequate cycle lanes. There are recreational cycle lanes in and around the area, but you take your life into your own hands if you are cycling to the City Centre or points East. In conclusion, I feel that any Area Plan should consider those citizens who reside in the area, and not the potential tax revenue to be generated by inappropriate development.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:47:04

## Introduction

### 1 What is your name?

Name:  
William Kedroff

### 2 What is your organisation?

Organisation:  
Private Person

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

I submit that Main Street Dundrum should be "an area of Special Architectural Conservation" and the Parochial House, the red brick faced buildings including Pembroke Cottages and Glenville Terrace be preserved.

I understand that there is a preservation order on the Church.

I submit also that bicycle parking in the areas adjacent to the shops be increased and up graded.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:04:24

## Introduction

### 1 What is your name?

Name:

Foody Family

### 2 What is your organisation?

Organisation:

Family

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Broadly speaking we as a family would like to see Dundrum become more friendly to pedestrians and cyclists. In the long term making Dundrum village car free would be tremendous from our point of view.

We would also like to see a commitment that there would be no vehicular access via the existing Rosemount green for the development at the Central Mental Hospital site. However we would welcome that site being opened up to allow for a greenway of sorts. As we find cycling and even walking on Dundrum road hazardous and not in any way enjoyable, especially with kids. (We have 2).

In addition we would like to see the existing swimming pool on the CMH site kept/expanded and a gym type facility included. We would like to see the existing 100+ year old structures protected, in addition to the trees and gardens on the site. We would like the green/park provision for the site concentrated on the south side. So as to add to the amenity that is Rosemount park. Perhaps joining of the 2 to make a 'Dundrum Park'.

It would also be nice to have other facilities included at the site e.g. new school for the area perhaps, I know one is planned. Skate board park? Running track? Tennis court? Something similar to what's available at Bushy park perhaps?

Finally, the outer section of the Luas bridge looks really rough! The 'string' supports look ok, but the outer park of the bridge itself looks really rough. Any chance it can be clad or painted or something? Maybe as part of the Metrolink upgrade?

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2023  
Submitted on 2018-12-14 16:05:58

## Introduction

### 1 What is your name?

Name:  
Andrew Fuller

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

#### Sense of community =====

My main concern in recent years of living in Dundrum is that the village in particular has lost its sense of character. Sadly it feels like we have no central Dundrum community here, it feels more like we live in a soulless commercial corridor that people pass through on the way to Dundrum Town Centre in their cars.

It's essential that we invest in restoring the "heart" of Dundrum. A central area in the village which the community can embrace as their own and spend time together. I'm thinking of something like the model adopted at Ballyroan in Rathfarnham: a community centre, a pedestrianized area, small local supermarket, fruit and veg shop, local independent café, etc.

I understand that part of the old Dundrum Shopping Centre is likely to become a residential area - if so I think it's important that these should be laid out in a way to encourage a broad range of new inhabitants to Dundrum: not just professionals renting for the sake of commuting to/from town, but also families, and older generations who may be isolated living elsewhere. Any increase in housing in the area must be met with an appropriate increase in available facilities like the shops/café/restaurants etc I mentioned above.

#### Healthy Living =====

Like a lot of people who live in Dublin suburbs I cycle everywhere as much as possible: it's free, healthy, and the most environmentally-friendly way to get around the city. I see that the Draft LAP has the object to improve pedestrian and cycling environment of the area, which I'd like to reinforce as being essential for the improvement of life quality for everybody living in / passing through the area.

Some suggestions for how to do this include the addition of cycle-friendly traffic lights, redesign of all major junctions with attention to pedestrian/cyclist needs, and the addition of dedicated cycle lanes on main cycling routes such as Dundrum Rd - cycling along which is the most stressful part of my day going to/from work in the city centre because of the high volume of vehicular traffic.

#### Aesthetics =====

There's not enough by way of green areas in the center of Dundrum village. Some planting would go a long way towards improving the look of the village, perhaps incorporated into a shared recreational area that would also improve the community spirit and healthy living of the type of area we want to live in.

Over the years the installation of overhead wiring has become uglier and uglier. It really detracts from the look of the main street, as well as peripheral areas such as Ballinteer Road where heavy black cables criss-cross the road, and eyesores of large metal pylons detract from the look and feel of the area. I strongly feel that the council should implement a policy where ESB and telecoms operators should have to go underground. It seems to have been possible in villages like Ranelagh: take a look and you'll see how much nicer the main street looks without overhead wiring.

#### Public Transport =====

The Luas is one of the main reason we moved to Dundrum years ago. I use it whenever the weather doesn't suit cycling. It's an essential form of public transport in a city whose gridlock problems are getting progressively worse. It can mostly be relied on for a constant journey-time to the city centre and home, at any time of day.

The popularity of the Luas is proving problematic during rush-hours, when it can take a long time to be able to get on a tram due to congestion. This needs to be improved with more frequent longer trams.

I'm very concerned about the impact of the proposed MetroLink plans to Luas availability over the coming years. Removing Luas availability in Dundrum - even temporarily - will have massive impact on the ability of the area to function correctly.

## 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:10:42

Do 82

## Introduction

### 1 What is your name?

Name:  
Wendy Cox

### 2 What is your organisation?

Organisation:  
Writing as private citizen

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

It is very positive that at last - when developers are already well ahead with their own plans for rebuilding a major part of Dundrum's core area - that a Local Area Plan process is underway in which locals can express their views. I hope its result will be a set of planning guidelines to ensure a community- and people-focused redevelopment, undertaken to the highest environmental standards, which will build social cohesion and benefit the lives of residents, local workers and visitors for many years to come.

My comments relate mainly to 'Urban Design and Placemaking', 'Movement' and 'Social and Community Facilities'.

For many of us locals, Dundrum is a special place. The Village itself has a unique history and building style, and is the focus of strong community networks (some around its churches and schools, others around its many community, voluntary and leisure groups and activities), as well as serving a much bigger population in the surrounding suburbs.

Forthcoming redevelopment offers a significant opportunity for Dundrum to recover from the deterioration of its core area in the last few years, and to fulfil its role as the second major centre in DLR County. A new Dundrum has the potential to build and strengthen a cohesive community, with all the ensuing long-term benefits to health, well-being and social stability.

My hope is that new planning guidelines emerging from the LAP will ensure a 'rebalancing' or new set of priorities for the future Dundrum Village, which is at the centre of the LAP-designated area:

1. Make it a much more liveable and walkable environment, in which the needs of pedestrians and cyclists take precedence over those of motorised traffic. To be successful as a new urban environment, Dundrum needs a welcoming Main Street, with small scale shops, cafes and restaurants, which is sociable and a pleasure for locals and visitors to spend time in, and which is well connected by safe walkways to other areas of Dundrum.

As a major factor in creating a better street environment I strongly support the case for preservation of the heritage buildings on Main Street, and for integrating them into a new streetscape which respects the specific character of the current Street - low-rise and with much use of red bricks, granite and slate roofing materials - which has been strongly argued elsewhere.

A 'calmed' and 'greened' Main Street can also significantly reduce air pollution levels - whereas allowing more traffic (especially more buses) will be a major threat to the health of both adults and children. (Has any serious monitoring of air quality been done?)

2. Focus on the interests, needs and potential of the community as a whole, and not just those of large-scale/ international business interests - a repeat of what happened with the building of the new shopping centre ('Dundrum Town Centre') must not be allowed.

So (A) new housing should be designed for long-term community stability - bringing in young families and others who will make their homes here and so strengthen the social fabric. And planning guidelines must ensure that rental accommodation for a transient population working away from Dundrum does not dominate the local housing market.

(b) A civic and community centre is a major requirement and long overdue - spaces which are in public ownership and for public use by everyone as meeting places, activity spaces and as a 'town hall' for public meetings and gatherings. This will recognise Dundrum's important status within the County, and will be a

positive force for social cohesion and the enhancement of community spirit.

In addition, I would point to the need for planning guidelines to tackle the issue of the very negative visual impact of Dundrum Main Street's many overhead cables hanging over roofs and criss-crossing the street itself.

Finally, while I am writing on my own behalf here, about the main issues which concern me as a long-term local resident, I am a member of Imagine Dundrum and as such I fully support the comprehensive proposals the group has put forward in this pre-draft consultation.

## **6 Would you like to upload a file with your submission?**

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:12:38

## Introduction

### 1 What is your name?

Name:

Richard Cox

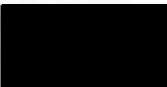
### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I wish to welcome the intention to prepare a Local Area Plan for Dundrum, and to make two specific observations in relation to the Issues Paper.

Firstly, in relation to retail development, the Issues Paper correctly describes the new shopping centre (incorrectly and arrogantly described as 'Dundrum Town Centre') as a 'major shopping destination nationally'. In consequence, it serves the local residents patchily in some respects, high rentals precluding many of the small retail/service outlets which might otherwise be expected to serve a community of the shape and size of Dundrum.

It follows that the opportunity afforded by re-development of Main Street and the 'Phase 2' area should indeed provide for 'retailing more focussed on serving the local community'. Such retailing however does not require anything like the amount of space available; conversely there is an urgent need for extended and improved community facilities (community centre, childcare facilities, health centre, etc.) which should therefore predominate in any re-development.

Secondly, in relation to open space and recreation, whilst it is true that the provision of major open space tends to be 'land-intensive', it could be argued that the wider Dundrum area has reasonable enough facilities in terms of parks and playing pitches, but that there is a severe shortage of small-scale, well-equipped playgrounds for younger children, which can be squeezed in, as many European cities demonstrate, into tiny areas.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2026  
Submitted on 2018-12-14 16:13:28

DO 84

## Introduction

### 1 What is your name?

Name:  
Josepha Madigan TD

### 2 What is your organisation?

Organisation:  
Oireachtas

### 3 What is your postal address?

Post address:  
9 Braemor Road, Churchtown, Dublin 14

### 4 What is your email address?

Email:  
josepha.madigan@oireachtas.ie

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

#### Dundrum Local Area Plan – Submission

My vision for Dundrum is that of a vibrant community supported by a strong local economy. As part of this vision, the Dundrum Local Area plan should include the following aspects:

- A new Civic Centre for Dundrum for the benefit of local cultural and community groups. Such a facility would strengthen local communities and should be at the heart of the new Local Area Plan. The facility should include meeting rooms, a coffee dock, and an events space/large meeting area that could be made available to community groups and cultural organisations.
- Improved transport infrastructure. Given the increased pressure on local existing transport infrastructure, it is important that authorities engage with providers to secure increased Luas frequencies, and increased investment in local road networks. In addition, it is important to develop more environmentally friendly transport options, such as prioritising pedestrian access for older residents, improved cycling facilities, and better traffic management. Crucially, any upgrade to the Green Line Luas as part of MetroLink should seek to minimise any and all disruption to commuters in Dundrum.
- Supporting enterprise and local businesses. In addition to improved transport infrastructure, planners should also aim to develop a new hotel in the Dundrum area. This would benefit many local residents and also serve to attract tourists and weddings to the area. Such economic activity would have a wider benefit to surrounding local businesses.
- Developing local tourism. A new local area plan for Dundrum should engage with, and promote, initiatives such as Dundrum Festival. It is also important to support voluntary groups such as Imagine Dundrum for the renewal of our built heritage.

One key initiative for tourism in Dundrum is the completion of the Dodder Greenway which will further enhance the attractiveness of Dundrum, as well as other areas. Tourism benefits the local economy and will be advantageous to local businesses.

In addition, the development of a new skate park in Dundrum would be of benefit to many people, particularly younger people, as well as helping to promote an active lifestyle.

- Housing as a central aspect. The views and input of existing local residents should be taken into account as part of the much needed development in the Central Mental Hospital site by the Land Development Agency. Housing developments should be mixed tenure (as is Government policy), and also be accompanied by the provision of important community infrastructure such as parks and playgrounds. This type of integrated planning will help avoid many of the social problems that have emerged in housing developments in other parts of Dublin.

- In addition, the Dundrum area should have purpose-built, step-down housing developments for the elderly. Such step-down homes, in the form of a dedicated retirement village, would benefit future elderly residents who choose to downgrade, and who are looking for support to do so. It would also free up additional housing in the local area. Such a development is in line with Government policy under Rebuilding Ireland, which makes specific reference to the development of such dedicated step-down homes for the elderly.

Dundrum is a great community to grow up, rear a family and grow old in. We need to ensure that this continues to be the case through effective local planning. I hope to see this reflected in the local area plan.

### 6 Would you like to upload a file with your submission?

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### Dundrum Local Area Plan – Submission

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Dundrum is a great community to grow up, rear a family and grow old in. We need to ensure that this continues to



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:16:52

## Introduction

### 1 What is your name?

Name:  
Sean Mc Loughlin

### 2 What is your organisation?

Organisation:

[REDACTED]

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

As a 'Shed Support Volunteer' with the Irish Men's Sheds Association, who has held two successful 'pop up' men's sheds in Rosemount, I would like to see an inclusive and accessible community facility in Rosemount that can facilitate a men's shed.

Both 'pop up' men's sheds in Rosemount showed a need and demand for a men's sheds in the locality.

Men's Sheds are open to all men, regardless of age, ability or background. The social inclusion initiative aims to build the well being of men in the community.

A men's shed in Rosemount, Dundrum, Dublin 14 will have a positive impact on all men, and their families, particularly those who face the barrier of isolation and loneliness.

### 6 Would you like to upload a file with your submission?

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#### file 2:

Dundrum Windy Arbour Pop Up 3.jpg was uploaded

#### File 3:

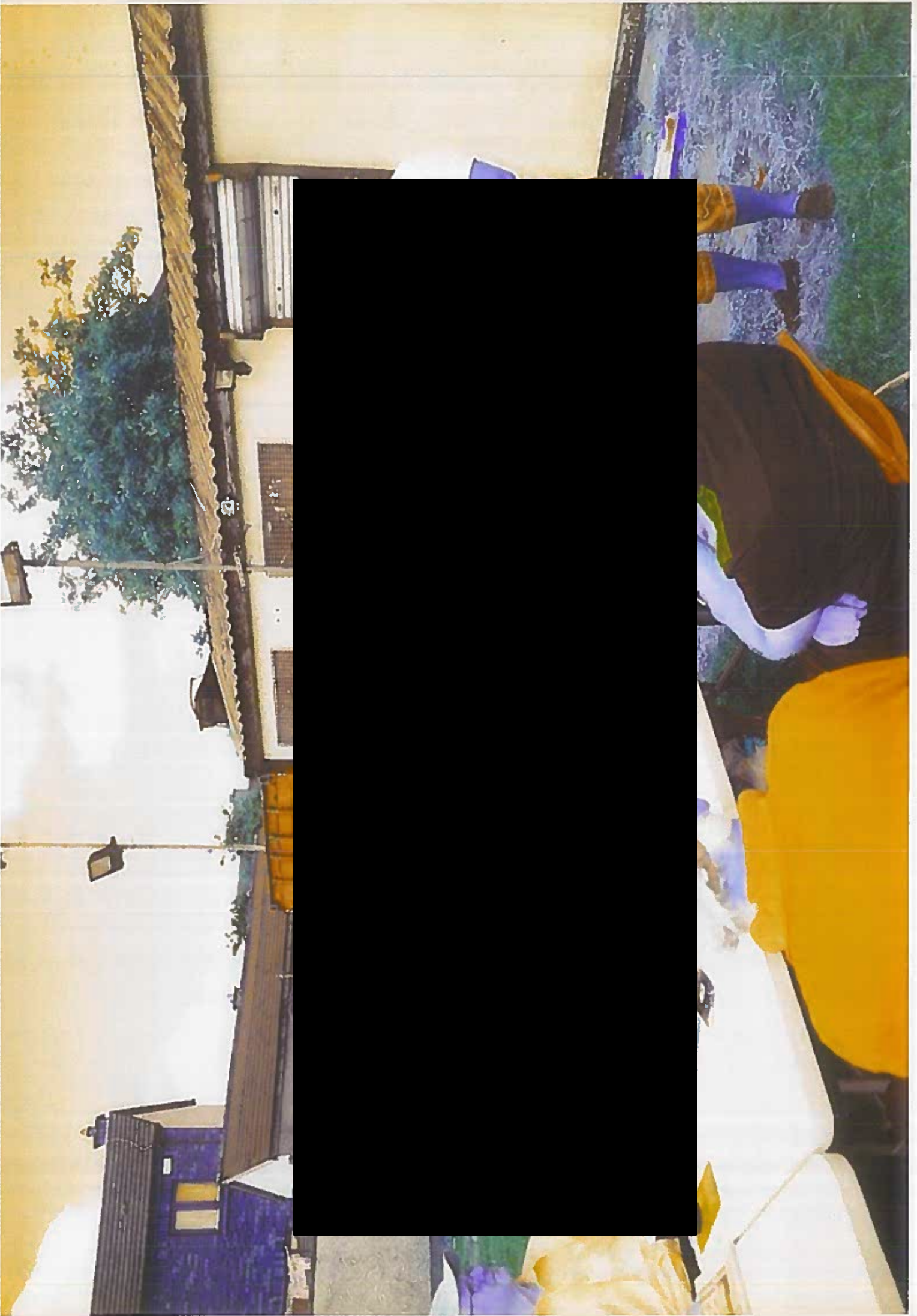
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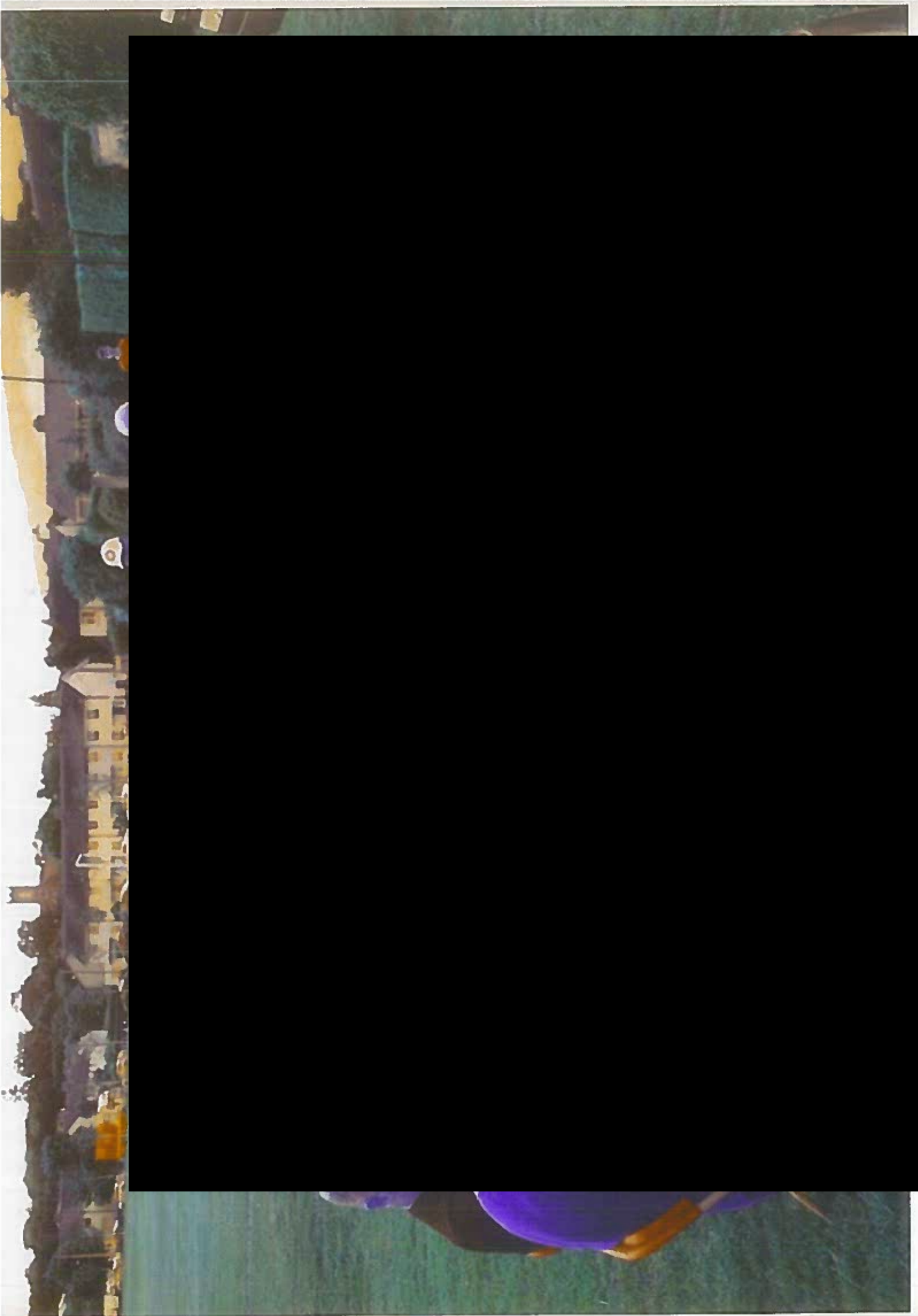
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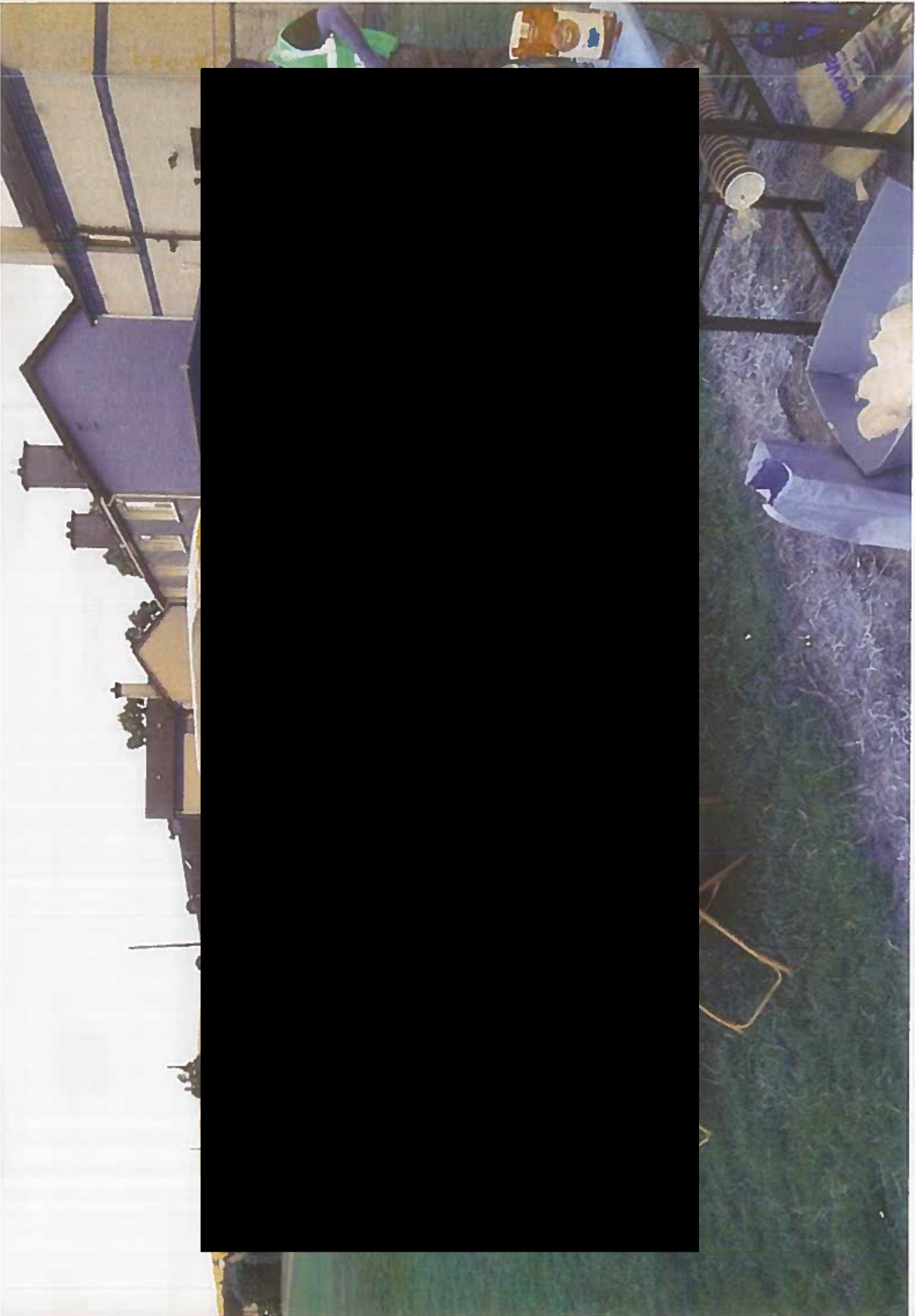
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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:28:23

## Introduction

### 1 What is your name?

Name:  
Caroline Gray

### 2 What is your organisation?

Organisation:  
Private citizen

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Just a brief note on ACCESSIBILITY: As one who pushes a wheelchair very frequently, tho' not around Dundrum, I've noted that the corner of Upper Kilmacud Road and Dundrum MainStreet, must be extremely difficult to negotiate by wheelchair, sloping as it does on a cramped corner of footpath, which is often crowded with pedestrians waiting to cross at the lights. I don't often see wheelchairs in Dundrum - maybe this one particulaty difficult spot is indicative of the current state of wheelchair provision in the village. I'd hope for an improvement in this area when the Mainstreet is replanned.

MOVEMENT: 'Bus Connects' plans more orbital routes which will pass through d Dundrum. 'The proposals ... envisage a greater level of bus activity on the Main St. of Dundrum, an area identified for improved public Realm/Pedestrian facilities. The County Development Plan includes an objective to improve the pedestrian environment on the Main St., Dundrum, through traffic calming and the removal of onstreet parking.'

I believe that more bus routes are proposed through Dundrum. At present there are 7. Last week the sight of 5 double deckers passing simultaneously along Dundrum Main Street was not a pleasant one - could this be the vista of an 'improved pedestrian environment'?

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:29:30

## Introduction

### 1 What is your name?

Name:  
Christine McGee

### 2 What is your organisation?

Organisation:  
Private Citizen

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

(1) Please include the Parochial House in the Record of Protected Structures.

(2) The Old Town Centre area when upgraded, could accommodate a community/civic centre, library, medical centre, restaurants, outdoor seating and possibly, a fountain/monument as a focal point!

(3) Having experienced this problem recently, Buses could perhaps be re-routed via the Wyckam Bypass/Dundrum Town Centre, for a straight run through Main Street and so avoid negotiation around the hazardous corner junction, located at the side of the Church with Main Street.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:37:57

## Introduction

### 1 What is your name?

Name:  
Geraldine McHugh

### 2 What is your organisation?

Organisation:  
N/A

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Thank you for the opportunity to make a submission on the Dundrum Local Area Plan

#### Movement

Current traffic volumes and commuter numbers are already creating considerable congestion on the road systems around Dundrum and putting pressure on the Luas system. How will they cope with increased demand when, for example, the housing units at Cherrywood, Notre Dame and at the Central Mental Hospital are completed.

If the proposed plan for changing the Luas to a metro goes ahead, will the Luas line be closed for a certain period? What resources will be put in place to provide a replacement public transport service while metro works are ongoing?

#### Retail

Having attractive shops, restaurants and a small hotel on the main street and in the redeveloped old Shopping Centre area (e.g. craft shops, bookshop, medium size supermarket, health food shop, space for farmers' market, hardware shop, butcher, local produce) would help to bring life back into the town. Shops in DTC tend to cater to one demographic and income group, more diversity is needed.

#### Protected structures

The Carnegie Library and certain buildings in the Central Mental Hospital are also protected structures. Are any of the grounds/gardens in the CMH worth designating for protection and are the walls of the CMH protected structures?

#### Urban Design and Placemaking/Public realm

There needs to be more accommodation for cyclists, electric vehicle recharging etc.. Too many relatively recent buildings of nondescript architectural merit are on the Main Street. There needs to be more attractive buildings that blend in with the older ones giving a cohesive sense of place.

Footpaths in general need to be upgraded.

#### Open Space and Recreation

There are very few large green spaces in the Dundrum area – could areas of the Central Mental Hospital be used for public park/sports facilities rather than entirely for housing. Could these facilities have access onto the playing field at Rosemount?

Dundrum lies at the foothills of the Dublin Mountains but there seems to be very little information available in Dundrum on the mountains. An information space and a viewing tower/restaurant would enhance education and usage of this huge amenity at our doorstep.

#### Social and Community facilities

Following the success of the dlr Lexicon in Dún Laoghaire, Dundrum with its sizeable catchment, needs a focal civic space incorporating a Library and exhibition area. An active programme would cater to people of all ages, both living and working in the area. Such a space could also be used for community and business meetings, and open 24/7 based on the My Open Library model. It would also serve as a repository for local identity.

Depending on whether the new library and exhibition facility is developed on its current site or elsewhere, what plans are in place for the development of the Carnegie building and the former HSE site in its hinterland? In its location beside St. Nathi's it is of historic significance but the grounds are overgrown and the HSE building is a focus for antisocial behaviour.

#### Infrastructure and Environment.

Is there any potential in making a biodiversity feature of the River Slang when the old Shopping Centre is demolished, rather than keeping it culverted?

In view of the likelihood of increased housing, traffic and population density that is to come, the utilization of smart city technologies would make Dundrum a model and leader for sustainable development.

#### Future Development:

##### Central Mental Hospital

With 1,500 housing units at Central Mental Hospital, how are local roads going to cope with the additional traffic? Fewer housing units and more green space, accessible to the public, would enhance the area and be more sustainable and environmentally friendly than dense housing alone. Mixed housing units, with special consideration for housing for the elderly (given the high demographic for this age group in the Dundrum area), would be an attractive option for people wishing to live here permanently and would foster a new sense of local community.

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### File 5:

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:51:53

## Introduction

### 1 What is your name?

Name:

Conor Wilson

### 2 What is your organisation?

Organisation:

N/A

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Please find my comments in a txt Attachment.

### 6 Would you like to upload a file with your submission?

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Dundrum Draft LAP - comments  
Dundrum Draft Local Area Plan 2019-2025 - Comments  
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1. Central Mental Hospital

\* Communications

In the planning and development of the Central Mental Hospital could the Council make efforts to keep adjacent residents updated on significant events?

\* Building Height

Where the intention is to build according to the the newly relaxed height restrictions, can care be taken to respect the privacy of the residents of the adjoining properties.

E.g. I assume that heights of any new buildings would be reduced at the edges of the lands.

\* Traffic

Currently, traffic to/from this site is limited.

The existing Dundrum road is quite busy.

I presume there will be additional points of Ingress/Egress to the lands to manage an increased flow of traffic.

Can the council keep locals appraised of these plans?

\* Environment

There are mature trees within the existing hospital lands. I hope that steps will be taken to preserve a number of them. The current lands provide a rich habitat for birds, bats, insects, foxes, etc.

\* Hospital wall

I consider the external wall of the hospital grounds a landmark on the Dundrum road.

I think their preservation would add value to any future development by attenuating traffic noise from the Dundrum Road.

As a resident of Mulvey Park, I would hope that the existing hospital wall could be preserved where it faces onto residential property. It has provided great privacy and security for the residents of Mulvey Park.

I hope that much of the existing walls could be preserved.

\* Historical Significance

I hope that some effort is taken to record the significance of the site to this state and the people who passed through its gates.

I also hope that some place could be provided for relatives of patients who stayed at the hospital to visit and reflect.

\* Public Good (social and community facility provision)

As the lands become more accessible to public, I hope some consideration will be given to provision of:

- Green Space (for mixed use)
- Non-sport Green Space (Paths for walking; Benches).
- Community Playground

2. Movement: MetroLink

I would hope that any development of the existing LUAS line can managed by careful extension of the existing station platforms.

3. Movement: Cycle Lanes

Please ensure that any plans consider increased provision of \*usable\* cycle paths.

The main reasons why some cyclists favour the road over cycle lanes are:

- Contention between bikes and motor vehicles at junctions (street or residential) due to poor design
- Poor bike lane surface (undulating; eroding; manholes / drains)
- Encroaching street furniture.
- 'Dead end' cycle lanes: lanes that do not transition onto a road where they

Dundrum Draft LAP - comments

end.

The 'Dodder' cycle route (although outside the LAP Boundary) will be a great boost to the city.  
Ensuring that planned cycle routes interconnect will increase the odds that Cyclists adopt them.

4 Infrastructure

In the Transport sector, a significant shift in consumption from fossil to 'renewable' energy sources seems to be required. Provision of infrastructure to support this should be planned for.

-- END --



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:53:11

## Introduction

### 1 What is your name?

Name:

Patrick Gray

### 2 What is your organisation?

Organisation:

None

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I am concerned about the coordination between DLRCC and NTA while Dundrum is being further developed and the conversion of the LUAS to a Metrolink takes place. Both happening simultaneously seems like a recipe for chaos.

The proposal to have a significant number of buses using the Main Street and converging at the LUAS/Metrolink stop will do nothing to make Dundrum a pleasant place to live. What would improve life here is restoring the Main Street to its former vibrancy with a variety of small businesses being able to take advantage of relatively low rents. Where is the hardware shop, the fishmonger, the butcher, the bakery, the bookshop ? Not in the misnamed Dundrum Town Centre, for sure.

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:53:16

## Introduction

### 1 What is your name?

Name:  
Ray Ryan

### 2 What is your organisation?

Organisation:  
BMA Planning

### 3 What is your postal address?

Post address:  
Taney Hall, Eglinton Terrace, Dundrum, Dublin 14

### 4 What is your email address?

Email:  
ray@bmaplanning.ie

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
Please see attached details of submission.

### 6 Would you like to upload a file with your submission?

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Senior Executive Officer,  
Planning and Department,  
Dun Laoghaire Rathdown County Council,  
County Hall,  
Marine Road,  
Dun Laoghaire,  
Co Dublin.  
A96 K6C9

14<sup>th</sup> December 2018

**RE: PRE-DRAFT SUBMISSION TO DUNDRUM LOCAL AREA PLAN**  
**FOR: DUNDRUM RETAIL LIMITED PARTNERSHIP**

Dear Sir/ Madam,

In response to the recent request for submissions to the Dundrum Local Area Plan (LAP), this submission has been prepared on behalf of Dundrum Retail Limited Partnership (hereafter DRLP) in relation to lands including the Dundrum Town Centre.

DRLP, a partnership between Hammerson plc and Allianz Gmbh, are owners of Dundrum Town Centre, the Old Dundrum Village Centre and various smaller properties in the Dundrum area (together known as the 'Dundrum Estate').

Hammerson own, manage and curate winning European destinations focused on flagship retail destinations and Premium Outlets. As at end of June 2018, their portfolio of high-quality retail property had a value of £10.6 billion and includes 22 prime shopping centres, 15 retail parks and 20 premium outlet villages. Other key retail venues include, Bullring (Birmingham), Bicester Village (Oxfordshire) and Les Terrasses du Port (Marseille).

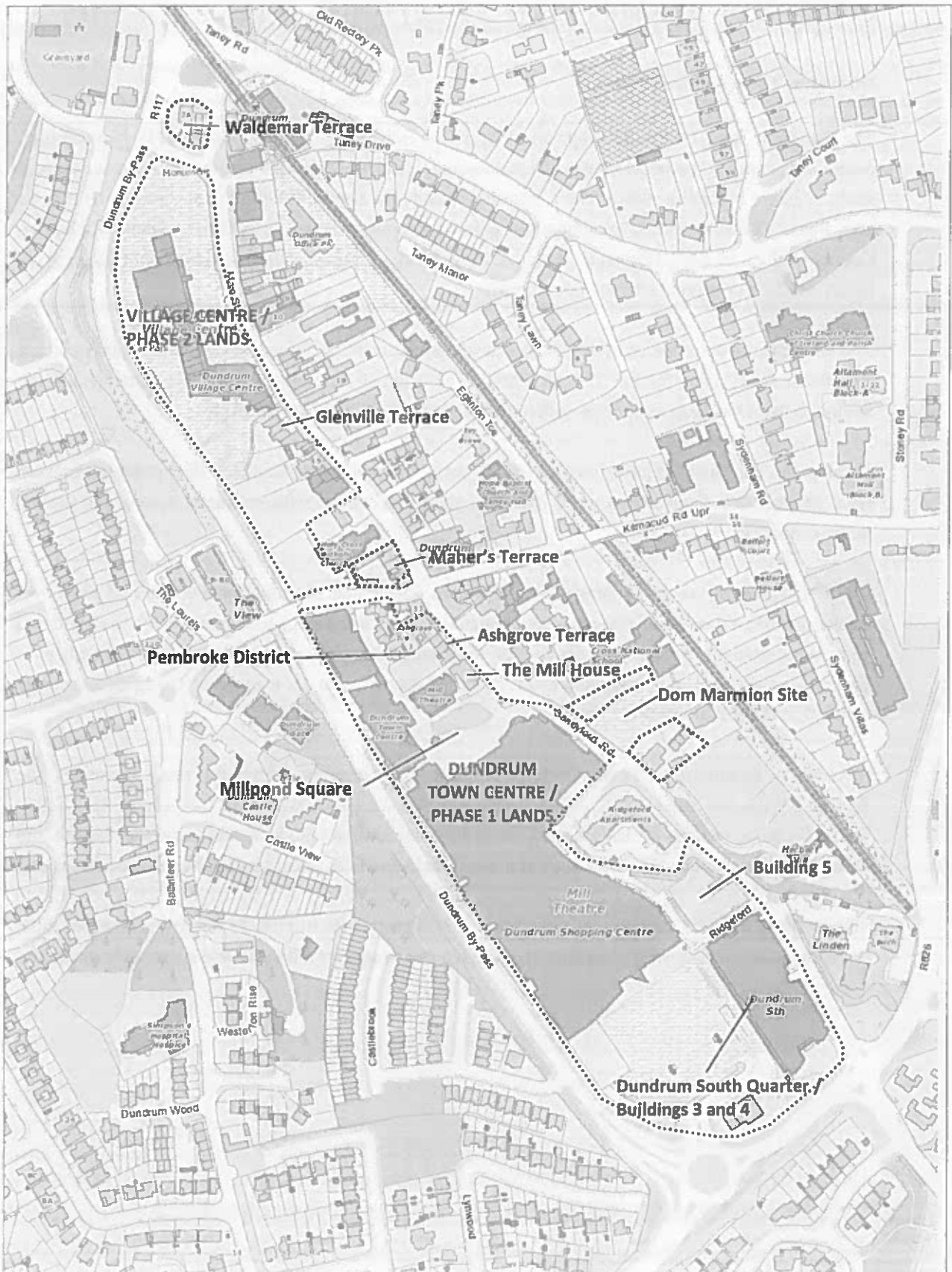
Having acquired the Dundrum Estate in July 2016, Hammerson as asset manager for DRLP, intends to improve and expand the Estate through an ambitious investment programme over the coming years. Given the fast changing consumer environment, the Partnership's investment intentions will include ambitious plans to expand and grow the core Dundrum Town Centre development, the Village Centre site (or Phase 2) and a number of potential Main Street developments within the ownership. This growth is in keeping with Hammerson's core business strategy of owning, curating and managing winning European destinations focused on flagship retail destinations.

The map below shows the DRLP lands with reference to the various sites developed, and those to be developed.

Mindful that the LAP process is about policy formulation rather than being a forum for presentation of detailed proposals, the submission focusses mainly on the strategic principles that should underpin the LAP. DRLP will continue to address specific design issues in the context of the normal development management procedures that apply to planning applications. Therefore, following a general overview of the projects/ sites, the remainder of the submission provides some comments under the headings outlined in the DLRCC Issues Paper.

The core messages for the LAP are :-

- Dundrum Town Centre “Phase 1” lands to be further consolidated and intensified with additional mixed use development, including significant additional retail floorspace over the next 10-15 years.
- The “Phase 2” lands to be developed as a high density mixed use development with a range of retail, food and beverage, non-retail services, office, community and residential uses conducive to a more pedestrian friendly Main Street.
- Smaller sites to be developed to provide residential and commercial uses to enhance the vitality and quality of the built environment of Dundrum Town Centre



## OVERVIEW OF DUNDRUM TOWN CENTRE / FUTURE DEVELOPMENT SITES

### Dundrum Town Centre (Phase 1)

The *Dundrum Town Centre* development (Phase 1) is Ireland's largest shopping and leisure complex comprising over 120 stores, 45 cafes and restaurants, offices, a 12 screen cinema, a 200 seat theatre a medical centre and radio studio. The Centre has introduced almost 4,000 new jobs into the Dundrum area. Phase 1 Town Centre development was granted planning permission by Dun Laoghaire Rathdown County Council in 2000, opened in 2005 and the majority of the permitted development (planning ref D00A/0112) is now complete and operational.

The public realm centrepiece of the Phase I development is the Millpond Square which has become a significant focal point for the Town Centre. The original Mill House has been restored and the Millpond itself has been integrated with the new development very successfully.

Hammerson and their Partners have a resolute focus on winning destinations incorporating flagship retail destinations. Dundrum is a top European shopping centres with consumer appeal and proven outperformance.

DRLP continuously seeks to innovate and improve on the operation and performance of the Town Centre and has a number of projects in the planning and delivery stage to that end. With the rapid and continuous changes being experienced in the retail consumer market this active asset management is essential to enhance and consolidate the development in order to meet ever changing consumer demands and technological trends.

In order to maintain the Town Centre's relevance and position within the retail hierarchy, the Partnership has identified significant additional floorspace capacity within the footprint of the existing Phase 1 site as well as on the Phase 2 lands for additional retail, food and beverage, leisure and entertainment uses. The DRLP strategy is to strive to keep the existing scheme fresh, entertaining and relevant and explore options for the provision of new commercial activity including the potential to deliver space on areas currently occupied by lower density uses to provide for new and experiential retail and leisure offers with complementary mixed use to support a diverse and sustainable economy.



**Millpond Square**

### **Pembroke District**

The *Pembroke District* is located at the south western quadrant of the Dundrum crossroads and has become a successful focal point for restaurant and leisure uses. *Building 13*, formerly occupied by Hamleys, is currently transitioning from retail to food and beverage type uses. This is consistent with the Development Plan objective.

Since the Centre was opened in 2005, the previous owners acquired most of the properties in this sector - including all 6 Pembroke Cottages and Ashgrove Terrace (1-5). Pembroke Cottages have found suitable uses and have been sensitively restored in consultation with DLRCC, during which time the cottages have been removed from the record of protected structures and designated as an Architectural Conservation Area (ACA).

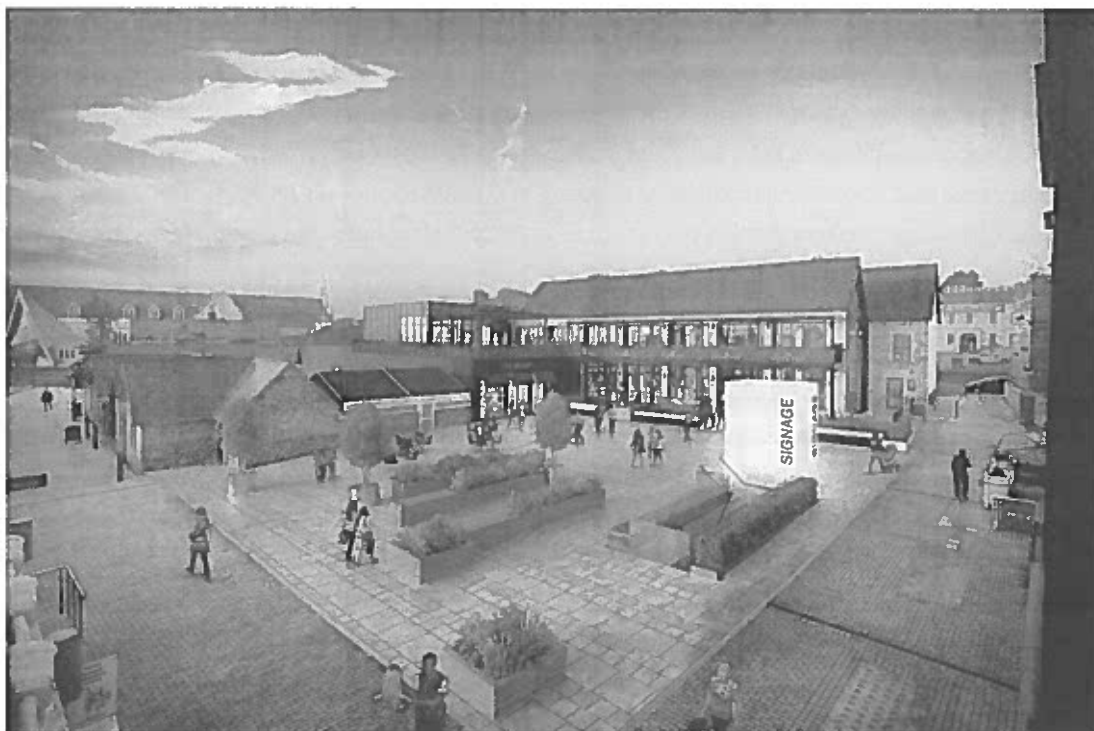
Permission was granted in 2018 for a development on the Ashgrove Terrace/ Pembroke Square. This project will progress in early 2019 and will complete the Pembroke District. The permitted development involves the refurbishment and extension of the Ashgrove Terrace buildings to create an anchor use for the vibrant Pembroke Square area. The images below show the sensitive refurbishment of the Ashgrove Terraces and the permitted building extension to the rear which reflects the scale of the buildings on the crossroads (also now within a Candidate ACA).

Central to the Pembroke District will be *Pembroke Square* which is a significant new public amenity space for Dundrum on a site that previously had been granted permission for a significantly larger building – Building 11. The temporary events space that has operated at this location for the past decade will now be formalised in a significantly upgraded format with high quality materials and finishes. DRLP believe that *Pembroke Square* will be a significant addition to the Dundrum area in the same way that Millpond Square has become an important civic focus for Dundrum.





**Proposed Ashgrove Terrace development viewed from Sandyford Road**



**Proposed Pembroke Square / Ashgrove Terrace development viewed from Pembroke Square**

### **Dundrum South Quarter**

Dundrum South Quarter (Buildings 3 / 4) are located on the Sandyford Road at the southern end of the development and provide additional large format retail floorspace fronting onto the surface car park with a number of smaller retail / services businesses on Sandyford Road. The accommodation at upper levels provides high quality office accommodation strategically located close to Balally Luas stop.



**Dundrum South Quarter**

### **Dundrum South Residential (Building 5)**

The “Building 5” residential site which was part of the original permission but which was only completed to podium level will be progressed in the short term and a planning application will be submitted in 2019. The construction of the Herbert Hill apartment development opposite has established a new character and scale for this area. The completion of this proposed development will allow the fit out and occupation of 15 existing apartments located on the eastern flank of the main shopping centre building.

### **Dom Marmion Site**

DRLP has two sites on either side of the public car park at the Dom Marmion site and these “Major Town Centre” zoned lands have potential to accommodate a range of uses either individually or as part of a larger integrated development including the car park lands.

### **Maher’s Terrace**

The majority of Maher’s Terrace located on the northwestern quadrant of the crossroads is also within the DRLP portfolio and this area has potential to continue the regeneration and revitalisation of the crossroads in a similar vein to the Ashgrove Terrace proposal above. The refurbished Holy Cross Church and Parochial House adjacent represents a recent significant contribution to this area and

Maher's Terrace redevelopment, which includes the backlands with frontage to Ballinteer Road, will complete this important part of the Village crossroads and will retain the scale and character of old Dundrum.

### **Dundrum Village Centre lands (Phase 2)**

In relation to the major undeveloped site of the "Village Centre" or "Phase 2" lands as referred to in the LAP Issues Paper, DRLP has engaged in extensive design and testing of the lands over the past 18 months.

The Phase 2 site (4.4ha) comprises the Old Dundrum Shopping Centre and adjoining lands including all properties on west of Main Street between Old Shopping Centre and the Parochial House (including Glenville Terrace). The site is bounded by Dundrum Main Street (east), Ballinteer Road (south), and the Dundrum By-Pass / Sweetmount Park (west).

A number of planning applications were granted on these lands up to 2009 but were not commenced due to the property crash. The previous development (Reg Ref: D08A/0231; Bord Ref: PL06D.233317) comprised 3 main elements as follows:-

1. Main Street Frontage: 14 no. retail/ commercial units, 40 no. apartment units and the refurbishment of No's 1-3 Glenville Terrace to create a single restaurant unit
2. Main Retail/ Centre: a retail / commercial centre arranged around a series of internalised streets/ malls and public spaces, with accommodation including a Major Department Store, 11 no. secondary anchor units (MSUs) and 66 no. retail/ non retail services units, 9 no. restaurant units, a public library, Crèche, leisure centre and associated ancillary areas.
3. Hotel: 96 bed hotel located at the northern end of the site.

A revised planning application is currently being considered for the Phase 2 lands . This application will be submitted with DLRCC or An Bord Pleanala in the case of SHD development. This significant mixed use scheme will include a range of uses and will also integrate with the existing Dundrum Main Street which is to be a pedestrian priority area as per the previously approved DLRCC Part 8 Scheme.

As noted above, the Partnership has identified significant additional floorspace capacity within the footprint of the existing Phase 1 site as well as on the Phase 2 lands for additional retail, food and beverage, leisure and entertainment uses.

**It is the Partnership's intention for new development on the phase 1 and phase 2 lands to be fresh, entertaining and relevant for consumers who are increasingly seeking new retail and leisure experiences. The focus for new commercial activity within this area will be truly mixed use in design with the flexibility to adapt to fast evolving trends for play, work and living.**

During the design and planning stage the Partnership will continue to actively facilitate short term lettings that improve the level of footfall and the appearance of the area pending the delivery of the Phase 2 development.

### **Waldemar Terrace Site**

Waldemar Terrace is a small parcel of land located at the northernmost end of Dundrum Town Centre. The site, located adjacent to the by-pass, consists of a terrace of 3 houses and a number of modern extensions to the rear. Due to new road schemes in the area the site acts as a traffic island bound by busy roads and the bus interchange. Redevelopment proposals for this site, which could form part of a large scheme including the environs of William Dargan bridge, envisage the construction of a new building on this site.

## RESPONSE TO LAP ISSUES PAPER

The following comments are offered in relation to the DRLP lands with reference to the headings presented in the LAP Issues Paper November 2018 and the comments are limited solely to the area of DRLP's land ownership.

### Population & Demographics and Housing

The DRLP development proposals to be progressed over the coming years will contribute to a rebalancing of the population and demographic trends in the catchment through the provision of significant mixed use development.

The DRLP lands have potential to accommodate a population of over 2,000. This represents a potential increase of 40% on the current population with the LAP boundary of 5,500.

The major retail and commercial facilities in the Phase 1 will be consolidated and expanded on the footprint of the Phase 1 site which has capacity to accommodate additional retail, leisure / entertainment, food and beverage, office and residential. Complimentary commercial, retail, non-retail services and other community uses will be provided in the "village" with a significant residential element proposed for the Phase 2 site.

### Housing

Whilst apartment provision in the LAP boundary is higher than average across the County as a whole it is, however, still relatively low. National Housing Policy is seeking to address this by encouraging densification of development and suitable tenure types. In order to meet the needs of current and future demographic/ population, DRLP are seeking appropriate and flexible planning policy to meet market demand.

In that regard DRLP consider that their lands are suitable for dense mixed use development given its town centre context and public transport accessibility and the DRLP lands have potential to accommodate a residential population of over 2,000.

DRLP hopes that the first residential units will be occupied by 2021. In terms of the housing typology and sizes, the provision of apartments will assist in rebalancing the housing stock in the area towards apartments in line with Government policy and which will provide opportunities for younger persons seeking to get on the property ladder and an older demographic seeking to downsize within the Dundrum locality.

**The LAP should promote and facilitate the potential of the lower density Phase 1 lands, the redevelopment of the Phase 2 lands, and other infill development sites within the “Major Town Centre” area to provide much needed high density residential and mixed use development for the area.**

### **Enterprise & Employment**

The Dundrum Town Centre project has created over 4,000 jobs into the Dundrum area and has transformed the economic profile of the area over the past 10-15 years. The future proposals for the enhancement of the existing Centre and the new development projects will continue in this vein. Most jobs and economic activity will be in the retail, services and leisure entertainment sectors.

These jobs in Dundrum Town Centre provide €90 million in wages to the local economy and €30 million in employment taxes to the exchequer. Dundrum Town Centre also contributes €92 million in commercial rates making it by far the largest source of such income in the LAP area.

Whilst the current intention is not to compete directly with Sandyford in terms of attracting large floorplate office tenants, there is scope for Dundrum to have a complimentary range of uses that could include large floorplate office development. LAP policy should remain that such uses are “open for consideration” as it currently is given the high levels of accessibility.

**The LAP should include policies to promote and facilitate the consolidation of Dundrum Town Centre and the DRLP lands as a major focus of commercial activity and a range and mix of uses and scale within the Village Centre “Phase 2” lands to allow Dundrum to continue as an engine of economic and employment activity for the LAP area and the wider area.**

### **Movement**

#### ***Roads***

The roads and transportation infrastructure for the Dundrum Town Centre Phase 1 and 2 sites has been assessed in detail in the context of previous planning applications on the existing and permitted (not constructed) Phase 2 permissions.

As the scope for additional roads infrastructure is limited DRLP consider that the focus of the LAP transportation/ movement strategy will be to optimise the capacity of the network through, local improvements (eg. Dundrum Road towards Milltown), traffic management measures and promotion of modal shift to public transport and walking / cycling.

The Dundrum Area Traffic Management Plan, as previously envisaged proposed traffic calming on Main Street and removal of the access to the existing shopping centre. As part of the pre-planning consultation process, DRLP will engage with DLRCC in relation to the appropriate access arrangements to the Phase 2 Village Centre lands.

### *Luas*

Luas is a very significant feature of the infrastructure that serves Dundrum Town Centre and will only increase in importance as the future developments emerge. However, while the Luas has contributed positively to supporting sustainable travel to Dundrum Town Centre, neither of the existing Luas stops provide direct access to the main pedestrian entrances of Dundrum Town Centre. Luas passengers who wish to access Dundrum Shopping Centre must take indirect routes, with substandard pedestrian provision in place. The following observations are provided in respect of the two existing stations serving Dundrum Town Centre:

Dundrum Station	<ul style="list-style-type: none"> <li>• The current Dundrum Luas station is relatively poorly served to cater for the volume of pedestrians and for disabled access from Dundrum Main Street. The existing lift access to the platform is remote from the main pedestrian route.</li> <li>• Pedestrian access from the west of Taney junction is well served using the Luas Bridge, however pedestrian traffic from the north of Taney junction via Dundrum Road could be better served to avoid the signalised Taney junction.</li> <li>• The current underpass at the Dundrum station needs a substantial upgrade in the quality of the environment, head height and width to both provide better pedestrian access to the Luas Station but to also serve the pedestrian route from Taney Road to the Main Street.</li> </ul>
Balally Station	<ul style="list-style-type: none"> <li>• Pedestrian access from Balally to the Dundrum Town Centre and residential developments to the southwest of the station along Wyckham Way currently require pedestrians to traverse both the signalised Overend Avenue Junction and Sandyford Road Junction. Improvements should be developed to better cater for the volume of pedestrian desire lines crossing Overend Avenue, Sandyford Road and Wyckham Bypass.</li> </ul>

The possible upgrade to MetroLink will also present opportunities for Dundrum. It is estimated that MetroLink will carry 50+million passengers per year and journey times from Swords to Dundrum Town Centre will be under 50 minutes. Therefore, improved travel times on MetroLink will support significant uptake in public transport use and will also open a much wider catchment for visitors wishing to travel to Dundrum by public transport. For example, MetroLink/DART transport interchanges at Tara Station and Glasnevin stations will open up opportunities for people living along the DART, Maynooth and Kildare rail corridors respectively to travel to Dundrum Town Centre by public transport.



### ***Bus***

DRLP would encourage and support any initiatives that improve the accessibility of Dundrum by bus. The bus interchange adjacent to Dundrum Luas should be enhanced in the context of the LAP public transport strategy and having regard to the Bus-Connects proposals.

### ***Cycle Network***

DRLP would welcome any initiatives within the LAP that enhance convenience, safety and comfort of cyclists, be they workers, customers of residents of existing or future developments. Building on the recent initiatives by DLRCC in relation to cycle facilities, there are parts of the existing road / cycle network within the Dundrum area where relatively minor improvements such as surfacing, lining, dropped kerbs, cycle ramps/ channels, advanced stop lines and improved signal crossing points would greatly benefit cyclists. This is particularly the case on “busy traffic routes” such as through Dundrum crossroads and on Taney Road where, as recognised in DLRCC Cycle Route Map (2014) cyclists *‘should be able to cycle in traffic and turn at junctions’*.

Any new building proposals for the undeveloped lands will have a strong emphasis on reduced car parking and high quality facilities for cycle facilities to comply with the Dun Laoghaire Rathdown Cycle Policy 2017 and other related national policies such as the incorporation of bike stands and locking facilities.

### ***Pedestrian Network***

A high quality pedestrian network within and to Dundrum is a critical objective and should be at the heart of the LAP. As stated above, the LAP should provide and / or facilitate an improved level of pedestrian connectivity and integration between the Dundrum Town Centre lands and stations on the Luas line. The DRLP development proposals will also ensure that pedestrian permeability and the pedestrian experience is paramount in its design concept, with the use of quality streetscape materials to be incorporated into the development proposals. In particular, the experience of the disabled and mobility impaired members of the community will need to be addressed in any public infrastructure or private developments within the LAP.

#### **The LAP should propose measures and objectives to :**

- **Implement traffic management measures in the area to improve efficiency of the road network**
- **Promote sustainable transportation**
- **Improve the integration of Luas and Dundrum Town Centre (Phase 1 and 2 lands) for pedestrians**
- **Improve convenience overall accessibility of Dundrum by bus users**



## Retail Development

Recent changes in the retail and leisure market are well documented with a distinct pattern of consumers favouring retail and entertainment destinations of scale and quality. As owners and managers of these destinations DRLP needs to be agile and innovative, to keep the mix of uses interesting and complimentary in order to permit them to respond to changing consumer and therefore occupier demand. In that regard we consider that retail, leisure and entertainment provision should continue to be directed to Dundrum given its position at the pinnacle of the DLRCC retail hierarchy.

In this regard DRLP firmly believe that Dundrum, (the Partnership's land and the wider Major Town Centre Zone) should receive its pro rata allocation of the future DLR County retail floorspace allocation in order to maintain and enhance its position as the leading retail and leisure destination in both the County and Metropolitan Area. Furthermore, to provide for continued investor and occupier confidence in Dundrum retail and leisure floorspace should not be allowed outside of the designated centres, except small scale retail to serve local needs.

The current Development Plan refers to a figure of 36,000sqm net retail floorspace (Ref: Section 3.2.3.1 of CDP) in Dundrum based on the floorspace permitted on the Phase 2 lands in 2009. This allocation now needs to be updated / increased to address the needs over the period of the LAP up to and beyond 2025. In addition to the DRLP retail potential, it also needs to be recognised that retail floorspace allocations need to facilitate other lands within the overall LAP.

Recognising the needs for any large-scale flagship retail and leisure destination to adapt and expand the quality and quantity of its offer to customers, DRLP has examined the operation of the Dundrum Town Centre in detail and has a series of significant projects in the pipeline over the next 5 years.

Therefore, from a strategic perspective, the LAP should make provision for retail floorspace including:-

- The Dundrum Town Centre "Phase 1" site can accommodate an additional 30,000sq.m (net) retail floorspace as extensions to the volume/ height of the existing building and repurposing of existing non-retail accommodation for retail use. The DRLP strategy is to strive to keep the existing scheme fresh, entertaining and relevant and explore options for the provision of new commercial activity including the potential to deliver space on areas currently occupied by lower density uses to provide for new and experiential retail and leisure offers with complementary mixed use to support a diverse and sustainable economy.
- The Partnership has also identified significant additional floorspace potential on the Phase 2 lands to serve a different range of retail uses than the Phase 1 lands. Appropriate uses include for significant additional retail floorspace, but also food and beverage, leisure and entertainment uses. DRLP will facilitate active ground floor frontages within Phase 2, which could take a variety for forms including leisure, office, community, civic and retail uses.

- The wider MTC lands also have significant retail potential over the next 10-15 years and this needs to be reflected in any retail policy provisions in the LAP

On the basis of the above, we believe that the LAP Retail Policy should increase the allocation of floorspace in Dundrum to reflect the consented Phase 2 scheme and the additional capacity identified within the existing Phase 1 scheme as noted above which gives a total of 66,000sq.m (net) additional floorspace potential on the DRLP lands.

This figure could be increased further to take into account the potential of the entire “Major Town Centre” zoned lands.

**The policies and objectives of the new LAP should reflect the incorporate the following policy objectives:-**

- **Reaffirmation of the Dundrum Town Centre as a “Major Town Centre” in the retail hierarchy as per Policy RET4 of the current County Development Plan and to provide positive support for the ongoing development of Dundrum in accordance with the provisions of the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* which recognises the role of Dundrum as a retail centre of national / regional significance.**
- **DRLP has a number of retail projects in the pipeline within the overall Dundrum lands would support an additional retail floorspace allocation to allow up to 66,000sqm net in the DRLP “Major Town Centre” lands.**

## Heritage

The 2016-2022 Development Plan provisions relating to Dundrum have promoted building conservation objectives to retain the character of old Dundrum. This includes the expansion of Architectural Conservation Areas (ACAs) with candidate ACAs at the crossroads and this is reasonable.

The credentials of the Dundrum Town Centre development to date in terms of building conservation include refurbishment of the Mill House (protected structure) and the incorporation of the Millpond (National Monument) as the centrepiece of the phase 1 development.

The 6 Pembroke Cottages within the existing Phase 1 site have been acquired and refurbished and brought into use representing a significant planning gain for Dundrum.

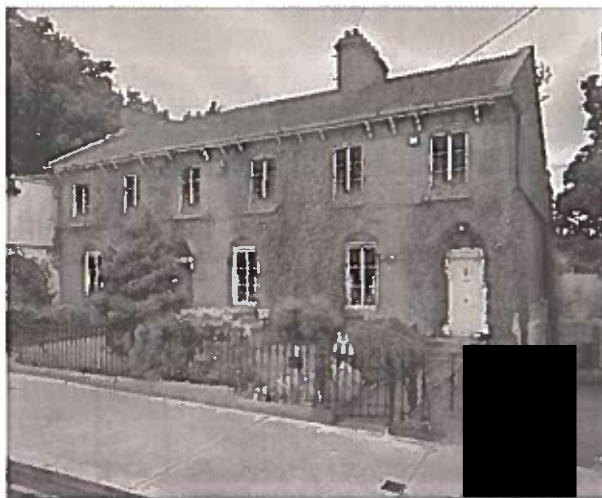
No's 1 – 5 Ashgrove Terrace have also been acquired and permission has also been granted for the sensitive refurbishment of these buildings which, while not protected structures, are recognised as an important set-piece that contributes to the character of the area.

The northwestern quadrant of Dundrum cross roads - Mahers Terrace – forms an important part of Main Street adjacent to the recently upgraded Holy Cross Church and will be subject to redevelopment proposals that will work with the fabric of these buildings, removing inappropriate modern additions and bringing them into the 21<sup>st</sup> century with suitable commercial uses.



**Maher's Terrace**

In terms of the major Phase 2 site, the conservation analysis that underpinned the previous permissions granted between 2005 and 2009 remains robust and it is expected that proposals currently being prepared for planning applications in 2019 will replace all buildings to the west of Main Street with the exception of Glenville Terrace. This approach is crucial to the achievement of a workable site that can create a strong streetscape to Main Street and transition the level differences across the relatively narrow site to the bypass.



**Glenville Terrace**

Otherwise, as the current Development Plan objectives require, the new development proposals will have regard to the context of Dundrum in terms of buildings finishes and materials and paving / surface treatments and street furniture.

**The LAP policies and objectives should provide for the enhancement of the character of old Dundrum which facilitating the new development opportunity sites in a manner befitting the “Major Town Centre” status of Dundrum in the County and regional settlement hierarchy.**

### Urban Design & Placemaking

The Urban Structure Plan prepared in 1998 and subsequently incorporated into successive Development Plans was successful in establishing the key principles on which the subsequent permissions were granted by DLRCC.

The issues relating to movement (cars and public transport), cycle and pedestrian movement are addressed above and are an important part of the urban design strategy.

Heritage considerations are also commented on above.

The following high level policies and objectives should be enshrined in the forthcoming LAP:-

#### Policy Principles

- Recognition of the limited development land available in Dundrum compared within other Major Town Centres in the Metropolitan Area and consequently a support in policy terms for the most efficient use of limited land through higher density development in Dundrum.
- Implementation of the policies in the *National Planning Framework 2040* and the recently published Building Height Guidelines as they apply to designated urban centres in public transport corridors.
- Implementation of the “*Sustainable Urban Housing: Design Standards for New Apartments*” *Guidelines for Planning Authorities, March 2018*.

#### Urban Design Principles

- The LAP should prioritise implementation of the environmental improvement scheme for the Main Street which will significantly improve the public realm of the overall Town Centre.
- Phase 1 sites yet to be developed will infill the streetscape (eg. Building 5) particularly on Sandyford Road.
- Increased building height on the footprint of the existing Phase 1 site should be encouraged subject to good urban design principles

- Future development on the Phase 2 lands will address the need for a stronger building edge to Main Street and Dundrum By-pass and will provide a range of employment, hotel / leisure, entertainment, cultural and restaurant uses in the Village centre with a strong residential component.
- The scale of new buildings will respond to the scale of the crossroads and Main Street and will increase towards the by-pass and towards the northern end of the Dundrum Village Centre site where potential for increased scale / height has previously been established.

### **Open Space & Recreation**

While there is limited scope for significant public parks, there is scope in the LAP for improvement of existing smaller public open spaces and the introduction of more intensive recreational facilities and play areas (eg. Sweetmount Park). These public open space areas will be supplemented by recreational amenities within the Town/ Village Centre area to serve residents, customers and workers.

### **Social & Community Facilities**

DRLP welcomes the recent announcement of Government funding for a detailed review of social, cultural and community infrastructure for the Dundrum area and agrees that there is scope for a purpose-built civic and cultural space for the local community in Dundrum and the western part of the County.

### **Infrastructure & Environment**

#### *Flood Risk*

The *Dundrum MTC - Stage 3 Flood Risk Assessment Report* (July 2015) prepared by JBA Consulting forms part of Appendix 13 of the DLRCC Development Plan. The confirmation of the Major Town Centre (MTC) zoning was confirmed in the Stage 3 Flood Risk Assessment report for the entire Phase 2 site is welcomed based on a Justification Test which confirmed the suitability of the site for development.

DLRCC has appointed consultants to prepare an integrated catchment study for the Slang Stream. It is hoped that this study will provide more robust analysis and identify possible upstream mitigation works to alleviate the flooding issues affecting the Town Centre and the Village Centre site in the vicinity of the Bypass and the Carnegie library. Flooding issues in Dundrum are primarily associated with capacity constraints on culverts/bridges which are upstream of the Village and the solutions lie there also.

The work undertaken by the OPW on a Catchment Based Flood Risk Assessment and Management Study (CFRAMS) for the Dodder catchment and its tributaries including the Dundrum Slang is incomplete. The completion of this work, through the delivery of the Dundrum Slang Integrated Catchment Study, should be prioritised to coincide with the development of the LAP and should not delay either the LAP or the development that would result from the LAP.

The LAP should incorporate objectives to implement the recommendations of the Dundrum Slang Integrated Catchment Study in order to facilitate the delivery of the wider planning objective of the MTC zoning for Dundrum Village within the lifetime of the plan.

#### *Irish Water*

Permission has been granted in the past for development on the Shopping Centre Phase 2 lands and adequate services capacity was available for water supply and foul drainage. This permission has lapsed, and subsequently the responsibility for water services has transferred to Irish Water. Irish Water, through their New Connections division, should ensure that the foul drainage and watermains networks can accommodate the development envisaged in the MTC and in the wider LAP.

#### *Energy and Sustainability*

Planning policy supports energy efficiency and sustainability and DRLP has a strong corporate policy in this regard. The sustainability credentials of any projects being progressed should therefore be considered and presented as appropriate.

## **CONCLUSION**

We trust that the above is in order. Please keep us informed of progress in relation to the LAP process and please do not hesitate to contact us if there are any queries in relation to the above.

Yours sincerely,



Ray Ryan  
BMA Planning  
ray@bmaplanning.ie



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:56:05

D092

## Introduction

### 1 What is your name?

Name:

kevin moore

### 2 What is your organisation?

Organisation:

private citizen committee -member of Lynwood REsidents association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

#### 1) Housing

There is a significant need for affordable housing in this area -- However I would wish to see this developed in reasonable height housing owner occupied or small investor rental situations. I would not wish any large scale corporate investor driven -- where large blocks are developed solely for rental to corporates or indeed student only developments.

We need affordable housing for both downsizers or individual purchase to maintain the social fabric of a mixed society in the area

#### 2) main street development - I support the Imagine Dundrum proposals

#### 3) main street upgrading / undergrounding of lighting cables -- this was promised at the time of the Town centre development -- this did not happen

4) Ballinteer road bridge -- I would be totally opposed to any proposals to construct a new access at the back of church into whatever developments happen behind main street and in old shopping centre -- there is a lovely view of the back of the recently renovated church and we definitely don't want to provide more reason for a lot more access traffic from Ballinteer Road

5) I am very uneasy at the inclusion of Lynwood estate in the LAP -- I greatly fear it is a backdoor for large scale, high and intensive development of either the green space or the Lynwood House. Can we be assured that if Lynwood house is redeveloped it will not exceed the existing floor plate and say 4 storeys high?

6) Ballinteer road -- please develop a nice road frontage, including a matching wall to the recently provided new granite wall at the bus stop side of Lynwood estate ^

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:58:07

D093

## Introduction

### 1 What is your name?

Name:

David Litster

### 2 What is your organisation?

Organisation:

N/A

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:

Dear Sir/Madam,  
some ideas:

1) Main street. Please don't go high rise on the west side (Church side) of the street, 2 to 3 stores max. Please invest more money in main street. Main street should have a stronger focus on local communities. Since the new SC was built our main street has been unloved. Some beautiful old houses along this stretch are falling into significant disrepair and have been left like this for many years. The three red brick houses at Glenville and also the row of red brick houses between the Mill House (beside the SC) and the main cross roads need to be taken into immediate care - these heritage buildings should be preserved and rejuvenated.

Please use good quality material on main street, e.g. less concrete and more local granite/stone and natural materials like wood. We used to have granite curb stones on parts of main street, but these were finally removed about 20 years ago or so and replaced with poured concrete - what a shame.

Lighting. Please research the best street lighting for Dundrum. Sufficient lighting levels with carefully controlled overspill. Can some lighting only switch on or get brighter as needed. Commercial building lit up like Christmas trees at night should not be allowed once stores close. Between 10pm and 8am commercial building should turn off their lights bar those needed for security and safety.

2) Traffic. We need to remove traffic from main street and ultimately move to pedestrian and bicycles only. Speed limits should be reduced to 30Km - this restriction should run from Riversdale apartments to end of main street where it meets the Dundrum bypass and from the cross roads to roundabout on far side of Will Dargan bridge. As much motorised traffic as possible should be moved to the bypass.

3) Please put the tribute monument for Stephen Roche back to its original location. I never understood why it was moved from there. The first stage of the 1988 Tour De France started from where the monument was originally located, that's its rightful place.

4) Green space and trees. Please put special effort into retaining green space and especially in planting more trees (in the ground not in pots). We have lost so many trees from Dundrum. e.g. mature trees around the perimeter of the old Dundrum SC were sawn down and stumps left in place - please replant these trees.

Create street allotment/planting areas, get communities involved to help maintain these with a modest annual planting allowance some training and annual awards for the best allotment.

Please retain natural space and wild corridors for wild animals, e.g. foxes, bats, birds, bees, butterflies, frogs, fish, etc. so they can continue live in Dundrum.

The idea of a town square/meeting place behind the Church was a good idea. Could a pond small lake (fed by the Slang) be incorporated into this area.

Off the Dundrum bypass there is a natural wood on the west side. Please maintain this properly, remove ivy, etc. but retain its natural state.

5) Cycle paths/green ways. Please plan significant cycle ways that link all areas of Dundrum and link Dundrum to other. Look to countries that know how to do this and use best practice. In Dundrum village walking and cycling should take priority over cars.

6) New shopping centre apartments. At the back of the new SC (behind the Riversdale apartments) but in the SC complex, there are what looks like quite a few unfinished apartments - finished balconies and doors but you can see brickwork inside. If the new SC received planning permission on the basis integrated apartments/homes being provided, then these apartments should be prioritised for completion and rental/use as originally agreed.

7) Removing plastics. Make Dundrum a single use plastic free zone. Encourage shops to reduce packaging and allow packaging to be unwrapped and left in the store. Create a colour coded scoring system so Stores can display their Plastic Free status so shoppers know before they shop.

Thanks for listening.

Regards.. David Litster.

## 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:58:49

D094

## Introduction

### 1 What is your name?

**Name:**

Catherine Martin TD and Cllr Daniel Dunne

### 2 What is your organisation?

**Organisation:**

Green Party

### 3 What is your postal address?

**Post address:**

Leinster House,  
Kildare Street,  
Dublin 2

### 4 What is your email address?

**Email:**

catherine.martin@oireachtas.ie

### 5 What would you like to say about the Draft Local Area Plan?

**Comments:**

We have included our submission entirely in the attached file.

### 6 Would you like to upload a file with your submission?

**file 1:**

Submission to pre-Draft stage of the Dundrum Local Area Plan - Catherine Martin TD, Cllr Daniel Dunne, Dec 2018.docx was uploaded

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**File 3:**

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**File 4:**

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**File 5:**

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**Submission to Dundrum Local Area Plan pre-Draft consultation**

**Catherine Martin TD**

**Councillor Daniel Dunne**

**Green Party/Comhaontas Glas**

**December 14<sup>th</sup> 2018**

The new Dundrum Local Area Plan is a fantastic opportunity to improve the civic, cultural, social and entrepreneurial elements of Dundrum, focused around sustainable, environmentally-friendly living.

The two major issues of concern in the areas covered by the draft Local Area Plan boundary are the Dundrum Main Street area including Dundrum Town Centre, and the Central Mental Hospital site – which is due to be redeveloped with more than 1,500 residential units in the coming years once the hospital is relocated to its new site in Portrane.

Focusing primarily on these two issues, we have also commented on several other minor and general issues.

### **1. Dundrum Main Street and village centre**

The Green Party believe that there is potential to add to the existing community and civic facilities and spaces in Dundrum village and we strongly support the work of the Imagine Dundrum group and their visualisation of what Dundrum could look like with additional community and civic spaces, and the development of Dundrum Main Street and the area down to the old Dundrum shopping centre in a manner that creates a truly thriving village centre with a good mix of civic, community, social and commercial aspects.

The provision of the following community facilities would be hugely beneficial.

- a. A pedestrian friendly civic open space/plaza on Main Street, along the lines that have been suggested by the Imagine Dundrum group.
- b. A civic centre for Dundrum, providing civic, community and cultural uses for local residents, community groups and the communities surrounding Dundrum. Given the transport, commercial and community significance of the Dundrum village for the entire local area of Dundrum and beyond, the provision of a civic centre would be of benefit a wide portion of Dún Laoghaire-Rathdown County.
- c. An improved library. If expansion of the current building is impossible due to flooding risks or other concerns, or the inclusion of a new library in the civic centre would be desirable.
- d. A gallery/art/craft space as there is currently no space in Dundrum for crafters and artists to display their wares. A pop-up shop-type arrangement somewhere in Dundrum would allow local artists and crafters to display their wares, while also creating a social and community space for the local artistic community. It is essential that this be provided as a community and social rather than commercial space, and could be tied in with local educational institutions providing courses in these areas.
- e. Cycle-friendly Dundrum Main Street – there is currently very little cycling parking on Dundrum Main Street, and the narrowness of the street combined with the lack of cycle lanes on the street make it a dangerous road to cycle along. The provision of extra cycle parking at key places along Main Street, as well as the investigation of the provision of cycle lanes and wider footpaths along the street would help the village move towards the pedestrian and community-focused vision that Imagine Dundrum have put forward.

## 2. Central Mental Hospital site

The Green Party strongly welcome that this site will be developed for housing once the hospital is relocated, bringing much needed housing and an opportunity for addition to our local community, but feel that a number of key points have to be made:

- a. Any residential development must insofar as possible promote affordable housing retained in public ownership through a universal public cost-rental housing model providing secure, affordable housing for a diverse community of residents.

This would provide much-needed housing for the local area, while also ensuring public ownership of the land as much as possible, to avoid large-scale sales of private development for buy-to-let purposes – as has occurred Fernbank in Churchtown.

- b. In all aspects of the future development, engagement with local residents, community groups and other organisations is absolutely essential and must be prioritised before any development takes place.
- c. When it comes to the issue of access to and through the future development, access and permeability for cyclists and pedestrians is vital and must be prioritised.
- d. The new residential development would greatly increase the pressure on local services, and this would have to be catered to. This will particularly be the case in relation to transport – increased pressure on the Luas, as well as traffic on the Dundrum Road. The upgrading of capacity on the Luas line as suggested by the Green Party in our submission to the Metrolink consultation (can be accessed here: [Metrolink consultation](#)), combined with the provision of safe, alternative transport options such as cycling and walking should be prioritised.

The focus has to be on keeping cars off the already very narrow and busy Dundrum Road wherever possible by focusing on cycling and walking alternatives, and linking to the proposed Dodder Greenway through a walking and cycle route along the Slang River should be explored to provide nearly unbroken cycle access to town. Further, making the Dundrum Road itself cycle and pedestrian-friendly would increase the alternative transport options available to current and future residents.

- e. The green area between Rosemount and the Central Mental Hospital provides a perfect opportunity, by removing the wall in the construction of any new development, to greatly expand the green and recreational space for the local community. The addition of a playground (there currently existing no playground within the draft boundary of the LAP), a multi-use games area, an indoor community space and other leisure and recreational facilities would be greatly beneficial.
- f. Preservation of the frontage of Victorian stone buildings as much as possible and preservation of some part of the existing wall of the facility would be important for local heritage.

### 3. Parks and other recreation

- a. While many issues related to green spaces have been dealt with in relation to the two major areas (Central Mental Hospital and Dundrum Main Street) outlined above, the Council must seek to ensure that for any new housing developments the requisite green space requirement is retained on site instead of the provision of capital contributions to local parks. Further, the retention of parks and greens spaces in public ownership (particularly those close to schools) is something which the Council should work closely with stakeholders and central Government on.

### 4. Roads and other transport

- a. Pedestrian crossings on the Dundrum Road – this particularly narrow and frequently busy road can be quite dangerous for pedestrians to cross, and despite being quite a long road there are limited crossing points.
- b. Access across the Dundrum bypass for pedestrians and cyclists from the Sweetmount area is an issue which needs to be explored, as currently the bypass creates a barrier which can only be crossed at the bridge over the bypass or at Dundrum library. Something akin to Imagine Dundrum's vision of a plaza extending over the bypass is an ideal solution in the long-term, but in the meantime short-term solutions should be explored.
- c. Buses – the proposed BusConnects network redesign will increase the number of buses travelling down Dundrum Main Street; where possible, these should be redirected on to the bypass as much as possible.

### 5. Housing

- d. Socially diverse local communities located in well-planned development can foster a sense of place, pride, security and neighbourliness. Part V of the Planning and Development Act 2000 provides mechanisms that can assist in achieving this objective. As a matter of policy, we strongly believe that for this to work, land or housing units acquired under Part V must be located within the proposed development, rather than elsewhere in the County.



Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:58:59

## Introduction

### 1 What is your name?

Name:  
Brian Leeson

### 2 What is your organisation?

Organisation:  
N/A

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
Please find submission attached.

### 6 Would you like to upload a file with your submission?

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Submission to Dundrum Area Plan Brian Leeson.docx was uploaded

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# Submission to Dundrum Area Plan

From Brian Leeson, [REDACTED]

Contact: [REDACTED]

14<sup>th</sup> December 2018

## **Possible Doubling of Dundrum Population**

The population of the area covered by the Dundrum Local Area Plan was recorded at 5,500 in Census 2016.

There is potential for this to grow dramatically in the coming years, driven by a by a number of current and future developments, including but not limited to:

- The 93 unit Herbert Hill complex on the Enniskerry Road.
- The 262 Fernbank apartment complex on the lands of the former Notre Dame School (directly adjoining the border of the area plan).
- The 1,500 new homes that the government have planned for the Central Mental Hospital site.
- Estimated 660 apartments on the site of the old Dundrum Shopping Centre

These four developments alone would increase the housing stock of the area in question by 2,515 units. Assuming a modest minimum occupation of two persons per unit, that would increase the population of the area by 5,030. This would represent an 91% increase in the population of the area covered by the plan.

Any additional developments, an increase in household size (a trend recorded in Census 2016 for the first time in fifty years) or the inter-generational transfer of homes from older to younger could well see the population of the area in question double in the coming years.

Such a dramatic increase in population will present huge infrastructural and social challenges which are now given sufficient emphasis in the 'issues' document.

## **Schools**

The Department of Education has identified a shortage of primary school places for the Stillorgan / Goatstown feeder area and is now in the process of establishing a new school to ensure that there will be sufficient school places for the projected number of children of school going age.

The Stillorgan / Goatstown schools feeder area includes some of the electoral divisions surrounding Dundrum.

The Department of Education believes that there will now be sufficient school places for the Ballinteer / Stepside feeder area due to the establishment of three new primary schools in recent years. They do not, however, anticipate that there will be significant spare capacity to meet any new additional demand.

The Ballinteer / Stepside schools feeder area includes some of the electoral divisions surrounding the Dundrum area.

Should an additional 2,515 homes be built in the area, this could generate need for an additional 1,257 new school places, at a very modest 0.5 children per home.

This is the equivalent of 42 classrooms of 30 children which would require **two new primary schools to be established.**

And a similar scenario will occur at secondary school level.

The issues paper does not adequately address the issue of primary school places or potential sites for any new schools should they be needed. The problem of finding suitable sites for schools close to the community they serve has been highlighted by the negative experiences of Gaelscoil Shliabh Rua and Ballinteer Educate Together.

If large scale housing construction is to go ahead in the Dundrum area, provision must be made for the increase in demand for school places that will inevitably follow.

## **Old Dundrum Shopping Centre**

The original plan for additional retail units on the site of the old Dundrum shopping centre predated the phenomenon of online shopping which presents an existential threat to traditional shops and shopping centres.

British experts have predicted that up to 40% of all retail space in that country will have to be re-purposed in the coming years. In all probability a similar pattern will develop here.

Media reports in July of this year indicate that Hammerson is developing a plan to build apartments on the site of the former Dundrum Shopping Centre.

Given that the Dundrum Local Electoral Area has the second highest rent in the state (RTB report for Q3, 2018), the probability of Hammerson's applying for planning permission to build hundreds of built-to-let apartments on this site is very high.

660 apartments could be built on the 4.4 hectare Shopping Centre site if built at the same density as the 1,500 proposed homes for the Central Mental Hospital (10 usable hectares).

Ultimately Hammerson and Allianz (or another future private owner) will dictate what gets built on the Dundrum Shopping Centre site. The site has already lain in disrepair for over a decade.

Any plans for future community facilities for the Dundrum community cannot be left to the whim of private corporations. All such facilities need to be built on sites that are under council or state control. If not our community could be left waiting for another decade.

## **Central Mental Hospital Site**

Given that the CMH site is in public ownership it represents the best opportunity for the development of affordable homes and community facilities in the Dundrum area.

Given the size of the site, the plans that have been outlined to date for 1,500 homes will leave little or no space for community facilities. This would be an historic opportunity.

The current government plans will deliver only 150 homes that are truly affordable.

One section of the site should instead be developed as mixed income public housing development that would be open to families on all incomes.

A second section of the site should also be developed for older citizens along the lines of the hugely successful McAuley Place in Nass.

And a third section should be reserved for green spaces and important community facilities, including a possible new primary school, a refuge for the victims of domestic violence and a large modern purpose build community / civic centre for the people of Dundrum.

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 16:59:53

## Introduction

### 1 What is your name?

Name:  
Brendan Gormley

### 2 What is your organisation?

Organisation:  
Balally Residents Association

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:  
contactus@balally.com

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

On behalf of Balally Residents' Association we believe the following are critical areas to address as part of the Dundrum LAP

#### 1) Traffic Congestion

With the increase in business and opportunities in Dundrum, the traffic management systems are showing serious problems.

- \* The junction at the end of the Sandford Road (heading N) with Wyckham Way/Overend Way causes tailbacks every day for both left and right turning traffic.
- \* This in turn leads to cars speeding through estates like Balally to avoid the queue.
- \* We would ask the council to propose a better structure for this junction to relieve congestion and ensure that any future plans for the area will allow traffic to flow freely.

#### 2) Parking

Car parking particularly on Balally Park causes frustration to residents, but poses a real and worrying risk for access for emergency vehicles. We would like to see the introduction of single yellow lines to manage traffic during busy commuter times, and allow free and convenient access for residents and visitors during off-peak hours. Similar issues are experienced by many other local estates.

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L D097

## Introduction

### 1 What is your name?

Name:

Michael Long

### 2 What is your organisation?

Organisation:

Resident

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

#### 1. Green space at Laurel Rd

West side of Dundrum very poorly served by useful green areas with in close proximity. The green area on Laurel rd under used

- Poorly maintained
- Only a hand full of house facing it
- Rarely see any one on it even in summer
- Almost redundant and goes unnoticed

It is ideal for use as an enhanced greens space for the following reasons

- Relatively Flat
- Enclosed on 3 sides – i.e. reduced passing traffic risk (unlike green area on meadow grove).
- Wide at the front – room for Perpendicular parking
- There other useful green areas with a wide radius as seen in Arial shot

#### 2. bike racks

Are the use of shared bike services (i.e. bleeper) increase, more public bike racks are necessary. Particularly in residential areas e.g. near daybreak on Beaumont Ave.

#### 3. footpath routes to schools

Our children are in holy cross school. Pedestrian Safety in dundrum is appalling, particularly at the village crossroads. To pedestrian "system" (incl for scooters etc) to schools for residents from west of the by pass is required, There also needs to be a Pedestrian crossing outside Jamie's Italian.

#### 4. Bus Stop

Bus Stop on Ballinteer bridge is a disaster for Pedestrian.

#### 5. I fully support for of the imagine dundrum movement. Particularly regarding the "tunnel concept".

### 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 17:04:01

## Introduction

### 1 What is your name?

Name:  
Brian Espey

### 2 What is your organisation?

Organisation:  
Resident

### 3 What is your postal address?

Post address:  
[REDACTED]

### 4 What is your email address?

Email:  
[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Infrastructure incl. Social & Community-

It is noted in the pre-draft document that the demographics of the Dundrum area are changing, which will lead to younger people move into the area. What plans will be put in place to cope with the health service (for both older & younger family needs), as well as creche & school requirements for the younger group? A more balanced usage of the Main Street, with consideration given to shops for local people is also welcomed, and will encourage some resilience in the area should an economic downturn affect the near monoculture of the large shopping centres.

#### Environment

Imagine Dundrum's approach to a better community "feel" for the Village is appropriate and consideration should be given to the impact of the pre-Draft plan to bring the facades forward to the street so as not to suppress the village "feel" of the area. In particular the presence of many lit facades on the street can have a strong impact on the appreciation of the area after dark. It is likely that warmer (lower CCT) light will become standard under EU regs, particularly in residential areas, so some consideration should be given to designing to this at an earlier stage which would give less of a commercial feel and be more resident-friendly.

#### Traffic/Movement

What plans will be put in place to cope with potential disruption which will be caused by the Metro construction? There is severe disruption, including many more cars on the road, when the LUAS line isn't running, and the LUAS is already overcrowded in the rush hours. Additionally, the older roads are handling heavy traffic with tailbacks of ~300m along Barton Road East and ~100-150m along Ballinteer Road being not unusual, particularly as stationary traffic blocks cars wishing to turn right from Barton Road. This encourages traffic to use "rat runs" and also leads to cars speeding through red lights at the crossroads on the Main Street in order to make the school run.

Development of old shopping centre will add another 42% to the retail space of the DTC, but no plans for road improvements. If number of visitors increases in proportion to current amount, then envisage from 18 million to approx 25 million people/year (assuming that the footfall scales with the floorspace increase, based on scaling from DTC figures quoted in LAP). While pedestrian improvements, particularly in Dundrum Village are welcomed, an integrated transport plan is needed.

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 17:05:50

## Introduction

### 1 What is your name?

Name:  
Gay McCarron

### 2 What is your organisation?

Organisation:  
None - Local resident of 55 years - [REDACTED]

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

[1] LAP Boundary

The western boundary should include the entire areas of the Electoral Divisions of Dundrum - Woodlawn, Dundrum - Sweetmount and Ballinteer - Meadowbrook as a large number of their residents look to the Dundrum Village / Dundrum Town Centre area for frequent access to shopping, hospitality, medical and dental services and public transport.

As much of the residential accommodation in these areas are older they are losing population as families move out leaving only parents under occupying the properties the inclusion of these areas in the plan offers problems and opportunities that can be addressed in the area Plan.

Suitable 'step down' or downsized accommodation is currently difficult to obtain within the Local Area Plan. In this regard, it is noted that there is a trend towards new apartment accommodation being totally retained for rental. Perhaps the majority of older residents who obtain substantial lump sums from the sale of their house are worried about rental as this leaves the problem of what to do with the lump sum in the current financial situation. They wish to retain the security of owning their own home with no Management fees etc. It is of concern that there seems to be trend for new apartment complexes to be retained for rental only - vide Fembank and Cherrywood.

I am aware of a significant number of older people who were looking forward to buying in Fembank and are very frustrated by the decision to offer rental only.

The social / financial impacts of this trend should be researched and addressed in the Plan.

The opportunity is presented in considering the residential content to be provided in Phase 2 of the Town centre development, to provide specific purpose designed step down accommodation where 'Downsizers' can have a choice of purchasing or renting small self contained units as well as apartment units and be able to advance to sheltered accommodation and ultimately to Nursing Home provision. Such accommodation could be provided by the HSE, specialist providers or others and offers huge potential social benefits for the older sector being located within the core of an area providing opportunities for a variety of their daily social, health spiritual and entertainment needs .

The provision of such facilities should be a prime objective for the Local Area Plan.

[2] The Slang River is a hidden treasure running through the area. A feature of the Phase 1 of the Town Centre development is a specially designed high-level "fish-friendly" culvert for the Slang providing flow controls, lighting etc. However, the benefits have been limited due to the crude culvert-type discharge of the Slang from a higher level into the Dodder. This prevents fish from accessing the Slang from the Dodder which was the historic natural supplier to the Slang. While outside the remit of the Local area Plan the restoration of direct east fish access to the Slang will have environmental benefits over its length.

The careful management and improvement of the Slang through the Plan area and on to the Dodder offers the opportunity to create a nature greenway corridor, possibility of increased public access and the creation of attractive nature areas to counter the adverse impacts of urbanisation. An Example in the Heart of the Plan area would be to avail of the development of the Library - and the 'clinic' lands adjoining to include a lower level amenity area / garden focussed on the Slang rather than the sad uncared for concrete box existing.

This should be an objective for the Local Area Plan

[3] Conservation / Preservation. The development Plan provisions in these matters has achieved much but more positive physical effort is needed to secure optimum benefits for the public. Special environmental works such as use of high quality paving, street furniture ' railings,removal o overhead lies etc would be welcome . A commendable example of a sensitive initiative is the relocation of the railings and the opening up of the frontage o with new stone paving and planting at Holy Cross Church in Main Street.

A particular objective would be a focus on restoring Dundrum Castle to bring it back to provide a fitting environment clearly visible - and ideally accessible by the public. The introduction of a suitable commercial use (restaurant / craft shop) might help to add some viability to the project.

Where archaeological remains / artifacts are found during any development, it should be a requirement the information on the 'find' be provided in the development - whether by display of notice board. In this regard it is regrettable that there is no visible recognition of the existence in the Fembank development of the three substantial ring ditches and banks that were identified on the former Notre Dame lands opposite and encircling St. Nahi's Church and Cemetery. School

## 6 Would you like to upload a file with your submission?

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Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 17:06:59

## Introduction

### 1 What is your name?

Name:  
Colette Myler

### 2 What is your organisation?

Organisation:  
Local Person

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

Comments:  
Thank you for giving me this opportunity.

I would primarily like the future of Dundrum to be a show case for the most Accessible Village in any European City, not just meeting accessibility guidelines but exceeding them and showcasing the rest of Ireland and Europe, what being accessible really means.

I am attaching a document I put together relating to the questions asked in the Issues Paper, I hope it helps give help to develop good policy. I am more than happy to explain anything I have mentioned if requested.

### 6 Would you like to upload a file with your submission?

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## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

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<b>Background</b> <ol style="list-style-type: none"> <li>1. Should the Local Area Plan Boundary be amended? If so, how?</li> <li>2. What are the key issues that a Local Area Plan for Dundrum should focus on?</li> </ol>	
<b>Population and Demographic</b> <ol style="list-style-type: none"> <li>1. Population decline affects localised areas of Dundrum, What, if anything, could or should be done to arrest this localised trend?</li> <li>2. What influence on LAP policy should the demographic profile of Dundrum have?</li> <li>3. How can planning policy respond to the suburban lifecycle effect?</li> </ol>	<p>Population decline is where there is little opportunity or encouragement to move onward and also more importantly where there are significant fears to do so.</p>
<b>Housing</b> <ol style="list-style-type: none"> <li>1. What should be the key housing policies for Dundrum?</li> <li>2. What policies/incentives, if any, could be used to encourage 'downsizing'?</li> <li>3. Many housing standards/policies are now set at Central Government level – what housing policy focus should the LAP take in light to this?</li> </ol>	<p>In housing it would be best to see the houses being built to be adaptable so that any one can choose to down size if they wished and make the new home work to suit their particular set of needs, it only requires a little insight at building stage to open up a world of greater opportunity.</p> <p>It would be best if government could own some adaptable housing and rent it to those in need for manageable sums of money to encourage downsizing, or it can be that some business venture can develop a way to promote downsizing without a person feeling they will not have enough money to afford a rent for the years they may have left to live.</p> <p>It is about taking the fear out of downsizing rather than downsizing itself. The questions such as... will I have enough money to pay for the rest of my life.....</p>
<b>Enterprise and Employment</b> <ol style="list-style-type: none"> <li>1. What policies should</li> </ol>	<p>Future enterprise really needs to provide facilities for small medium business to thrive. This means being able to access small meeting</p>

## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

<p>the LAP include on enterprise and employment?</p> <p>2. How can the Plan facilitate and encourage enterprise?</p> <p>3. Is there a requirement for additional commercial office floor space in Dundrum?</p> <p>4. How can we make Dundrum a better place to work?</p>	<p>rooms or one on one pods, particularly facilities to allow meetings globally with top of the range broadband connections so diagrams and images can be openly discussed in a single pod or one on one pod etc, it is the way forward. Make many small space opportunities. Accommodate digital meetings.</p>
<p><b>Movement</b></p> <p>1. What are the key transport tissues in Dundrum and how should the LAP address them?</p> <p>2. How can the policies of the LAP improve the cycling environment in Dundrum?</p>	<p>For Transport, the most important feature would be a TRANSFER HUB, which would be one location where all transport would pull into one location, wait a few minutes for any connecting transport to arrive and then all leave, this would be to facilitate as much as possible connections to various other directions.</p> <p>The key is to make the pedestrian journey between one transport and another as low in foot fall as possible so people with various abilities can manage, and especially manage tiredness.</p> <p>The important thing is to try to have different busses, coaches etc. arriving around the same time and moving off around the same time so transfer is easy and smooth and people's journeys are faster and more smoother. Less tiring. And I would like there to be a large digital screen stating what bus/coach is due when it will come and go and where it will park.</p> <p>This does not have to be a large hub, just a very well organised hub, busses and coaches need to link either on the upper Balally end or on the lower Dundrum end and should try to keep outside of the main village street if possible. With maybe one bus running the village main street to bring people to an upper or lower village hub.</p>
<p><b>Retail Development</b></p> <p>1. Is there enough retailing in Dundrum?</p> <p>2. Are there deficiencies in the existing retail provision within the Town? If so, what are these deficiencies?</p> <p>3. Should the Main Street provide for retailing more</p>	<p>Since the New Town Centre was developed and the old centre has almost shut down, many locals, myself included, turned to the Nutgrove shopping centre, many sited the reason as being the parking was free, but in reality, the ability to find the day to day living needs in Dundrum no longer existed at a localised level. By that it is meant the shopping for a small gift, or a little bit of grocery or wanting to buy from a butcher, or looking for some odd cooking utensil or some craft sewing or kitting bits, some repair things, shoe repair, stitching an old leather bag and many other reasons, were all gone, the next best place with low geographical spread was Nutgrove for all these things. The town Centre in Dundrum does have many of the day to day things but</p>



## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

<p>focussed on serving the local community?</p>	<p>you need to be fairly fit and healthy to take on the parting time, walking the length of the centre to pick up the one item you may want, if you are under a time constraint, are not well or just plain exhausted, then going to the town centre is a huge turn off, it is seen locally as a national shopping centre for the day out, not local operational needs.</p> <p>So it would be really preferred to see smaller shops being created with the operational needs in mind for the day to day living requirements, where it is not a long walk between the few shops which together cover the bit of grocery, butcher, fruit and veg, pharmacy, hardware shop that sells the kitchen basics, a delicatessen, boutique cafes, tea rooms, social mix opportunities for locals to meet without trying to work through half the nation as it feels like in the Dundrum Shopping Centre.</p> <p>There is enough big stores, the shops needed are the local community heart shops where people can find the small things they need and build up a rapport with the retailing staff so they can feel they can in their time of need really trust the staff to help them out, it is not something that is possible to do within the larger retail shops and it is really missed locally, the village is temporarily gone, and the local people are really feeling the loss and would like to have their village back, perhaps looking different and meeting overall different needs but still there for when one is tired, sick, lonely and sad, that the Village can make them feel belonging and not alone.</p>
<p>Heritage</p> <ol style="list-style-type: none"> <li>1. Are there any structures of historical architectural, artistic, social or cultural interest that you think should be added to the Record of Protected Structures?</li> <li>2. What policies should the plan include to protect and enhance the heritage of Dundrum?</li> </ol>	<p>The Holy Cross Church, so recently done up, is a village centre piece, even if one is not a Catholic, so it must stay. Daisyville the oldest building in Dundrum with its history of being a post office in troubled times, would hold quality memories and therefore would want to be left intact as an historical piece. Also desirable is the Emania house behind the Essence café, an old Garda station, It would be lovely to knock back the front and widen pathways.</p> <p>I would like to see Waldemar Terrace and Ushers Monument are real landmarks that would be great to keep. The Stephen Roche Monument should be in a place of pride, perhaps in a new park area.</p> <p>I would prefer to see Maher's Terrace turned into a row of café's or local shops rather than being knocked and rebuild.</p> <p>I would not object to the old shopping centre being completely grounded and a whole new build and spaces going up to suite an accessible village.</p>
<p>Urban Design and Place making</p> <ol style="list-style-type: none"> <li>1. What are the key</li> </ol>	<p>Design Standards should include accessibility, not just the basic, but best practise, above and beyond standard.</p>

## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

<p>issues relating to the built environment?</p> <p>2. What Urban design Standards should apply in Dundrum?</p> <p>3. What are the unique Features of Dundrum's urban environment that should inform future policy?</p>	<p>It would be great to have older character buildings kept to create atmosphere, trending shows that people like character, warmth and opportunities to engage with others. If some of the unique older buildings could be retained and woven into the fabric of the new design in a way that brings should warmth and ownership, the people are far more likely to want to own and care for their Village as a place to be proud off.</p>
<p><b>Open Space and Recreation</b></p> <p>1. How would you rate the quantity and quality of open space provision in Dundrum Area?</p> <p>2. Where in the Plan could the new open space and recreation facilities be provided?</p>	<p>In the Dundrum Village, green spaces are missing, spaces were displays of sustainable planting can be seen, and where some open greens are available with seating for chat and rest or contemplation.</p> <p>The Village is in a valley perhaps there could be some bridging made that is wide enough to cross one side to the other at a height, making the village more accessible on a level between the two higher slopes on each side.</p> <p>As it is there is a kind of a figure of eight cross over, one at the Dundrum Library, at the Holy Cross Church and again at the Tesco end but there is no clear pedestrian or cycle link to help people realise it exists. If another two pedestrian and bike routes could be set in, one around the location of the Douglas and Kalid restaurant in the town centre and one around the back of Lidl in the old Shopping Centre and all could be connected so during the day workers or elderly or anyone at all could do walks along the upper and lower figure of eight pathways slowly building up their length and duration but knowing they are in a safe circle, well-lit and which as others around, it would make for a much more healthy group of individuals in the community. If the pathways held great biodiverse sustainable plantings and rest seats, and were marked in such a way that people could know distances and challenge themselves to walk further each time, it would be a great facility to have in a city village.</p>
<p><b>Social and Community Facilities</b></p> <p>1. How well are existing community facilities and services in the Dundrum area working in terms of serving local communities?</p> <p>2. What types of additional community facilities are needed</p>	<p>The Village needs a community hall, something that can be booked and used by many, with rooms large enough for dance or exercise classes, but also can be divided and used for meeting rooms, it would be brilliant to have a space with indoor pods for one on one meetings, spaces for use by small medium enterprises to meet clients that is more professional.</p> <p>It would be really fantastic to have a kitchen facility that opens to a large room to allow for community or local Residence groups to book and have talks or evenings or afternoons, where the place is fully accessible to all and where a team could come in and book the kitchen to cook food or do teas and coffees. It has proven pretty difficult to</p>

## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

<p>and where should they be located?</p> <p>3. How can further development of social and community infrastructure be supported by the Dundrum Local Area Plan?</p>	<p>locate accessible areas not too far away to invite a residence community to where everyone has a chance to come no matter what their ability is.</p>
<p>Infrastructure and Environment</p> <p>1. What particular policies should the Plan include in relation to flooding?</p> <p>2. What infrastructural improvement or upgrades are required in Dundrum?</p> <p>3. What particular areas should the environmental assessments focus on?</p>	<p>Flooding was always prone in Dundrum, and flood plains should be kept free of build environment where they will best serve the water table and hold volumes of water temporarily to allow time for soil soakage while keeping businesses and homes flood free, such areas might become parks that allow water to sit in flood times.</p> <p>Locals in Ludford say that on the day the major Town Centre Flood happened, a significant blockage was removed up at Ludford and it is believed by locals to have caused that particular flood, I have no idea how much truth is in this but there is definite merit in assessing the higher ground levels around Dundrum. It is known that tree roots are growing in to floor water pipes along roadways in some areas and so older piping may be worth surveying and rectifying problems.</p>
<p>Future Development</p>	<p>This is an incredible opportunity to <b><u>make Dundrum Village the most accessible sustainable, community, national Village in an Irish or even a European City.</u></b></p> <p>My vision would be for a village that is accessible to all, whether that is a disabled person or a foreigner/tourist who has not a word of English, a mother or a father with a few young children, someone getting over significant surgery, someone developing a chronic illness or disease, Dundrum Village will be the one place they know if they go to they will find what they need in a local shop for their day to day living, they will be able to safely meet friends, take healthy walks in safe areas, be able to take regular rest. Be able to travel anywhere without exhaustive walking in-between.</p> <p>I would like to see the village get a hotel, however I would dream of a hotel that has a top floor or two that caters specifically for three special national requirements, a few transitional units for patients to spend a while if waiting for a home to be converted so they can go home, rather than returning to or staying in an acute bed in a hospital, because their home is not yet ready for them to return. A hotel floor that is universally accessible for those people that cannot manage in a standard disabled bedroom as most only meet basic part M standards which is not enough for many conditions. And finally I</p>

## Preparation of a Local Area Plan for Dundrum 2019 – 2025

### Feedback by Colette Myler, Local Resident

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	<p>would love to see a floor for disorders of consciousness patients to live out their lives where family can come to visit and find a buzzing happy community surrounding their young person who has found themselves unconscious for many years.... Because putting a young person of 21 into a nursing home for the rest of their life is soul destroying for a family, or bringing an 8 year old to see her 28 year old day in an isolated room of an elderly nursing home is not a happy place for a young family.</p> <p>How great it would be to be able to find space in the Village to help at a national level and make difficult situations easier to face.</p>
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Please note that I, as a local resident, support any submission made by the group Imagine Dundrum.

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 17:17:30

## Introduction

### 1 What is your name?

Name:

Marie Hughes

### 2 What is your organisation?

Organisation:

Individual

### 3 What is your postal address?

Post address:

[REDACTED]

### 4 What is your email address?

Email:

[REDACTED]

### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

I am a long time resident of Dundrum. The village has deteriorated in recent years. It is now down at heel and at the mercy of traffic.

I suggest diverting some of the traffic to the by-pass. I realise businesses need to cater for their customers but the village is not an attractive place at present.

The population will increase substantially in the coming years - several large apartment blocks are nearing completion. The Luas is a wonderful asset and public transport is very good. There is a shortage of green areas and there are no central community facilities. The library is excellent and the staff are very pleasant.

As part of the development of the old shopping centre, planning permission should specify provision of land for community facilities. Trees need to be planted and general improvement of the Main Street.

The remaining red brick buildings should be preserved.

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LD102

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 17:48:39

## Introduction

### 1 What is your name?

Name:

### 2 What is your organisation?

Organisation:

### 3 What is your postal address?

Post address:



### 4 What is your email address?

Email:



### 5 What would you like to say about the Draft Local Area Plan?

#### Comments:

Item I would like to see considered are:

1. Rat running thorough housing estates: Particularly in relation Ailesbury Lawn. Once the traffic builds up at all on Barton Road East going in the direction of Dundrum village or pedestrian lights go red vehicles turn right and drive at considerable speed through Ailesbury Grove/Lawn. Cars drive regularly on wrong side of the road down Barton Road to turn right and then speed over to the Balinteer Road. I would like to suggest:

- a) Ailesbury Lawn/Grove be closed off as a through road between Barton Road East and Balinteer road

or

- b) Right hand turn from Barton Road into Ailesbury is disallowed and traffic management introduced to reduce speed of the remaining traffic.

2. Light pollution: the new LED lights being introduced are too bright and shine into houses rather than being focused on road/path. This makes it very hard to create a good sleeping environment in houses on Ailesbury Lawn in particular

3. Parking: paid parking has greatly improved quality of life in Ailesbury Lawn and the surrounding estates but Sunday can still be very busy, I'd like to suggest extending the paid parking to 7 days a week and until later in the evenings, especially in estates close to the center to stop them being used as car parking for shoppers on Sundays making it hard for visitors to find parking.

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LP103

Submitted to Preparation of a Local Area Plan for Dundrum 2019 - 2025  
Submitted on 2018-12-14 19:19:15

## Introduction

### 1 What is your name?

Name:

Mary Milne

### 2 What is your organisation?

Organisation:

Imagine Dundrum/personal submission

### 3 What is your postal address?

Post address:

### 4 What is your email address?

Email:

### 5 What would you like to say about the Draft Local Area Plan?

Comments:

I appreciate the opportunity for the community to participate in their future.

### 6 Would you like to upload a file with your submission?

file 1:

LAP Submission.docx was uploaded

file 2:

No file was uploaded

File 3:

No file was uploaded

File 4:

No file was uploaded

File 5:

No file was uploaded

## LAP Submission

When I first came to live in Dundrum in 1973 it was a village of thriving shops. At one stage there were 5 supermarkets, a butcher (I see the "butcher" in the town centre has disappeared), a greengrocer, a book shop, a wool and fabric shop – none of which are to be seen today. I would like to see the return of independent local shops that serve the local community. This can only be done with affordable rents and a system of free car parking. All over Ireland, main streets are losing business to the out of town shopping centres with free parking.

I would like to see Main St thrive again with as many of the existing 19<sup>th</sup> buildings retained and maintained, Particularly Glenville Terrace, Maher's Terrace, the original post office and Waldemar Terrace. If this is not possible I would like to see ACAs in place which would ensure that any new building would be integrated in "a considered, sensitive and sustainable manner" "h aving regard to the character and scale of the Street" That all new buildings fronting main street would be in keeping with what is already there. The old shopping centre should be removed and I would like to see some of the following: a supermarket, mixed housing with open public spaces with seating areas and a playground, but most importantly a civic/community centre which would incorporate a new library.

The LAP issues paper suggest that cyclists, pedestrians and more buses can all be accommodated on Main St. I'd like to suggest that behind the buildings fronting Main Street could accommodate a cycle lane and a pedestrian walkway which could connect with the Town Centre and avoid the very dangerous crossing at Campbell's Corner.

Finally, I object to some of the new bus corridors, particularly the route of the 14A. And the metro link to replace the Luas line is a waste of money and will cause chaos if it is built at the same time as the new Dundrum. There are much better routes that the metro could follow.





**Dún Laoghaire-  
Rathdown  
Chamber**  
Advancing business together

**SUBMISSION**

**Dundrum Local Area Plan**

**To be sent to [planningsecretariat@dlrcoco.ie](mailto:planningsecretariat@dlrcoco.ie)**

From: Aileen Eglington, President, Dún Laoghaire Rathdown Chamber of Commerce

Date: 14<sup>th</sup> December 2018.

## **Introduction and Context**

Dún Laoghaire Rathdown County is located between the outer suburbs of Dublin City and the Dublin/Wicklow Mountains on the East Coast of Ireland. The County has a population of 218,018 (2016 Census), which represents a 6% increase over the 2011 Census. The County covers the electoral areas of Blackrock, Dundrum, Dún Laoghaire, Glencullen / Sandyford, Killiney / Shankill and Stillorgan. While this rate of population growth is lower than other counties of the Greater Dublin Area (GDA), it nevertheless puts increasing demand on provisions and services within the County, for example on education, transport, health and housing provisions as well as our town centres. The County possesses a highly educated population, as determined by the high proportion of the population aged 15 years and over with a third level education qualification

### **Dún Laoghaire- Rathdown Chamber of Commerce**

Dún Laoghaire- Rathdown Chamber of Commerce is the largest business network in Dún Laoghaire -Rathdown and is the voice of business in the county, offering an environment where business can grow and develop in a dynamic supportive and nurturing community and aims to be the most dynamic, supportive and trustworthy advocate of business on the island of Ireland. The mission of the Chamber is to promote Dún Laoghaire Rathdown as the premier location for business in Ireland, by influencing key external stakeholders in sharing and implementing this vision. We provide a platform for business to grow and develop by representing and supporting business interests and responding to business needs through submissions to Government (local and national) and key external stakeholders on issues affecting business..

The Chamber is a business network that directly serves not only its member businesses but the wider business community. With members across almost every geographic area and economic sector in Dún Laoghaire Rathdown, the Chamber is ideally positioned to understand the concerns of business owners and represent their views. The Chamber is the umbrella body for business interests in Dún Laoghaire Rathdown, representing in excess of 500 businesses of varying sizes from all sectors of industry in Dún Laoghaire Rathdown, and with nearly 30 Corporate members.

### **DUNDRUM – the second county town of DLR**

**Dundrum is a key town within this county, and is our second county town, and indeed is the county town for the west side of the county, not just for the Dundrum environs but for the great hinterland right up to the rural and natural borders of the county.**

Dundrum serves that hinterland very well. And while development was stymied due to recession, that development is set to take place again. So a look now at a Local Area Plan for Dundrum is timely, and DLR Chamber welcomes the creation of this process, working with local stakeholders, and citizens in the county.

Dundrum Town Centre is located in DLR and is our second county town. The retail sector represents Ireland's largest indigenous industry employing almost 280,000 and accounts for almost 14% of Irish jobs and 23% of the State's tax revenue. The digital economy presents significant opportunities for the retail sector. In a 2017 Retail Excellence survey, Dundrum Town Centre was identified as the highest performing shopping centre in Ireland, with 18 million visits per annum. Currently the centre employs 5,500 people and this figure is projected to increase with phase 2 of Dundrum Town Centre. This is key in the context of the Dundrum Local Area which DLR Chamber welcomes.

### **Key points to observe for the Dundrum Local Area Plan up to 2025**

DLR Chamber recognises the extensive research and analysis undertaken during the preparation of this public consultation document and would make these key observations as we welcome the completion of a Local Area Plan for Dundrum.

1/ Dundrum's positive location as **second** county town must continue – and the experience in visiting Dundrum as a commercial hub of this side of the county must be taken into account. Dundrum is a thriving everyday financial hub and any new development must lend itself to that – with adequate office space, short term parking and new services within that hub to serve its citizens.

2/ **The Built Environment** – Dundrum's built history must be incorporated into any new developments in a sensitive way from a height and tone perspective. We welcome the Council's planning sensitivity in this area, and we would suggest that a staggered landscape can only help this vision, and would help to get all residents and existing residents on board.

3/ **A Civic Centre** – Dundrum needs a new heart – for our business and citizen community. And a Civic Centre must be part of this for the events which exist, and for future events, which will further encourage community and creative spirit for Dundrum and its hinterland. This Civic Centre should have open space and green space to enable citizens to linger and sit as well, taking account of our aging population as well as that same sense of community retained, which Dundrum has always had.

4/ **Hotel and Conferencing Facilities** – this area of the county is sadly lacking in hotel and conferencing facilities. With a growing business and general population – DLR Chamber would welcome this as part of the re-development of Dundrum

5/ **Rural life and the Hinterland of Dundrum** : Dun Laoghaire Rathdown has a significant rural area which considers Dundrum as its county town, on the west side of the County. The Hinterland of Dundrum is key to the maintenance of Dundrum as our second county town, and its development to service the greater hinterland. This should not be forgotten in overall plans.

6/ **Housing.** Housing continues to be an issue in DLR in terms of affordability. That is also combined with the fact that people from the area, want their offspring to live in the area – but at an affordable price. So developments such as the Central Mental Hospital lands are welcomed - once well designed, with green space, and with a big focus on that same affordability. Housing, which has declined around the Main Street area should be encouraged – with over the shop living as well, to keep continued life in the Main Street.

7/ **Age Friendly:** Dún Laoghaire Rathdown County Council as a signatory to the Dublin Declaration on Age Friendly Cities and Communities agrees to broadly follow the AFCCP strategic approach. Age Friendly Alliance was set up in 2014, with senior representatives from key public service providers and service organisations, involved in the County, to lead the strategy development and implementation. The purpose of the Alliance is to give direction to an Age Friendly Strategy and develop an action plan for DLR to deliver on agreed strategic aims and co-ordinate and monitor progress on identified actions and deliverables

DLR Chamber of Commerce fully supports the work of DLR's Age Alliance and recognises the contribution this demographic sector makes to the local, regional and national economy. DLR Chamber stresses the importance of the alignment of Plan 2040 with the needs of the over 65 population, in DLR and the rest of the country. The requirements of a retired or semi-retired population must be recognised and addressed, and incorporated into this Dundrum Local Area Plan.

Dun Laoghaire Rathdown has a higher than national average of people aged over 65 at 14.7%. This unique profile in Dún Laoghaire-Rathdown, offers a real opportunity for DLR to engage with our older communities and their wealth of experience and knowledge to help in shaping the future well-being for all in the County. So that recognition within this Local Area Plan for Dundrum is welcomed.

## **Conclusion**

DLR Chamber recognises the need for a Council and citizen driven plan for Dundrum, as our second county town.

Dún Laoghaire Rathdown Chamber fully supports the principle of the liveability of urban places and recognises the importance of planning in relation to the built environment, the public realm, traffic, parking, access to amenities and public transport, personal safety and well being.

DLR Chamber welcomes this initiative and look forward to everyone being happy with the outcome of this Local Area Plan.

**Aileen Eglington, President**

**Dun Laoghaire Rathdown Chamber of Commerce**

**14th December 2018**

Submission for Dundrum Local Area Plan 2019-2025.

Dundrum is our County Town for this area. Many people went to school in the area as there are no secondary schools in the rural area of our county.

Dundrum is the place where we do business, where we bank, and where we know. And this is really important that the hinterland of Dundrum sees the development of Dundrum as it grows.

It is very important that this development of Dundrum is driven by DLR County Council, working together with all the businesses and existing residents of the area to make it a better place, and a relevant community hub for the future.

As part of that we really need a Civic Centre. We think Imagine Dundrum have done major work in this regard to harness this thought process.

It should not be developer driven. Rather developer – partnered.

One opportunity to make a Local Area Plan for Dundrum, to be proud of, for our second county town, and our county town.

Thank you.

Sub. D106

## Submission 01

Dr Ciaran Bent,

Signed.....

### Ratepayers/Business Community/Dundrum Villagers

We need to send a signed submission into the County Council before the deadline of the 14<sup>th</sup> of December outlining the following:-

1. We object to any attempt to close our Village Street. This will close the door on businesses and destroy them. We wish to keep our Village Street open.
2. We object to any attempt to pedestrianize our Village Street. This was implemented in our sister Village, Rathfarnham many years ago and at that time it destroyed all the local Businesses. If a pedestrian wants to walk from one end of our Village to the other they will be able to do so by walking through the pedestrian way in the proposed new development.
3. We object to any attempt to impinge on the traffic flow or to disrupt the two way traffic. We want buses and cars to continue as normal to travel up and down our village. This is a facility and a right that Local Residents have had since the turn of the last Century. We want this to continue without let or hindrance. We want young and old, pensioners, disabled, to all have transport and to go to Mass, to shop, to go to the Dentist, to do business at the Bank, to go to funerals etc... as they always did. If you walk up and down the Village during the day there is very little traffic. The by-pass has removed most of it.
4. We object to any attempt to remove the few remaining parking spaces we are left with on our Village Street. Historically the Pembroke Cottages in the Village were fronted by gardens. In spite of

DUNDRUM OFFICE

14 DEC 2018

DUNDRUM COUNCIL

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- 5.** We object to outside groups who have no connection with the Village and who ignore the wishes of the 'Villagers'. They want to impose their views and close our Village Street and pedestrianize our Village. These people will sound the death knell and sign the death warrant of our local businesses who service this longstanding community. We provide local employment and pay our rates.
- 6.** Cycle Lanes: We feel a modern cycle lane would be incongruous and out of character with the old style of the village and could be a hazard if there is not enough room for it. If outside groups want a cycle lane we feel it should be built around the Village. Alternatively it could be incorporated to go through the new development.
- 7.** We have survived by passes and competition from new Shopping Centres. All we want is to be allowed to continue to provide local employment and pay our rates. This is a service we have provided to the local communities for many years. We feel it is not unreasonable to ask to be allowed to continue to do so without let or hindrance.
- 8.** We would like to take this opportunity to thank you for considering our submission.



D107

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 02

Dr Heidi Kinsella, [REDACTED]

Signed.....

*(Medical Doctor)*

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D108

## Submission 03

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

DUNDRUM OFFICE

Nurse Clare Lynch, [REDACTED]  
[REDACTED]

Signed.....*Clare Lynch*.....

## Ratepayers/Business Community/Dundrum Villagers

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D109

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

DUNDRUM OFFICE

## Submission 04

Esther MacDonald, [REDACTED]  
[REDACTED]

Signed.....

*Esther MacDonald*  
(Manager, Medical Practice)

### Ratepayers/Business Community/Dundrum Villagers

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D110

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 05

Mary Jane Barnes, [REDACTED]

OFFICE

Signed.....*Mary Jane Barnes (Medical Administrator)*

### Ratepayers/Business Community/Dundrum Villagers

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D111

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 06

Wendy Loughrey, [REDACTED]

Signed.....

*Wendy Loughrey (Medical Administrator)*

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D112

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

DUNDRUM OFFICE

## Submission 07

Dr Michelle De Brun, [REDACTED]  
[REDACTED]

Signed.....*Dr. M. De Brun* (Medical Doctor)

### Ratepayers/Business Community/Dundrum Villagers

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- 5.** We object to outside groups who have no connection with the Village and who ignore the wishes of the 'Villagers'. They want to impose their views and close our Village Street and pedestrianize our Village. These people will sound the death knell and sign the death warrant of our local businesses who service this longstanding community. We provide local employment and pay our rates.
- 6.** Cycle Lanes: We feel a modern cycle lane would be incongruous and out of character with the old style of the village and could be a hazard if there is not enough room for it. If outside groups want a cycle lane we feel it should be built around the Village. Alternatively it could be incorporated to go through the new development.
- 7.** We have survived by passes and competition from new Shopping Centres. All we want is to be allowed to continue to provide local employment and pay our rates. This is a service we have provided to the local communities for many years. We feel it is not unreasonable to ask to be allowed to continue to do so without let or hindrance.
- 8.** We would like to take this opportunity to thank you for considering our submission.

D113

## Submission 08



Cheryl Evans, [REDACTED]

Signed..... Cheryl Evans - [REDACTED]

### Ratepayers/Business Community/Dundrum Villagers

We need to send a signed submission into the County Council before the deadline of the 14<sup>th</sup> of December outlining the following:-

1. We object to any attempt to close our Village Street. This will close the door on businesses and destroy them. We wish to keep our Village Street open.
2. We object to any attempt to pedestrianize our Village Street. This was implemented in our sister Village, Rathfarnham many years ago and at that time it destroyed all the local Businesses. If a pedestrian wants to walk from one end of our Village to the other they will be able to do so by walking through the pedestrian way in the proposed new development.
3. We object to any attempt to impinge on the traffic flow or to disrupt the two way traffic. We want buses and cars to continue as normal to travel up and down our village. This is a facility and a right that Local Residents have had since the turn of the last Century. We want this to continue without let or hindrance. We want young and old, pensioners, disabled, to all have transport and to go to Mass, to shop, to go to the Dentist, to do business at the Bank, to go to funerals etc... as they always did. If you walk up and down the Village during the day there is very little traffic. The by-pass has removed most of it.
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- 8.** We would like to take this opportunity to thank you for considering our submission.

D114

## Submission 09

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

Dentist Maria Clifford, [REDACTED]  
[REDACTED]

Signed.....(Dentist)..... (as per the enclosed signature)

### Ratepayers/Business Community/Dundrum Villagers

We need to send a signed submission into the County Council before the deadline of the 14<sup>th</sup> of December outlining the following:-

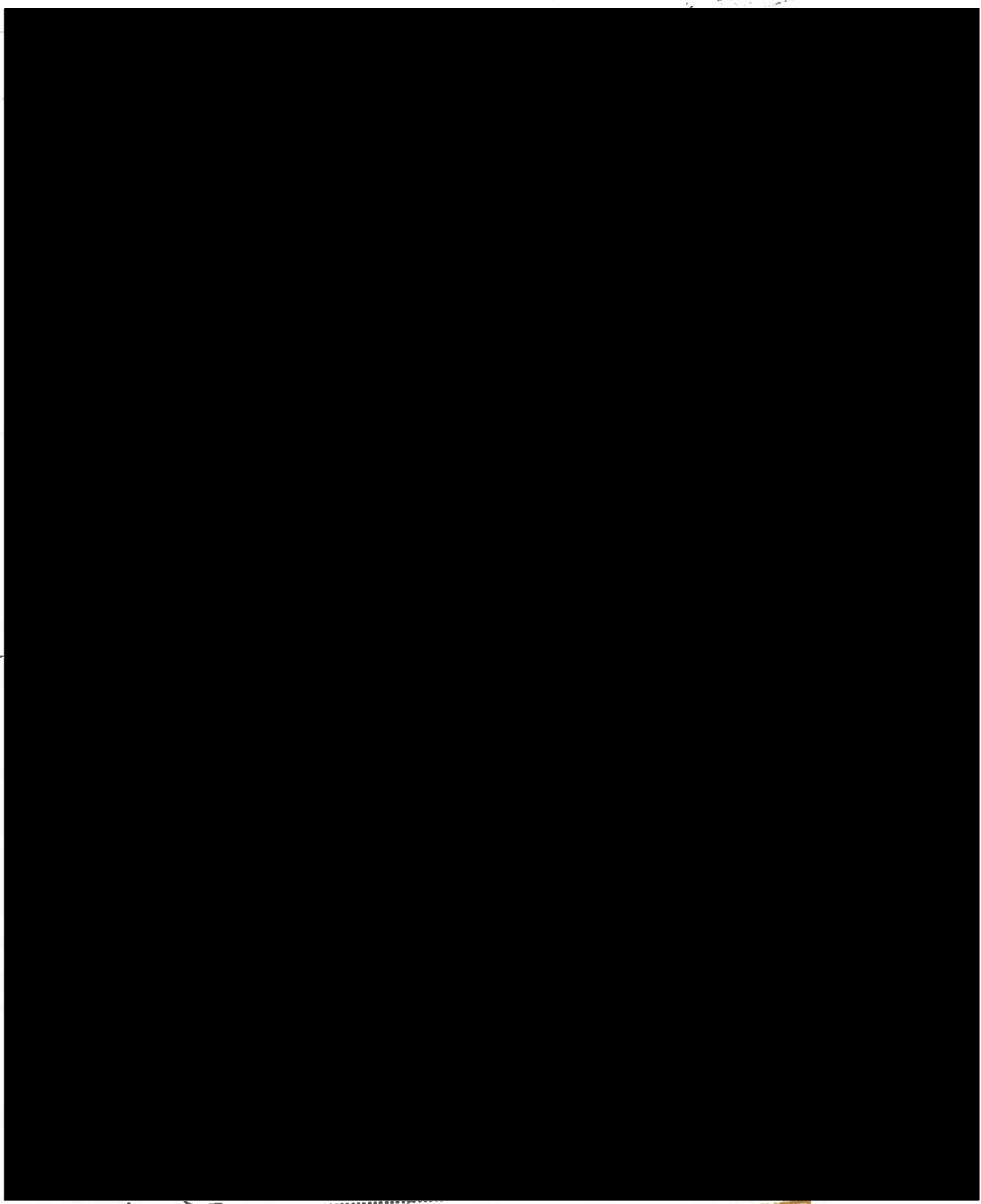
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- 8. We would like to take this opportunity to thank you for considering our submission.**



MR. C. HANSEN  
02788



Signed.....

Signed.....

Signed.....

Signed.....

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL  
14 DEC 2018  
DUNDRUM OFFICE

D115

## Submission 10



Sabrina Jackson, [REDACTED]

Signed.....*[Signature]* (as per the enclosed signature)

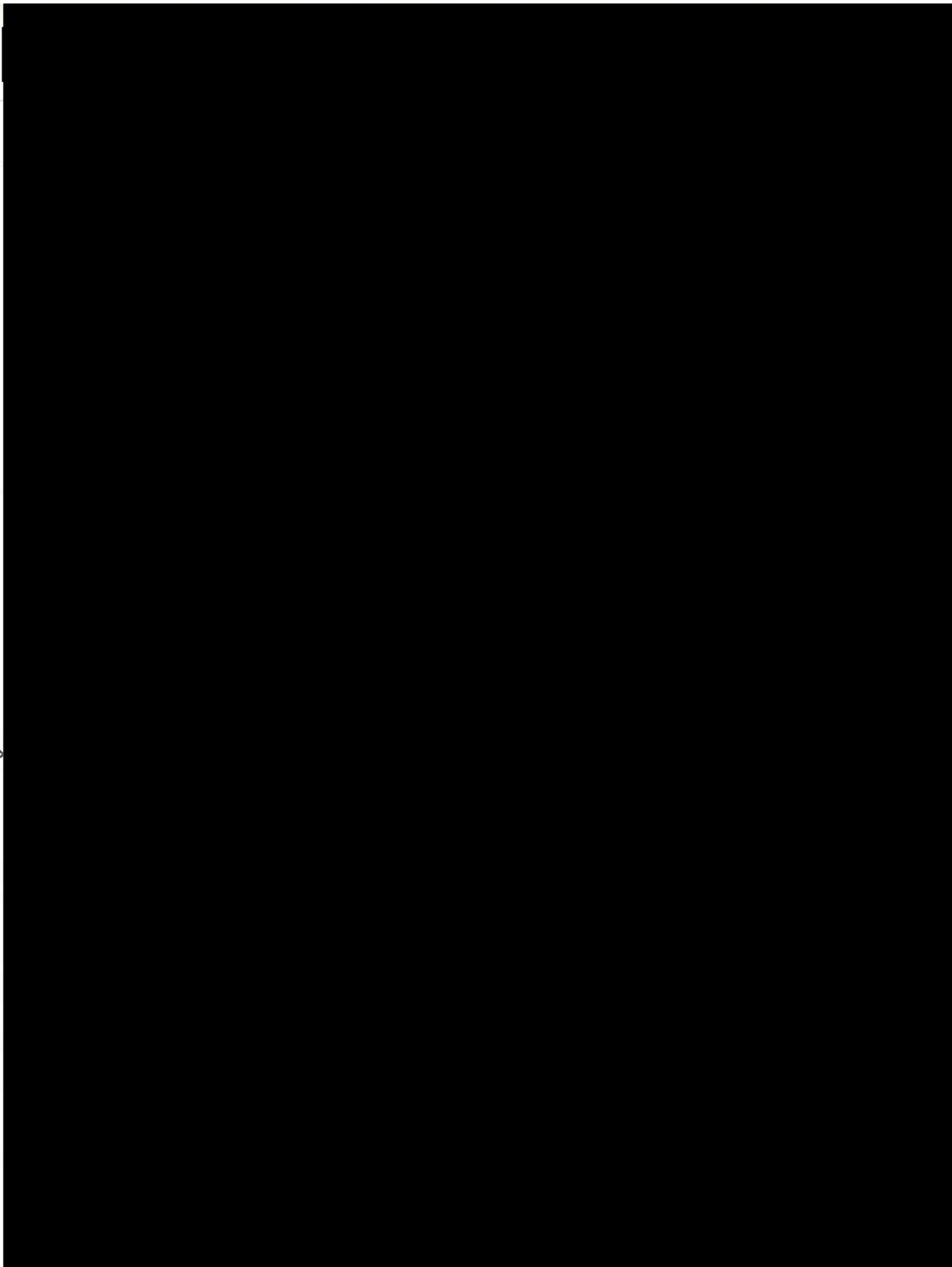
### Ratepayers/Business Community/Dundrum Villagers

We need to send a signed submission into the County Council before the deadline of the 14<sup>th</sup> of December outlining the following:-

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- 8. We would like to take this opportunity to thank you for considering our submission.**



Signed.....

Signed.....

Signed.....



D116

DUN LAOGHAIRE-RATHDOW  
COUNTY COUNCIL

14 DEC 2018

## Submission 11

Veronkia Skyba, [REDACTED]

Signed..... (as per the enclosed signature)

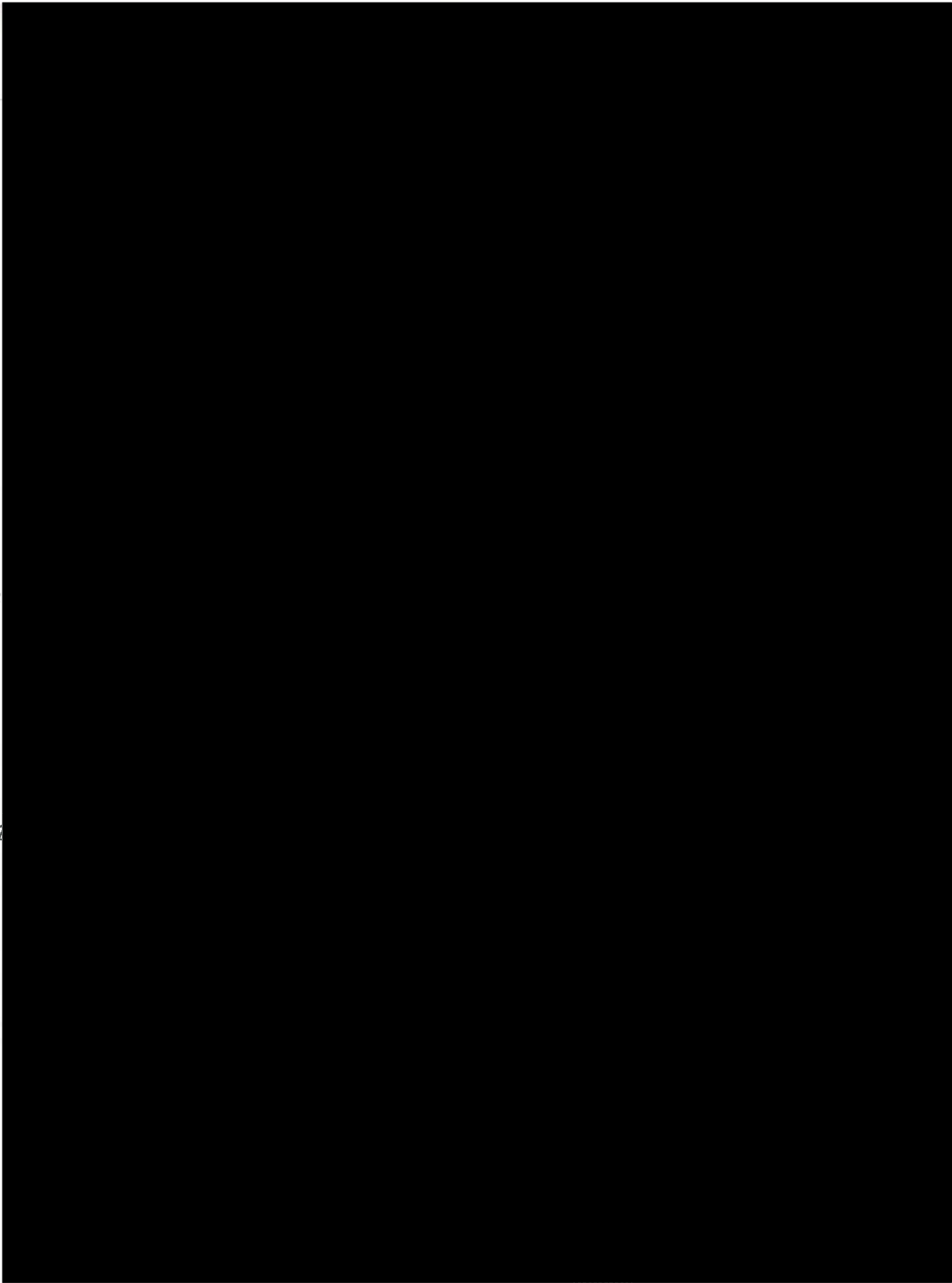
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- 8. We would like to take this opportunity to thank you for considering our submission.**



Signed.....  
Signed.....  
Signed.....

DÚN LAOGHAIRE-KATHLOWN  
COUNTY COUNCIL  
14 DEC 2018  
DUNDRUM OFFICE

D117

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

OFFICE

## Submission 12

Mrs S Thompson, [REDACTED]

(RESIDENT)

Signed..... (as per the enclosed signature)

### Ratepayers/Business Community/Dundrum Villagers

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- 8.** We would like to take this opportunity to thank you for considering our submission.

CHIRAN SEN  
2510.02738

2017-18 CD 17 Minkrock College

Signed

Signed

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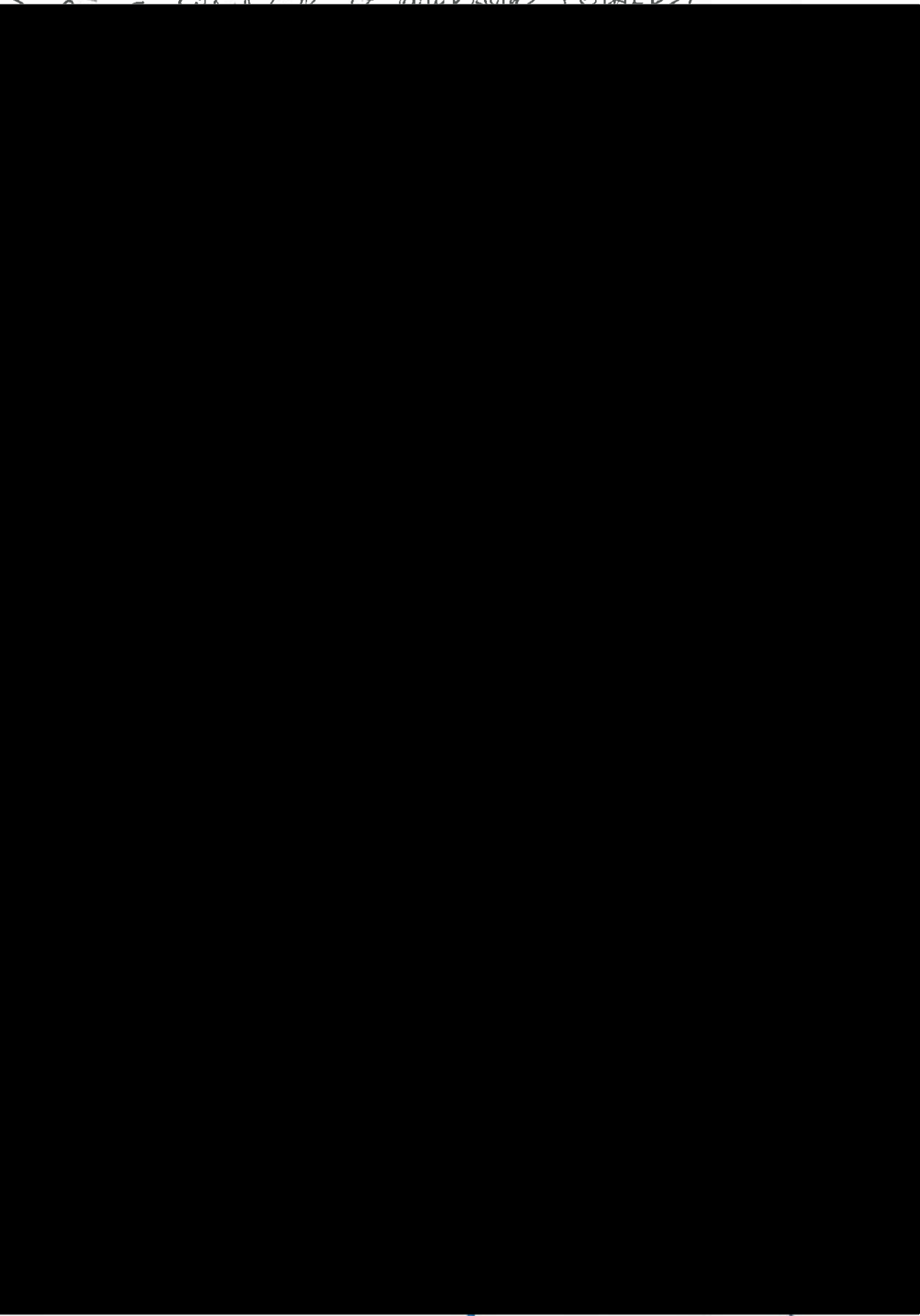
Signed

Signed

\* Signed

Signed

Signed



Signed.....

DUNDRUM OFFICE

D118

## Submission 13

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

Mr Arthur, [REDACTED]

2018

Signed..... (RESIDENT) (as per the enclosed signature)

### Ratepayers/Business Community/Dundrum Villagers

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- 8.** We would like to take this opportunity to thank you for considering our submission.

PLUCKERMAN BEN  
12.13.2738

2018 CD is Mullins College

Signed

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STARR RATHDOWN  
COUNTY COUNCIL  
14 DEC 2018  
DUNDEE OFFICE

D119

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 14

Ms Clarke, [REDACTED]

Signed.....*(RESIDENT)*..... (as per the enclosed signature)

### Ratepayers/Business Community/Dundrum Villagers

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- 8. We would like to take this opportunity to thank you for considering our submission.**

DECLARATION BEN  
NO. 02783

Signed.....

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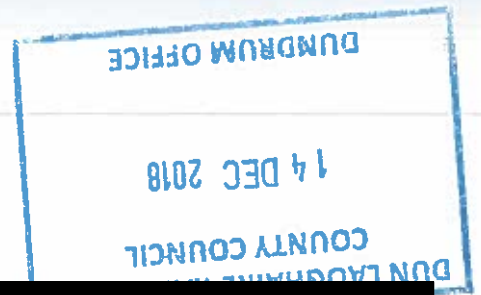
Signed.....

DECLARATION BEN  
COUNTY COUNCIL  
14 DEC 2018  
DUNDRUM OFFICE



D120

## Submission 15



Ms Jan Nolan, 50 [REDACTED]

Signed.....

### Ratepayers/Business Community/Dundrum Villagers

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- 8. We would like to take this opportunity to thank you for considering our submission.**

MR. CHARAN BEN  
15 DEC 2018

Signed

Signed

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\* Signed

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Signed.....

Signed.....

COUNTY COUNCIL

14 DEC 2018

DUNDRUM OFFICE

D121

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 16

Mr Anthony O'Brien,

Signed.....

### Ratepayers/Business Community/Dundrum Villagers

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- 8.** We would like to take this opportunity to thank you for considering our submission.

MR. CHAMAN BEN  
NO. 02738

*Mr. Paul G. Hise*

Signed

Signed

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Signed.....

DON LAUGHARE-RATHDOWN  
COUNTY COUNCIL  
14 DEC 2018  
DUBLIN

D122

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 17

Mr David Swaine, 31 11 11

Signed.....

### Ratepayers/Business Community/Dundrum Villagers

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**Signed.**

DUN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL  
14 DEC 2018  
DUNDRUM OFFICE

D123

DÚN LAOGHAIRE-RATHDOWN  
COUNTY COUNCIL

14 DEC 2018

## Submission 18

Mr Niall Gantly, [REDACTED]

Phone Number : [REDACTED]

Signed.......... (please see enclosed digital signature)

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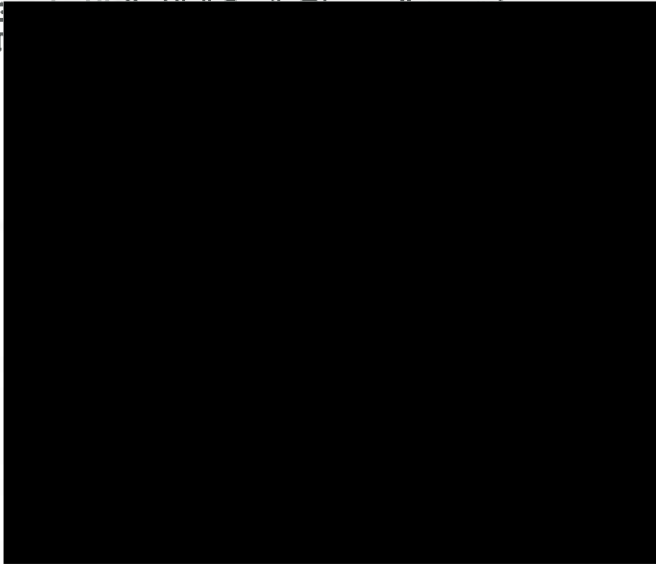
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Thu, Dec 13, 2018 at 1:34 PM



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[Quoted text hidden]

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Submission 18

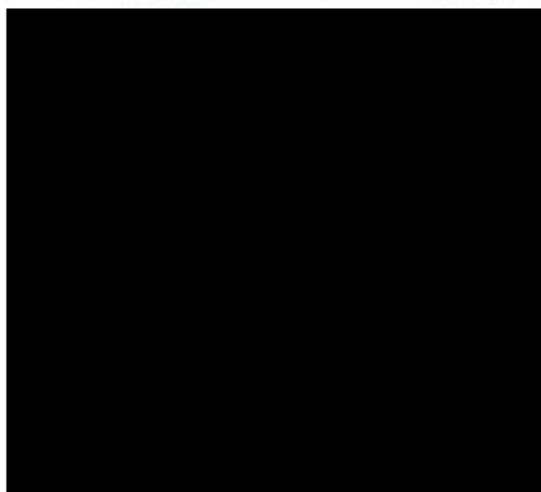


Ciaran Bent &lt;drcbent@gmail.com&gt;

## As discussed

2 messages

Thu, Dec 13, 2018 at 1:27 PM



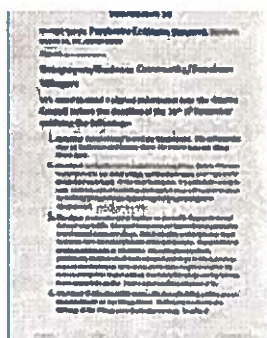
ments for your attention.

ave any queries.

Please note - this email address is strictly used for administrative purposes only and it is not programmed or monitored to deal with requests of a clinical nature. It is not reviewed on a daily basis. If you have a clinical query please contact us directly to make an appointment or in the case of an emergency please attend your local out of hours clinic or A&E department. Advice in relation to medical out of hours cover is available on the surgery answer machine (01) 2980226

<http://www.drciaranbent.ie/>

## 3 attachments



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1236K



Image\_00001.jpg  
1048K

Image\_00003.jpg  
1173K

D124

**URGENT:-**



Name: *DAPHNE MARONEY*

Signed: *Daphne Maroney*

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- Leas*  
*Don M*  
*Moran*  
*14/11/18*
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(20)  
**Submission**

Name:

Phone Number

Address:

Signed:.....

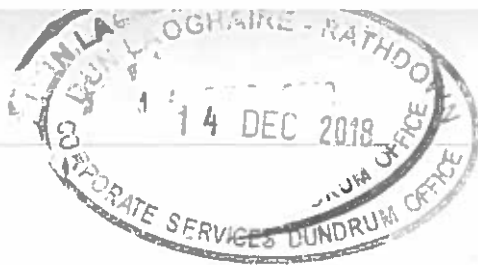
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D126

## Submission

Name : *Marek O'Flaherty* Phone

Address :

Signed.....

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D127

Name : SEAN BRYAN

Phone Number :

Address :

Signed.....

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D128

Name : Jason Doyle

Phone Number :

Address :


Signed.....

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D129

Name : James Brown

Phone Number :

Address :

Signed... James Brown...

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D130

Name : Jake Keating

Phone Number :

Address : [REDACTED]

Signed: Jake Keating

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- 8. We would like to take this opportunity to thank you for considering our submission.**



D131

## Submission 26

Name : JENNA BEIKNES, [REDACTED] Phone Number : [REDACTED]

Address : [REDACTED]

Signed..... [Signature]

## Ratepayers/Business Community/Dundrum Villagers

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D132

DR

Name : GARRETT MCGOVERN

Phone Number : [REDACTED]

## Ratepayers/Business Community/Dundrum Villagers

(Medical Doctor)

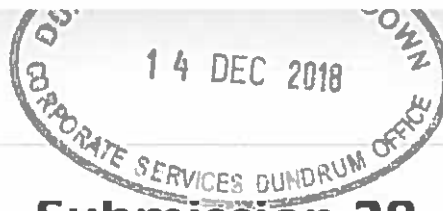
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D133

## Submission 28

Name : *Mairéad O'Connell* Phone Number

Address :

Signed.....

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D134

Name : Stephen Traynor

Phone Number : [REDACTED]

Address : [REDACTED]

Signed..... Stephen Traynor

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- 8. We would like to take this opportunity to thank you for considering our submission.**

D135

MARIO

14 DEC 2018

**Submission 30**

Name :

Phone Number :

Address :

Signed.....

**Ratepayers/Business Community/Dundrum Villagers**

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D136

(restaurant)

Submission (31)

Name : Ling, Hilan

Address :

Signed..... J. Ling

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D137

## Submission

Name : *Albion waves*

Phone Number : *782-5000*

Address :

Signed.....

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D138

## Submission 38 DUNDUM VILLAGE

Name : *MARIE McKeefe*

Address : [REDACTED]

Signed.....*Marie McKeefe* [REDACTED]

### Ratepayers/Business Community/Dundrum Villagers

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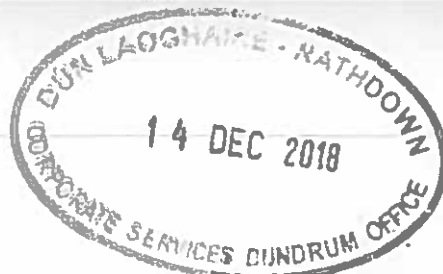
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D139

## Submission 42



Name : Dundrum Dental Surgery Phone Number : [REDACTED]

Address : [REDACTED]

Signed.....*[Signature]*.....

## Ratepayers/Business Community/Dundrum Villagers

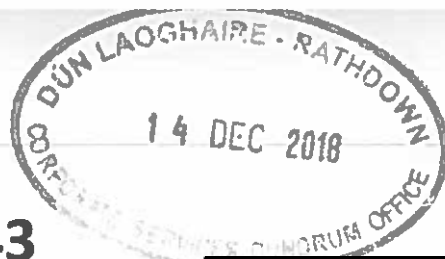
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D140



## Submission 43

Name : *Andrew Gallagher*

Phone Number : [REDACTED]

Address : [REDACTED]

Signed: *Andrew Gallagher*

## Ratepayers/Business Community/Dundrum Villagers

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- 8.** We would like to take this opportunity to thank you for considering our submission.

10141



## Submission 54

Name: **PAT FLEMING**

Phone Number: [REDACTED]

Address: [REDACTED]

Signed: **[Signature]**

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- 8. We would like to take this opportunity to thank you for considering our submission.**

D142



## Submission 55

Name : *Pauline Smyth*

Phone Number : [REDACTED]

Address : [REDACTED]

Signed.....*Pauline Smyth*.....

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D143



## Submission 56

Name : *Elisabet Gama-Badía*

Phone Number : [REDACTED]

Address : [REDACTED]

Signed.....*Elisabet Gama*..... (Elisabet Gama)

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D144



Name : Philip Leung

Phone Num [REDACTED]

Address : [REDACTED]

Signed..... [Signature]

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18 DEC 2018

RECEIVED  
PLANNING DEPT

Tom Mc Gee

SUBMISSION 31 (Resident)

**URGENT:-** D145

**Ratepayers/Business Community/Dundrum  
Villagers**

We need to send a signed submission into the County Council before the deadline of the 14<sup>th</sup> of December outlining the following:-

signed:

THOMAS McGEE 14/12/18

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DUN LAOGHAIRE RATHDOWN CO. CO. SECRETARIAT SECT. SUBMISSION 32 (Resident)  
18 DEC 2018  
RECEIVED  
PLANNING DEPT  
**URGENT:-**

2146 signed: Bronagh McGee 14/12/18 date 12/12/18

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11 DEC 2018

DUNDRAUM OFFICE

D147

LAP

Submission

11-12-2018

- ① Development / Construction of a new library. The libraries in Dun Laoghaire, Ballyroan and Deans Grange are examples of community libraries. They are hubs providing courses, talks and various activities to wide swathes of the local population. The Carnegie Building (the present library) could possibly be used as a heritage centre / local history / coffee shop employing people who are doing training courses / work experiences.
- ② Conservation of and development of green areas. - Tree planting / local vegetable / flower growing groups could be involved. As a resident of Highfield Rd there is little green space in the immediate vicinity of our home. I am concerned that the development of the Central Mental Hospital site in 2020 would be obliged to plan a significant green area - playground / benches.
- ③ Shop Frontage. I feel some regulations should be brought in / enacted to provide a coherent and attractive facade for various businesses. A glance at the shops / premises opposite Nye's put on the corner near the Central Mental Hospital will
- ④ Traffic Concerns. The Dundrum road is dealing very poorly with the present volume of traffic. Pedestrian rights need to be monitored - An overview of the system is needed.  
Anthony O'Connor



D148

## SUBMISSION SHEET

Display Name:

Local Area Plan for Dundrum from 2019-2025 (Issues Paper)

- ① Need for provision of Open Space — the development of Mental Hospital site would provide an opportunity for this a balance of much needed <sup>mixed</sup> housing and open space for all generations whilst keeping the integrity of old buildings & wall
- ② Need for traffic solutions to Main Dundrum Road. Need for traffic from new developed site at Mental Hospital not to exit on to main Dundrum Road.
- ③ Need for further development of bus as at Windy Arbour stop. Trains are full so in light of further development of housing there will be a need for some solution.
- ④ Development of Dundrum Main St to reflect village feeling, small shops and community facilities

Date:

Name:

Anne Moriarty

Contact Information:

Address/email/Phone:

DÚN LAOGHAIRE  
COUNTY COUNCIL

11 DEC 2018

DUNDRUM OFFICE



## OBSERVATIONS ON DUNDUM LOCAL AREA PLAN

The effects of planning in Dundrum cannot be seen in isolation. For instance developments on the CMH site will have major effects on the road network in the west Goatstown area and the proposed schools planning in Goatstown will effect the traffic movements in the Dundrum area. The recent Nexus report dealt with the community needs for an area including the Dundrum LAP but has area not in the LAP. These areas should be included in the LAP

The population of Dundrum is increasing incrementally with the opening of Rosemount Court, Fernpark and Herbert Hill with other smaller developments These will be rental properties causing a lack of "community spirit" that long term residents give an area. More new rental properties could upset the balance in community

Dundrum village has a large tract of "brown field" land awaiting redevelopment. There has to a balance between commercial return /housing/community facilities. Other facilities that have to be included a transport connection hub perhaps with a first floor bridge onto the LUAS/Metro station at Dundrum The bus depot could be subsidised by own door office/commercial units above it. There is dispute whether a hotel should be included or not in any new development

As a part of a solution for the housing needs there has to a mix of social and private with an overall consideration for the whole area rather than in each estate but a avoidance of cluster of social units

Developing the village centre there is a need for a mix of housing/small commercial/ community facilities with perhaps something like a bowling alley/Laser centre/small performance space/rehearsal area for the present music school. There might be a use for one or two larger units

There is no need for a large shopping unit on it. The Council has sites on the East side of the road from the car park and office block and an area behind the library with former state owned Colleges and the former Eircom computer centre on Dundrum Road I think the telephone exchange is still in use .

The siting of community facilities in the area of the LAP can be an issue generating traffic problems.

Local business owners and residents(yes there are residents) DO NOT want their access curtailed by making the main street traffic free .There are concerns that the same problems that arose in Rathfarnham village will reoccur in Dundrum. There would be problems with access to church for weddings ,funerals etc if there is a traffic ban . What happens to bus services and wheelchair and disability access in a traffic clear situation?? There is no room for safe cycling lanes on the main road

The siting of the Aca in Dundrum at the cross roads makes easing of traffic routes very difficult passing East/West with bottlenecks on the four roads. Some of these buildings are to be preserved

So no new major development is possible without major demolition. On street carparking is not sufficient (when the village centre and mulveys car parks are closed during redevelopment )will



have to be replaced with either more on street parking or a major multistorey on the site of the public carpark. Any development will require enough parking to not encroach on public spaces

Major enterprise can be absorbed in one/two large office blocks(with inhouse parking) with smaller ondoor businesses supporting these bigger enterprises .These will be needed to support Community/public facilities. Open spaces will give an impression of airiness and make an attractive workspace . These spaces will also add to the environment of any residential units built to add to the bottom line


There are only two spaces in the LAP that could be used for field sports but one of these is dedicated to agriculture(Airfield) and the other is presently in use by the parks as one full sized pitch and a smaller one(Rosemount) the other spaces are linked to other housing as their 10% there is potential to expand Rosemount with careful planning of the adjacent CMH site. This site (in state ownership) could be used for education (new school(s)) including new community pitches, a HSE community hospital (for mental health/under 18 psychiatry) a community senior hospital/home s(similar to mount Camel hospital) for a land swap with St Michael's house who have a small site in Ballinteer and who need a larger site for a special school. Some of the soon to be reserved buildings could be incorporated in the above uses. There could be room for some social housing included in the plans. Total housing would cause a large number of vehicles coming out on roads not capable of taking the present traffic .

Flooding is an issue in some parts of the Dundrum area and allowance has to be made for lower storeys of any building on the plane this might require parking on roof spaces or on the ground/first floors instead of basement parking. This could affect the commercial viability of any major development this could be compensated by higher building height. Presently there is no high structure(except the Dargan bridge)in the vicinity of the village . this should be continued unless a comprehensive plan for a large scale can be introduced (unlike the sentinel building in Stillorgan) but this height could be graduated .

The council has scope to locate some community facilities on its own site behind the library which could be library2 or other community services(relocate the council's offices????)

There are heritage sites across the LAP area . These have to be saved ,from the cottage beside the library to the recently restored church. Should the shops on the West side of the Town be demolished to expose the older buildings(in whose gardens the shops were built)?? All the Pembroke cottages give character to the "village" and should be saved. The design architecture should be sympathetic to the older designs and not be "concrete and glass" Finishes should blend in the palette of colours presently in use. The village character should be maintained and should be and the "thisisDundrumness" should be continued

Although these observations concern the village centre and the CMH site and its environs there are many smaller green spaces in the LAP area which could be improved by new walls seating, new paths etc and landscaping to improve the ambiance of each of these areas which are near their own housing

COUNCILLOR SEAMUS O'NEILL  


SUBMISSION TO THE DUNDUM  
LOCAL AREA PLAN DECEMBER 2018

I WOULD WELCOME A CULTURE HERITAGE  
CENTRE FOR THE VILLAGE AREA;  
RECOGNISE AN AREA IN THE  
VILLAGE TO ACCOMMODATE A SENIOR  
CITIZEN HOUSING DEVELOPMENT

TO PROMOTE THE USAGE OF LOCAL  
GRANITE STONE IN THE DUNDUM  
AREA. (WATTS NEW DEVELOPMENT)

PROTECT SOME OF THE WALL OF  
THE CENTRAL MENTAL HOSPITAL

DISO

MANY THANKS

CHRIS PAT HAWO



D151

Churchtown Residents' Association

Senior Executive Officer,  
Planning Department, DLR County Council,  
Marine Rd., Dun Laoghaire.

13<sup>th</sup> December, 2018

Re: LAP for Dundrum

Dear Sir,

Having attended several public meetings, we have expressed some of our views on the future of Dundrum as follows:

Dundrum needs a Civic Centre which can be a focal point for our community, in which meetings can be held, as a venue for the hosting of art shows (particularly childrens' paintings and other art) and community activities can take place.

This Centre should be fronted by open space – a paved courtyard or a grass circle, with a piece of sculpture representing Dundrum, or perhaps move the Isaac Usher fountain.

A small number of low-rise houses or apartments which would bring life back into the village and could help older residents to downsize without leaving their familiar surroundings.

Some small cafes/coffee shops surrounding the Civic Centre to act as meeting points.

Install some public seating.

Preserve the heritage – Pembroke Cottages etc.

Re-develop the grassy area from the Laurels down to Dundrum Library, install a small childrens' play area.

Develop a walk along the river Slang, at present it is a mess, full of weeds and rubbish.

Plant trees along Main St. – the original trees were cut down.

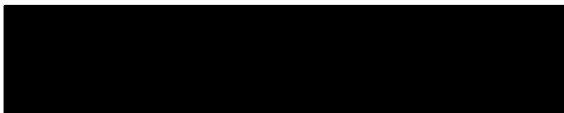
Devise a sustainable traffic and parking plan – traffic will increase once the Notre Dame apartments are occupied.

Re-develop the buildings at the rear of the library so as to give more space and facilities to the library.

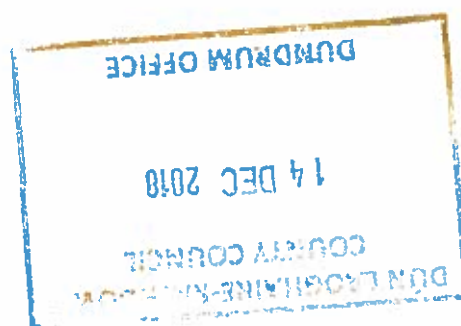
Yours sincerely,



Helen Finn, Hon. Secretary, Churchtown Residents' Association



D152



**Regan & Associates  
Architects**



w

Att: Senior Executive officer,  
Planning Dept. ,  
DLR County Council,  
County Hall .  
Marine RD.  
Dun Laoghaire.

Re; Local Area Plan Dundrum, Public contributions.  
6 December 2018.

Dear Sir or Madame,

Further to the creation of the upcoming Local Area Plan for Dundrum I would like to make the following Submission  
: please find the attached summary:

1. **Open space and recreation.** We suggest that a hierarchy of open spaces be provided varying in size and design. We suggest that a hard surfaced Town Hall Square be provided directly off the main street. Located directly on to this civic space would be a new community building housing a number of public functions . The building would provide a one stop shop for the Local Authority and other municipal functions/ small business enterprise center etc . It could also house social facilities a, roof terrace tea rooms at the top looking out over the Wicklow mountains , art gallery etc. The square itself would be the Heart of Dundrum and would give physical expression to the community of Dundrum . It could be used for Saturday farmers markets, it could be used for outdoor cinema in the Summer months( ref Temple bar) a recessed ice skating rink in winter ( Ref: The Rockefeller center New York) provide location for winter marketsetc. Everyone seems to agree there is a need for such a space Including Minister for Culture Josephina Madigan. (See Attached Irish Independent Newspaper article 27 July 2017) I understand that it was suggested that a site for this community building is being considered at the Don Marmion center near Holy Cross Primary School. In my opinion this would be a disaster and completely undermine the importance of locating the new civic center centrally **directly** off the main Street. It is suggested that a land swap could be made with Hammerson to allow them to develop the Don Marmion site more profitably with High rise appartments in return for providing a privately owned public space for the community at the center of the Main street . It is proposed that a second small hard landscaped urban Square be provided at the rear of the church adjacent to the existing Don Marmion bridge . Both civic squares would be at the same level

as the main street with parking for approx 1000 cars located below and accessible from the main street by vehicular ramps. This would result in a largely traffic free pedestrian precinct with minimum vehicular traffic moving up and down the Main street. This traffic could be further slowed down by various traffic calming measures, difference in surfacing etc.

The separation of vehicular and service traffic from pedestrian traffic can quite readily and cheaply be achieved by exploiting the level differences on the site and would not involve any excavation. ( This is important as Flooding was a critical issue in the previous proposal for Dundrum) .

The second category of open space we are proposing is a larger landscaped “ Linear Park “ using the Air Rights over the existing By- Pass road exploiting the natural level changes and creating a pedestrian precinct connecting the main street effortlessly to housing at Sweetmount across the way. (Ref: The metals Glashule,Railway covering adjacent to Town Hall, Dun Laoghaire, The Big Dig Linear park ,Boston USA). This device increases the connectivity of the housing areas to the main street and makes access easier for pedestrians particularly people with disabilities .The other advantage of this proposal is that it creates a large green sustainable open space working as a Green Lung for the village and providing space for various sporting facilities., tennis courts and Play areas for children. The Developer might jointly finance this with the Local Authority in return for a relaxation for the amount of open space to be provided within Hammersons site proper. The current “ public open space” at the side of the by pass road adjacent to Sweetmount is completely underused because of its steep gradients and it’s proximity to a dangerous main road.

2. **Heritage and Conservation.**

I suggest that all of the existing Victorian buildings along Dundrum main Street on the Hammerson Site be preserved under a” Protected structure Status,”. This includes buildings located from Cambells shop at the cross roads down to the escalator at the beginning of the old 1960s Shopping center and includes The Waldermene terrace. It is suggested that the relatively recently constructed shop frontage to Mulvys be stripped back to reveal the original Victorian terrace visible on Historical photos of the Main street. Currently only Holy Cross Church and Presbytery are listed buildings. Failure to do this will result in a complete loss of identity and sense of Place and collective memory of the street .( See Photos attached )

3. **Urban Fabric, Urban Design, Place making.**

It is suggested that the rest of the main street currently occupied by the old shopping center car park be reinstated with two and three storey low rise high density red bricked buildings with shops and restaurants at ground level and inverted two storey residential with green roof gardens on top floor. Larger scale four and five storey development can gradually build up in scale as one moves closer to the new Dundrum by pass road on the perimeter of the Hammerson Site. ( See attached site cross section)

4. **Traffic management .**

Currently there is a lack of safety for pedestrians and bicycles. There should be an attempt to reduce levels of traffic through the main street by means of traffic calming devices , surface changes etc. We propose that the bulk of vehicular access plus the servicing of shops can take place at basement level accessing the By Pass Road. In addition one thousand parking spaces can be provided also at

this level accessed by ramps at the ends of Main Street by exploiting the level differential .

**5. Housing.**

Dundrum has a relatively ageing population . There are a large number of “ Empty Nesters” living in the area. It is desirable that a supply of smaller units be provided in the new Town Center potentially freeing up the larger houses in the surrounding areas for families. Clearly attractive new units would need to be provided with a high degree of social and communal facilities available within easy access. To this end we are proposing that attractively designed low rise high density housing be provided in the new Town Center ranging from two storey over shops facing onto the Main Street rising gradually in scale to five and six floors at the By pass road ( See attached Section). We propose 1 , 2 and 3 bedroom “L” shaped Patio houses gradually stepping back to form green roof gardens for each unit around protected courtyards ( See illustrative plan and Perspective.) It would be unfair and inappropriate to provide inferior tall tower block apartments with no private open space except for minimum standard balconies so prevalent now.

**6. Retail ,Office provision and enterprise.**

As there is a very large amount of Retail already provided in the New Dundrum Shopping center it would not make planning or economic sense to reproduce the same level of provision of retail space in the Town Center. Instead we propose that a smaller scaled down Mall with Anchor stores and small shops be located at the interior of the site animated on the main street with small artisan high quality Craft shops, Studios for Artists , Art galleries, Book stores and coffee shops etc which would be located directly off the Main Street and would create life and would improve the cultural life of Dundrum . The large Multiple retail units are well catered for already in the New Shopping center and we have an abundance of Mobile phone and hand bag shops. In addition we propose the provision of a small bespoke hotel along the main street which would cater for visitors, the business community and wedding receptions wishing to have ceremonies in Holy Cross Church up the Road. We suggest that the new hotel would not be a big corporate building but a Bespoke hotel integrated sensitively into the fabric of the street ( Ref: new hotel recently opened in Ranelagh)

**7. Sustainability.**

Given the urgency of Climate change It is imperative that carbon reducing measures and Sustainable energy strategies be adopted in the new Town Center . To this end we propose a series of cascading green roofs be provided and a very high level of green planting be provided by means of roof gardens etc. In addition we propose that Solar and Heat exchange units , Rain water harvesting and other sustainable energy devices be integrated into the scheme from the beginning. We also suggest that the “ linear Park” previously mentioned in the Open Space category be intensively planted with carbon reducing trees and that the carbon footprint of the 1000 or so cars to be provided be offset by this measure. It is proposed that a high level of bicycle and pedestrian routes be provided and given the proximity of the center to the Luas the provision of parking spaces for residential units could be relaxed.

**8. Conclusion**

In conclusion the existence of the new “Local Area Plan “for Dundrum is a very welcome development and really reflects democracy in action. We sincerely hope that lessons be learned from the previous scheme for this site which was

granted full planning permission by the Local authority and to boot An Bord Pleanála. Fortunately for residents of Dundrum The demise of "The Celtic Tiger" proved to be the demise of the scheme. Perspectives / Artists Impressions of the scheme were circulated at the various public meetings which Imagine Dundrum organized and people were appalled at the insensitive scale, the extent of demolition of the existing Victorian Street proposed and the complete loss of "Place" that would have resulted due to the mindless, poorly designed "modernist aesthetic" employed in the design. I

I believe this a unique opportunity to create a unique, best practice 21st Century urban design that is functional, beautiful, socially inclusive, sustains community interaction and sustainable scheme for Dundrum. Comparable in quality to anything in Europe or anywhere in the world.

I trust that you will consider the attached ideas and consider them when formulating the upcoming Local Area Plan for Dundrum.

Many thanks,

Yours Sincerely,



Eamon Regan. B. Arch MRIAI

Regan and Associates Architects.

**Attachments:**

1. Perspective View of Proposed Civic/ Market Square off Main Street.
2. Perspective view of Proposed Main Street Looking from the Bank Of Ireland
- .
3. Site plan showing proposed scheme at Main street level.
4. Site plan showing proposed scheme at upper Housing Court level.
5. Cross section through main street and By Pass Road.
6. Perspective view of proposed internal housing courtyard.
7. Plan of Typical three bedroom "L" shaped courtyard residential unit.
8. Site plan showing Hammerson owned site, Main Street and existing and proposed candidate properties for inclusion under "Protected Structure Status."



MON 19<sup>th</sup> NOV → Fri 14 DEC



Fri 14 Dec 2018

## SUBMISSION SHEET

Display Name: **Local Area Plan for Dundrum from 2019-2025 (Issues Paper)**

ATT: SENIOR EXECUTIVE OFFICER  
PLANNING DET, DLR COUNTY COUNCIL  
COUNTY HALL, MARINE RD., DUNLAOGHARE

Dear Sir or Madame  
please find attached  
cover letter + attachments  
Yours Sincerely  
Eamon Regan

Date: 6 December 2018

Name: Eamon Regan B.Arch MRIAI

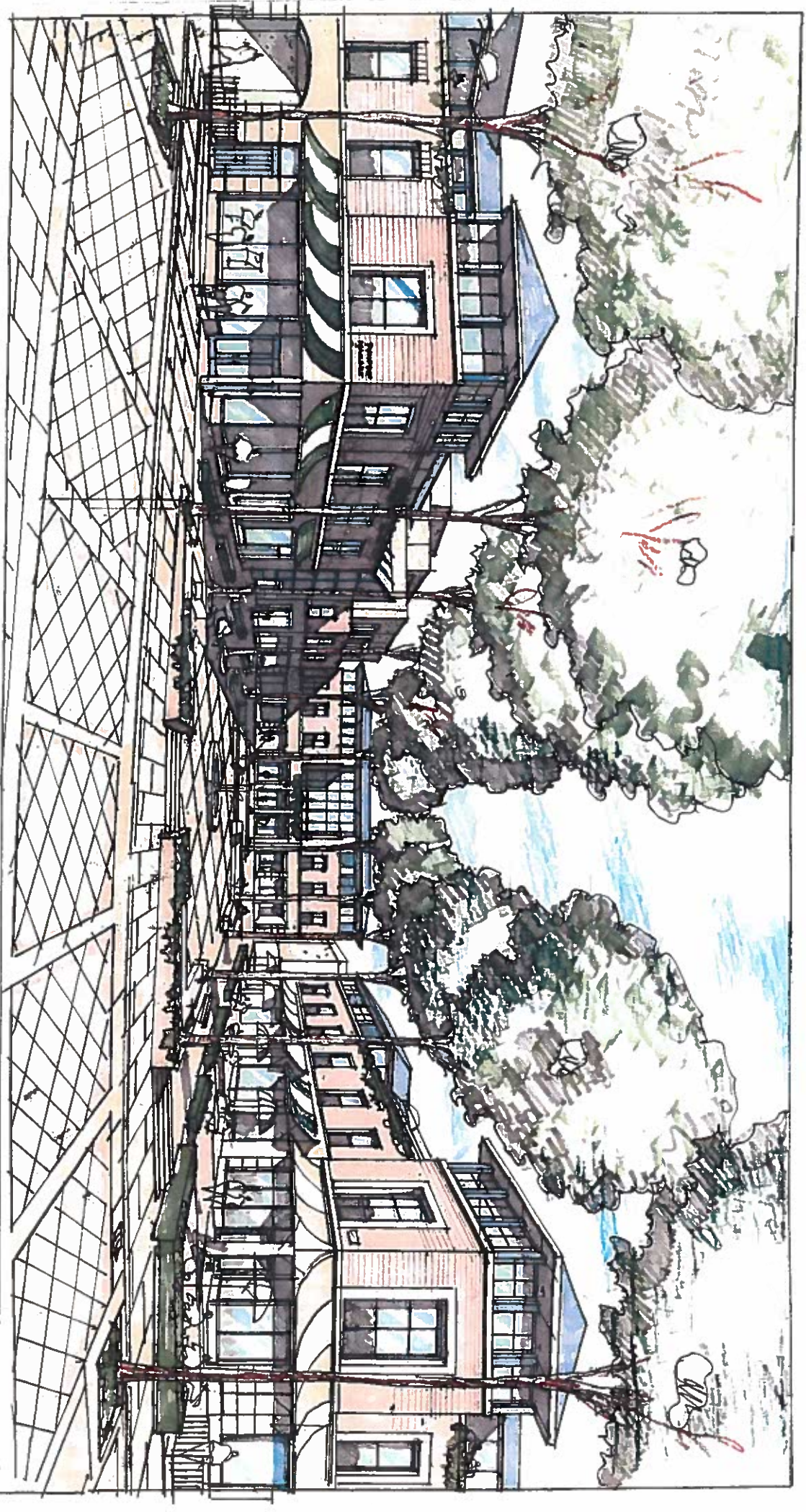
Contact Information: Eamon Regan

Address/email/Phone:

Email :  
mobile :  
landline :



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PERSPECTIVE VIEW OF PROPOSED "IMAGINE DUNDUM" MARKET SQUARE.





IMAGINE PUNPRUN

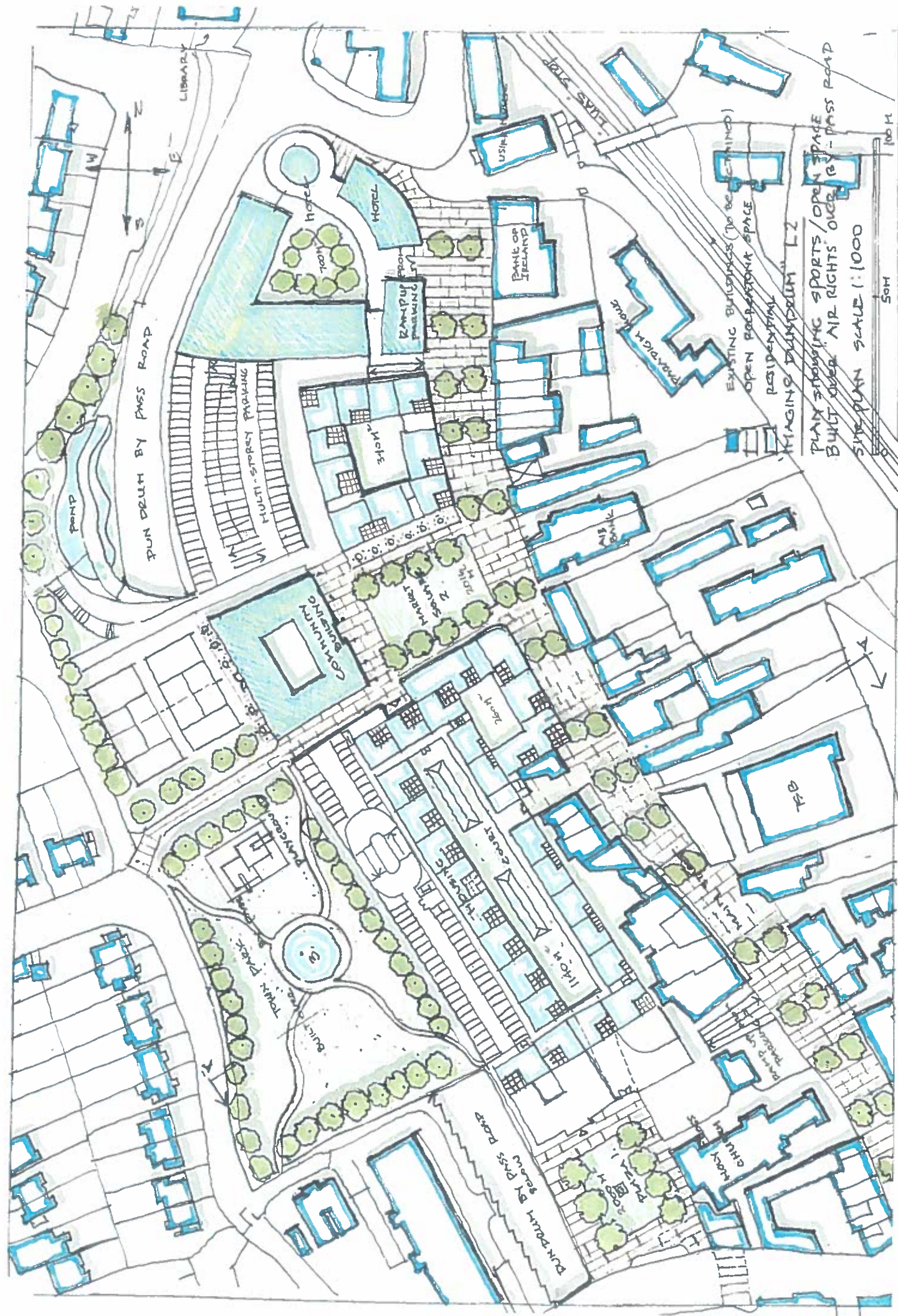
PERSPECTIVE VIEW LOOKING SOUTHWARD

© REGAN ASSOCIATES ARCHITECTS





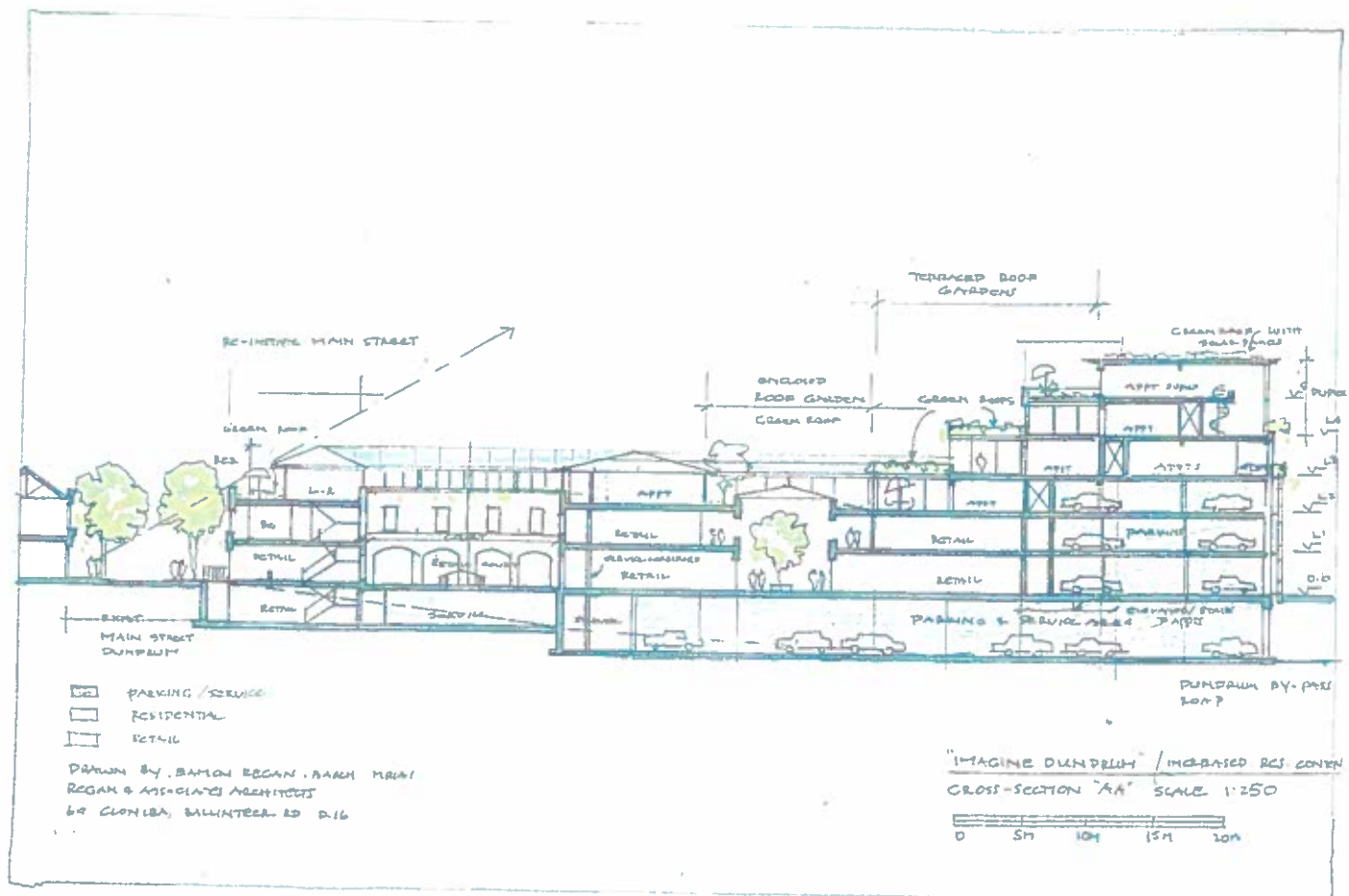


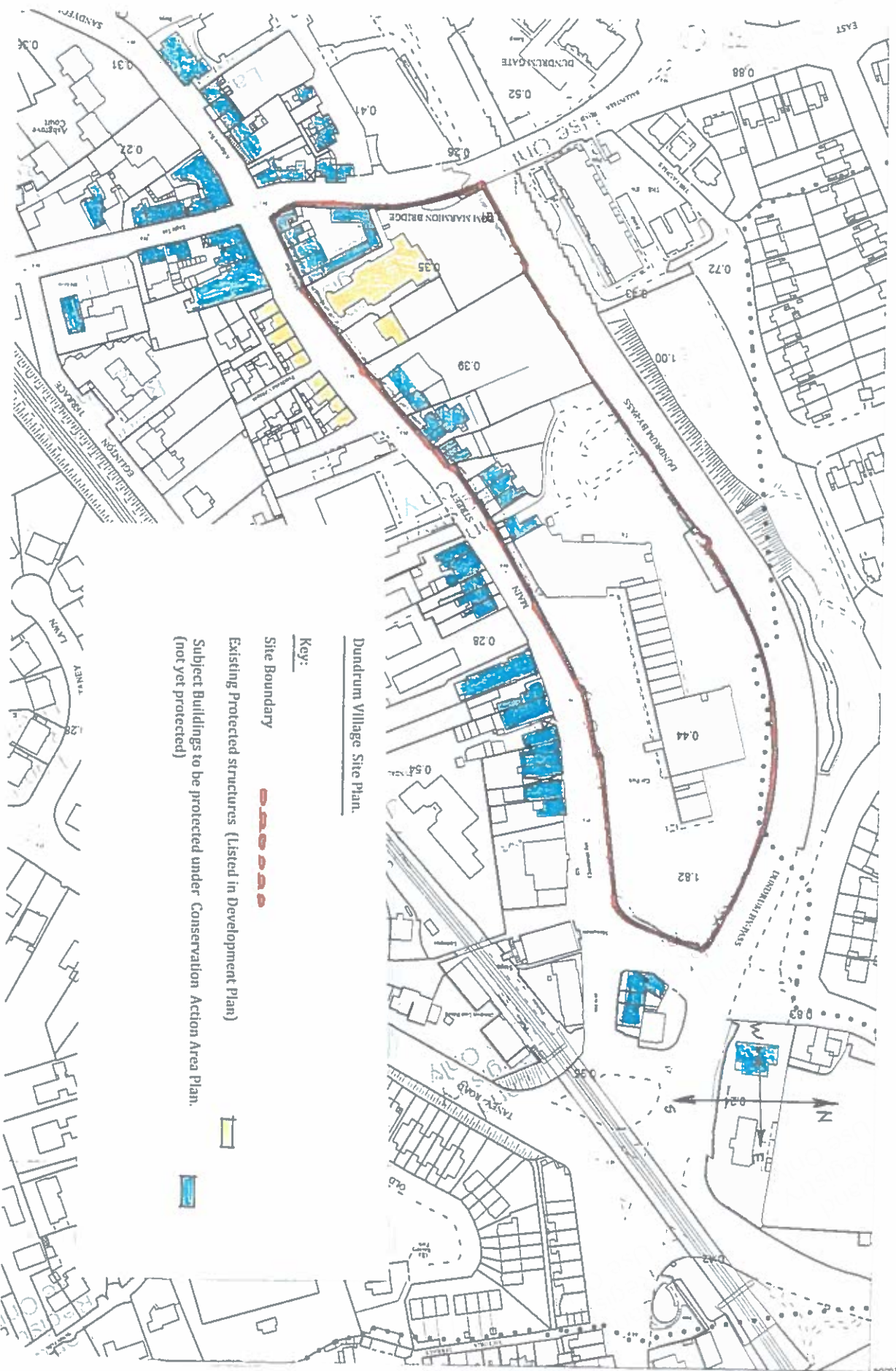


EXISTING BUILDINGS (TO BE RETAINED)  
OPEN RECREATION SPACE  
RESIDENTIAL  
MAGNETIC MUSEUM L2  
PLAYING SPORTS / OPEN SPACE  
BUILT OVER AIR RIGHTS OVER BY-PASS ROAD  
SITE PLAN SCALE 1:1000

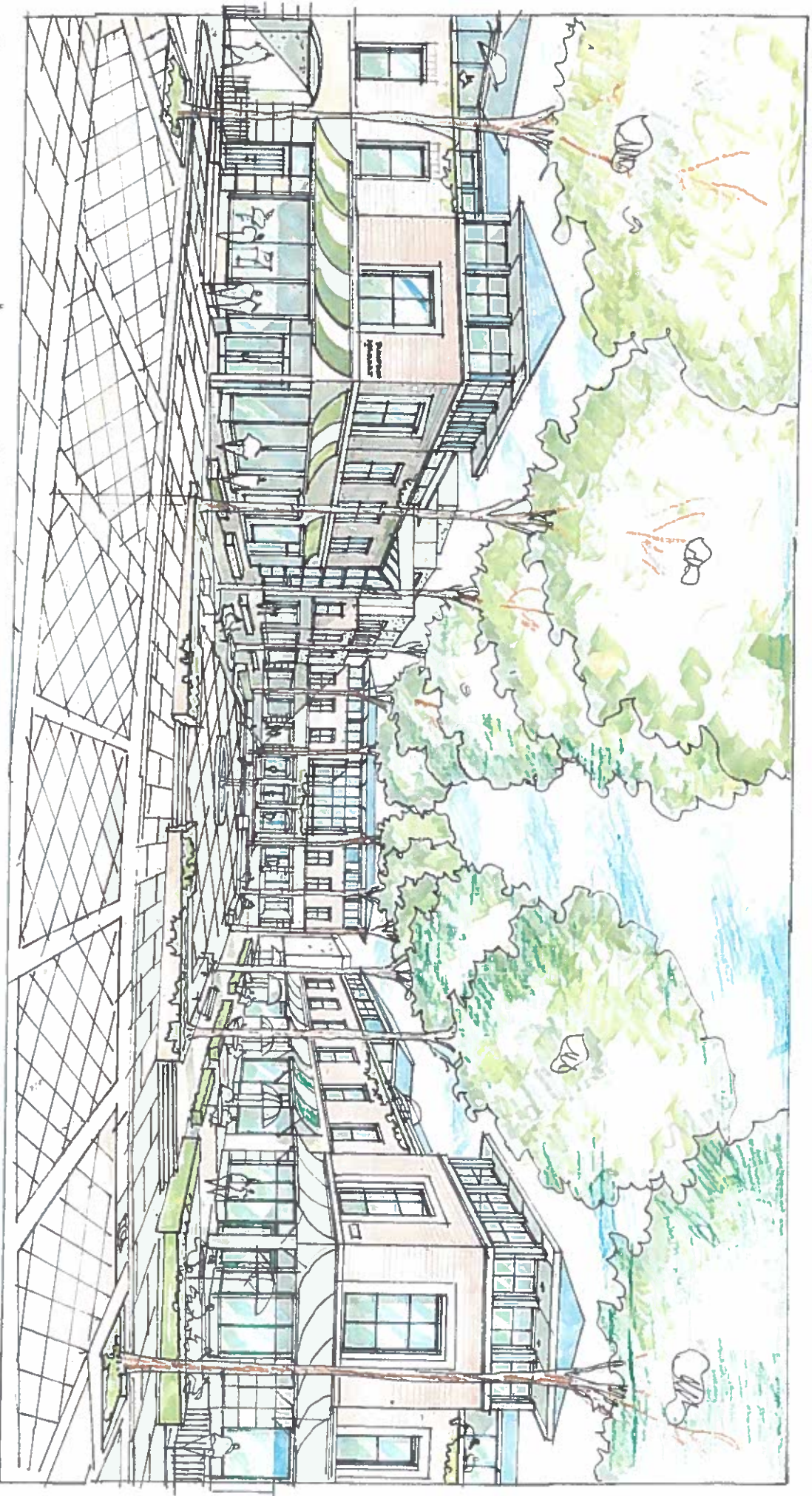
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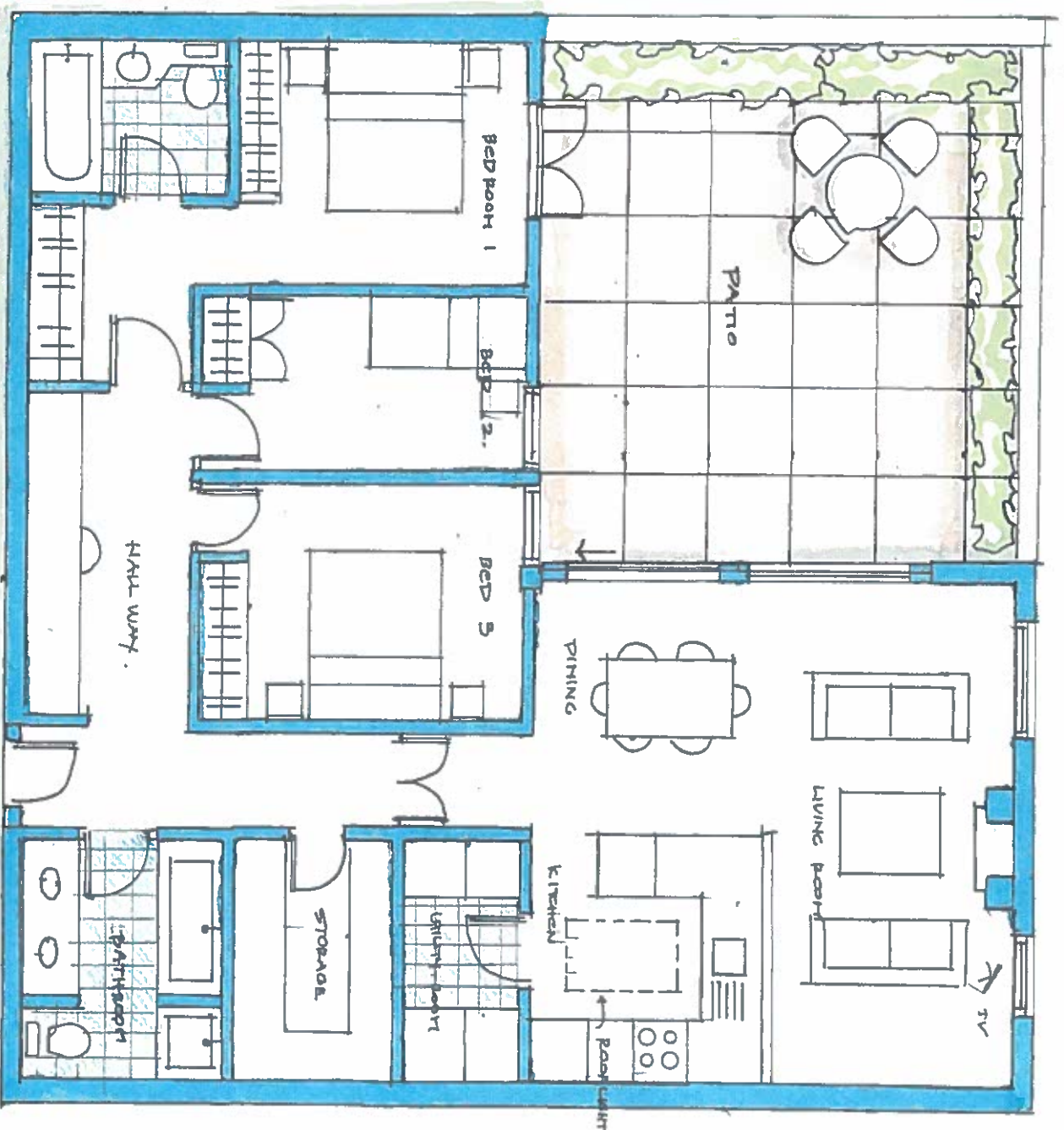


PERSPECTIVE VIEW OF PROPOSED IMAGINE DUNDURN MARKET SQUARE.

"IMAGINE DUNDURN"  
DRAWN BY EANNON REEDMAN B.A. 2004  
© REEDMAN & ASSOCIATES ARCHITECTS







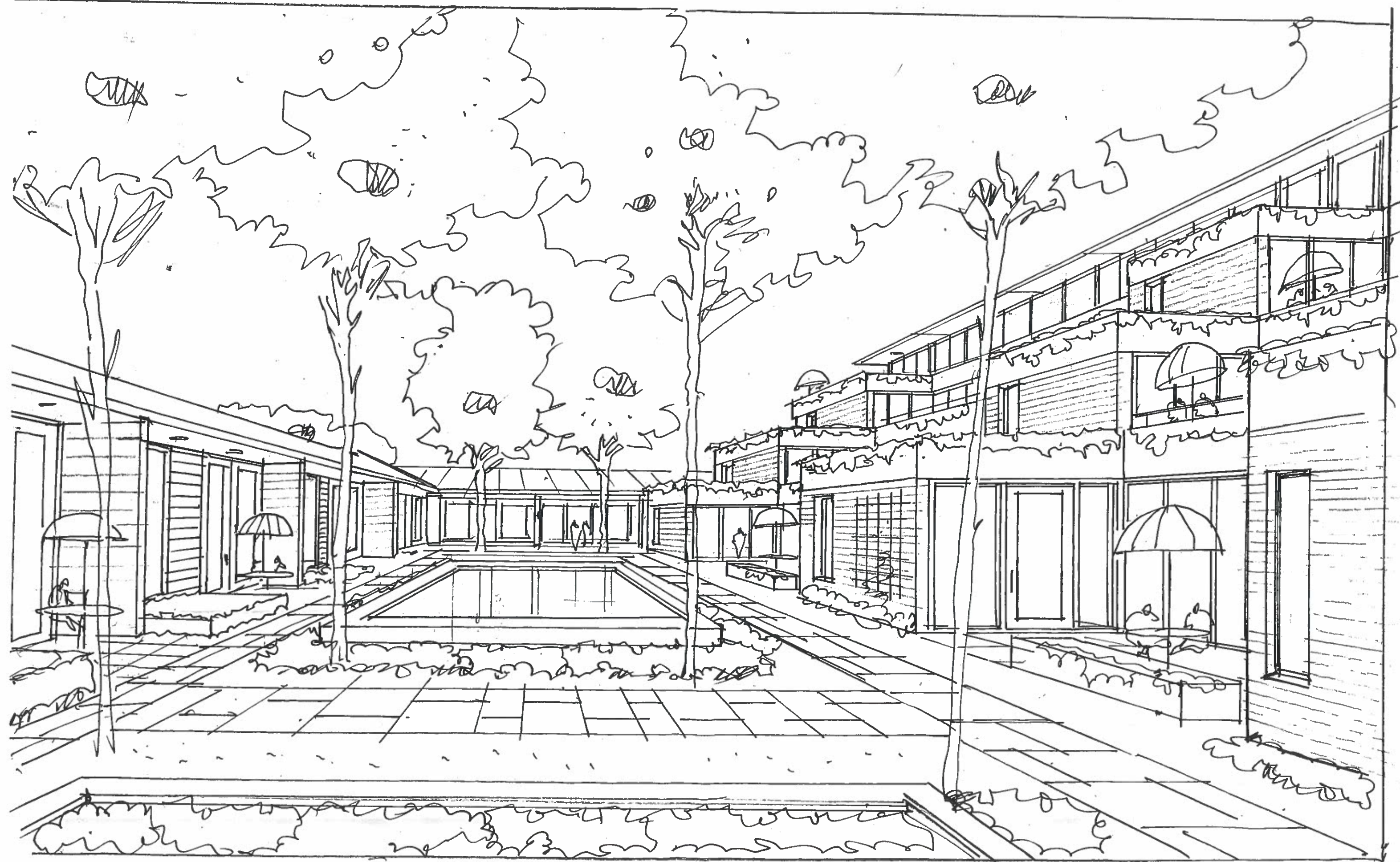
"IMAGINE DUNRAITH"

PROPOSED 3 BEDROOM PATIO  
DWELLING UNIT

FLOOR PLAN SCALE 1:50

0 1 2 3 4 5m

DRAWN BY E. BEGAN . B.M.C.H. HALL  
BEGAN & ASSOCIATES ARCHITECTS



PERSPECTIVE VIEW OF INTERNAL HOUSING COURT WITH SET BACK GREEN ROOFS.

"IMAGINE PUNDRUM"



19 DEC 2018

WISJ  
Joe DalyRECEIVED  
PLANNING DEPT

14/12/18

Re: Local Area Plan For Dandrum.

Dear Sir/Madam,

In relation to the above I would like to make the following observations;

- ① If the old shopping centre is to be rebuilt with an emphasis on more residential use I would be supportive of 'Imagine Dandrum'. ie that there should be mixed use/size, adequate storage, public space, good footpaths/cycle lanes. Also that the buildings should be tied back away from the main street
- ② Traffic Management: It is very important that there should be a proper plan in place during any construction so that existing businesses survive.
- ③ Proposed Transport hub: AT LEAS/BUS STOP/CROSSROAD  
This is a very busy junction for pedestrians and cyclists so traffic calming, good footpaths and cycle lanes are important.  
Also looking forward a supervised cycle parking facility would in time encourage more cyclists and reduce traffic and pollution

Best regards

David Tansley-Daly.

Ward Frank

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**From:** John O'Toole <John.OTOole@airfield.ie>  
**Sent:** 04 February 2019 16:46  
**To:** Planning Secretariat  
**Subject:** Airfield Estate

Dear Sirs,

I am conscious of the current Dundrum LAP which is at 'draft' stage, in which Airfield Estate is recognised for its heritage and tourism contributions within the county. Airfield Estate would welcome an opportunity to engage informally with the DLR Planning Department to outline our strategic direction and how as stakeholders this may be beneficial to the county, the local community and the wider tourism strategy.

I look forward to hearing from you in due course.

Regards,

John O'Toole  
Director of Operations and Sustainability  
Airfield Estate  
Overend Way  
Dundrum  
Dublin 14

d 01 9696646

e [john.otoole@airfield.ie](mailto:john.otoole@airfield.ie)

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