DUNDRUM VILLAGE STRATEGIC HOUSING DEVELOPMENT (SHD) // Main Street, DUNDRUM, DUBLIN 14

Dundrum Retail GP DAC (ACTING FOR AND ON BEHALF OF DUNDRUM RETAIL LIMITED PARTNERSHIP)

Design Statement

25 March / 2022

GRID architects

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GRID

Executive Summary

This document sets out the masterplan for the Stage 3 SHD application for the Dundrum Village Strategic Housing Development (Dundrum Village SHD).

The vision is to deliver a contemporary and vibrant place to live, underpinned by the re-establishment of the traditional shopping thoroughfare along Dundrum Main Street. By redeveloping the Dundrum Village Centre and the surrounding site, the scheme will re-establish the building line on Main Street, create new public spaces within and through the site, alongside a series of connected and landscaped courtyard developments.

The proposals provide:

- 881 dwellings that meet the Private Dwellings planning standards which generate 88,442m² of GFA;
- 4,458 m² of non-residential gross floor space including a replacement 2,028 m² GFA food store at the northern end of the site, a crèche and complementary commercial space along Main Street;
- Up to 373 car parking spaces, 55 of which will serve the non-residential (and the remainder which will serve the residential);
- New public realm along Dundrum Main Street and four new public spaces within the site totalling just over 5,300m²;
- A new public square at the southern end of the site that will consolidate the existing parish facilities at the Holy Cross church.
- Four landscaped courtyards providing a total of 3,603m² of external amenity space for residents use only;
- A pedestrian and cycle link bridge allowing a new east to west link between Main Street and Sweetmount Park;
- A mix of dwellings that meet the residential quality standards, compliment the existing local residential provision and meet the needs of the anticipated future population demographic - 38.1% 1 bedroom apartments, 52.6% 2 bedroom apartments and 9.3% 3 bedroom apartments and 1 studio apartment;
- New buildings on Main Street which are respectful to Dundrum's heritage and streetscape whilst complying with national planning policy;
- New high quality buildings along the Dundrum Bypass with a taller building on the northern corner; and
- Replacement of the existing vehicular site access point on Main Street with vehicular access for servicing and car parking for the development from the existing access point (and two new highways access points) on the Dundrum bypass.

Illustrative Concept of the Main Street site frontage around Glenville Terrace

Introduction

Purpose of this Document

This document describes the masterplan, presents the detailed design and proposed operation of the development and sets out the massing, architecture and landscape proposals.

Illustrative CGI of the top section of Point Block 1A

Response to ABP Opinion

ABP Opinion Item 2 - Architectural Design Approach

Further justification for the height strategy, integration with the wider area and specifically how transition occurs in terms of design, presentation, quality community and place making. A key issue at this location is the existing environment and specifically how transition occurs between the existing established development along Main Street and the Dundrum Bypass and the proposed development, cognisance being had that this development will be highly visible on approach from the surrounding area.

Response

The Design Statement (GRID) responds to this item. Refer to Section 03 Scale, Form and Massing.

The design statement includes further justification for the proposed heights and how the massing will integrate into the wider area. It demonstrates how transitions in building heights have been achieved and how a quality place will be created.

ABP Opinion Item 4 - Landscaping, Materials and Character

Further consideration/justification of the documents as they relate to the visual impact, materials and finishes to the proposed buildings and hard & soft landscaping. The further consideration / justification should address the character and identity and creation of inclusive people friendly neighbourhood, regard being had, inter alia, to the architectural treatment, landscaping, quality public and communal open spaces, pedestrian way finding and connectivity. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted.

Response

Refer to the Design Statement (GRID) which responds to this item. Refer to Section 04 Building Material and Finishes and to the Appendix: Urban Design Manual.

The development is split into two halves either side of the new public route which runs north to south through the site. Each half responds to its context in different ways.

The proposed built form along Main Street is respectful of Dundrum's heritage and improves its streetscapes, particularly Main Street which is one of the oldest streets in the area. The proposals have been developed following a detailed site analysis and response to the context and topography. They represent an improvement in the streetscape over the existing 1960's shopping centre and car parking.

The building forms and materials have been inspired by the character of the local area, its streets, parks, and heritage assets. By using recognisable materials and details from within the local area and the creation of complimentary distinctive marker buildings residents will be able to describe where they live. The integration of the design to its locality will help form attachments to the proposal, building a strong sense of community.

The design process has centred around creating a people friendly neighbourhood. Commercial uses and communal spaces will reactivate the site. New attractive landscaped pedestrian routes cross the site from north to south and from east to west improving the connectivity of the area.

The creation of external spaces that are safe, inviting, and pleasant to use will animate the site, drawing in a variety of people of all ages from both the local area and further afield. The proposal will enhance the western edge of Main Street and compliment the highways/landscape improvements already carried out by the local authority. Setting the buildings back from its the existing line allows the pavement to be widened. They will also be enhanced with new landscape opportunities that connect to the place making approach, with five routes into the site.

The new bridge will also provide a safe pedestrian and cycle connection to Sweetmount Park to the west across the Dundrum Bypass

Response to ABP Opinion

ABP Opinion Item 4 - Residential Design

Further consideration/justification of the documents as they relate to the quality of the proposed residential amenity. This consideration should have regard to, inter alia, the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual'); the 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities' in particular with regard to number of single aspect and north facing units, and daylight and sunlight access to internal habitable areas and in particular to communal courtyards. Shadow Impact Assessment of communal open spaces, private open space and public open spaces. The further consideration of this issue may require an amendment to the documents and/ or design proposals submitted relating, inter alia, to layout of the proposed development, improving the quality and providing extended hours of daylight and sunlight to the internal courtyards and to the public open space.

Response

Refer to the Housing Quality Assessment prepared by GRID which is included in the application and provides a detailed analysis of the quality of the residential apartments against the required standards.

A summary of consistency with the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020) is included in the Statements of Consistency and Material Contravention Report (BMA Planning). Refer also to Daylight and Shadow Impact Assessment [BDP]

In summary the percentage of dual aspect apartments easily exceeds the 50% minimum standard

There are no North facing apartments. 96% of internal rooms meet or exceed the daylight standards and those apartments that don't have been enhanced.

The four communal courtyards and public open spaces all exceed the standards for sunlight access and over shading.

Response to ABP Specific Information Request

Specific Information Item 2 - Architectural Design Statement

An updated Architectural Design Statement. The statement should include a justification for the proposed development, having regard to, inter alia, urban design considerations, visual impacts, site context, the locational attributes of the area, linkages through the site, pedestrian connections and national and local planning policy. The statement should specifically address finishes of the blocks, the design relationship between the individual blocks within the site, the relationship with adjoining development and the interface along the site boundaries, in particular to Main Street and the Dundrum Bypass The statement should be supported by contextual plans and contiguous elevations and sections.

Response

Refer to the Design Statement [GRID] submitted with this planning application. Refer to Section 03 Scale, Form and Massing.

This section of the design statement justifies the urban design and layout of the proposed development and considers the visual impact of the design in response to the site context, particularly to the locational character.

Specific Information Item 5 - Dundrum Town Centre Masterplan

An assessment on how the proposed scheme ties in with the expansion of the overall Dundrum village Centre and the Dundrum shopping centre. The subject site represents a redevelopment and expansion of Dundrum village centre. It is important that the proposed scheme should be highly visually and functionally connected to the village centre development to the south. There needs to be strong permeability within the scheme and into adjoining lands.

Response

Refer to the Design Statement [GRID] submitted with this planning application. Refer to Section 02 Site Layout Strategy.

This sets out how the proposals tie the village centre in with the existing Dundrum town centre. The report describes how the design has maximised the permeability through the site into the adjoining lands.

Specific Information Item 7 - Residential Amenity

A report that addresses issues of residential amenity (both existing residents of adjoining development and future occupants), specifically with regards to potential overlooking, overshadowing and overbearing. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjacent residential development.

Response

Refer to the Housing Quality Assessment [GRID] and Design Statement [GRID] submitted with this planning application. Refer to Section 03 Scale, Form and Massing.

The statement describes the external finishes of the buildings and illustrates the design relationship between the blocks within the site as well as the relationship with adjoining development along Main Street and across the Dundrum Bypass.

The submitted drawings include contextual plans and contiguous elevations and sections.

The Design Statement and Housing Quality Assessment (HQA) report present the high quality of residential amenity both within the development and for existing residents on adjoining developments. The Daylight and Shadow Impact Assessment [BDP] evaluates the potential overshadowing impacts associated with the proposed development.

Response to ABP Specific Information Request

Specific Information Item 6 - Housing Quality Assessment

A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments. It is important that the proposal meets and preferably exceeds the minimum standards in terms of dual aspect and proportion of apartment which exceed the floor area by 10%. In the interests of clarity clear delineation / colour coding of floor plans indicating which of the apartments are considered by the applicant as dual / single aspect and which apartments exceeds the floor area by 10%.

Response

Refer to the Housing Quality Assessment [GRID] submitted with this planning application which includes a detailed schedule demonstrating compliance with the relevant quantitative standards in the Apartment Guidelines.

We confirm that the proposal meets or exceeds the minimum standards in terms of dual aspect and meets the requirement to provide 50% of apartments which exceed the minimum apartment floor area by 10%.

The HQA includes colour coded floor plans indicating which of the apartments are considered by the applicant as dual / single aspect and which apartments exceed the floor area by 10%.

Response to queries from DLRCC

Comment: Conclusion Section 3 (Item 4)
The proposed development fails to take cognisance of the character of Main Street and fails to comply with SLO 150. Additional details are required in this regard, but an initial examination of the impact of the proposed development on Main Street would indicate that building height/ massing could be an issue.

Response

Refer to the Design Statement [GRID] submitted with this planning application which addresses the character and streetscape of the Main Street.

Chapter 01: Context / Site Analysis
Chapter 02: Site Layout Strategy
Chapter 03: Scale, Form and Massing
Chapter 04: Building Materials and Finishes
Chapter 05: Main Street

Comment: Conclusion Section 3 (Item 5)
As compared against the policies of both the County Development Plan and the Design Standards for New Apartments, there are concerns that the mix of residential units and the size and range of sizes of those units are not sufficiently diverse and large to attract and accommodate a wide range of residents.

Response

Refer to the Housing Quality Assessment [GRID] submitted with this planning application which includes a detailed schedule demonstrating compliance with the relevant quantitative standards in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities.

Comment: Conclusion Section 3 (Item 6)
It would appear that the position of the buildings and separation distances are not adequate to ensure that residential amenity of residents is not negatively impacted by undue overlooking

Response

Refer to the Housing Quality Assessment [GRID] Section 17 submitted with this planning application which demonstrating compliance with paragraph 3.41 and 3.35 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018'.

Comment: Conclusion Section 3 (Item 7)
The Applicant should further justify the provision of the public north-south route through the development and the need for same against the backdrop of, if successful attracting members of the public through the route and reducing footfall along Main Street thus hindering the regeneration of Main Street.

Response

Refer to the Design Statement [GRID] submitted with this planning application, the page reference below outlines how the north to south route is not intended to replicate or compete with Main Street.

Chapter 02: Site Layout Strategy, Justification of north to south route, page 47

Comment: Conclusion Section 3 (Item 8)
The Applicant should consider the design of the proposed spine route through the site and implement a number of amendments, as required to ensure that it is capable of providing a high quality environment capable of attracting members of the wider public and not only residents in the subject development.

Response

Refer to the Design Statement [GRID] submitted with this planning application which details the benefits of the north to south public route.

Chapter 02: Site Layout Strategy, Public realm and public routes, page 52; and

Refer to the Landscape Design Statement and Landscape Planning Drawings [NMP] submitted with this planning application.

Comment: Conclusion Section 3 (Item 9)
The Applicant should reconsider the location of the proposed public park to the south west of the site where opportunities for passive surveillance are very limited.

Response

Refer to the Landscape Design Statement and Landscape Planning Drawings [NMP] submitted with this planning application which provides a detailed response to the comments above.

Response to queries from DLRCC

Comment: Conclusion Section 3 (Item 11)
The Applicant is advised to reconsider the proposed height strategy, particularly along Main Street, with a view to ensure that it responds adequately with the existing environment at street scale as required by SPPR3 of the Urban Development and Building Heights 2018.

Response

Refer to the Design Statement [GRID] submitted with this planning application, which sets out how the proposed massing responds to the existing environment.

Chapter 03: Scale, Form and Massing, Building Height Guidelines Assessment Criteria / SPPR3, page 76-77

Comment: Conclusion Section 3 (Item 12)
The Applicant is requested to provide additional details demonstrating how the proposed development complies with the SPPRs set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines, 2020 including, inter alia, dual aspect and north facing units.

Response

Refer to the Housing Quality Assessment [GRID] submitted with this planning application which provides details of compliance with the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities. The following sections address the specific comments of dual aspect and north facing units.

Section 3: Dual Aspect Apartments
Section 4: North Facing Single Aspect Apartments

Comment: Conclusion Section 3 (Item 13)
The Applicant is advised to ensure that the proposed scheme incorporates variations in terms of design approaches and architectural expressions that respond to the receiving environment and ensure it is visually interesting and positively adds to the streetscape and character of the areas.

Response

Refer to the Design Statement [GRID] submitted with this planning application, which illustrates how the design responds to the local character and creates an interesting and positive streetscape.

Chapter 04: Building Materials and Finishes
Chapter 05: Main Street
Chapter 06: Bypass Blocks

Response to queries from DLRCC Architects Department (22nd October 2021)

Comment: Building Design to Main Street

It would be our opinion that the 4 blocks proposed along the main street due to the homogeneous height, massing, scale and repetitive nature of their finishes and fenestration would not offer sufficient variety in scale and form to respond to the scale or urban grain of the surrounding Main Street context. We do not feel the proposal delivers appropriately scaled visual interest. Although breaks are provided between the blocks. Image 10 (Main Street looking south) in the initial townscape views give an indication of how when viewed along the street the homogeneous nature of the blocks creates the effect of a monolithic face to the new development which overwhelms the existing streetscape.

We would have concerns that the large scale nature and repetitiveness of the shop frontages with their lack of variety and lack of human scaled detailing would not deliver a vibrant, suitably scaled or pedestrian focused streetscape

Response

Refer to the Design Statement [GRID] submitted with this planning application which outlines how the design responds to height, massing, scale, finishes, fenestration, visual interest, and the urban grain along Main Street to provide variety and interest at the human scale.

Chapter 01: Context / Site Analysis
Chapter 02: Site Layout Strategy
Chapter 03: Scale, Form and Massing
Chapter 04: Building Materials and Finishes
Chapter 05: Main Street

Refer to the EIAR Appendix 14A, Landscape and Visual Assessment [BMA] submitted with this planning application.

Comment: Building Design to Bypass

Although it is proposed to create breaks between the blocks and setbacks features within the blocks, it would be our opinion that the homogeneous nature for the finishes and proposed fenestration would lead to a monolithic face to the western face of the development when viewed from Sweetmount or when moving past the development along the bypass. The visual effect of the breaks and setbacks will be lost when the development is viewed from real viewpoints at ground level. Due to the significant length of the west edge of this development this effect would have quite an imposing impact on Sweetmount and the views from the west.

Response

Refer to the Design Statement [GRID] submitted with this planning application. The following chapters describe how the massing and scale is addressed along the Bypass with a variety of material details and colours within the facades to break down the elevations.

Chapter 01: Context / Site Analysis
Chapter 02: Site Layout Strategy
Chapter 03: Scale, Form and Massing
Chapter 04: Building Materials and Finishes
Chapter 06: Bypass Blocks

Refer to the EIAR Appendix 14A, Landscape and Visual Assessment [BMA] submitted with this planning application.

Comment: Block 1A

Block 1A is described as a point block with a vertical orientation to its design acting as a landmark structure at the northern end of the site. Limited information is provided at this stage, but the massing of the block indicated in the initial townscape views does not appear as a point block and appears to offer no discernible variation to the proposed massing along the western edge. Would have concerns regarding how a block of the massing shown transitions between 16 storeys and the scale of the main street and how it could respond to the main street context.

Response

Refer to the Design Statement [GRID] submitted with this planning application. The design of building A1 is illustrated in detail in the Design Statement and this addresses the issue of slenderness, variation, and transition.

Chapter 06: Bypass Block, page 134-138

Refer to the EIAR Appendix 14A, Landscape and Visual Assessment [BMA] submitted with this planning application.

Response to queries from DLRCC Architects Department (22nd October 2021)

Comment: Hierarchy of Public Spaces

A number of circulation routes are proposed through the development. With the exception of the east to west route the proposed bridge linking the Main street to Sweetmount these routes mainly serve the residential blocks and in the hierarchy of spaces around the development we would feel they are secondary to Main Street. It would be our opinion that allowing the surface treatments of these internal routes to encroach out onto Main Street confuses this hierarchy and projects on to these internal links an importance which is not appropriate.

In the interest of maintaining a cohesive appearance to the public realm along the Main street an upgrades of the footpath finishes, public lighting or street furniture would need to be agreed with the Local Authority to ensure a consistent appearance of the public realm throughout the village.

Response

Refer to the Landscape Design Statement and Landscape Planning Drawings [NMP] submitted with this planning application which detail the integration of the landscape surfaces within the development and along the western edge of Main Street.

Comment: Nature of the Public Space, Church Square

The development includes a proposal to provide a public open space called 'Church Square' in the south west corner of the site. It would be our opinion that this would not be an appropriate setting/location for a public space. We would feel the ambitions to deliver a primary public space as described would be compromised by the restricted access, limited permeability and low levels of passive surveillance. The space is bounded by only one truly activated building frontage. The other three sides are bounded by, the bypass and a service access route, a 5-meter-high wall to Ballinteer Road the rear boundary of the church which will have limited activation.

We would feel a successful primary public open space as described requires better connection with its surrounding and preferably the Main street, requires better accessibility and permeability and greater passive surveillance.

Response

Refer to the Landscape Design Statement and Landscape Planning Drawings [NMP] submitted with this planning application which provides a detailed response to the comments above.

Comment: Public realm, foot path levels

'Section no 3, section through the main street at Building 3C' shown of page 69 of the design statement give the impression that the ground floor of Block 3C is below the level of the street and the cross fall of the public footpath has been modified to accommodate this. In the interest of an active and vibrant street frontage it is our opinion the predominant ground level of the development along main street should follow the existing street level and manipulation of the foot path as suggested would not be acceptable.

Landscape Proposals Section 18 & Section 19 of drawing L1-803 indicate a zone along the base of the building with a more pronounced gradient noted as 'access'. Only limited details appear to be provided as to this feature at this stage, but we would have concerns that a zone of this nature could impact the street frontage and the ability to provide a vibrant and occupied urban street frontage as described on the proposals.

Response

Refer to the Landscape Design Statement and Landscape Planning Drawings [NMP] submitted with this planning application which provide updated details of the levels along Main Street.

Response to queries from DLRCC Architects Department (22nd October 2021)

Comment: Public realm, foot path Build outs

The landscape proposals show the inclusion into the scheme of the recently constructed footpath buildouts along Main Street and their transformation into large planted beds. We would note that these buildouts are subject to future change/ modification/ removal. It would be our opinion that providing large planted beds running along Main Street would compromised the vibrancy of Main street as they would act as a barrier and restrict pedestrians' movements across the street.

Response

Refer to the Landscape Design Statement [NMP] submitted with this planning application which provides a detailed specification and drawings of the footpaths and planters.

Comment: Sweetmount Bridge

In order not to compete with the large Luas bridge the developer is proposing to construct a low-profile bridge with lighting incorporated into the handrails. We would have concerns about the pedestrian experience of crossing this bridge particularly during darker periods when only the bridge deck would be lit and the person using the bridge is reliant on lighting from road lighting columns on the bypass for higher eye level lighting. Further information on the bridge design and a study of the pedestrian experience crossing the bridge is required.

Response

Refer to the Public Lighting Design Report (BDP) submitted with this planning application which outlines the external lighting design strategy.

Scope of SHD Application

Scope of SHD Application

This proposal is submitted for planning as a Section 4 application for Strategic Housing Developments (SHD) as defined under section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016.

It fulfils the criteria by virtue of :

1. Exceeding the minimum requirement to be a "development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses".
2. Not exceeding "the maximum of 4,500 sq. metres gross floor spaces for such other non-residential uses."

Residential Standards

It should be noted that all of the residential is designed to the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities March 2018' and the 'Urban Development and Building Heights (Guidelines for Planning Authorities December 2018)'.

Site Area		3.53 hectares*
Site Coverage		33.0%
No. of Apartments		881
Dwelling Mix:	Studios	1 / 0.0%
	1beds	335 / 38.1%
	2beds	463 / 52.6%
	3beds	82 / 9.3%
Total GFA		88,442.0 m²
Residential GFA		83,983.3m²
Non-Residential GFA*		4,458.7 m²
Proportion of Non-Residential		5.0%
Non GFA (LGF parking)		10,861.7m²
Building Heights (Main St)		4-5 storeys
Building Heights (Bypass)		8-9 (& part 11) storeys 16 storeys to Sweetmount Park
Residential Car Parking		318 / 0.361 ratio
Non-Residential Car Parking		55
No. of Bicycle parking spaces		1,750
Dual Aspect		60.0%

* Non residential Gross Floor Area (GFA) includes:
All retail, cafe/restaurant and Back of House (B.o.H) areas, food store loading bay, commercial plant space and Crèche.

01 Context / Site Analysis

Site Location

The site is located in Dundrum, a prosperous residential suburb of Dublin, within Dún Laoghaire–Rathdown County Council (DLRCC) administrative area. Dublin city centre is 23 minutes away from Dundrum via the LUAS Line.

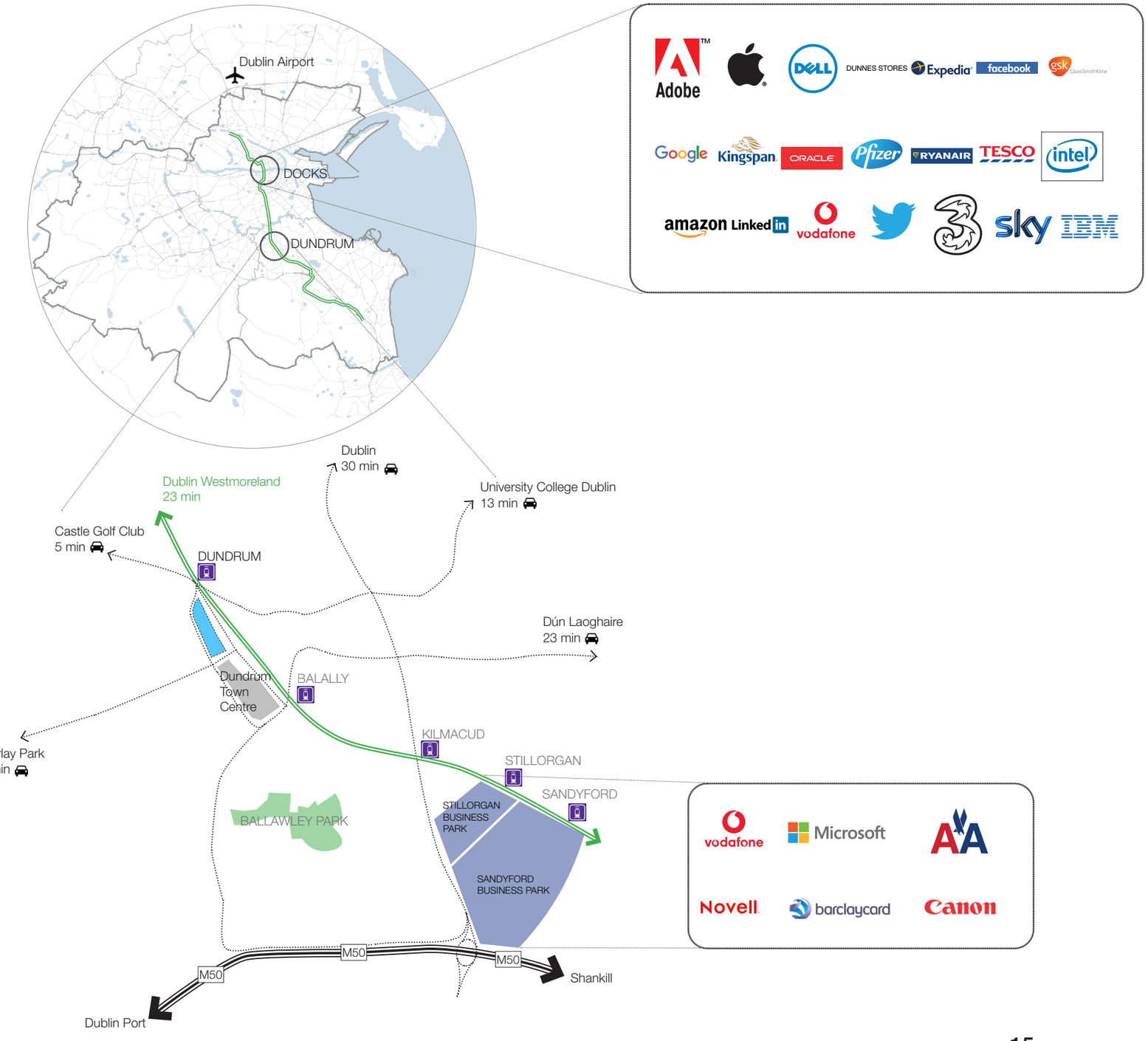
The LUAS line has transformed the connectivity of Dundrum with the centre of the city and with the Sandyford/ Leopardstown and Cherrywood employment hubs. The LUAS provides sustainable urban transport between the traditional residential suburbs and centres of employment.

The site is bounded by Main Street to the north and East, Dundrum By-pass to the West and Ballinteer Road/ Dundrum Town Centre to the south. The old Dundrum Shopping Centre (anchored by Lidl) and the surrounding surface car parking makes up the majority of the site.

Dundrum Town Centre (opened in 2005) to the south of the site across Ballinteer Road, is Ireland's largest shopping centre and attracts footfall of 18 million people annually. It provides headquarters office buildings alongside suburban office suites, a mix of enclosed and outward facing retail, food and beverage, and leisure accommodation together with significant public realm.

Planning was granted above the red car park podium for a block of 107 residential apartments in December 2019 and this scheme is at pre-construction and tender stage.

Dun Laoghaire Rathdown County Council (DLRCC) offices and civic facilities are located across the road to the north east and north west of the Dundrum Village SHD site.



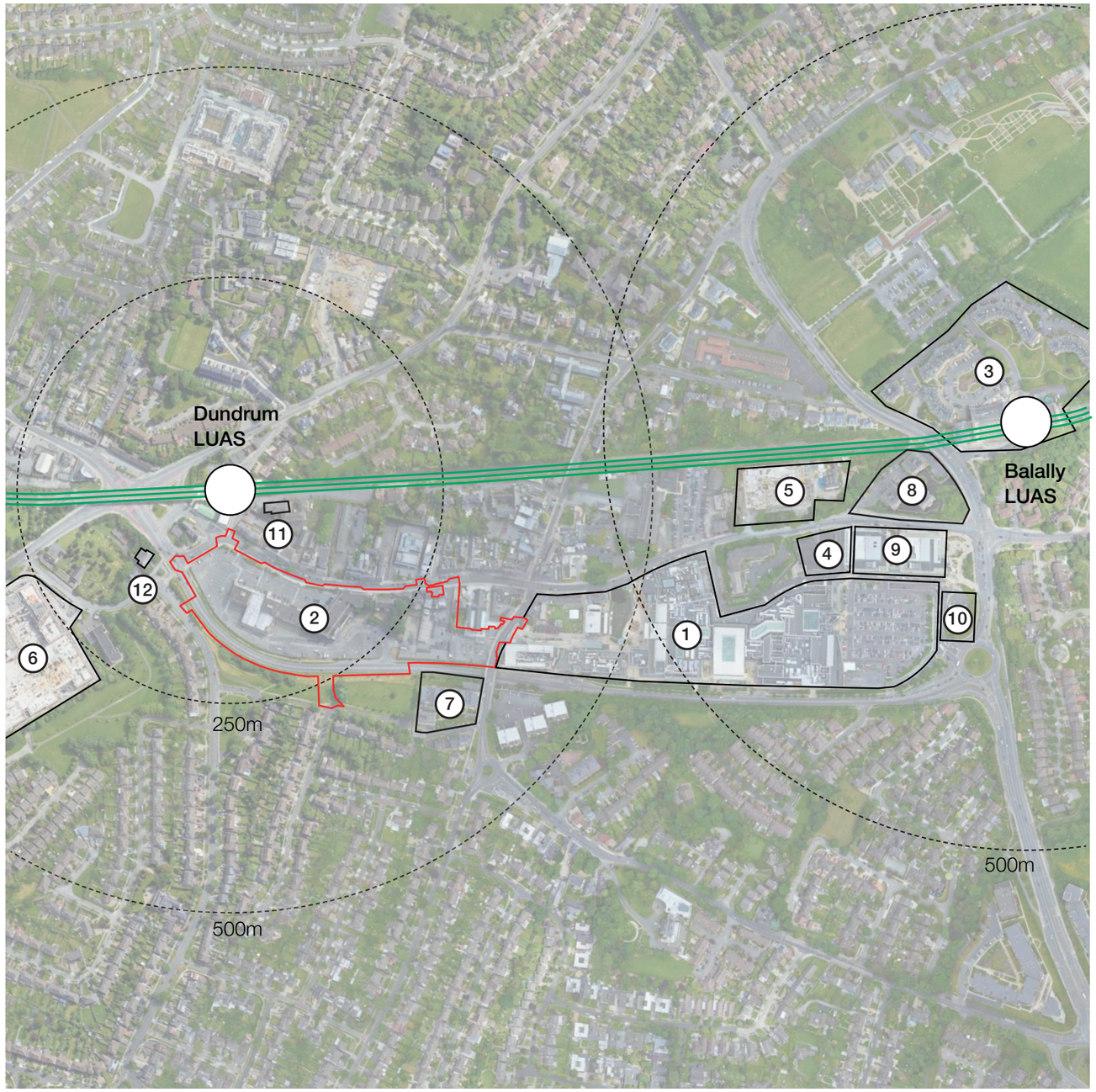
01 CONTEXT / SITE ANALYSIS

Wider Context

Dundrum is a suburb of Dublin and is located within Dún Laoghaire Rathdown County Council (DLRCC) administrative area. The town centre is designated as a "Major Town Centre", one of two in DLR and second only in importance to Dublin City Centre. Alongside Dún Laoghaire, Dundrum (between the bypass and the LUAS Green Line) performs an important commercial and civic function within DLR and the wider (regional) hinterland.

There is a strong precedent in local planning applications for significantly denser development than the historic context, particularly in proximity to the LUAS line stations. There is also a precedent for mixed use retail/office and residential.

1. **Dundrum Town Centre Phase 1 -** Opened in 2005 Dundrum Town Centre is Ireland's largest shopping centre.
2. **Dundrum Town Centre Phase 2 Retail Application -** There was a permission on the site dating from 2008 for a retail focused scheme of around 7 storeys across the site.
3. **Rockfield Central -** The mixed use Rockfield Central development sits around the LUAS line Bellaly station, the other point of arrival for Dundrum Town Centre. The development is up to 8 storeys and was competed in 2004.
4. **Building 5 -** Planning was granted in 2019 for a 7-9 storey residential building next to Dundrum Town Centre.
5. **Herbert Hill -** A 90 dwelling, 8 storey residential scheme completed in 2019.
6. **Fernbank -** A 5 storey luxury residential scheme completed in 2020.
7. **Dundrum View -** A residential scheme completed in 2008 (5-7 storeys)
8. **Riversdale Apartments -** A residential development completed in 2004 of 7 storey high blocks
9. **Buildings B3 and B4 -** Office development of circa 6-7 storeys (equivalent residential)
10. **Certa Petrol Station**
11. **DLRCC Dundrum Offices**
12. **Dundrum Library**



Planning Context Aerial Plan

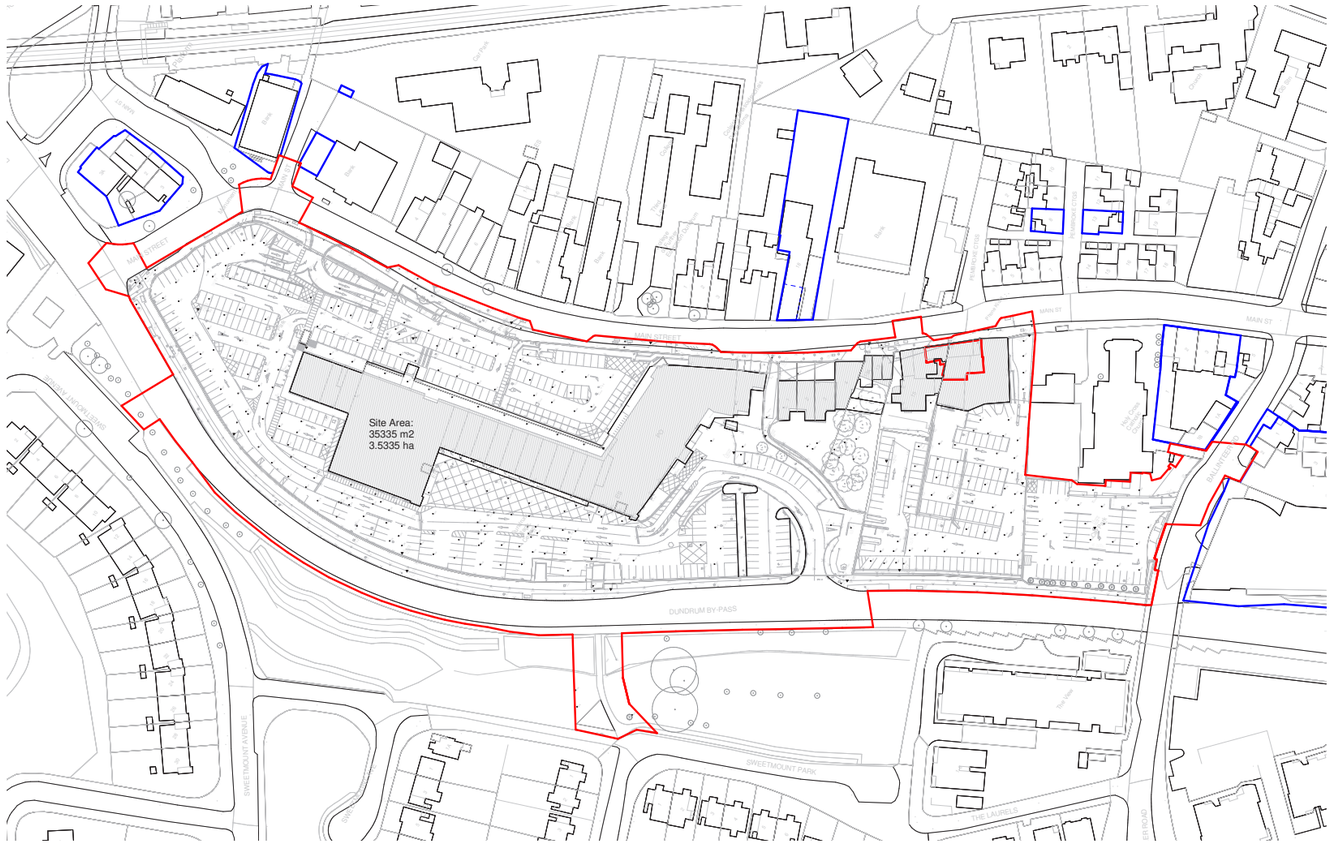
The Site

The site is located in Dundrum and sits between Main Street to the east and the Bypass to the west. To the north are the Waldermar Terraces, Usher House and the Dundrum LUAS station. At the southern end is Holy Cross Church, the Parochial House, Maher's Terrace and the Dom Marmion Bridge.

The application site is 3.53 ha and comprises of the Old Dundrum Shopping Centre and car park along with a number of properties on Main Street.

All existing structures on the site are to be demolished, with the exception of:

- No. 1-3 Glenville Terrace (except the returns, which require demolition due to structural instability)
- Neither No. 16/17 Main Street; nor
- No. 11 Main Street are not included within the overall application site (red line boundary)



Existing Site Plan

Site Application Boundary

Adjoining Land Under Applicant's Ownership / Control

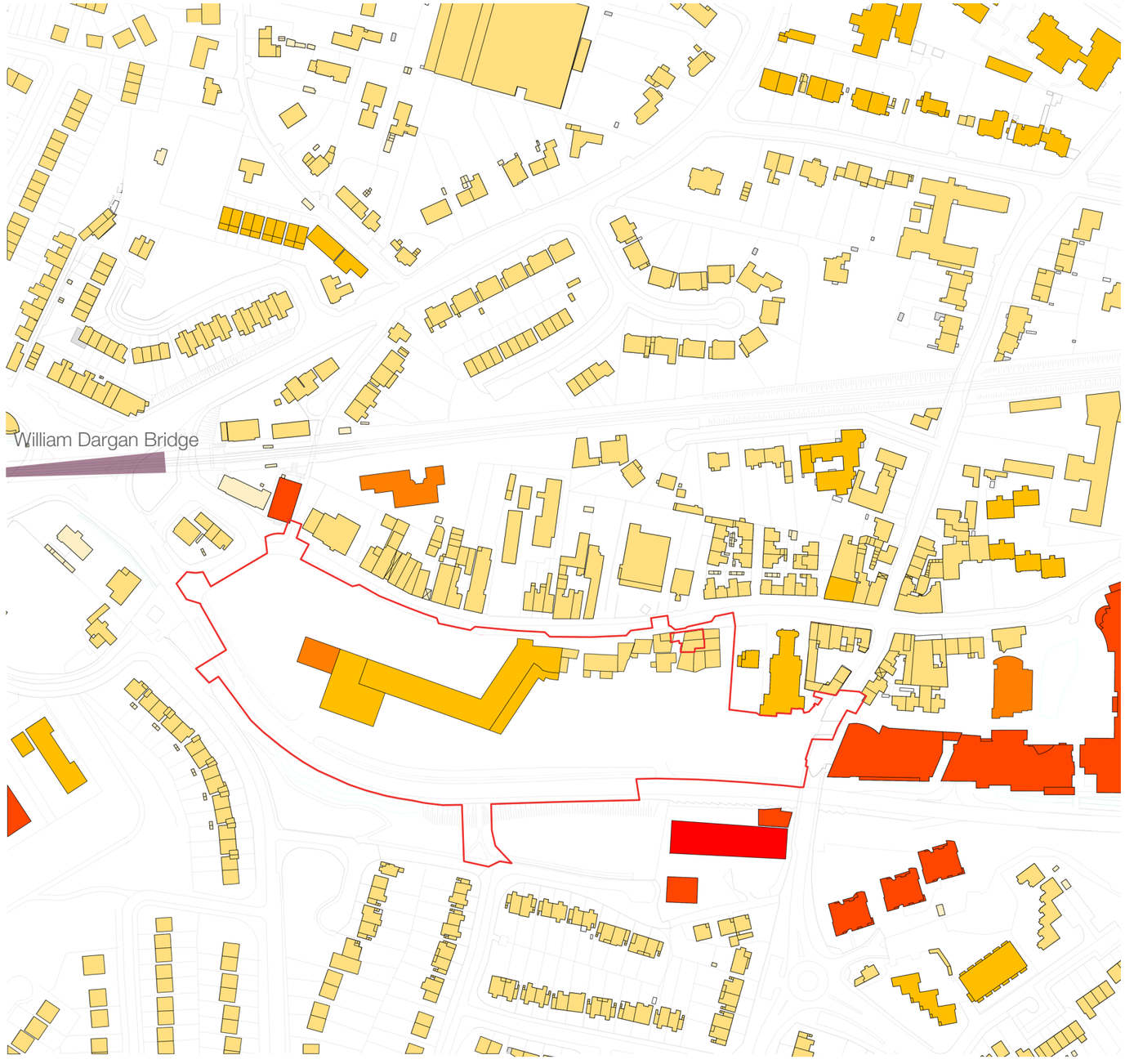
Building Heights

The immediate context along Main Street is largely low rise (2-3 storeys). New development such as Dundrum Town Centre to the south is around 5-6 (equivalent residential) storeys high.

To the north the William Dargan Bridge forms the tallest and most recognisable landmark at 50m (equivalent to around 16 storeys)

To the west of the site the Dundrum bypass and adjacent Sweetmount Park provide a significant separation between the low rise housing and the site.

Immediately to the west of the southern end of the site is Dundrum view, a development of 5-7 storeys, the ground level of which is 2-3 storeys above the Bypass.



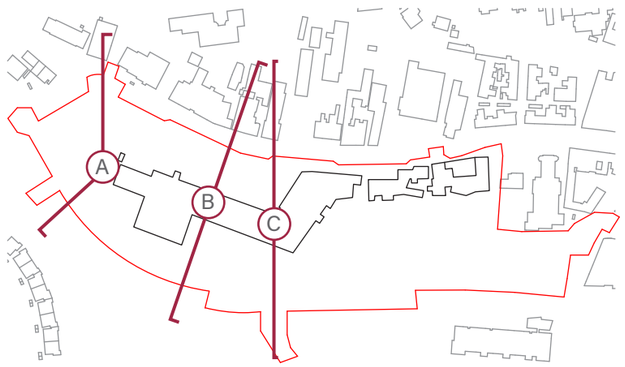
Building Heights Plan

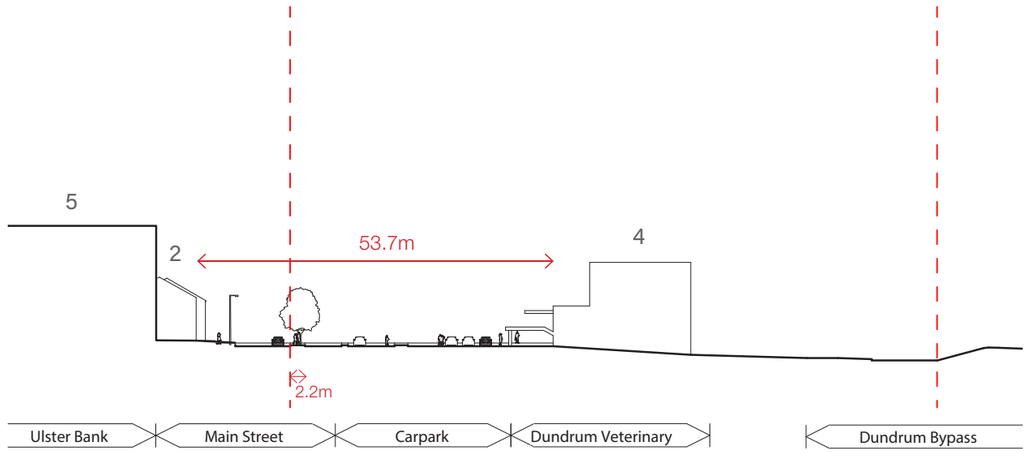
Existing Sections

The eastern side of the site consists of buildings between 1 to 5 storeys in height with varying architectural styles. The streetscape has varying boundaries with no clearly defined edge which creates a pavement width 3 to 6.5m

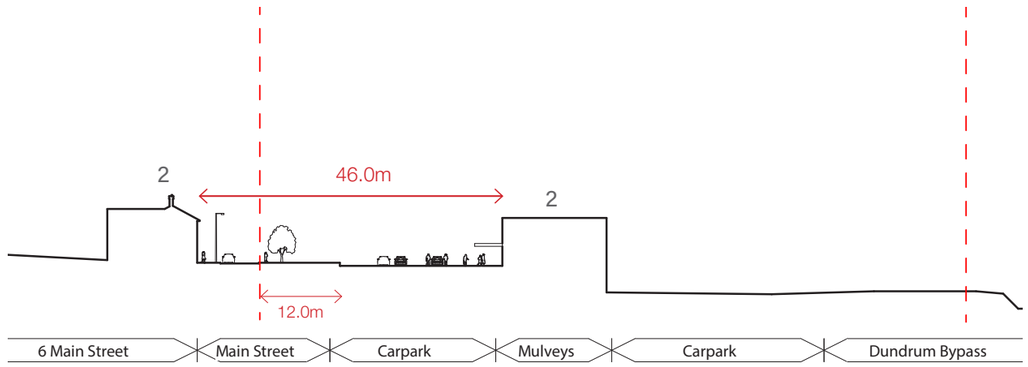
The western side of Main Street is made up of a series of retail units set back from the pavement by at grade car parking. The retail units connect to a larger Lidl store which is the focus of the site. At the rear of the retail units is additional car parking connecting to the Dundrum Bypass which also acts as a service route for deliveries.

Section Site Boundary Lines

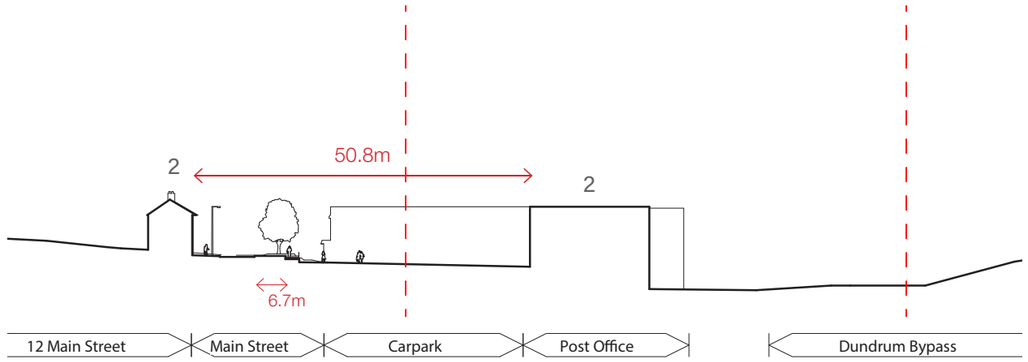




A - Section Through Main Street



B - Section Through Main Street

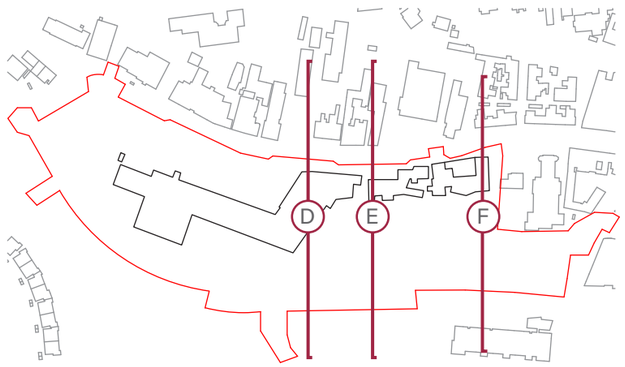


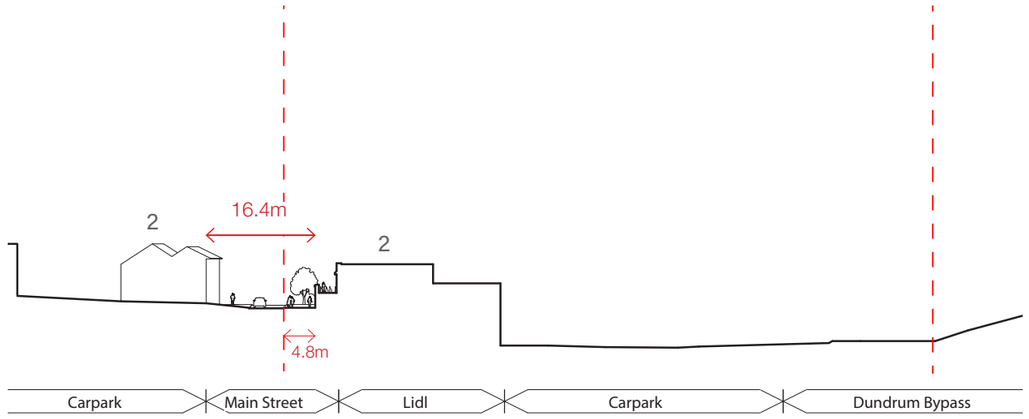
C - Section Through Main Street

Existing Sections

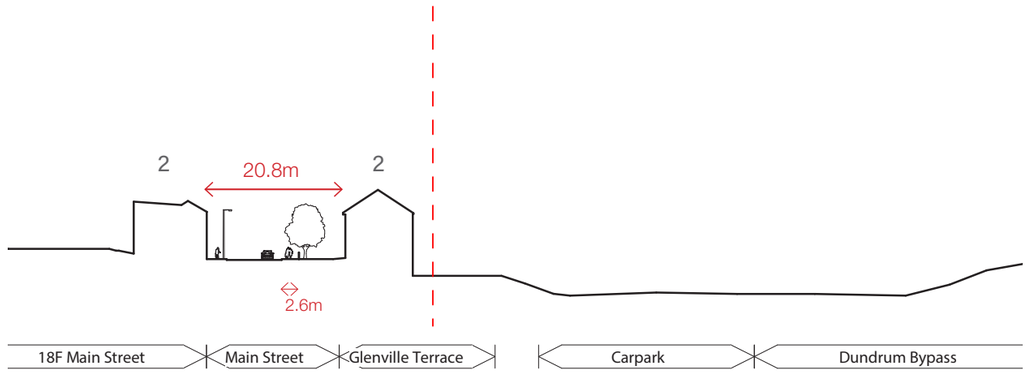
Behind Glenville Terrace and the southern retail units along the western side of Main Street there is additional car parking. This is connected via a service ramp adjacent to the Parochial House and from the service route/ rear car park entrance off the Bypass. This second car park area (known as the blue car park) extends behind Holy Cross Church and is connected to Dundrum Town Centre via a barrier controlled car park and pedestrian route under Dom Marmion Bridge.

Section Site Boundary Lines

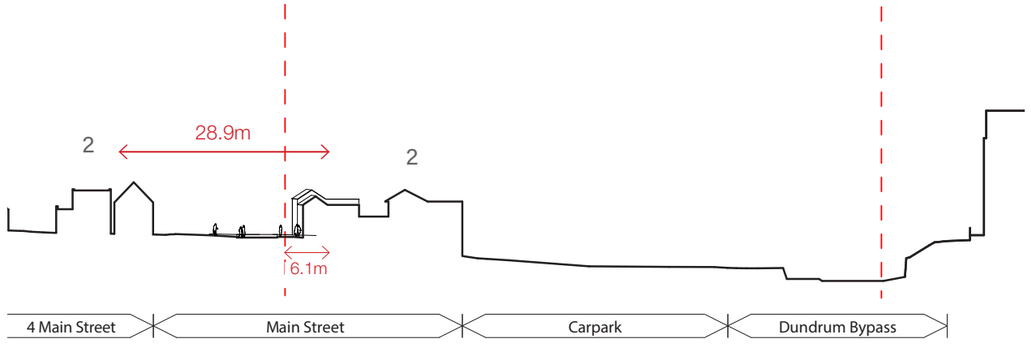




D - Section Through Main Street



E - Section Through Main Street



F - Section Through Main Street

Public Transport

The site benefits from excellent public transport links (bus and light rail). The LUAS Green Line stop of Dundrum is a 1 minute walk from the northern end of the site whilst the Ballally stop is a 10 minute walk from the southern end of the site.

The LUAS line connects to central Dublin with a travel time of 23 minutes. Services have a frequency of 4-5 minutes at weekday rush hour, 7 minutes on Saturdays and 12 minutes on Sundays. It is due to receive capacity enhancements with plans to upgrade part of the Luas green line to a metro line in the medium term (National Transport Authority).

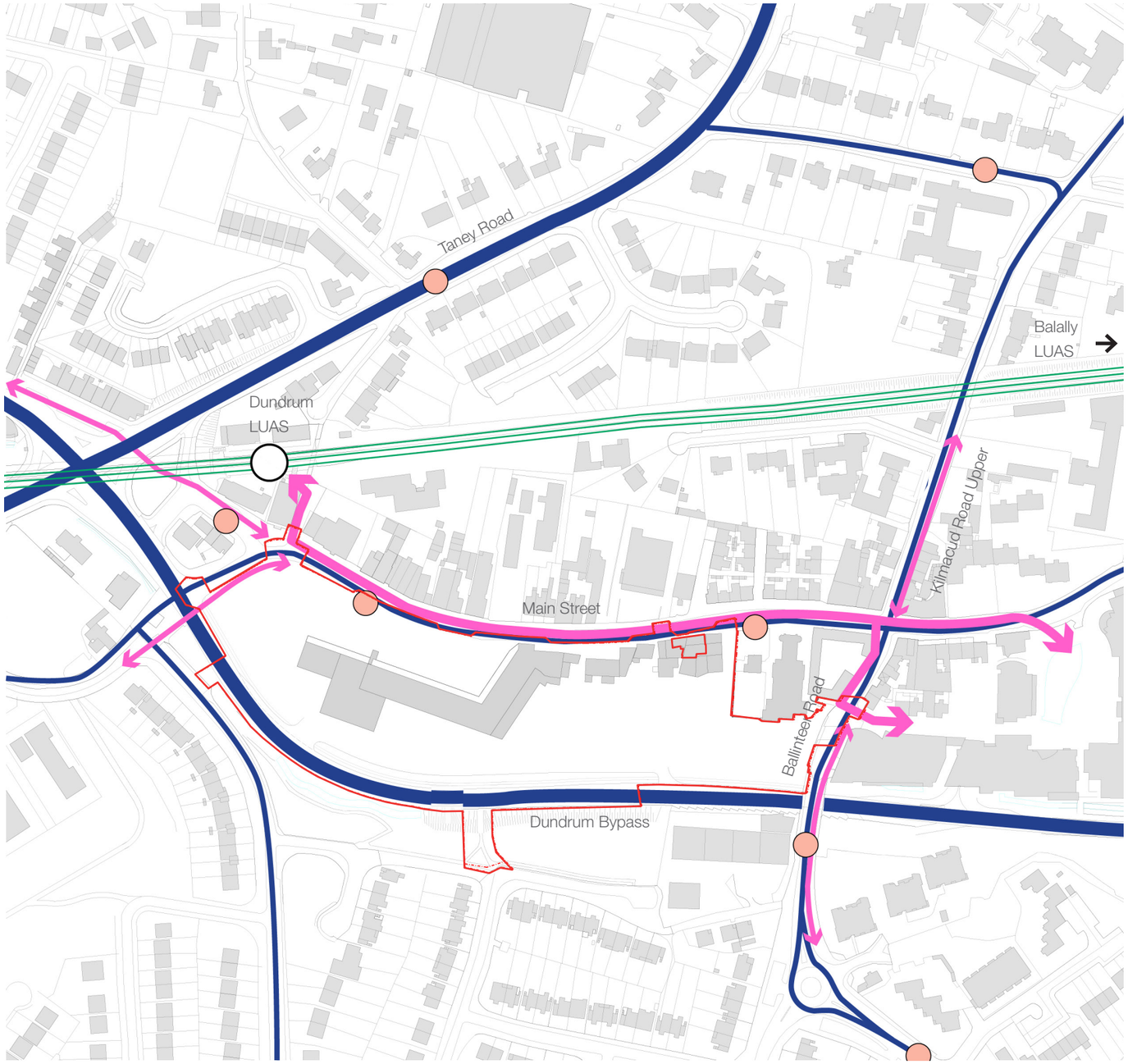
The site is well served by multiple bus routes connecting to other local centres such as Ballinteer, Marlay Park, Rathfarnham and UCD (Refer to the Transport Assessment for further details). The northern end of Main Street in front of Waldemar Terrace is the major bus terminus for the area. BusConnects will be providing new bus services to Dundrum which are likely to connect with the proposed bus interchange facility close to the development site.

Vehicular Movement

The site is bound in all directions by local roads/streets. To the north and east, the site is bound by the one-way Main Street. To the west by the more urban and wider two-way Dundrum Bypass. To the south by Ballinteer Road which is a distributor road which routes between Dundrum and the M50 motorway (approximately 2km south of the development). The site is in a sustainable urban location, adjacent to a 3,500+ shopping centre car park and as such would support lower levels of car parking provision.

Pedestrian

Dundrum Town Centre and the Village Centre form important neighbourhood shopping functions whilst also attracting visitors from well beyond the immediate area many of whom arrive by public transport. For this reason, the route between the LUAS line station and Dundrum Town Centre is the principal pedestrian thoroughfare in the area. The local authority has recently made improvements to the pedestrian environment on Main Street.



Movement Plan

Vehicular Route
Pedestrian Movement
Tram Line & station
Bus Stop

Site Access

Vehicle Access

(A) Parking is accessed from the Bypass to the west of the site.

(B) The entry point on Main Street is the primary access to the Village Centre and Supermarket

(C) The road beside the Parochial House provides secondary access from Main Street to the site via a steep ramp.

(D) A road at low level under Ballinteer Road is occasionally used by the Dundrum Town Centre to divert traffic flow to the 'blue car park' at the rear of the church during peak periods.

(E) **Pedestrian Access**
Pedestrian access to the northern part of the site is restricted to the vehicle access point (B) and this break in the retaining wall.

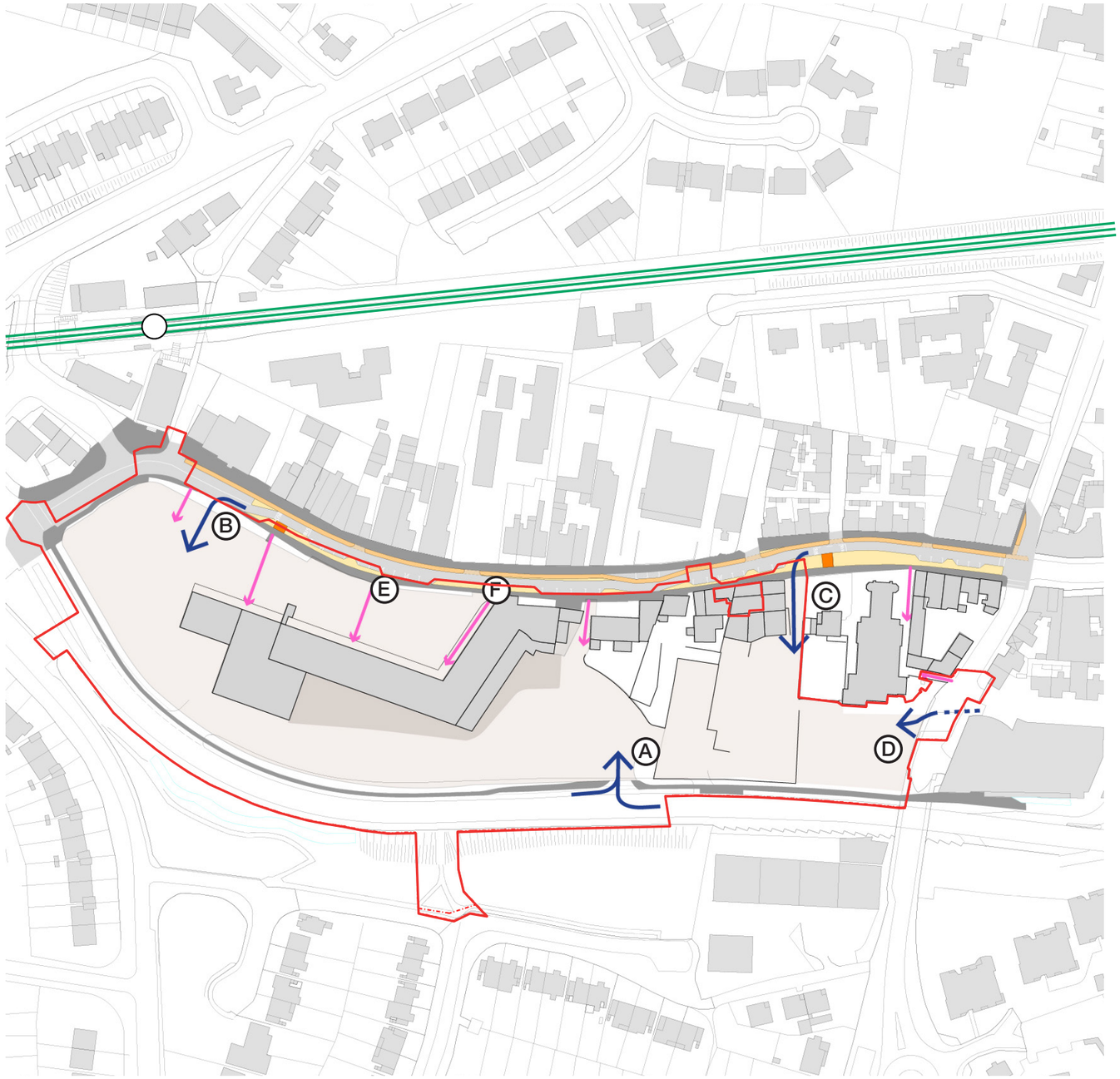
(F) From the pedestrian crossing southwards the rest of the site is fully accessible from Main Street.

Cycling Access
Cycle infrastructure is piecemeal and lacks clarity. All of the existing entry/exit points currently serve cyclists.

Main Street upgrade Works 2020
Additional pavement widths and cycle routes have been provided along Main Street. This creates a one-way system northbound with a contraflow cycle path to the Village Centre from the Bypass only.

Wider upgrade Works
Ballinteer Road two with a left turn only junction (north bound) onto Main St at Dundrum Cross. Upper Kilmacud Road is one way only (west bound) at Dundrum Cross with a right turn (north bound access) to Main St and a straight over (west bound) access to Ballinteer Rd. This allows for a contra flow cycle route at this junction.

- Carriageway
- Bus Stop Build Out
- Pedestrian Space
- Existing Footpath
- Vehicle Access to site
- Pedestrian Access to site



Site Access Plan

Site Features

1. Dundrum Village Centre building dominates the existing site. It is a dated modernist shopping block surrounded by at-grade car parking creating a low quality pedestrian environment.

2. Maher's Terrace to the south east corner of the urban block also makes a positive contribution but is beyond the scope of the proposed development.

3. 1-3 Glenville Terrace is a run of three terraced houses halfway along Main Street and makes a positive contribution to the streetscape.

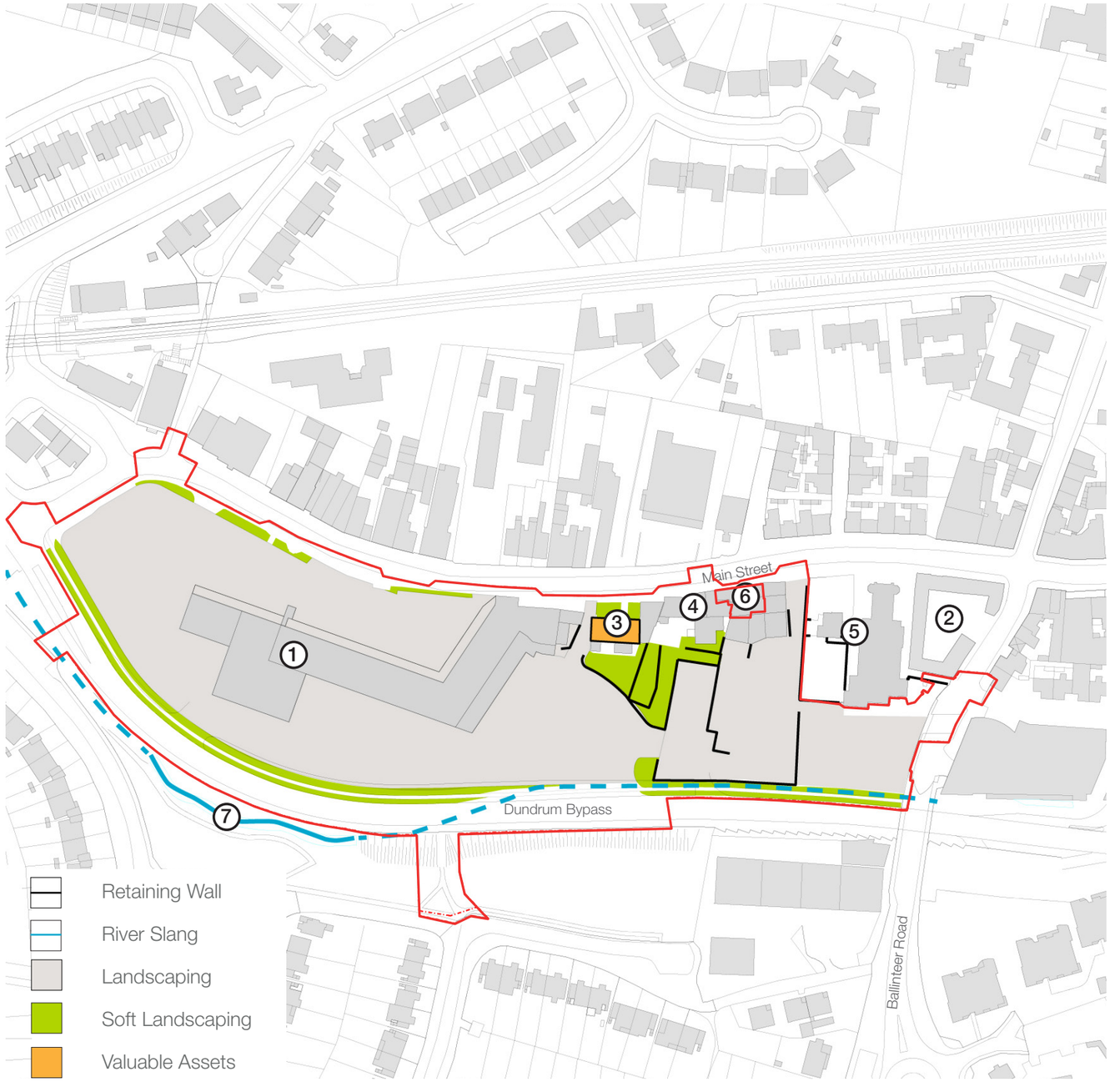
4. The other buildings along the west side of Main Street are of mixed quality with limited contribution to the streetscape.

5. The Holy Cross Church (protected structure) and Parochial House (proposed protected structure) are attractive buildings which positively contribute towards the character of the area.

6. Mulvey's Pharmacy and Lisney Estate Agents sit outside the site and whilst we have included their potential future development within our masterplan they do not form part of this application nor do they form part of the applicant's development proposals.

7. The River Slang, also known as the Dundrum Slang or Dundrum River is a tributary of the River Dodder that runs adjacent to the site.

Landscape
There is limited soft landscaping on the site and it's sporadic nature offers nothing in terms of public value.



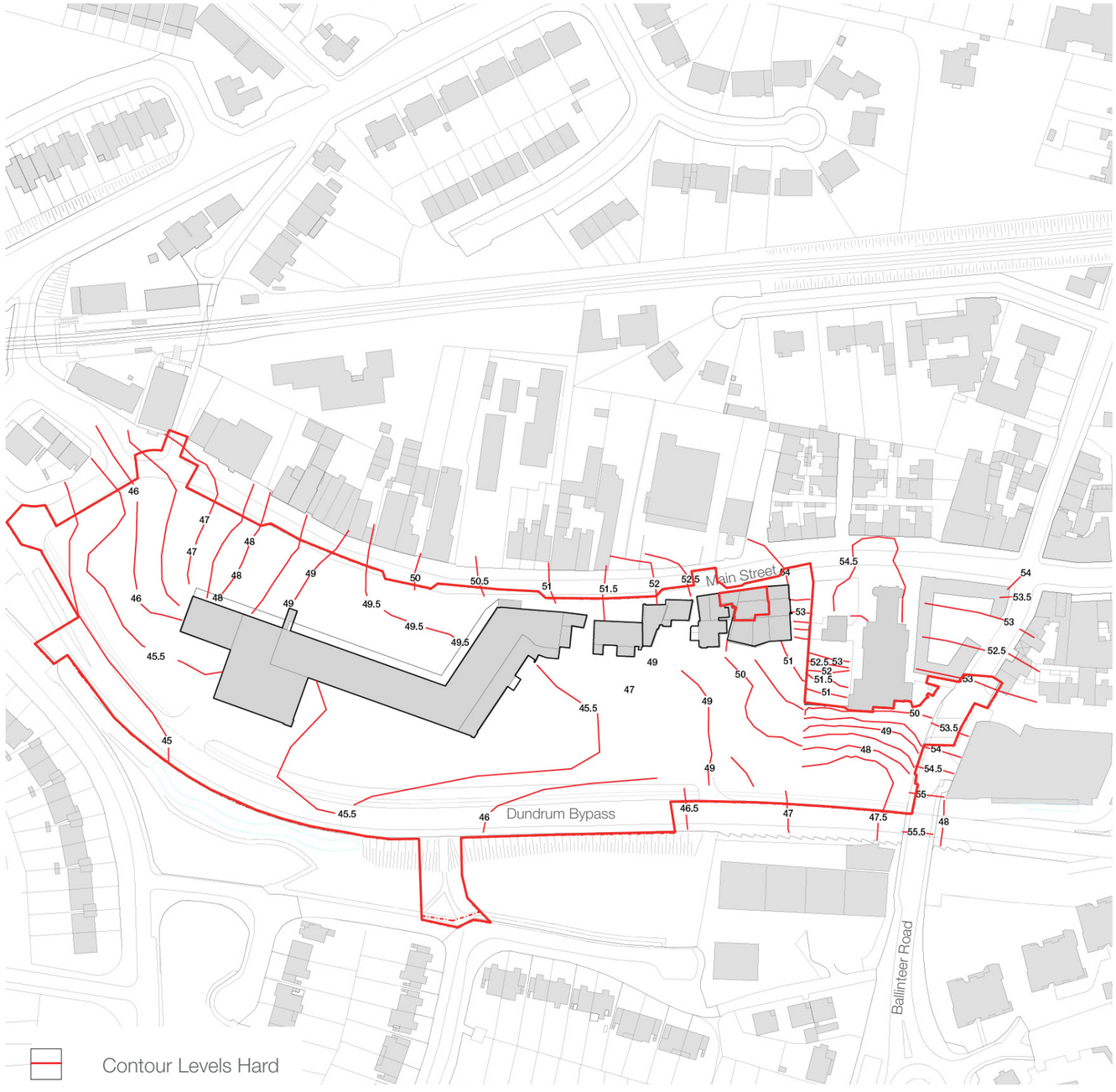
Site Features Plan

Topography

Topography
The site sits on the eastern slopes of the valley of the River Slang, which broadly follows the line of the Bypass on the western side of the site.

The site is relatively flat along the western edge along the Bypass but rises significantly from around +45m at the north west corner to +54m at the southeast corner. There are retaining walls across the site creating a series of steps in the ground levels.

The land rises to Sweetmount Park on the western side of the Bypass.

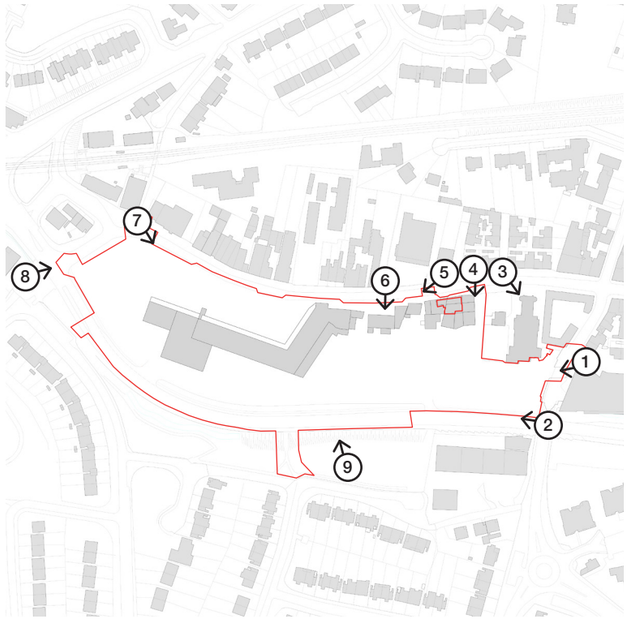


Topography Plan

The Existing Site

The existing site is largely of low architectural value with the exception of 1-3 Glenville Terrace (Refer to the Cultural Heritage chapter of the EIAR for more details). The site is adjacent to some attractive and sensitive assets such as the Holy Cross Church and the adjacent Parochial House.

The bypass side of the site presents an unattractive back-land area dominated by car parking. This currently presents an uninviting entry point to Dundrum.



(1) Holy Cross Church from Dundrum town centre

(2) Site from Dom Marmion Bridge

(3) Maher's Terrace and Holy Cross Church

(4) Existing road down into site from Main Street

(5) Main Street looking north

(6) 1-3 Glenville Terrace on Main Street

(7) South up Main Street (near Dundrum Station) looking south

(8) Approach to the site from Dundrum Library

(9) Site from Sweetmount Park across the Bypass

Pattern and Scale of Main Street

The pattern and scale of Main Street today is not what it was when most of the buildings were constructed. It is not a successful village high street anymore, in fact for most of the length of the site it fails as a piece of urban design with:

- Areas dominated by surface car parking;
- Buildings which don't define the street edge;
- Low quality buildings such as the old shopping centre;
- Buildings which have remained vacant for many years; and
- Narrow pavements and a lack of street greenery.

There is a fundamental hierarchy inherent in the transport infrastructure found in this part of Dundrum. Main Street acts as a high street with:

- A pedestrian focus;
- Activity on both sides;
- Slow moving vehicle speeds;
- Following strong pedestrian desire lines;
- Good public transport nodes;
- New bicycle infrastructure; and
- Opportunities for pedestrians.

The Bypass is designed as a vehicle bypass to Main Street and thus has a very different character with:

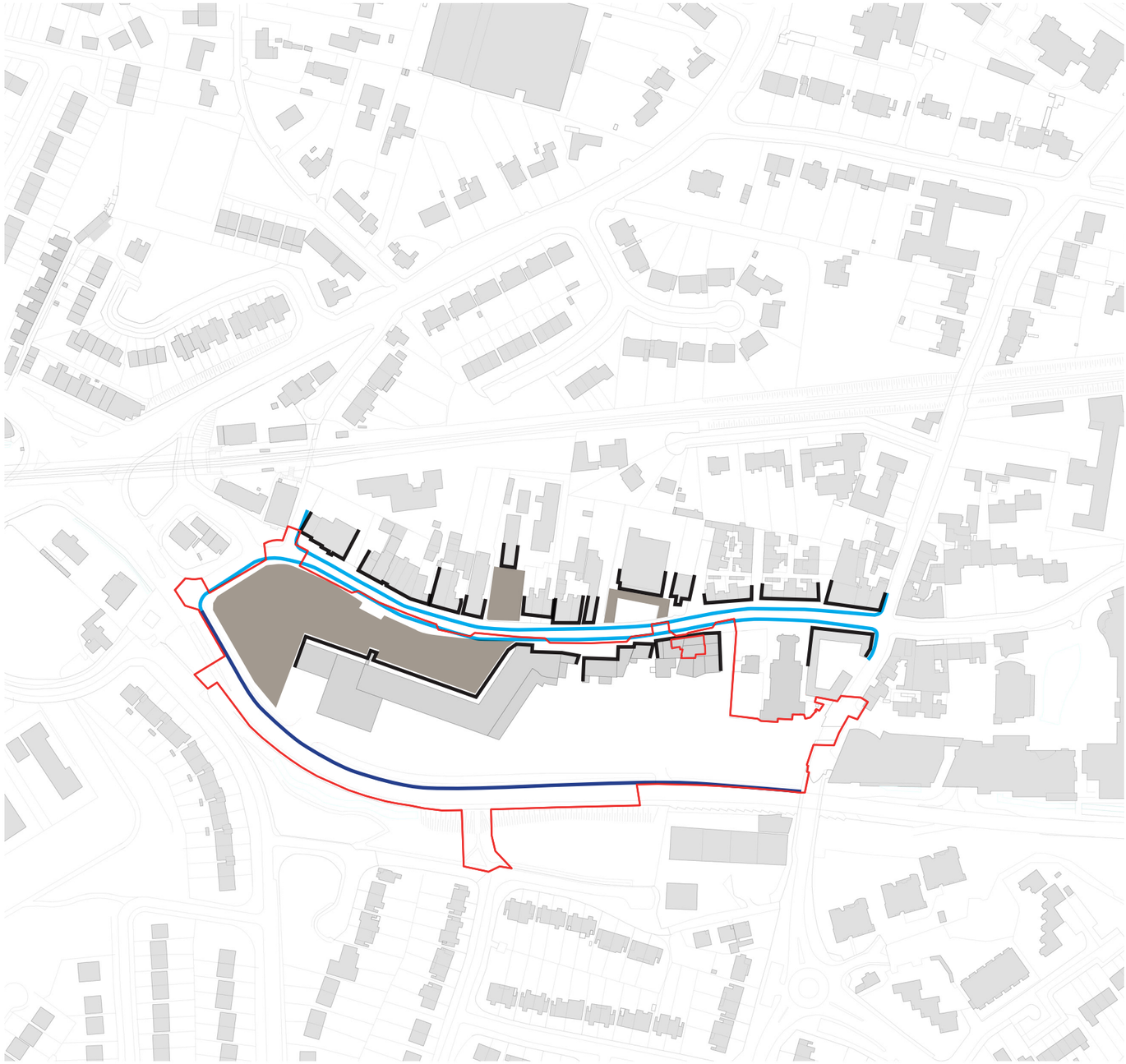
- An entirely vehicle focus;
- No activity on either side;
- Fast moving vehicle speeds;
- A very weak pedestrian desire line;
- Poor public transport nodes;
- Some bicycle infrastructure; and
- Few opportunities for pedestrians.

Surface Car Parking on to Main Street

Building Edges

Main Street Pavement Edge

Bypass Pavement Edge



Pattern and Scale of Main Street

Heritage Context : Architectural Conservation Areas

Main Street is one of the oldest streets in the area and its character has developed over time. The surrounds to the west were open space until the 20th century serving as the grounds to large detached residences. The boundaries of the site were defined by Main Street to the east, open fields to the north and fields running down to a small stream to the west that became the Dundrum Bypass in 2002.

Most of the homes which now surround the site date from the 1930's onwards.

The area has two long-standing Architectural Conservation Areas (ACA) at Sydenham Road and Pembroke Cottages.

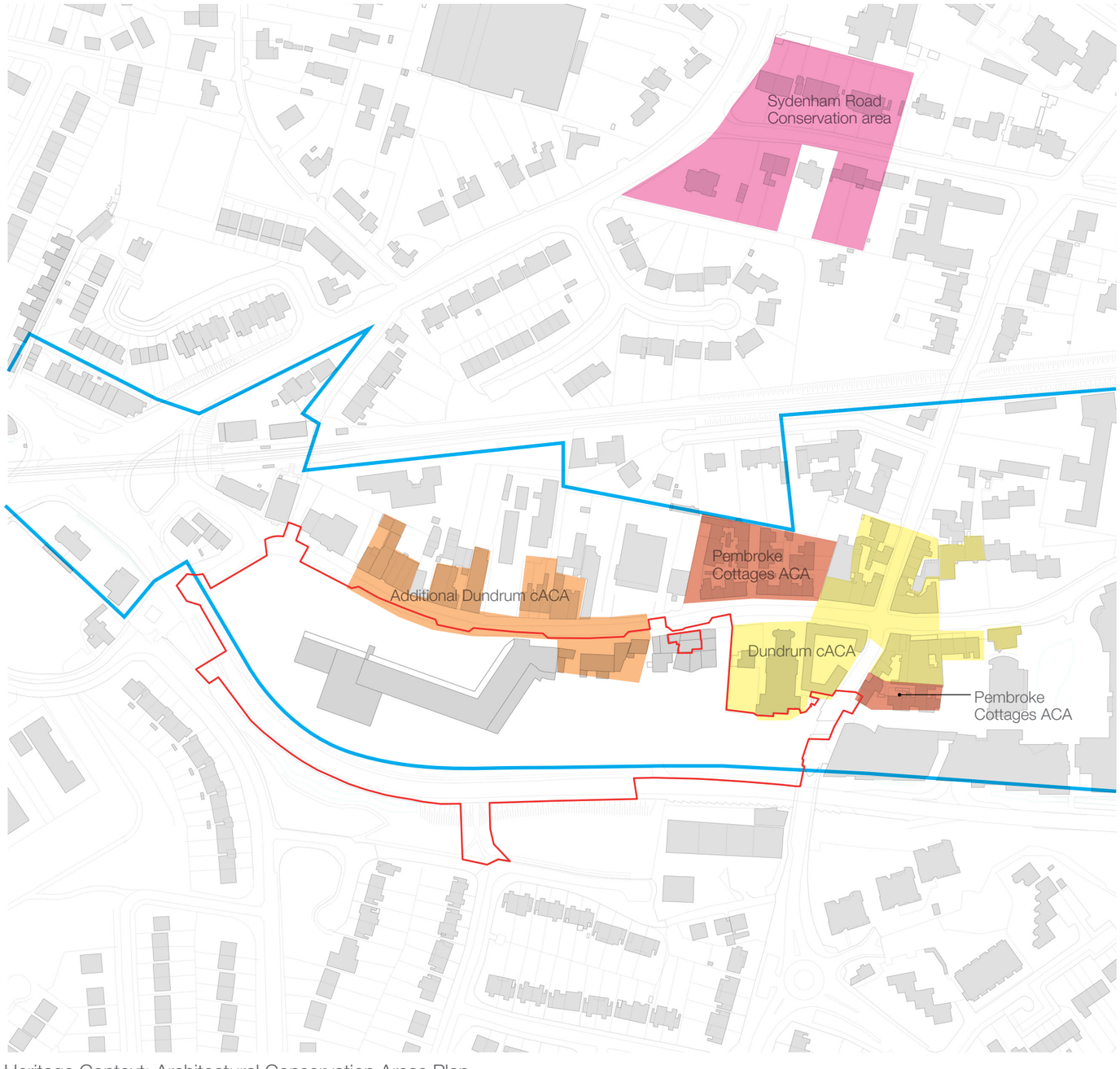
The Dundrum candidate ACA covers the Holy Cross Church and Parochial House, and the area to the south.

An additional Dundrum candidate ACA (Draft Dun Laoghaire Rathdown County Development Plan 2022-2028) extends down Main Street and includes most properties on the eastern side and some properties on site on the western side.

The blue line indicates the area designated as a Major Town Centre (MTC) zone by DLRCC in the Development Plan. The objective of the MTC is to protect, provide for and - or improve major town centre facilities, including residential dwellings and retail shops

Key

- Major Town Centre class zone
- Pembroke Cottages ACA
- Sydenham Road ACA
- Dundrum Candidate ACA
- Additional Dundrum Candidate ACA



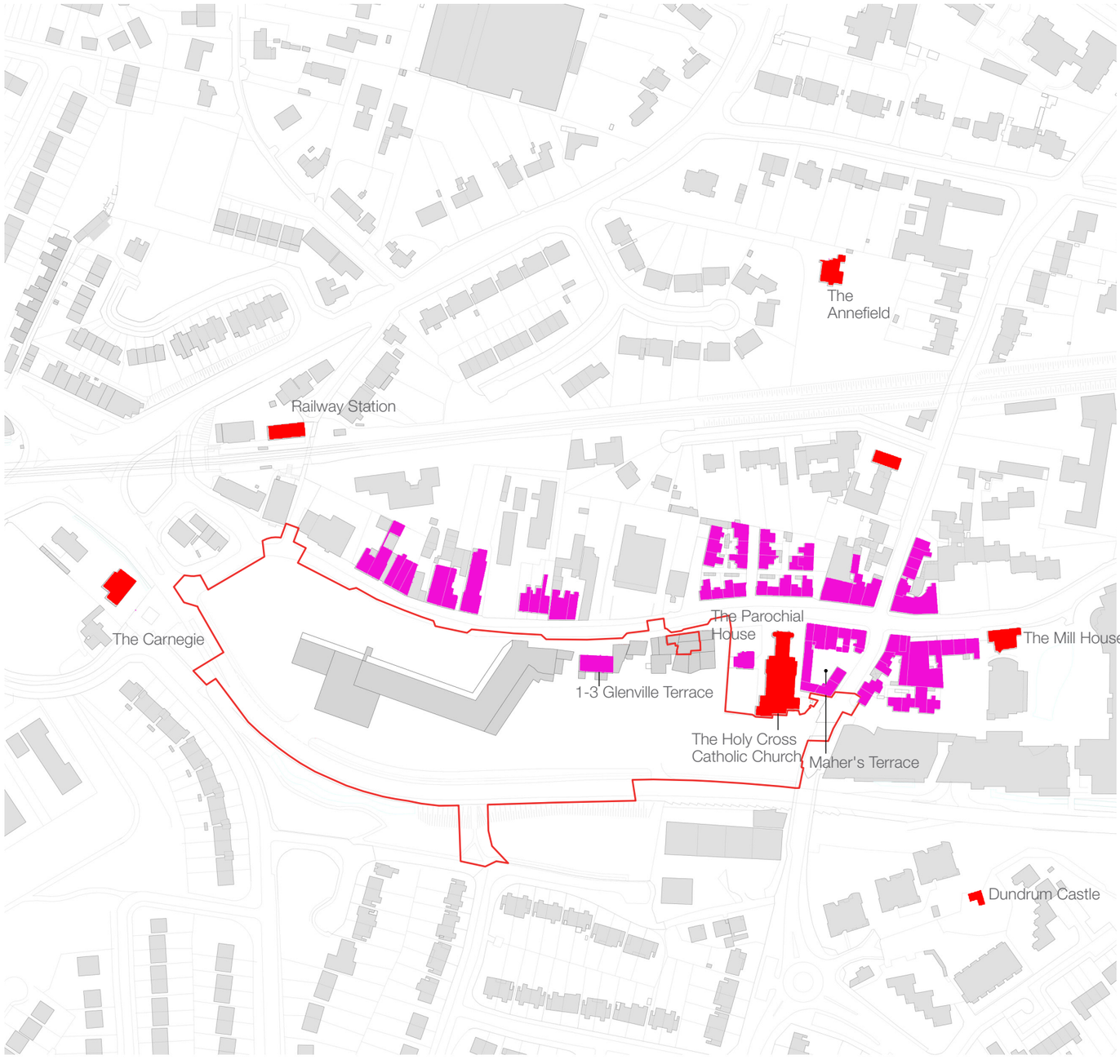
Heritage Context: Architectural Conservation Areas Plan

Heritage Context : Protected Structures

There are a number of Protected structures in the local area these include:

- The Holy Cross Catholic Church
- The Parochial House (Proposed Protected Structure)
- The Mill House
- The Annefield
- Dundrum Castle
- The Carnegie Library
- Railway Station

There are other buildings that may be of interest and could be designated of 'Local Importance due to architectural and streetscape values'. This designation is being considered as part of the evaluation of the Dundrum cACA.



Key

Protected structures

Other potential buildings of interest

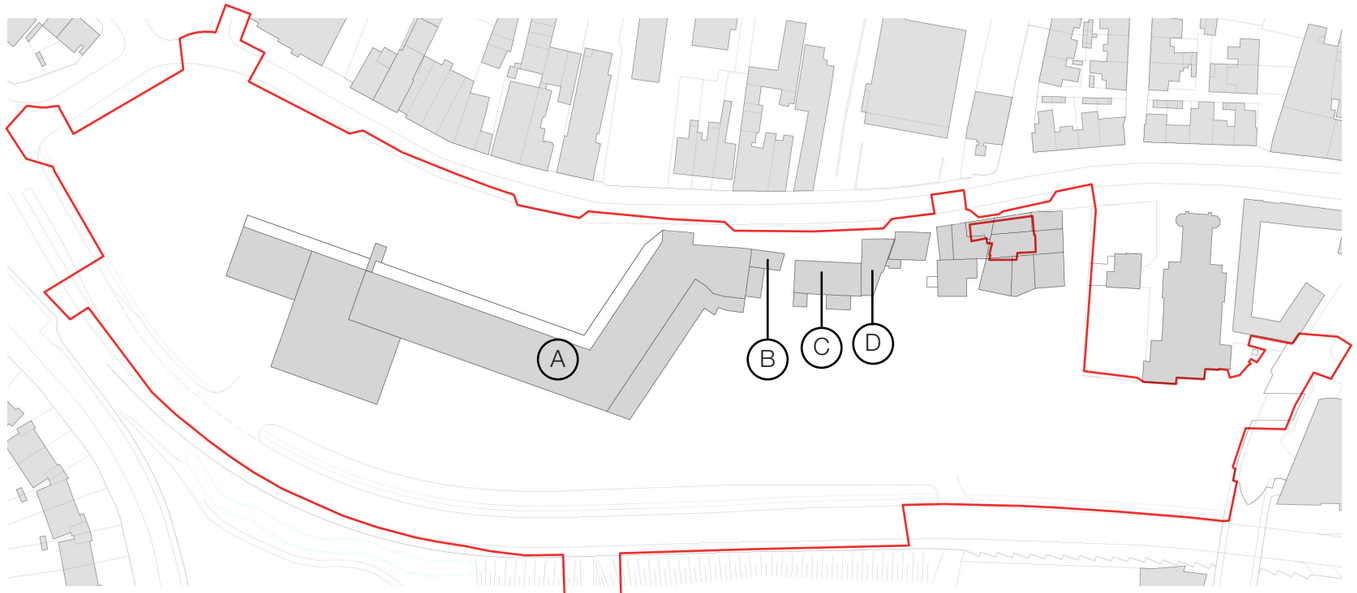
Heritage Context: Protected Structures Plan

Assessment of On-Site Existing Buildings

The masterplan carefully balances the desire to re-use existing buildings where possible, with the aim to reinstate the west side of Main Street with appropriate, modern and accessible high quality commercial and residential accommodation

This requires different buildings to those currently on site, which are not appropriate and not flexible to allow for redevelopment. Therefore some of the existing buildings will need to be replaced. The proposal will upgrade the streetscape experience and provided units that comply with DAC standards, modern fire and sustainability requirements and that are flexible and adaptable for the future, bringing new life to Main Street.

Assessment of Existing Buildings on Site
All the existing buildings have been assessed and these are summarised as follows:



Existing Site Location Plan

A

Dundrum Village Centre
The 1960's shopping centre is of no architectural value, and cannot be re-used within the proposals and so this will be demolished and replaced.

B

Main Street, D14 V8K8 (Former Post Office)
The former post office building (Joe Daly Cycles) is not listed. The building is located in the area of the site that is envisaged to become the public space that leads to the new pedestrian Bridge. This key connection of the masterplan would not be as successful if this existing building was retained and therefore this building will be demolished to create public open space.

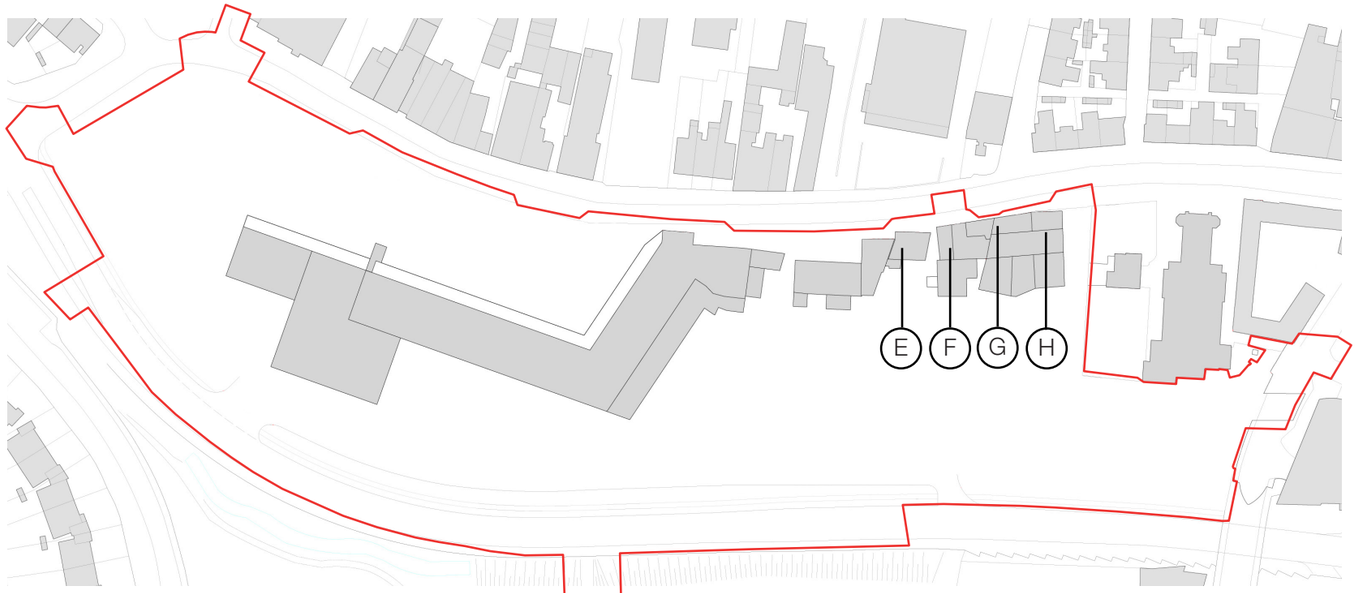
C

1-3 Glenville Terrace
The set of three terraced houses set back from Main Street at 1-3 Glenville Terrace will be retained. Refer to the Glenville Terrace page for further details.

D

4 Glenville Terrace
The building at number 4 Glenville Terrace (currently a convenience store, and within the proposed candidate ACA) is not listed and not considered fundamental to the character of the area. This area of the site is envisaged to provide a new public open space around Glenville Terrace, and therefore this building will be demolished.

Assessment of On-Site Existing Buildings (Cont)



Existing Site Location Plan

E 13&13A Main Street
The buildings at 13&13A Main Street (currently a clothes shop and a florists) are not listed and are not considered to have heritage value. The ground floor area and the floor to ceiling heights are not suited to modern high street retail, and so this will be demolished and replaced with a new building.

F 15a Main Street
The buildings at 15a Main Street (currently a patisserie and a barbers) are not listed and are not considered to have heritage value. The ground floor area and the floor ceiling heights are not suited to modern high street retail, and so this will be demolished and replaced with a new building.

G 11 Main Street and 16/17 Main Street
The properties at 11 Main Street (Lisney Estate Agents) and 16/17 Main Street (Mulvey's Pharmacy) lie outside the site ownership and therefore are not included within the SHD proposals. Please refer to page 36 for details of how the masterplan takes account of these two properties.

H Main Street, D14 A250 (Former Mulveys Hardware)
The building adjacent to Mulvey's on Main Street (former Mulveys Hardware/ Xtravision shop and currently let to the Xmas Tree Shop) is not listed and is not considered to have heritage value. The ground floor area and the floor to ceiling heights are not suited to modern high street retail, and so this will be demolished and replaced with a new building.

Summary of On-Site Existing Buildings

Existing Buildings
There are some buildings which are proposed to be demolished and these are shown shaded red on the plan opposite.

All existing buildings on Main Street have been carefully considered and ways to retain them, as part of the masterplan, have been assessed.

1. Dundrum Village Shopping Centre
2. Main Street, D14 V8K8 (Former Post Office)
3. 1-3 Glenville Terrace
4. 4 Glenville Terrace , 13 and 13a Main Street
5. 15a Main Street
6. No's 16/17 and No.11 Main Street (Mulveys and Lisney)
7. Main Street, D14 A250 (Former Mulveys Hardware)

Plan of Proposed Demolition of Existing Buildings

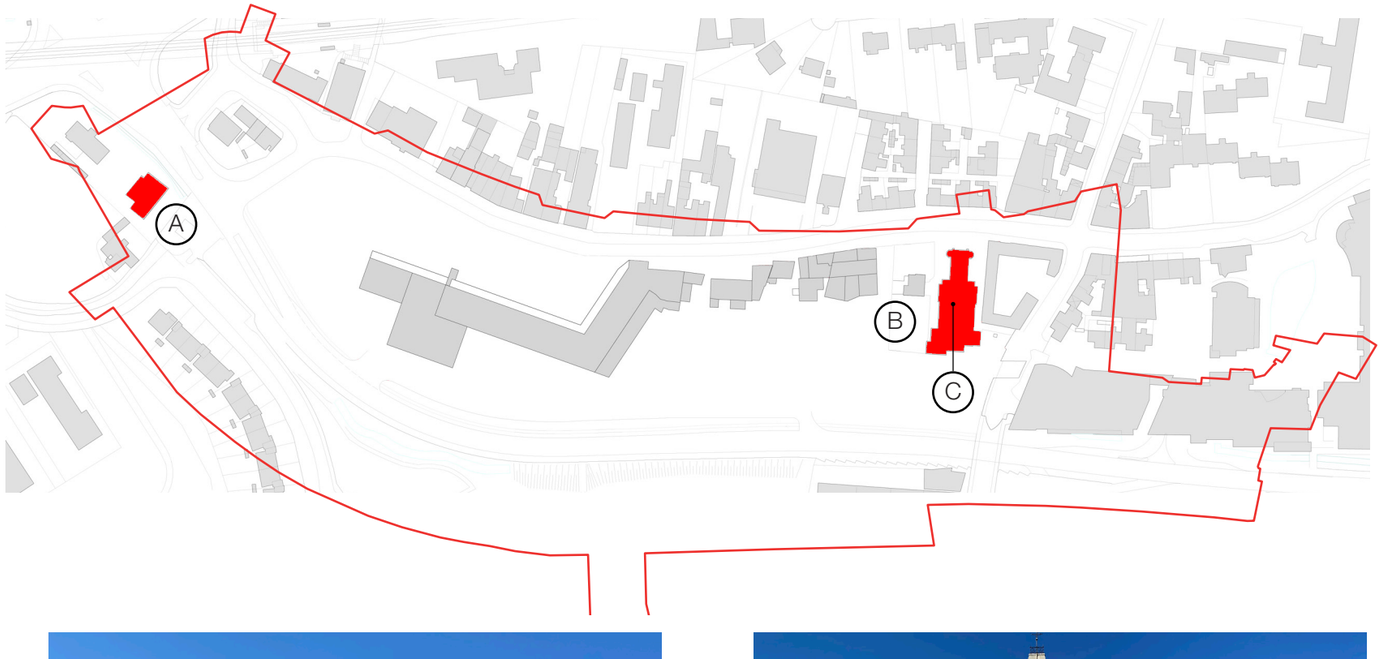
To be demolished

To be retained

Heritage Assessment of Offsite Buildings

Carnegie Library
One of 8 libraries under DLRCC it is located approximately 45m from the north western side of the site

Parochial House and Holy Cross Church
Located directly opposite the site to the south-east and set back from Main Street they are of particular sensitivity and The Holy Cross Church is a protected structure. The Parochial House (Proposed protected structure) has an enclosed garden to the rear, separated from the site by a high wall. Holy Cross Church and its more contemporary Pastoral Centre in the basement open up to the site, below and adjacent to the Dom Marmion Bridge that takes Ballinteer Road over the Bypass.



(A) Carnegie Library
Carnegie Library, is a five bay, two storey building built in 1912-1914 to the design of Rudolf Maximilian Butler (1872-1942) who designed more libraries than any other Irish architect. Pearson (1998) regards the library as one of the most attractive 20th century buildings in Dundrum.

(B) Parochial House
Holy Cross Parochial House, was built between 1876 and 1879 by Messrs Meade and Son to the design of George Ashlin as part of a group of building which includes the Holy Cross Church.

(C) Holy Cross Church
Holy Cross Roman Catholic Church was built in 1877 to the designs of George Ashlin. It is constructed of granite with sandstone dressings and has an impressive open timber roof. The Church of the Holy Cross is described by Pearson as an attractive, Gothic style building. Costello regards the sandstone façade as one of the most interesting in the area.

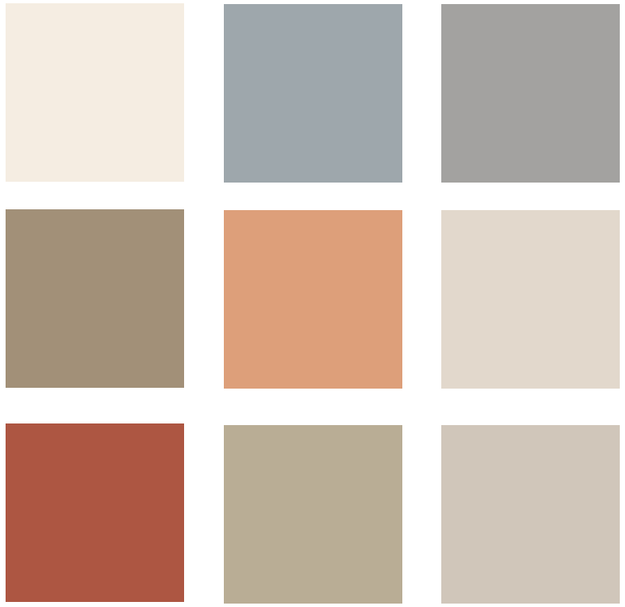
Existing Materials, Colours and Textures

There is a rich variety of materials, colours and textures found in the local area. The photographs taken on and around Main Street provide an indication of the palette that is available to draw inspiration from for the proposals:

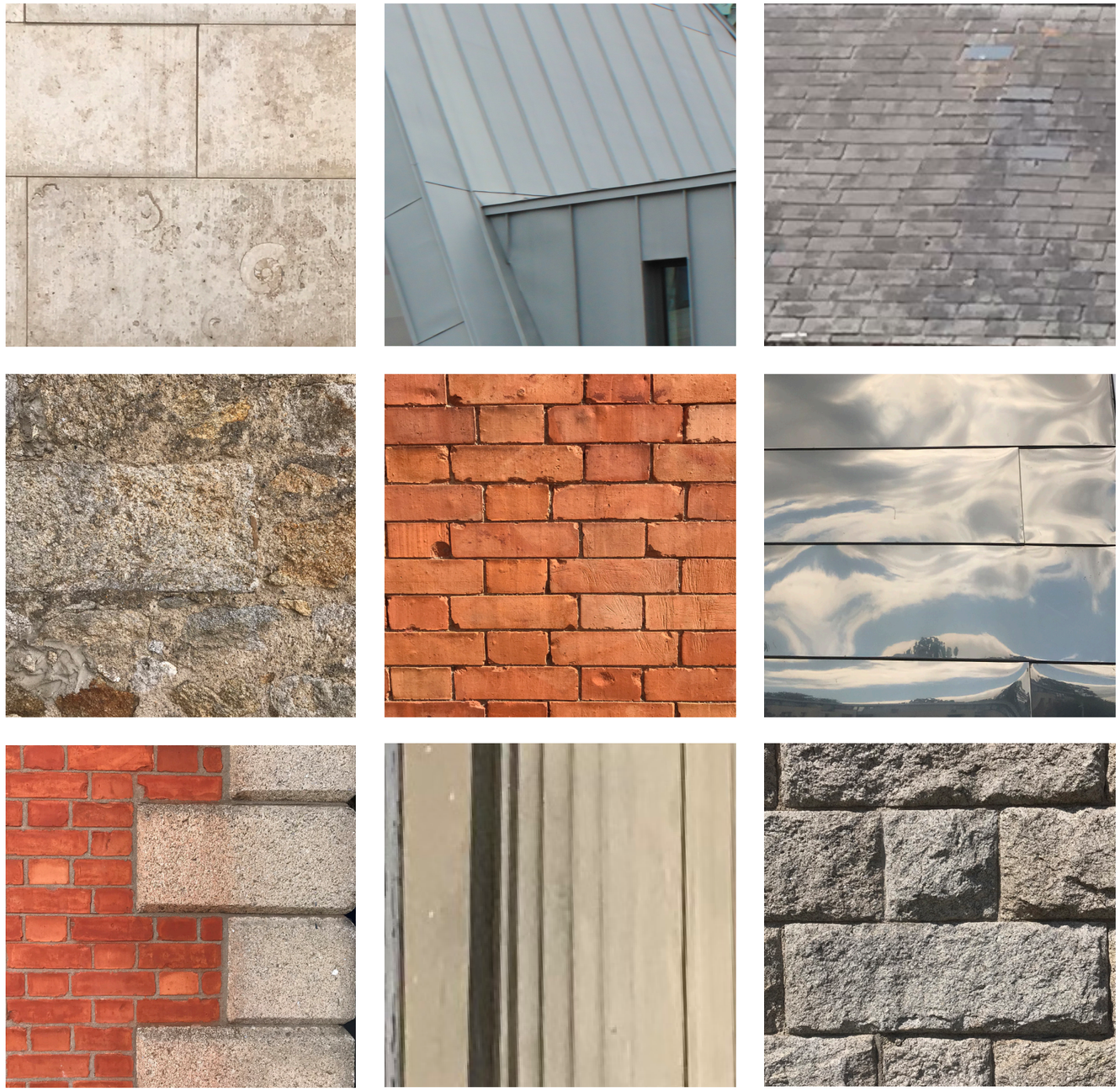
Materials
Brickwork, stainless steel, zinc, smooth stone, natural stone, slate, stone quoins, rough stone and stucco/render.

Textures
Smooth, rough, profiled, machine finished, natural finish, shiny/metallic, coarse and bent.

Colours
Natural tones from red, through brown to greys.



Local Material Palette Colour Tones



Local Material Palette

2009 Retail Permission (D08A/0231)

Permission was granted on appeal in 2009 for a retail focused mixed use scheme for the site. This was a revision of the prior permission in 2003 (D03A/0207).

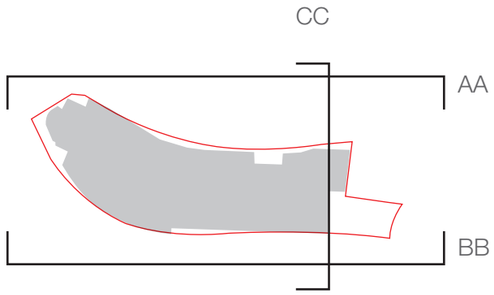
The proposed development had a GFA of 106,600 m^2 including 46,480m^2 of retail, 2,509m^2 of restaurants, a 10,615m^2 hotel, a crèche, medical facilities and 40 residential units. There was a four level basement totalling 70,344 m^2 with space for 1900 cars.

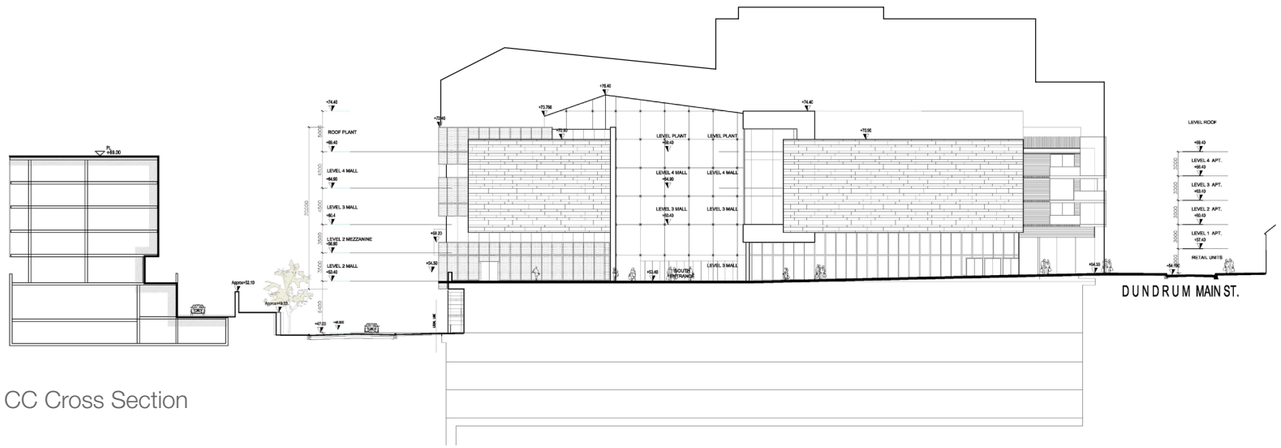
The proposal created both retail frontage along Main Street and a parallel covered street over several levels along the centre of the site.

2009 Retail focused scheme planning drawing

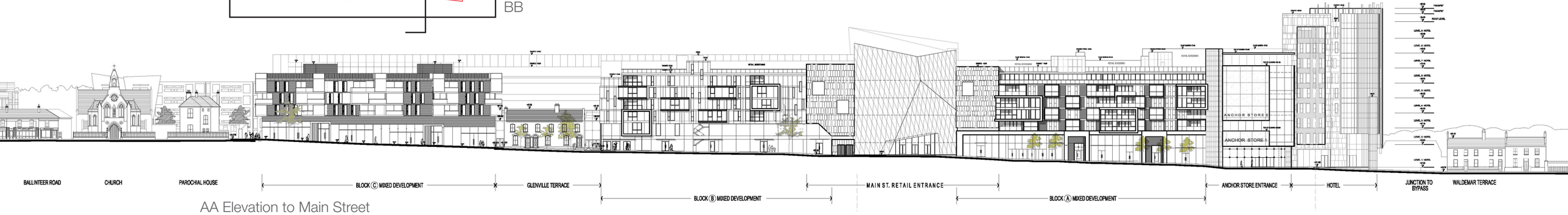
2009 Retail Permission (D08A/0231)

The building heights were typically between 25-30m to Main Street with the hotel at the north end reaching around 40m. The permission sets a planning reference point in terms of quantum of development and building heights.

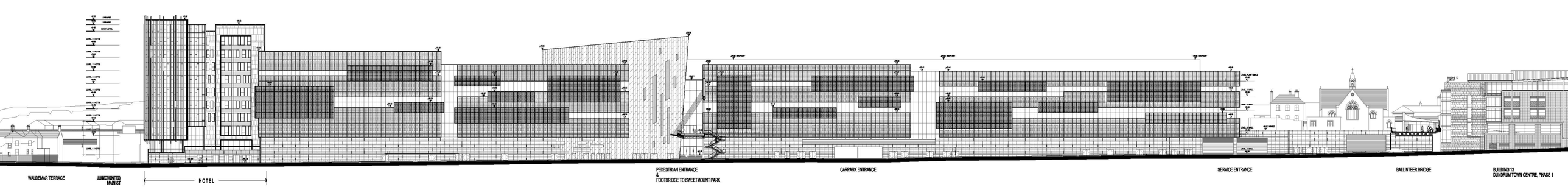




CC Cross Section



AA Elevation to Main Street



BB Elevation to Dundrum Bypass

Constraints and Opportunities

Levels
The site steps down by over a storey between Main Street and the Bypass and creates a constraint to providing level access, but also presents the opportunity to hide car parking under the buildings, without basements.

Sun path
The site will have minimal overshadowing from neighbouring buildings due to their low height.

Noise/ Air pollution
The Dundrum Bypass to the west and Main Street to the east has been surveyed by specialist environmental consultants to assess whether there are any impacts to be addressed.

Flood Zone B
The north west corner of the site is within the 0.1% AEP Fluvial Event Flood zones category due to the River Slang to the west of the site. There is a partly closed culvert running underneath and alongside the Bypass.

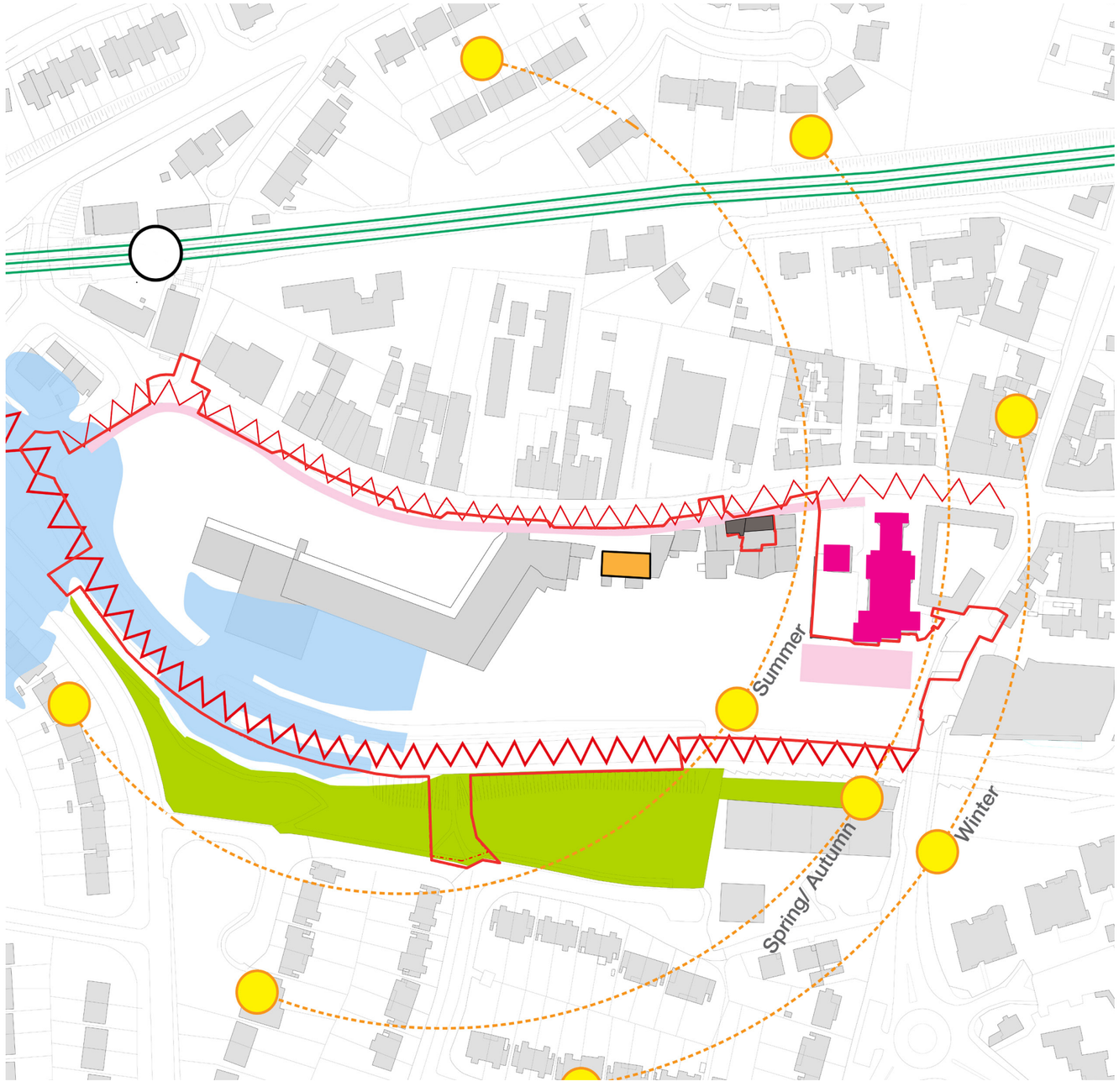
Sweetmount Park
There is an opportunity to make better use of this area of open space, and to address access across the bypass.

Main Street
There is an opportunity to be respectful of Dundrum's heritage and streetscape, and provide ground floor commercial units to suit local independent shops and existing retail/service businesses.

Holy Cross Church
There is an opportunity to provide the church with access to new public open space which can be used for community events.

Glenville Terrace
There is an opportunity to retain and refurbish 1-3 Glenville Terrace and bring it back into use (rear projections to be demolished and replaced).

No's 16/17 and No.11 Main Street (Mulveys and Lisney)
These properties are outside the site ownership and therefore do not form part of the proposed SHD application. The masterplan does make allowance for the potential future redevelopment of these two properties by the owners.



Site Constraints and Opportunities Plan

02 Site Layout Strategy

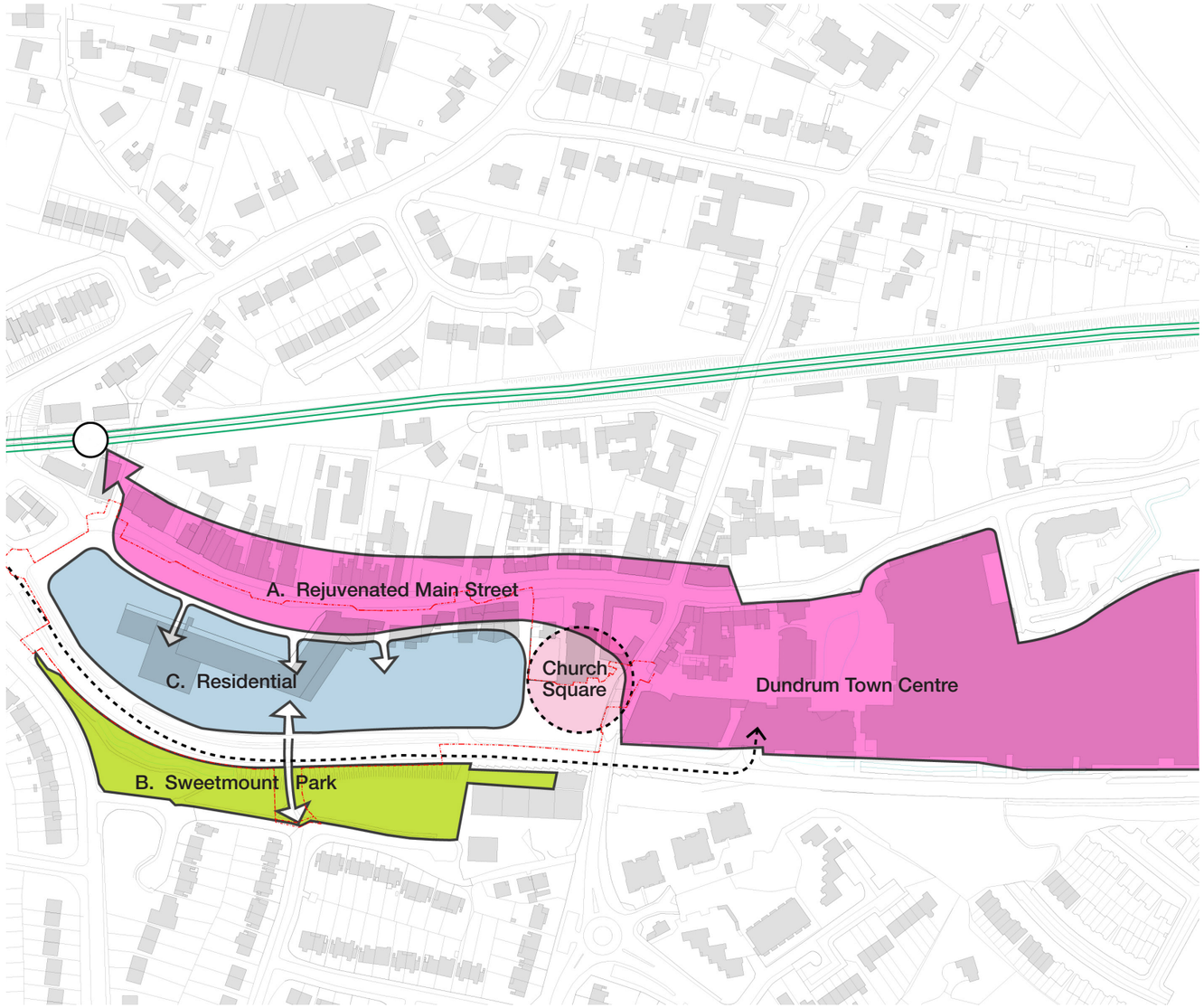
Masterplan Strategy

The masterplan has three main components that respond to the site characteristics and its context and which will link the Dundrum Village SHD to Dundrum Town Centre :

A. Rejuvenated Main Street from the LUAS line station to Dundrum Town Centre
The proposals will upgrade the existing streetscape, improving the pedestrian experience from the station to Dundrum Town Centre. It will provide a range of shops for local needs to serve people living in Dundrum. This will be achieved by re-invigorating Main Street with new shops in buildings along the street edge, new areas of public realm, access to new public spaces and new landscaping.

B. Setting to Sweetmount Park
The development's connection to Sweetmount Park will be addressed by the future shared pedestrian and cycle bridge link, tying the area together. The bridge link will provide easier east/west access for pedestrian and cyclist that will also provide a green setting for the residential development.

C. New Residential Neighbourhood
The rest of the development, set within gardens, will sit behind the high street buildings, forming a new residential neighbourhood.



Masterplan Strategy Plan

02 SITE LAYOUT STRATEGY

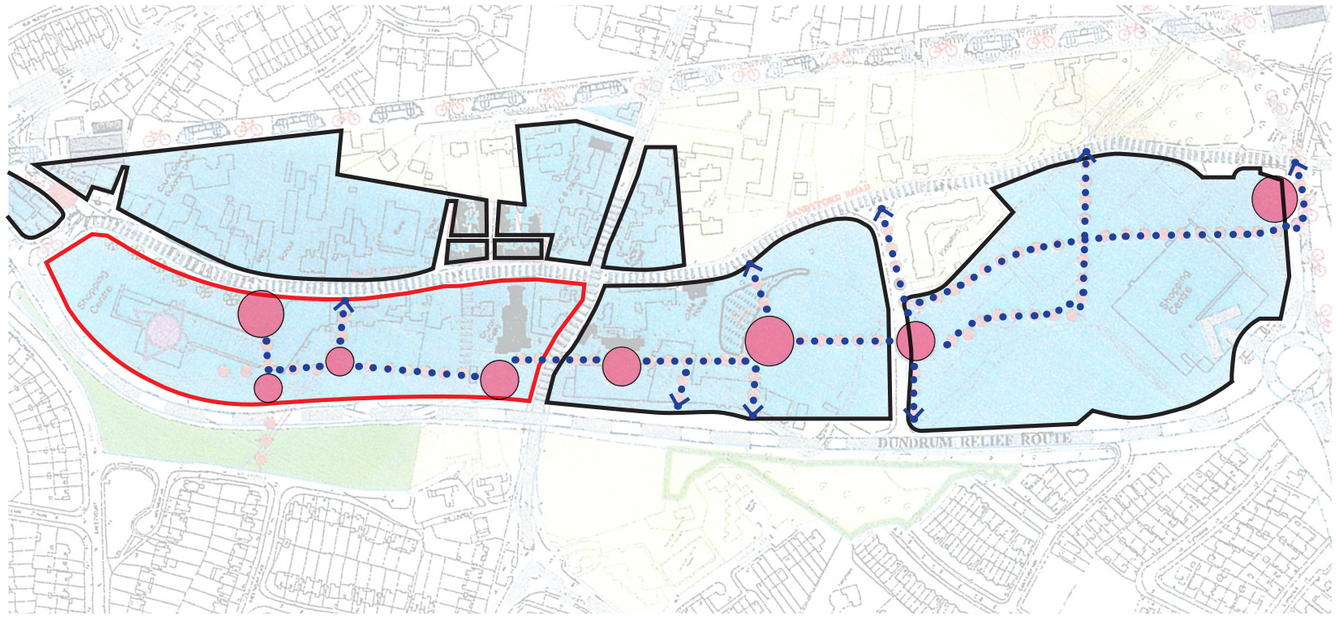
Connecting Dundrum Town Centre to Dundrum Village

The Holy Cross church plays an important role in the community and is a recognised focal wayfinding point. DLRCC's Urban Structure Plan (2000) identifies the area at the rear of the church as suitable for an urban square within the town/ village centre. This would be activated with pedestrian connections across the site linking to the adjacent Dundrum Town Centre site.

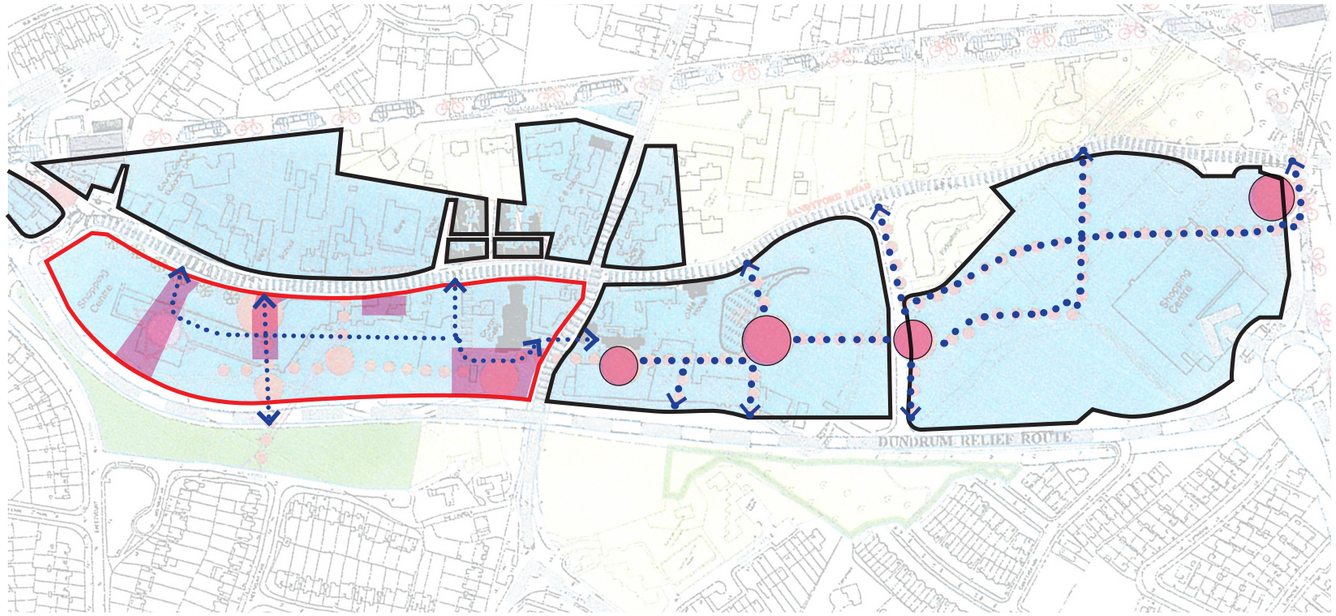
This concept of linking the two sites was reinforced by the 2009 retail consent which also created a large space behind the Holy Cross church.

Our proposal recognises the importance of creating a quieter pedestrian route through the site linking to an open space at the rear of the church which can provide a number of functions both formal and informal. The space will allow for events connected with the church, and a place to relax and play.

The creation of this generous church square will provide a nodal point between the new development and the adjacent shopping centre accessed via a number of routes that bring the two sites together as envisaged by DLRCC.



Urban Structure Plan - reference from DLRCC drawing PL-00-040 (February 2000)



Proposed Masterplan Response

- Urban Square / Space
- Town Centre Uses
- Proposed Site (Town Centre Use)
- Pedestrian Movement

Main Street Urban Grain

Land Use
The land use pattern on the east side of Main Street is mirrored and intensified. Commercial premises are proposed at ground floor with other uses (ancillary or residential above). Whilst the existing has 1-2 upper storeys, this is not viable on the site and not as sustainable so 3-5 storeys along Main Street.

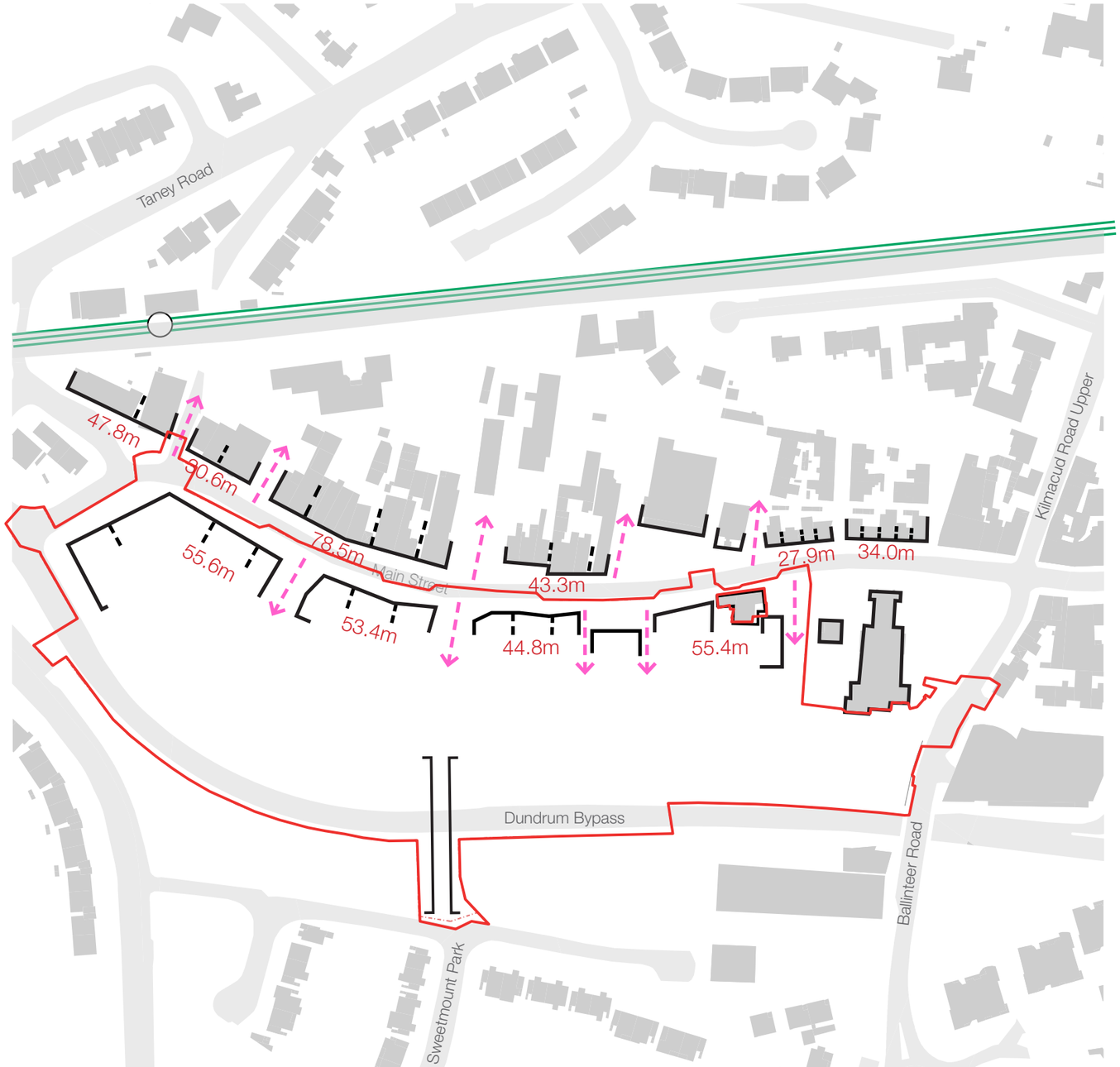
Urban Grain
The urban grain on the east side of Main Street is replicated on the site. The elements of continuous existing frontages or short terraces are punctured by gaps with perpendicular lanes running east to west to back land areas behind the high street (mostly private walled spaces). There are 5 such frontages of varying lengths as shown opposite. The finer grain of shop units has been studied in more detail and generally the larger shop fronts are between 8.2m and 10.5m wide, some of the narrower existing shops have frontage widths of 5.3m to 6.7m.

The proposed buildings form a very similar pattern with four blocks ranging from 44.8m to 55.6m in length, with wide gaps between them leading to public and private spaces at the rear.

The finer grain of the shop fronts; Building 2C has shop fronts which are 6.8m, 11.6m, 14.2m and 18.5m. The largest of these can be subdivided into smaller units of 5.8m, 7.1m or 9.25m which is consistent with the shop front widths found on the east side of Main Street.

Public Realm and Pavements
The east side of Main Street has pavements which are generally 4m wide at the northern end, with regular street trees. This narrows down to 2.8m at the southern end, where there are no street trees.

The proposal will mirror the generous existing condition (from the northern end of Main Street) to provide a 5m wide pavement lined with street trees and new landscaping. This is a crucial aspect of creating a more sustainable character and successful streetscape.



Study of Urban Grain

Building Edges

Permeability

Non Residential Provision

The quantum of retail provision is driven by the following three factors.

1. Commercial advice on the type, size and nature of the commercial units that the site are designed to modern standards to meet operator/retail requirements for existing and future occupiers.

2. An understanding of the local shopping needs. This has influenced the desire to provide local needs shopping to the site as opposed to providing a town centre type units. This has meant that the quantum is restricted i.e. there is a maximum amount of local needs shopping that is viable. It has resulted in the re-provision of the food store, with the desire that either Lidl relocate or a new operator provides this important convenience offer in the village.

3. Good urban design has also been a factor, and relates to creating activity:

a. Ensure the local needs shopping lines the entire length of the site along Main Street to deliver the aspiration for a rejuvenated Main Street, operating as a two-sided shopping street. This entails creating shop units of around 8m depth and areas between 75-150m^2

b. Not providing commercial frontage onto the bypass side due to the very low existing and anticipated footfall.

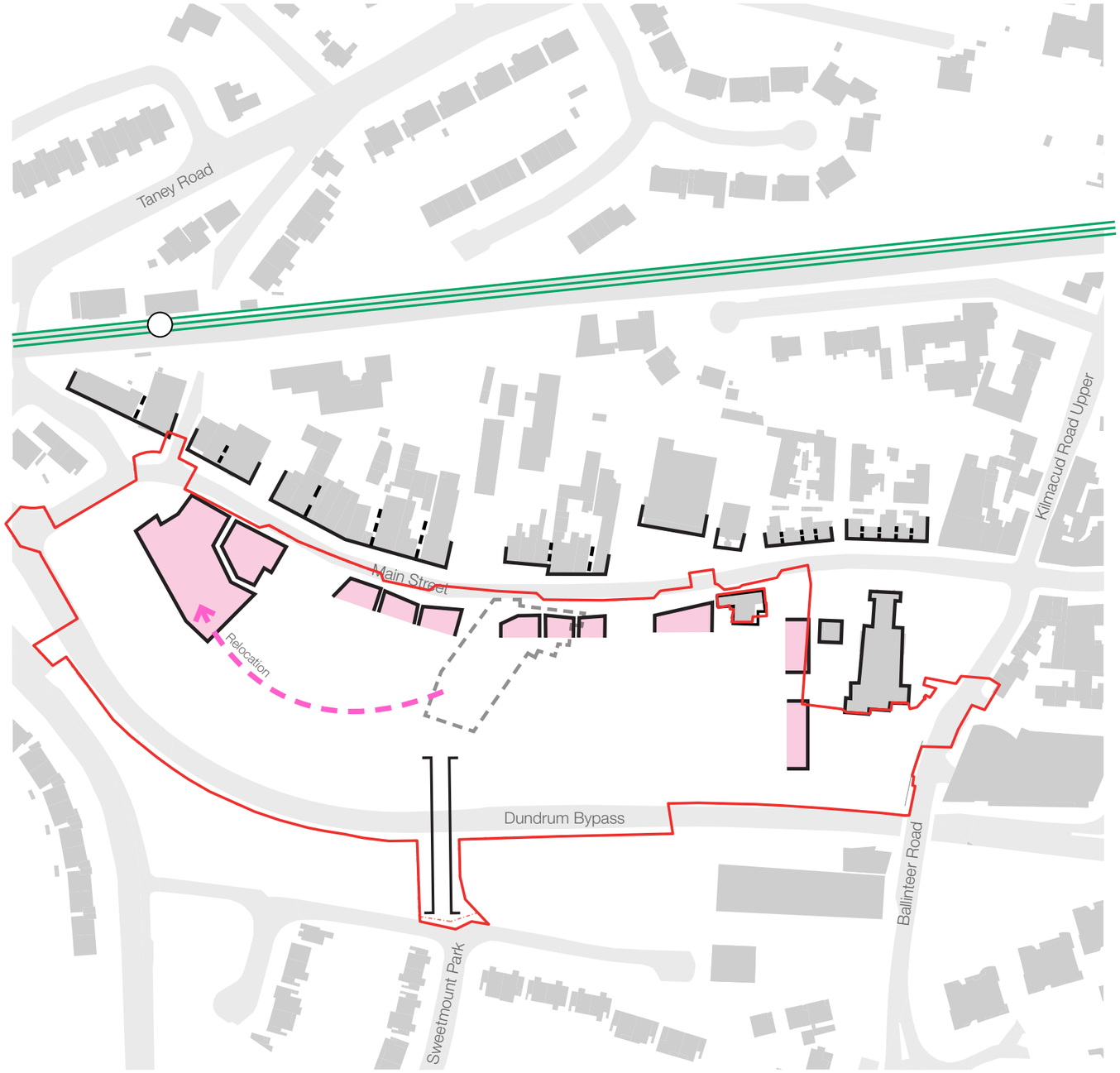
c. Limiting commercial space within the site i.e. along the north-south public route avoid diluting the commercial mix and unnecessarily diverting shopper footfall away from the Main St businesses.

This design lead process has resulted in a quantum and form of non-residential floor space that is:

- Meets the local needs;
- Aids the urban design; and is
- Viable.

Proposed Retail

Existing Food Store



Retail Provision Location Masterplan

Non Residential Provision

The Dundrum Local Area Plan Issues Paper (Nov 2018) designates Dundrum as a 'Level 2—Major Town Centre'. It notes that this will be reflected in the nature and scale of retail and services permitted, and by the integration of leisure, entertainment and cultural facilities. The LAP Issues Paper identifies this site as an important opportunity site on the Main Street, which should be developed by:

- 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.

To achieve these aims the proposals will re-provide retail on Main Street in the form of one large food store, and up to 14-20 retail units of various sizes. These can provide premises that meet the local shopping needs of people living in Dundrum. The proposed buildings along Main Street will have active uses to create a lively and vibrant streetscape.

Existing Tenants
The applicant envisages that these units new units will provide the opportunity for existing tenants to relocate.

These buildings will consist of:

- Building 1C - Food store and 1no. Retail units.
- Building 2C - 1no. Cafe/ Restaurant units and 3no. Retail units
- Building 3C - 3no. Retail units
- Building 4B - Crèche, and 3no. Retail units
- Building 4A - 3no. Cafe/Restaurant units

Food store
Retail

Commercial Plan Along Main Street

A. Rejuvenated Main Street with New Public Space

Main Street

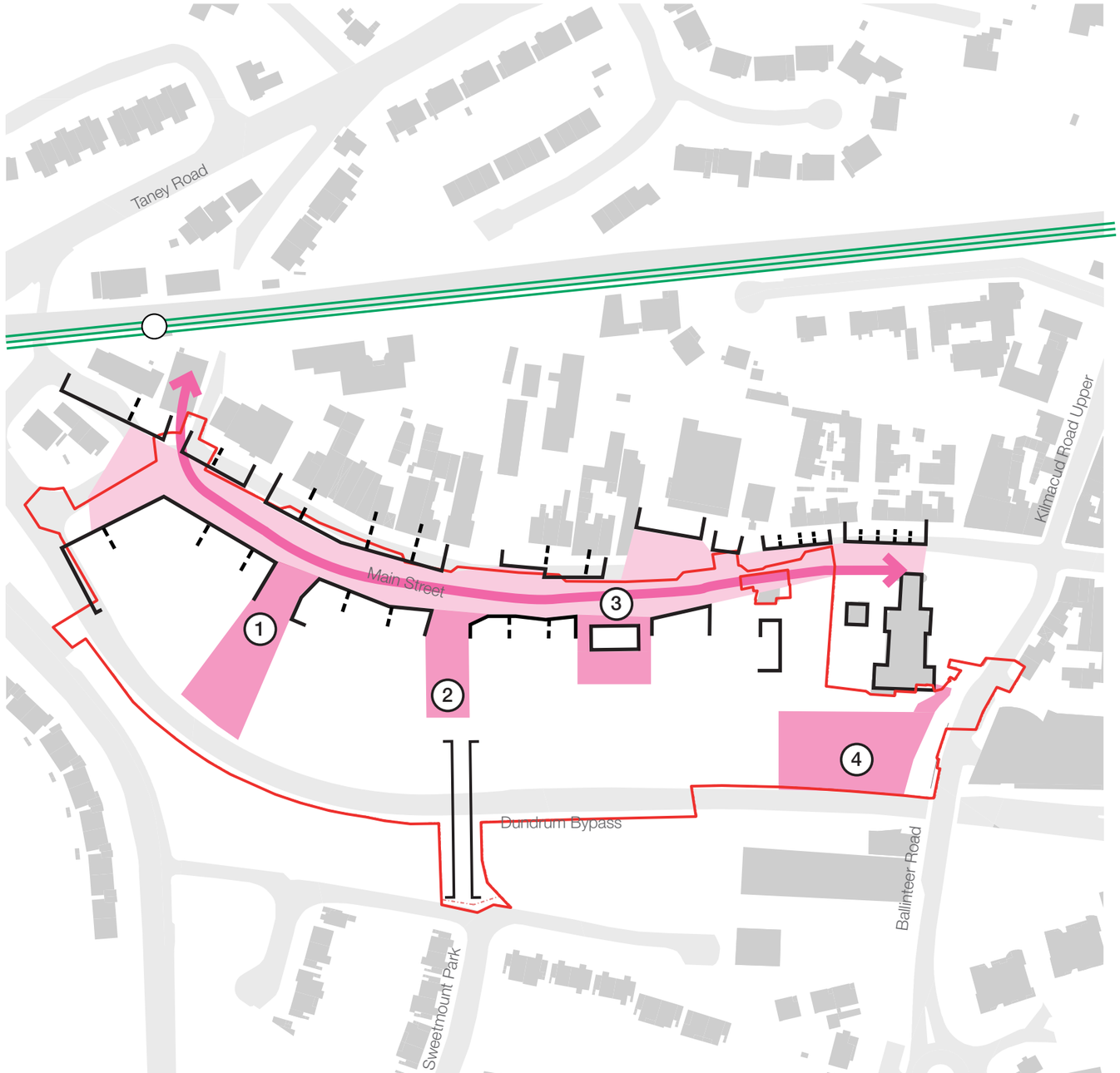
A new shopping experience of well curated shops and Food and Beverage outlets is proposed along the western side of Main Street. This reflects the aspirations of the council to reinvigorate this part of Dundrum with highways improvements that prioritise pedestrians. Main Street will be restored to a two sided shopping street leading from the LUAS line station to Dundrum Town Centre.

The pavements on Main Street are increased in depth providing extra public realm within the site. These create opportunities for pedestrians to pause on the journey along Main Street. This increase in the quality of Main Street will rejuvenate the village and enhance the connections with the Pembroke District, through Pembroke Square and on to Dundrum Town Centre.

Public Spaces

The four new public spaces provide over 5,320m² of public realm which equates to almost 15.0% of the total site area. In addition 1,262m² of transitional public space is provided which equates to a further 3.6% of the total site area.

1. Usher Place
2. Sweetmount Place
3. Glenville Terrace Square
4. Church Square



Rejuvenated Main Street with New Public Space Plan

02 SITE LAYOUT STRATEGY

A. Rejuvenated Main Street Delivering the Future of Dundrum

The proposals for the uses, built form and landscaping on Main Street are intended to deliver the local aspirations for Dundrum to make it:

- A thriving, attractive and welcoming place;
- With buildings respectful of Dundrum's heritage and streetscape; and
- Creating a balanced development with a mix of different uses.

In collaboration with the council, the proposals will develop further on the work already under taken by DLRCC to improve the streetscape around the site to create:

- A connected environment, friendly to pedestrians and cyclists;
- A good place for local independent businesses, meeting local needs;
- With public realm that addresses the site topography and is inclusive and accessible for all; and
- Results in a sustainable and future proofed built environment.

The proposals will be human scaled, with visual interest at ground level, landscaping which will soften the street, and provide green public spaces. The new routes through the site achieve a permeable development that creates connections both north-south and east-west to link in with the wider area.

Illustrative Concept Aerial View

Church Square
This space is similar in scale and quality to the public square of DLR Lexicon Library, Dun Laoghaire.

Glenville Terrace Square
This space could function in the same way as Meeting House Square, Dublin.

Sweetmount Place
This pocket square could function in the same way as Pembroke Square in Dundrum Town Centre.

Usher Place
This space is similar in size to the National Gallery of Ireland, Merrion Square, Dublin.

View of the Main Street active frontage of retail with apartments over and vibrant landscape interventions with tree planting.

B. Setting to Sweetmount Park & Connections

Aims and Aspirations

The masterplan seeks to create additional routes through the area to improve connections between surrounding places and draw more of the surrounding area into the heart of the town.

Proposals

These connections are proposed to be :

- A link between Main Street with Sweetmount Park across the bypass; and
- A route that runs parallel to Main Street that offers a quieter walk through Dundrum. This will provide an alternative, quieter pedestrian route through the site to connect to Dundrum Town Centre to the South.

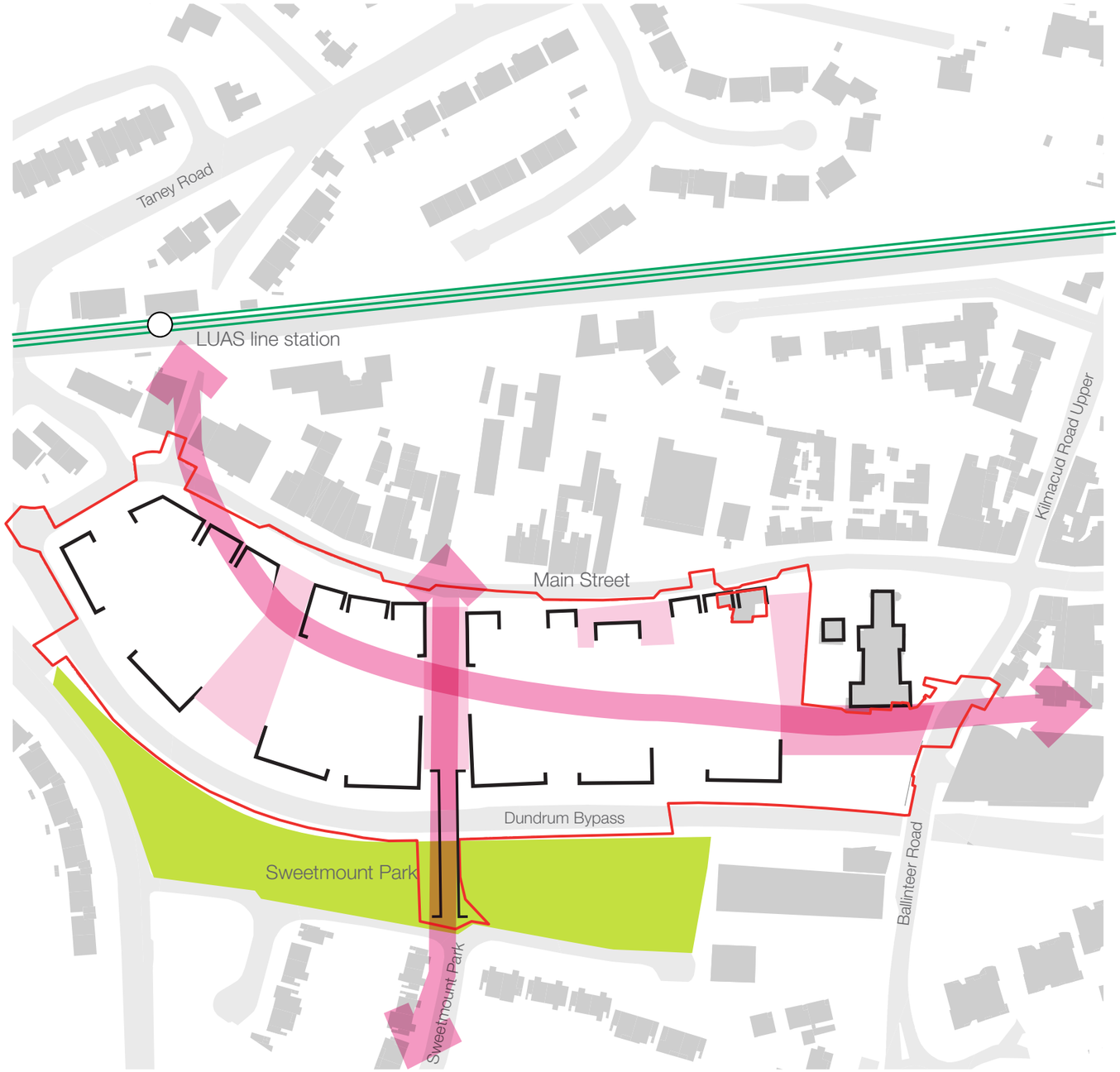
East to west route

The East West Link connecting Main Street and Sweetmount Park runs through the site and will form a new public space called 'Sweetmount Place' in the centre of the masterplan, and located adjacent to Main Street.

From Sweetmount Place the land rises gently to the edge of the site where the new bridge spans across the Dundrum Bypass to land at Sweetmount Park on the western side of the site. The existing landscape of the park will be adjusted where the bridge lands to integrate the bridge into the park and create step free access to the wider area beyond.

North to south route

This public route will be accessed via a public space just off Main Street and will run north south through 3/4 of the site. It will lead to the new Church Square behind the Holy Cross Church. The route will continue up a set of steps to connect onto Dom Marmion Bridge with a new raised table envisaged to cross the street leading to Dundrum Town Centre.



Sweetmount Park and Connections Plan

Justification of north to south route

North to south route

Towns and cities thrive where there is variety and interest in the urban landscape and townscape. People use streets and spaces in different ways. Providing choice is crucial in creating places which people will use and enjoy.

This has been a principle we have applied in proposing a north – south route through the site. It is not intended to replicate Main Street, and therefore it does not include commercial space along its length. However, it is proposed to provide an alternative environment to Main Street which is quieter (being away from the traffic), less direct, more residential in character and softer in terms of landscape.

- It is envisaged that people will use this route as an alternative to Main Street to avoid the busy high street;
- To rest and relax on the way;
- Have children who want to play on their journey;
- As a short cut to the new Sweetmount bridge; or
- They wish to use some of the external public spaces.

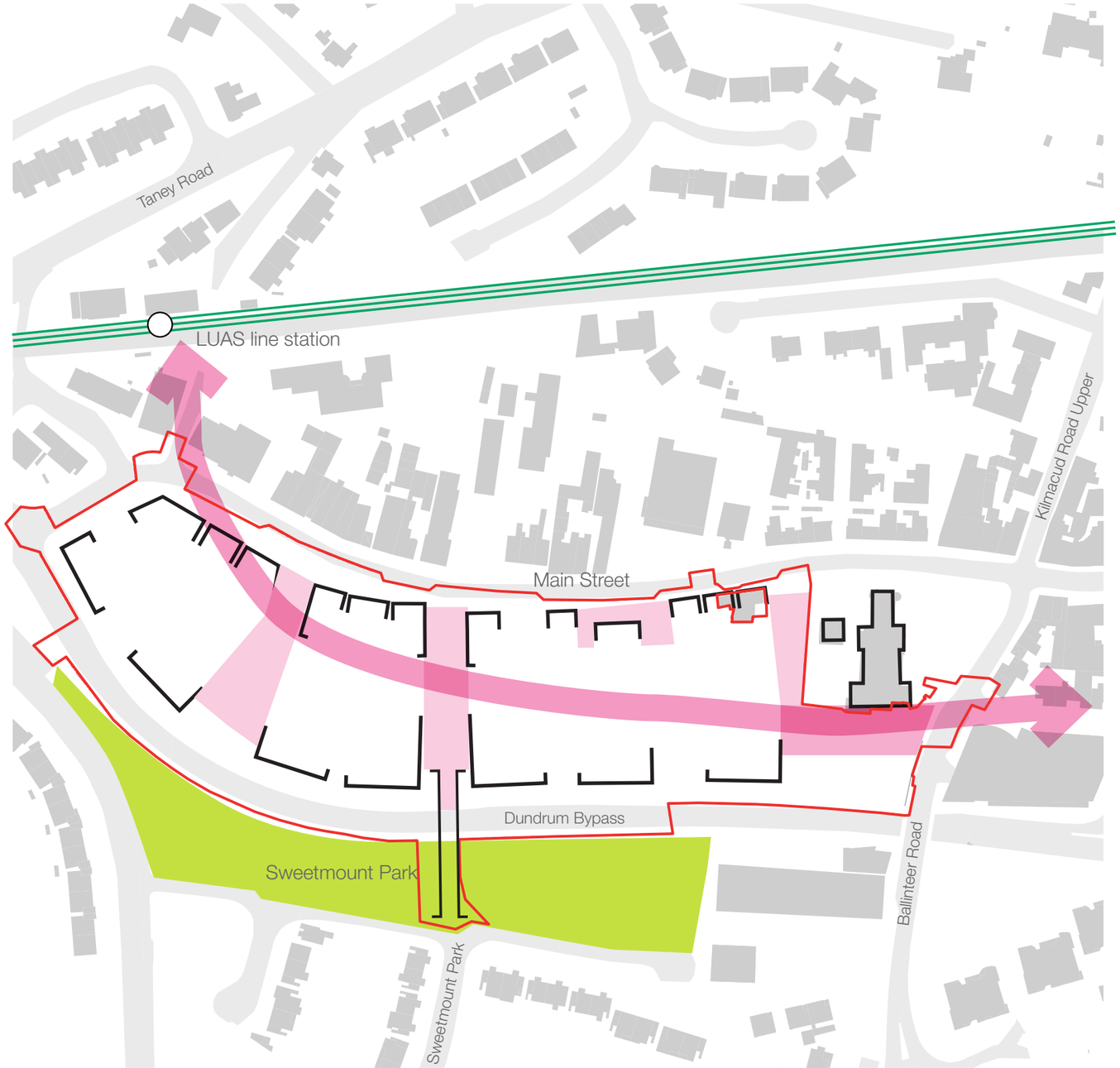
Residents living within the proposed development will also use this route to access their homes and other communal facilities.

We believe that in the future Main Street will have an increased footfall to share some of this with the new North south route based on:

a. 881 new dwellings creating additional footfall in the area; and

b. Improvements to the Main Street environment, both proposed by this application and already implemented by DLRCC. These will make an attractive street to walk or cycle along.

Therefore, we believe that there is a need for and a benefit in providing the public north-south route through the development. We do consider that this will not hinder the regeneration of Main Street.



North to South Connections Plan

Public Realm and Public Routes

The development will deliver an improved public realm, new routes and, by removing vehicle access from Main Street, an improved highways provision for Dundrum.

Functional areas of public realm are provided along the western edge of the site to provide all the access and servicing for the development. This runs parallel to the Bypass for the length of the site and includes strips of buffer planting to shield the development from the road.

Further details of the landscaping to this area can be found in the Landscape Design Statement (NMP).

By removing the existing site access from Main Street the Local Authority's aspirations for a pedestrian friendly Main Street can be delivered.

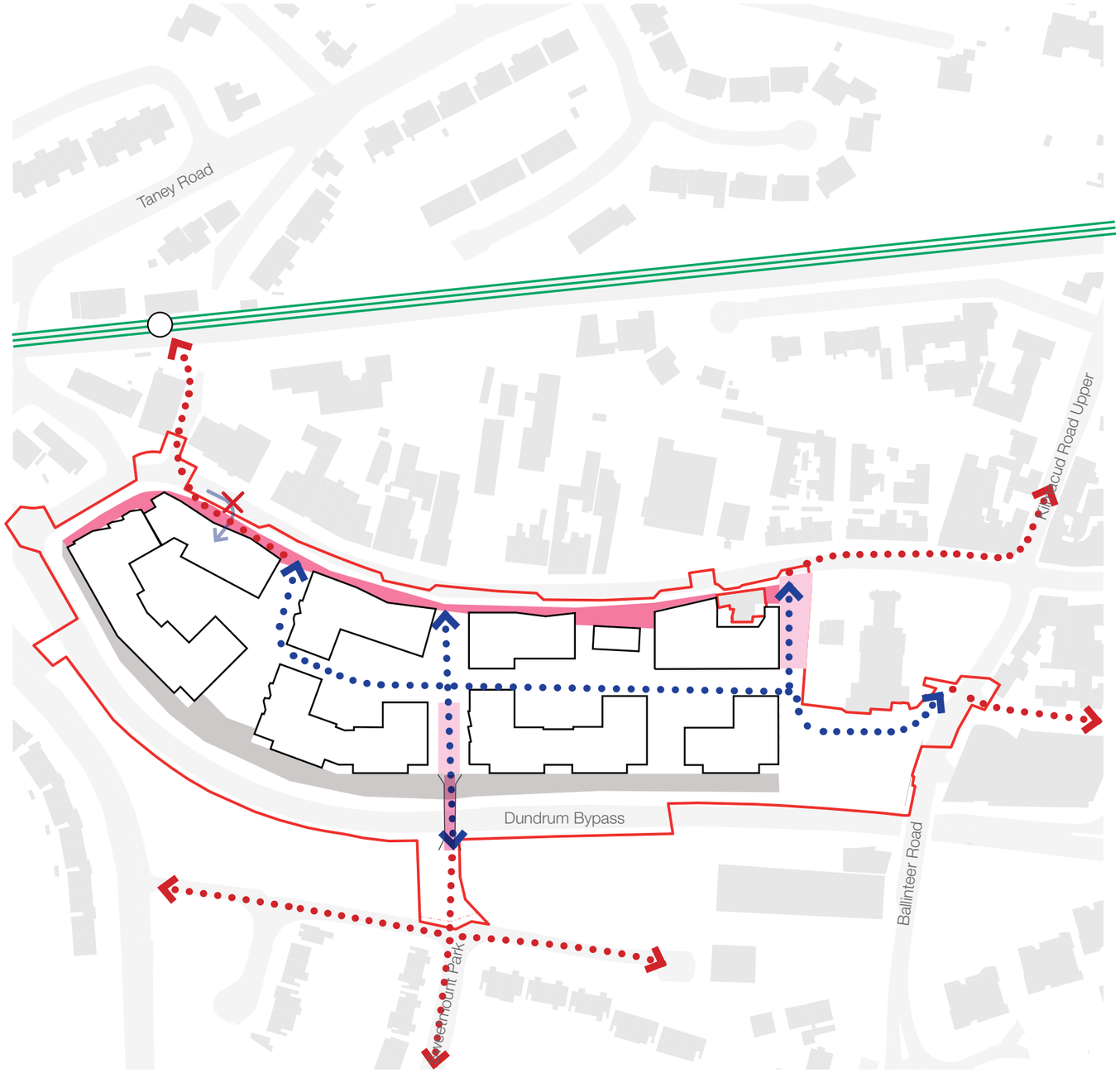
The buildings on Main Street are generally set back from the footpath allowing the existing pavements to be widened to improve the streetscape. This hard landscaping will meet seamlessly with the existing pavement areas, and flow neatly into the site.

Further details of the hard landscaping, street trees and street furniture to this area can be found in the Landscape Design Statement (NMP).

Two public routes will be provided through the site running north-south and east-west. These will have defined edges/ fencing/planting between the public route and the more private areas of the courtyards to protect residents privacy.

These public routes align with existing off-site routes that connect with the wider area, the LUAS line station and Dundrum Town Centre.

Space set aside to create the public routes and link public spaces.



Public Realm and Public Routes Plan

Way-finding

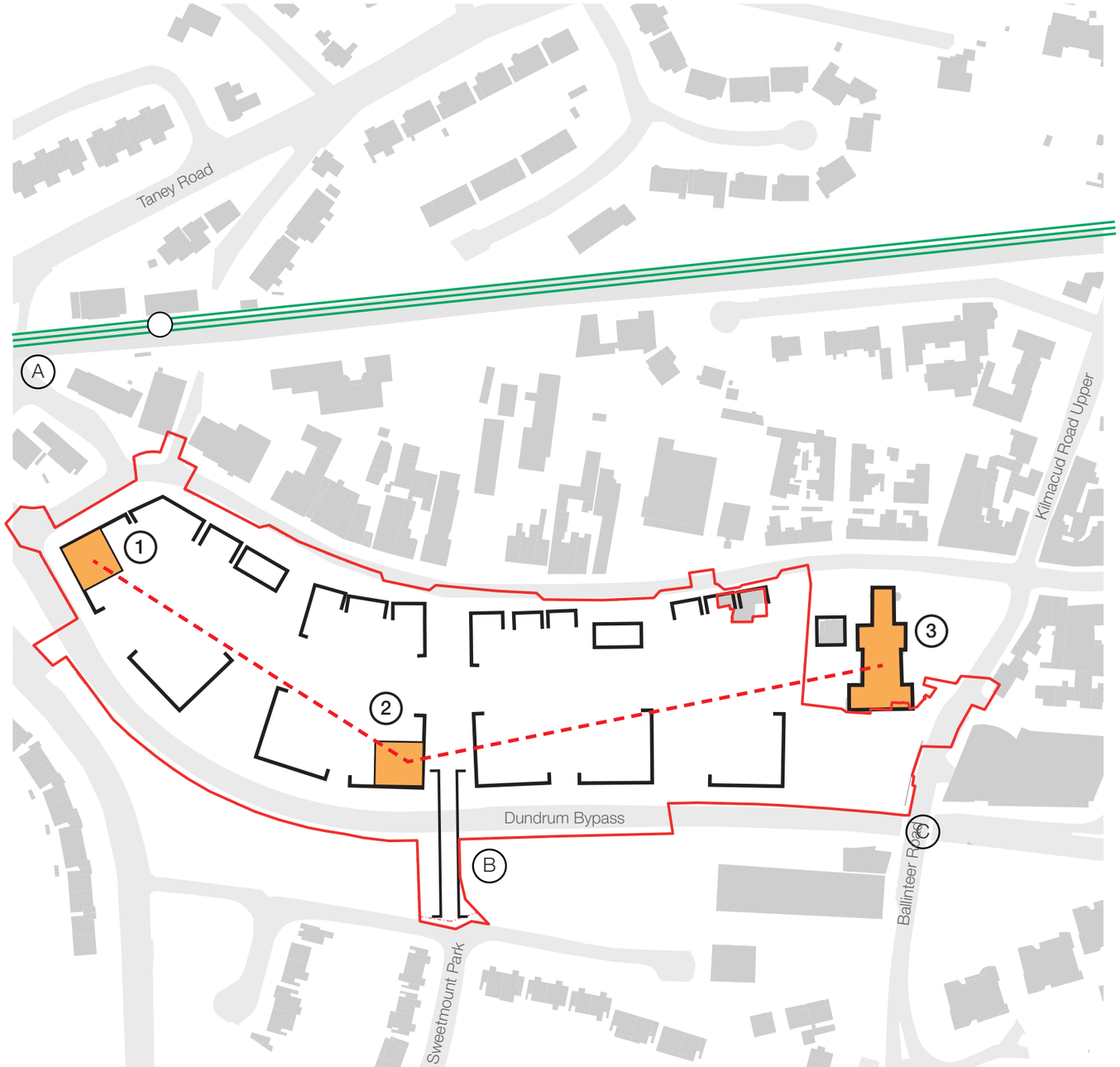
Nodal or way-finding points punctuate the development at each end and in the middle signalling the following:

1. Taller element on the northern tip announcing arrival at the development from the north;
2. Uplift element identifying the location of the future bridge across the bypass; and
3. The existing Holy Cross Church identifying the presence of the new civic square to the south of the site.

These are taller or significant buildings which provide recognisable way-finding points that assist people in moving through the area.

A. The William Dargan Bridge for the LUAS Line;
B. The future Sweetmount pedestrian and cycle bridge; and
C. Dom Marmion Bridge across the Bypass.

Each of these is related to crossing points of the transport infrastructure including:



Nodal Way-Finding Points Plan

Public Open Space Strategy

Communal Residential Amenity Space
Each residential cluster of buildings has its own courtyard with a distinct character. These courtyards primarily serve the dwellings that surround them providing communal amenity space. Further details of the design of these courtyards can be found in the Landscape Design Statement (NMP).

The eastern edges of these spaces are set aside to provide the public north-south route through the site.

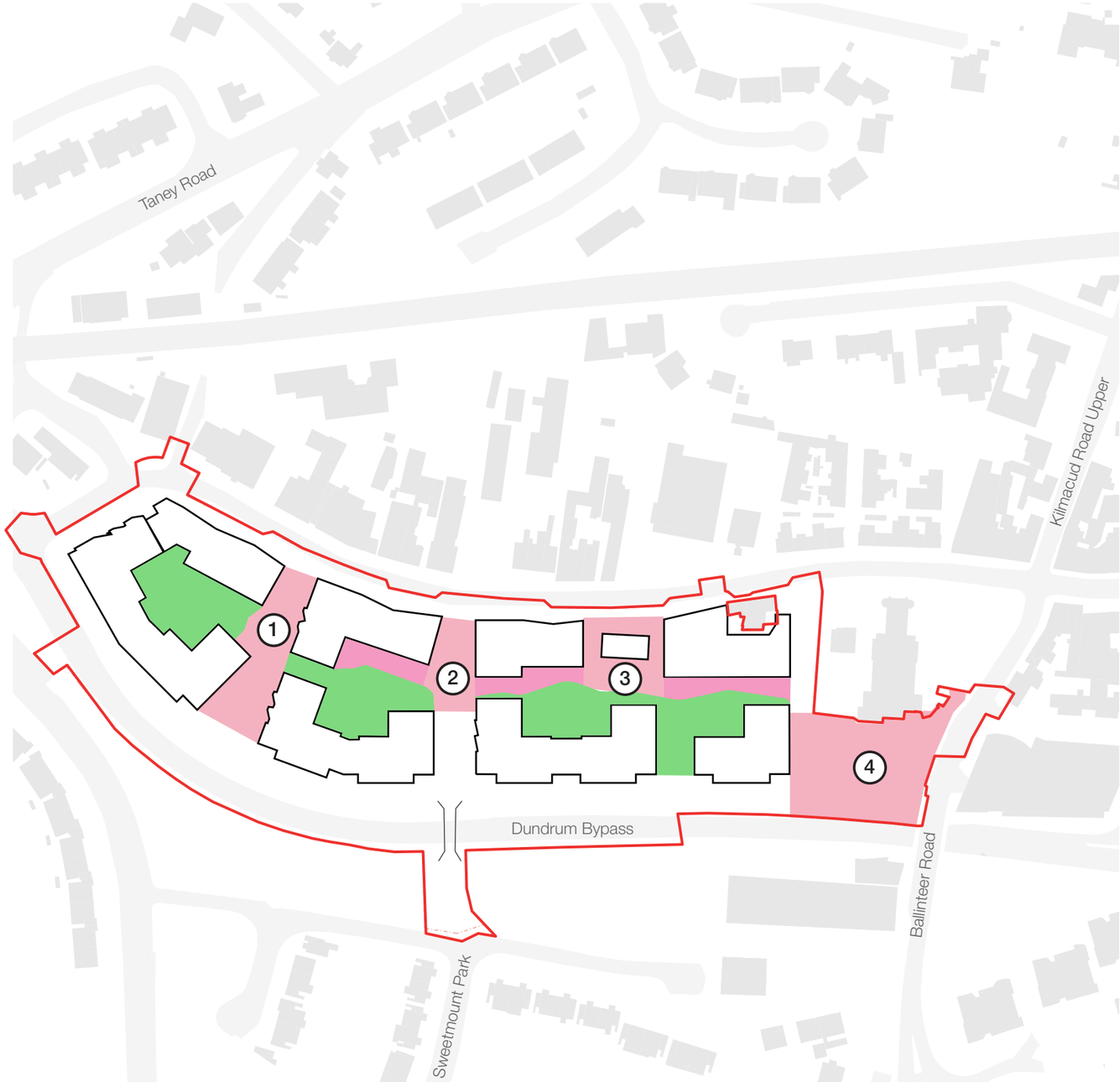
Public Space
There are four public spaces provided along the length of the site. These spaces will create a transition between Main Street and the north-south route running through the site itself. They have spaces have different characters generated by the uses of the buildings that surround them and by the topography and situation of the space. Further details of the design of these public spaces can be found in the Landscape Design Statement (NMP).

1. **Usher Place -** This is the arrival point on the site closest to Dundrum Luas Station. Usher Place will have active frontage on two sides provided by residential entrances and amenities, merging with retail and cafe uses where the public space meets and flows into Main St. The space will be hard landscaped to the east and more densely landscaped with tree planting on the western side with views across to the Sweetmount Park. It provides 1,104m^2 of public space.

2. **Sweetmount Place leading to the future Bridge -** This runs east-west through the middle of the Dundrum Village development. It provides access from the Main Street to the future bridge link to Sweetmount Park. This provides 958m^2 of public space on site.

3. **Glenville Terrace Square -** This pocket public space creates a new setting for Glenville Terrace. It will allow activity within the building to spill out into the area that runs alongside the north-south route. It provides 908m^2 of public space.

4. **Church Square -** Located behind the Holy Cross church, providing 2,303m^2 of public space. It will be activated with retail on its northern edge and provide external space for the church community rooms at lower ground level.



Public and Private Spaces Plan

Street Activation

The development's combination of different uses at ground floor level ensure that the streets and spaces are activated and safe.

Main Street will be activated with:

- Retail and Cafe/ Restaurant
- Residential Amenity Spaces & Entrance Lobbies
- Crèche

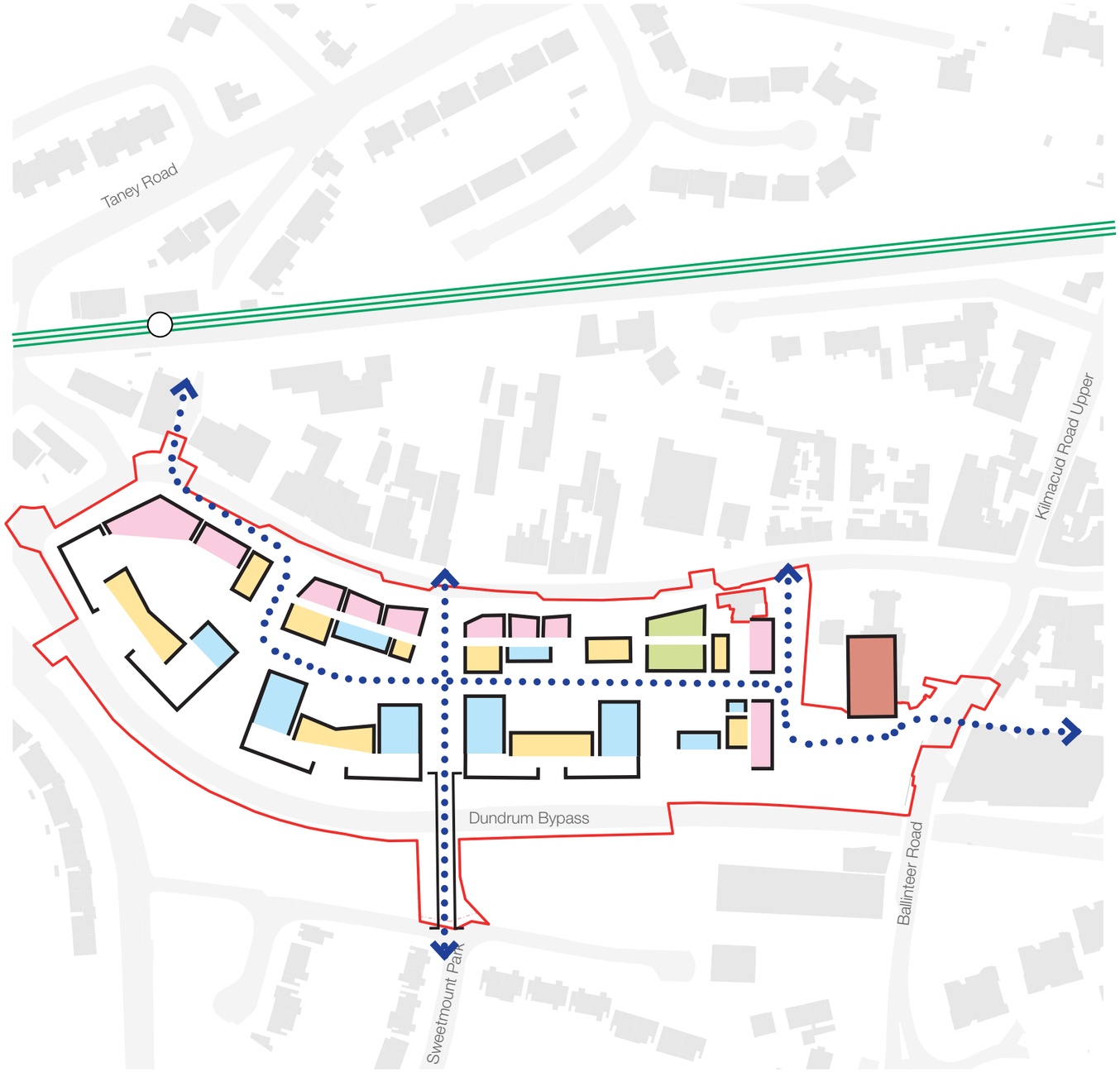
Civic Square will be activated with:

- Retail
- Community Hall within the Holy Cross Church

Public Routes through the centre of the site (east-west route and street to the future bridge) will be activated with:

- Retail
- Crèche
- Residential Amenity Spaces & Entrance Lobbies
- Ground floor dwellings

Dundrum Bypass is not fully activated by non-residential uses. The Bypass does not provide pedestrian access west/east save for at the northern end (junction Main St and the Library). The proposed landscaping will make this a green route (albeit alongside a busy road) with access around the proposed development along Main St to the north and up steps to Church Square at the southern end. However the full length of this road will benefit from passive surveillance from dwellings at the floor levels above.



Street Activation Plan

Public Realm and Public Routes

The new public realm and north to south public route will provide the following benefits;

A sunny environment
The BRE shading results for these spaces are good and prove they will receive 2hrs of sunlight on much more than the minimum 50% of their area (Taken on 21st March, as set out by BRE 209). Refer to the BDP report for further details.

A sheltered environment
The wind analysis results indicate that there will be no adverse micro climate effects on the pedestrian environment in these spaces. Refer to the IN2 report for further details.

A different environment
The north-south route provides a quieter and greener route through the area. It offers an alternative to Main Street, without trying to replicate or compete with local businesses.

A high quality environment
Spaces are well designed, have generous landscaping and planting using high quality and durable materials.

An interesting environment
Changes in levels between the zones are accommodated to provide universal access for all, but are also utilised to create variation and interest in the ground plane.

A safe environment
The spaces benefit from passive surveillance from corner retail units, residential entrance lobbies, residential amenity spaces and windows to the dwellings above. These frontages, coupled with clear sight lines and good lighting design will ensure a secure and safe environment.

A natural environment
The plant and tree species have been selected to provide habitats for animals, birds and insects to create biodiversity habitats.

A healthy environment
The greening of the public spaces has a benefit to local air quality. For users of the public spaces there is the health and well-being benefit of seeing street trees, soft landscaping, and the nature and biodiversity with the public spaces and courtyards.

A clearly defined environment
The boundaries between public and private spaces are clearly defined and provide privacy to private space.

An active environment
By integrating active play spaces into the public realm, visitors and residents will be encouraged to “play on the way” and physically interact with the landscape.

Public Space Indicative Landscape View towards Sweetmount Park

Public Route Indicative Landscape View

Public Space Indicative Landscape View rear of Glenville Terrace

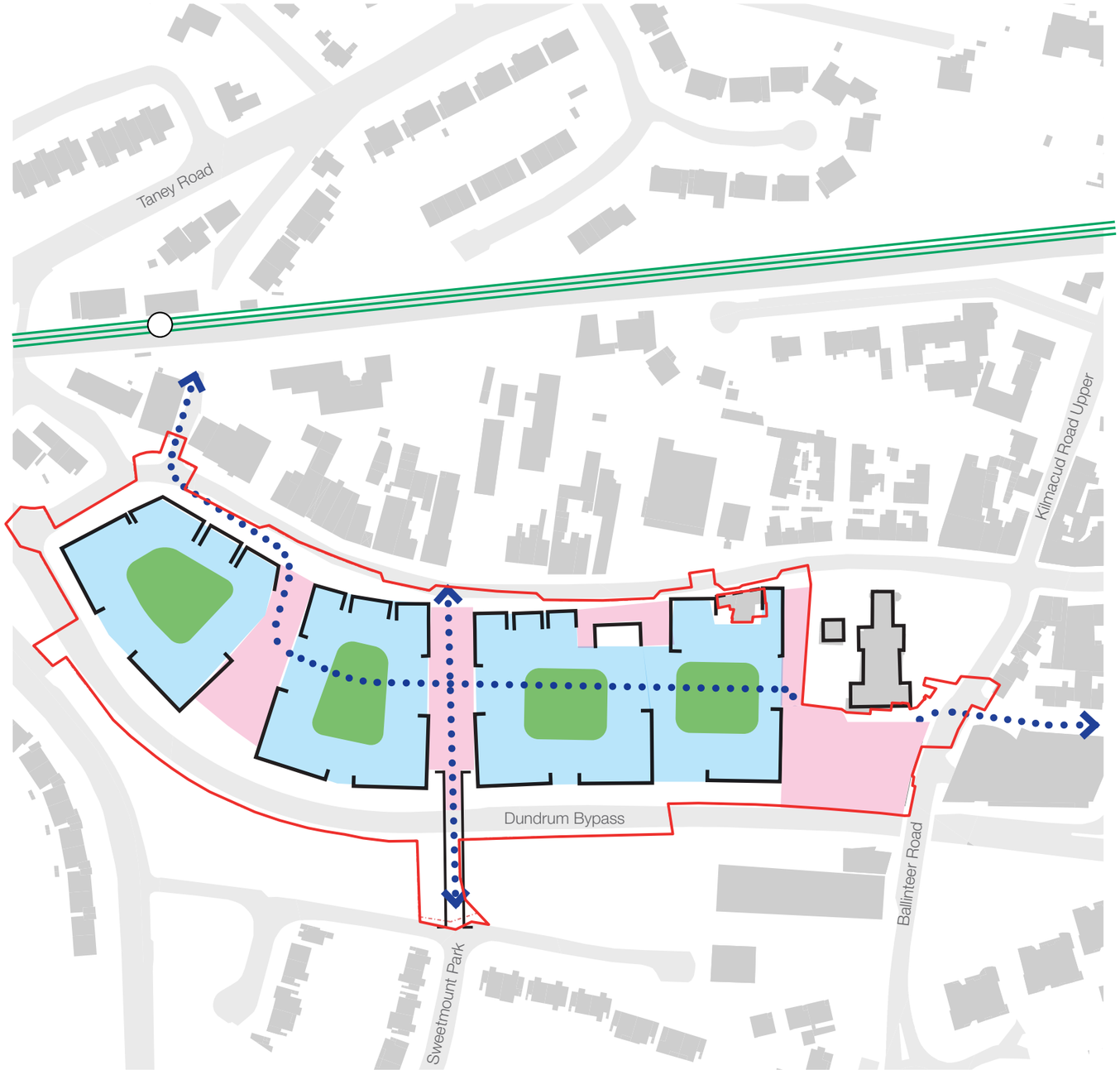
02 SITE LAYOUT STRATEGY

C. New Neighbourhood Quarter

The development splits naturally into a northern half and southern half, either side of the public route leading to Sweetmount Park over the future bridge.

The new residential neighbourhood is designed around four green courtyards, putting nature at the heart of the development. These will benefit residents' health and well-being and give dwellings a green outlook. Each courtyard has a cluster of three buildings around the space, which will form a community of residents in each quarter of the site.

Communal Space Indicative Landscape Zone 1
Taney Garden



New Neighbourhood Quarters Plan

Residential Provision Main Street

The masterplan is arranged as a series of four new buildings with spaces in between that line the western edge of Main Street and re-instate the high street frontage.

The buildings have angled façades to generate interest and increased pavement widths and are four to five storeys high. These building feature angled parapets creating a dynamic roof line, with large shop fronts at ground floor level. There will be residential development at the upper floors, as 'living over the shops' which will provide passive surveillance.

Block 1C
42 Dwellings
5 storeys
11 dwellings/floor (max)

Block 2C
50 Dwellings
5 storeys
12 dwellings/floor (max)

Block 3C
43 Dwellings
5 storeys
10 dwellings/floor (max)

Glenville Terrace
0 Dwellings
3 storeys

Block 4B
40 Dwellings
3-5 storeys on Main Street
With a 6th lower floor on the courtyard side
10 dwellings/floor (max)

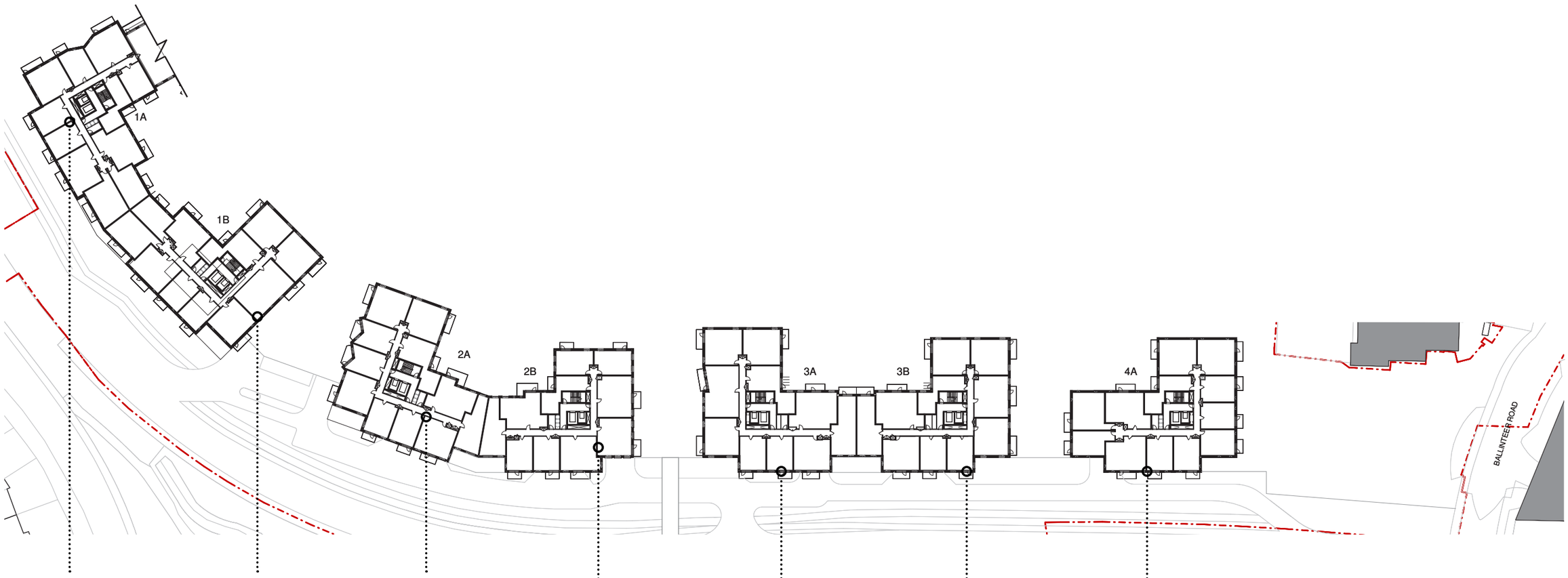
Residential Plan at Upper Floors Along Main Street

02 SITE LAYOUT STRATEGY

Residential Provision Bypass

The masterplan is arranged as series of four groups of two ‘L’ shaped buildings (zone 4 just has one) defining the edges of residential courtyards. These blocks shield this amenity space from the road noise from the Dundrum Bypass. Gaps between these buildings and the ones on Main Street allow plenty of sunlight into the courtyards.

The buildings have a maximum of 12 apartments per floor and have indents and offsets to maximise dual aspect apartments. Dwellings at these upper floors generate passive surveillance of the streets and spaces below and all balconies cantilever out from the buildings to generate wider views for residents.



Block 1A
142 Dwellings
16 storeys
12 dwellings/floor (max)

Block 1B
108 Dwellings
12 storeys
11 dwellings/floor (max)

Block 2A
98 Dwellings
11 storeys
11 dwellings/floor (max)

Block 2B
91 Dwellings
12 storeys
10 dwellings/floor (max)

Block 3A
90 Dwellings
11 storeys
10 dwellings/floor (max)

Block 3B
89 Dwellings
11 storeys
10 dwellings/floor (max)

Block 4A
88 Dwellings
10 storeys
12 dwellings/floor (max)

Duration and Timing

It is envisaged that the proposed development will be constructed over a period of up to 8 years. An indicative construction phasing plan is described in the OCMP [prepared by TJ O'Connor and Associates]. The proposed development will be constructed in two phases, each comprising two zones:

- Phase 1 – Zones 1 and 2
- Phase 2 – Zones 3 and 4

Each zone will take approximately 24 months to construct and will comprise the following main works elements:

- Earthworks, Foundation and Podium Structure Works
- Superstructure Works
- Façade & Fit-Out Works
- Landscaping Works

Works may be undertaken concurrently on two or more zones. The adjacent development zone will be utilised as a site compound.

Works are proposed to commence at the northern end in Zone 1 (Blocks 1A, 1B and 1C) and will be developed sequentially southwards. Landscaping, including public open spaces, will be completed as part of each development zone.

As part of the Zone 1 works, the following infrastructure will be constructed:

- Access road and Dundrum Bypass relocated junction, slip lanes and cycle track upgrade
- New foul pumping station, compensatory flood storage, separate foul sewers and surface water outfall connections.

Sweetmount Bridge will be constructed and opened to the public as part of the Zone 2 works. In order to install the proposed new bridge, a temporary road closure would be required for a number of nights over a period of 2 to 3 weeks to allow the bridge to be lifted into position and secured. Access to Sweetmount Park will be maintained during construction.

Demolition will be undertaken on a phased basis, commencing with the demolition of Dundrum Village Centre (part of), facilitating the construction of the Zone 1 blocks and the associated site compounds and storage areas etc. All existing commercial uses on the site will cease, however, it is anticipated that commercial units will continue to trade (subject to market forces, leases etc.) until the demolition phase applies to that zone.

The public car parks located to the rear of the former Mulvey's Hardware and Holy Cross Church (151 spaces) will remain operational until works commence in Zone 3. On occupation of Blocks 1A, 1B and 1C, and pending the parking spaces in Zone 2 becoming operational, 105 spaces will be reallocated for use by the tenants of Blocks 1A, 1B and 1C. The public car park at the existing Dundrum Bypass entrance (33 spaces) will be removed when works commence in Zone 2.

The phasing noted is indicative, and the final phasing, which will be subject to non-construction related matters (i.e. funding, market forces etc.) will be reviewed by the developer and the appointed Contractor, prior to commencement.

Development Zones

Masterplan Response to Heritage and Existing Buildings

Existing Buildings
All of the existing buildings on the site have been assessed. Further details are provided within the EIAR report.

The development will remove the former post office, 4 Glenville Terrace, number 13/13a and number 15a from Main Street.

Permission was previously granted for their removal under the planning permission (reference D08A/023). However the current proposal will retain the most significant part of Main Street, 1-3 Glenville Terrace. Glenville Terrace will benefit from restoration and conservation work and be brought back into active use after 15+ years of vacancy.

The heritage assessment carried out on the buildings to be removed shows that the Main Street has become fragmented by intensive 20th Century alterations to the buildings and prolonged neglect. Original features, such as the ground floor elevations have been obscured, whilst stacks have been removed. This has led to a significant loss of character. Many of the interiors have also been diminished through alteration and modernisation.

1. **Main Street, D14 V8K8 (Former Post Office)**
   To be removed

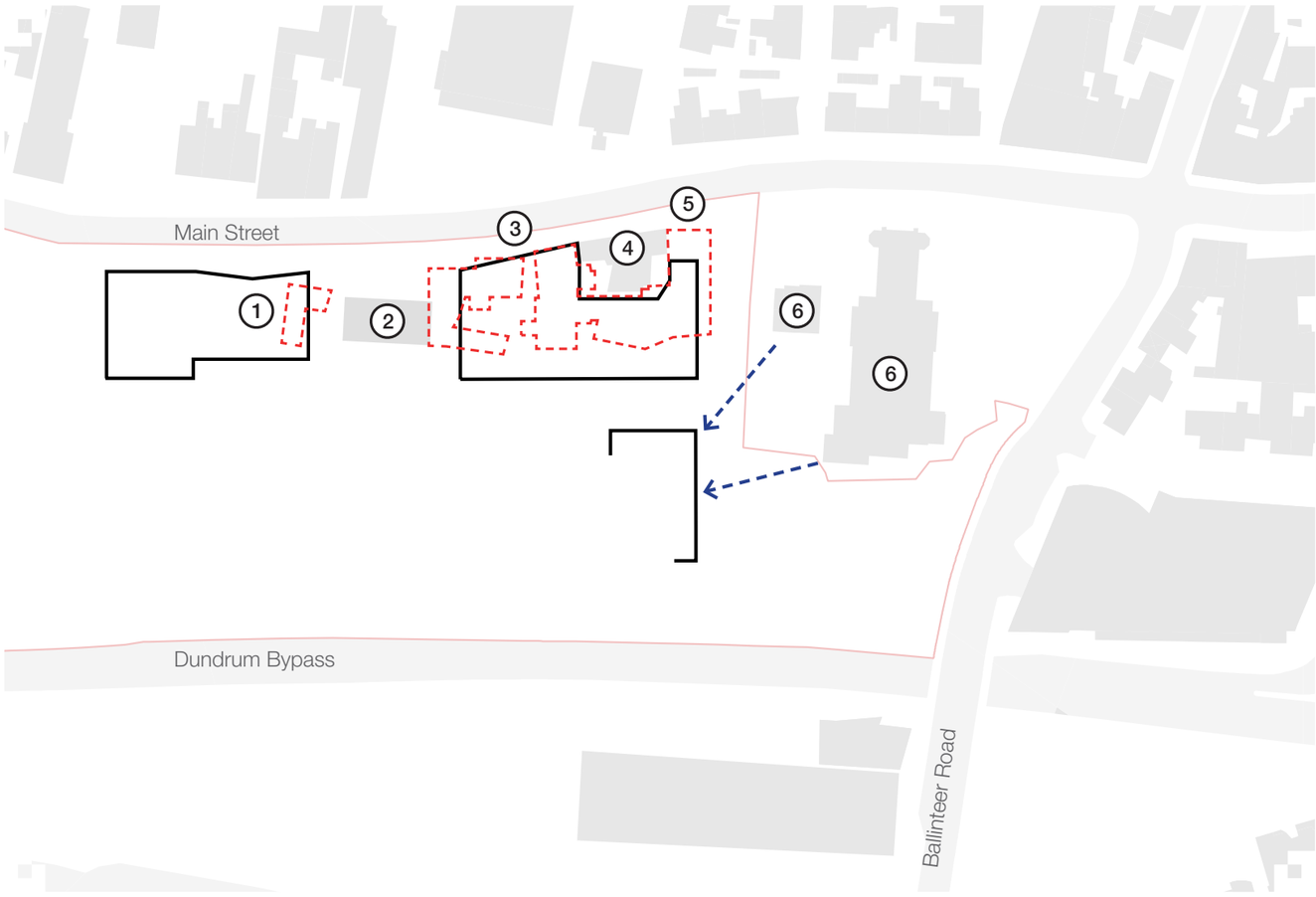
2. **1-3 Glenville Terrace**
   To be retained, refurbished and re-used.

3. **4 Glenville Terrace , 13 and 13a Main Street, 15a Main Street**
   To be removed

4. **No's 16/17 and No.11 Main Street (Mulveys and Lisney)**
   To be retained, not part of the application.

5. **Main Street, D14 A250 (Former Mulveys Hardware)**
   To be removed

6. **Church and Parochial House**
   Proposed and Protected Structure of architectural and social interest. Building 4B is positioned to reflect the significance of these buildings and provide an open space behind the church for a new public space and enhanced setting for the church.



Masterplan Response to Heritage and Existing Buildings

Servicing the Masterplan

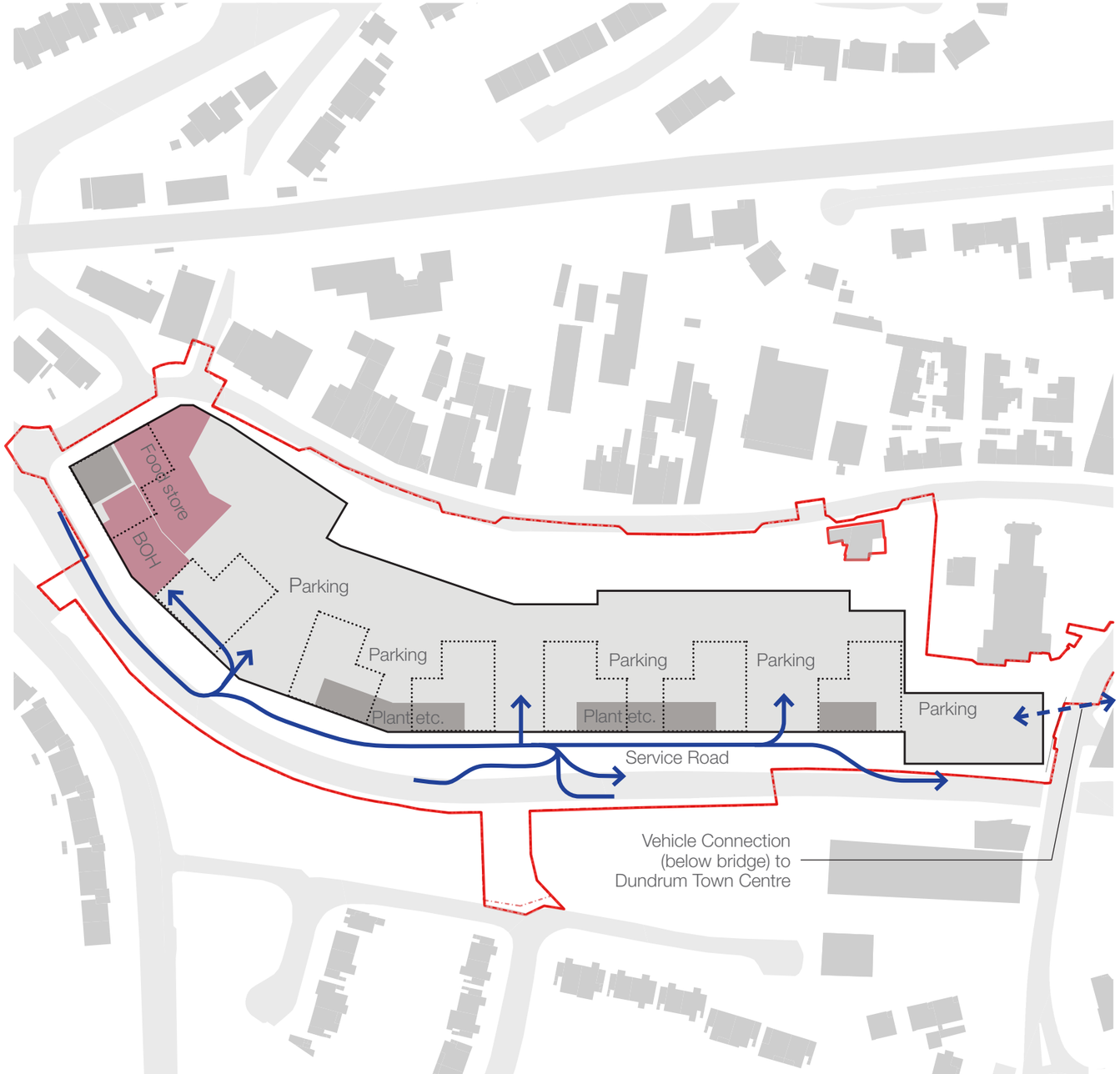
The development utilises the level difference between Main Street and the Bypass to locate a lower ground floor below the level of Main Street in order to:

- Create better level access for pedestrians entering the site from Main Street, achieve a high quality residential environment and public route through the site with no vehicles; and
- Avoid vehicles having to access the site from Main Street (the existing access point for the Lidl store will be removed).

Direct access is provided to the site from the Dundrum Bypass and a service road runs alongside the Bypass to provide access to the following areas within the lower ground floor;

- The car park serving the non-residential uses and residential uses;
- The delivery point/goods yard for the food store;
- The bike stores and bin stores (for collection);
- The building cores (for fire fighting) and the plant space;
- Delivery points for the residents (note that the concierges on Main Street will receive non-bulky deliveries); and
- The service road will also provide access to the site during construction of the development.

The vehicle link to the Dundrum Town Centre car park will be retained (using the existing tunnel under the Dom Marmion Bridge) for servicing.



Servicing Concept Plan

Sweetmount Bridge

Aims and Aspirations

The proposed bridge across the Dundrum Bypass is required to create a pedestrian and cycle connection between Main Street and Sweetmount Park to the west, It will be accessed by a public route running east-west through the site.

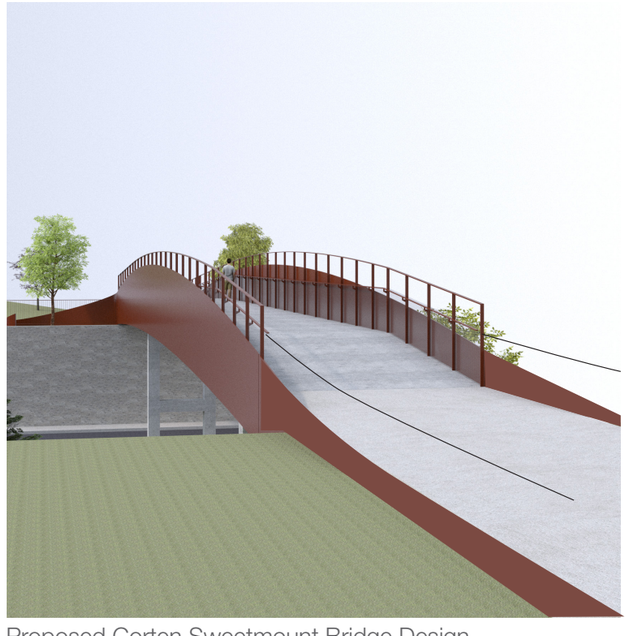
The bridge will be shared by pedestrians and cyclists, and thus the bridge is designed to meet these standards and will be 4.5m wide.

The design intent is to create a bridge which doesn't try and compete with the grand scale of the LUAS line bridge. So it doesn't have a vertical element, but has a clear identity that integrates with the landscape.

The bridge is low in form, in that there are no vertical structures, and will integrate well with the landscape either side. It has shallow curved sides to gracefully span the roads beneath and visually connect the two sides.

The Corten steel will weather over time and require less maintenance than a painted finish.

The landscape design on both sides of the bridge will coordinate with the bridge. The hard landscape surface will continue onto and across the bridge to the other side. The topography of the site in Sweetmount Park will be adjusted to create a gentle approach to the bridge to deal with the change in levels.



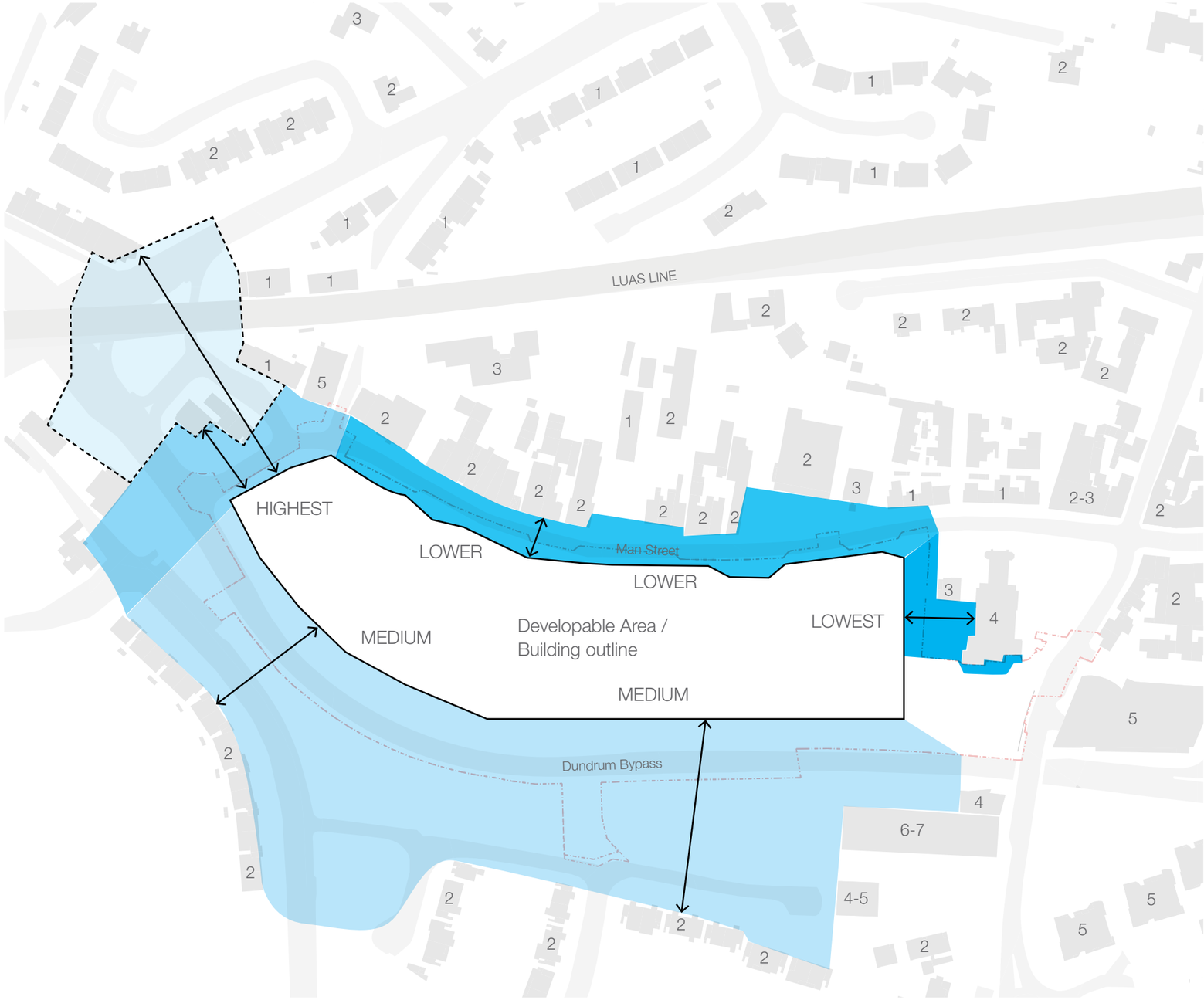
Proposed Corten Sweetmount Bridge Design

03 Scale, Form and Massing

Context for Massing

The context creates constraints and opportunities for the potential massing on the site. The context relates to the height and separation distances of existing buildings from the site. In this regard the site context splits into 5 areas:

- The area to the south of the site contains the Holy Cross Church and Parochial House which are in close proximity.
- The Main Street frontage is on average within 16m to 19m of the existing buildings on the opposite side of the road.
- The Bypass frontage has much wider separations distances, varying from 56m to 88m.
- The area to the north has a small grouping of buildings (Waldemar Terrace) 25m away. However, this Terrace is also adjacent to the large scale infrastructure area which is approximately 100m x 100m where the LUAS bridge crosses both Dundrum Road and Taney Road.



Plan Showing Context Areas and Relative Heights

Height Strategy - Context Height Ratio Main Street

Context Height Ratio - CHR

The site context, which includes the topography, built form and skyline are all important factors in reviewing the appropriate scale of a tall building. Other factors that are important to the evaluation of the site include:

- The effect on the historic environment at a city wide scale and local level;
- The protection of important views, landmarks and vistas;
- The relationship to the transport infrastructure;
- The quality of the architecture of the building;
- Contribution to public spaces;
- Permeability of the site;
- Legibility of the masterplan, and
- Scale to the wider context.

As building height is a relative term the tallness of a building must be considered in relation to its local context. The following categories have been used as a guideline to establish the masterplan within the local urban context:

Similar Height
A building with a similar height is considered to be only 1 to 2 storeys taller than the prevailing context.

Medium Scale Building Height
A local high point building is considered to be 3 to 4 storeys taller than the prevailing context

Local High Point
A high building is considered to be 5 to 8 storeys taller than the prevailing context

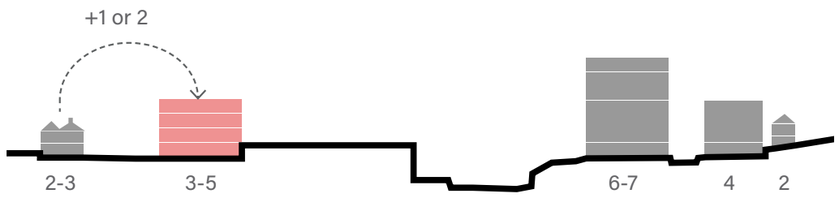
Local Landmark Building
A local landmark building is considered to be over 8 storeys taller than the prevailing context

Main Street

The analysis of the existing context has established the prevailing building heights. The heights along Main Street vary from 1 storey up to 5 storeys. The prevailing context along Main Street can thus be considered to be between 2 to 3 storeys.

In CHR terms to be considered as being of a ‘similar height’ any proposal on the Main Street should only be 1-2 storeys bigger than the context. Thus heights of 3-5 storeys are appropriate on Main Street

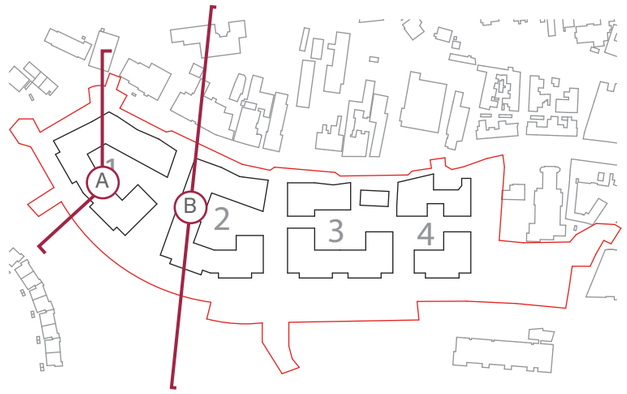
The massing, density and layout of the blocks aligns with what would be expected of an urban location with high capacity transport links.

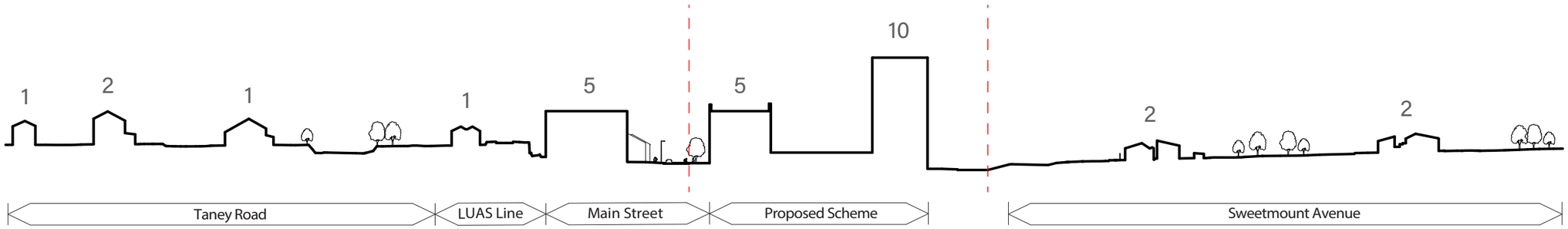


Main Street Similar Building Heights 3 to 5 storeys

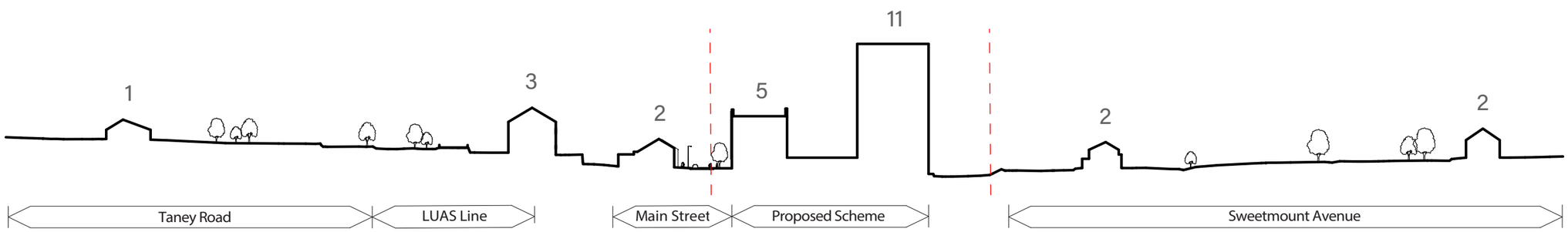
Context Analysis - City Scale east to west

East Context
The site sits at a low point with the topography rising either side of the site towards the LUAS line to the east and Sweetmount Park to the west. On the eastern side of the site buildings around Taney Road are generally 1 to 2 storeys in height. On Main Street buildings are typically between 2-3 Storey.





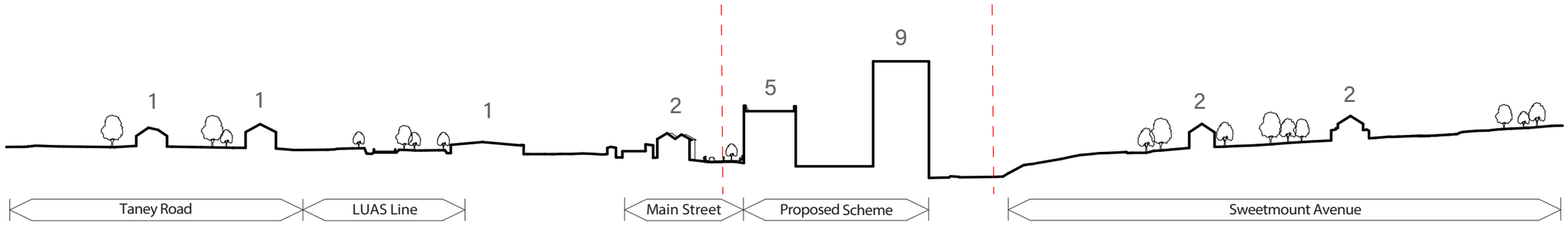
A - Main Street City Scale Context east to west



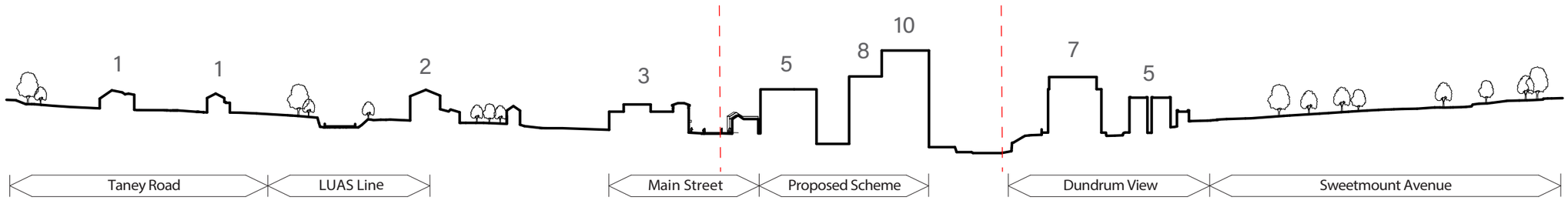
B - Main Street City Scale Context east to west

Context Analysis - City Scale east to west (continued)

West Context
On the western side of the site the topography drops down to the lower level of the Bypass before rising up steeply across Sweetmount Park to residential area of The Laurels and Sweetmount Avenue.



C - Main Street City Scale Context east to west



D - Main Street City Scale Context east to west

Height Strategy - Context Height Ratio Dundrum Bypass

Dundrum Bypass
Applying the same rational to the area of the site facing the Bypass we can see that the prevailing height is 2 to 7 storeys. Dundrum Heights being up to 7 storeys and residential housing in Sweetmount typically being two storeys plus roof. This aligns with the new context generated by the proposal on Main Street.

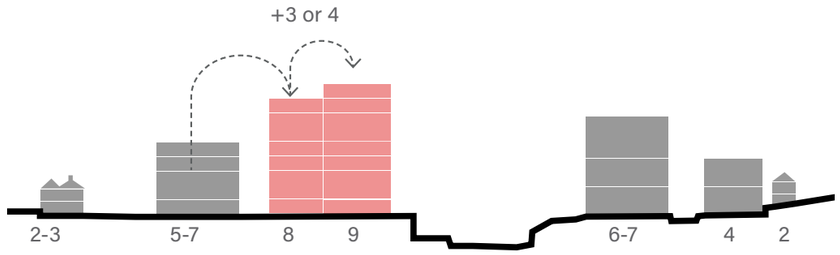
The Bypass has a different context (and topography) to Main Street that must be considered. The Bypass is at a lower level than Main Street by up to 6m and there is a wide separation distance across Sweetmount Park to the residential houses on The Laurels and Sweetmount Park (between 50- 95m).

As the Bypass is considerably lower and is a much less sensitive part of the site, the proposal here can be of medium scale buildings (+3-4 storeys) above the prevailing context. This suggests that the proposal can be 5-11 storeys in height. This applies to Buildings 1B, 2A, 2B, 3A, 3B and 4A which are generally 9 storeys high plus a two storey penthouse.

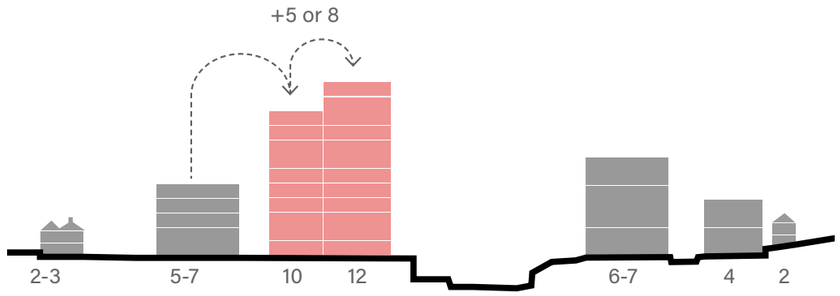
Along the Bypass there is also a key route between zones 2 and 3 and a Local High Point building is justifiable of 11-12 storeys will be provided.

There are four reasons why a 14-16 storey local landmark building is suitable on the northern tip of the site:

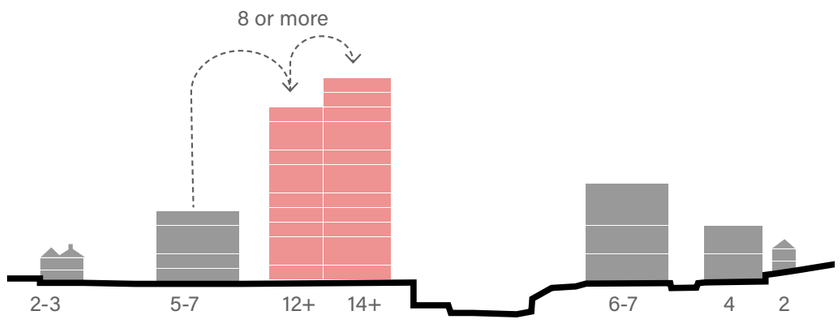
- It will sit in a wide area of open space
- It will be near to the William Durgan Bridge with its 50m/164ft tall pylon (approx. 16-17 storeys).
- At this location the building can act as a way finding point when approaching Dundrum from the north
- The building can mark the start of the rejuvenated Main Street when travelling south along the Dundrum Road.



Bypass Medium Scale Heights 8 to 9 storeys



Bypass Local High Point Heights 10 to 12 storeys



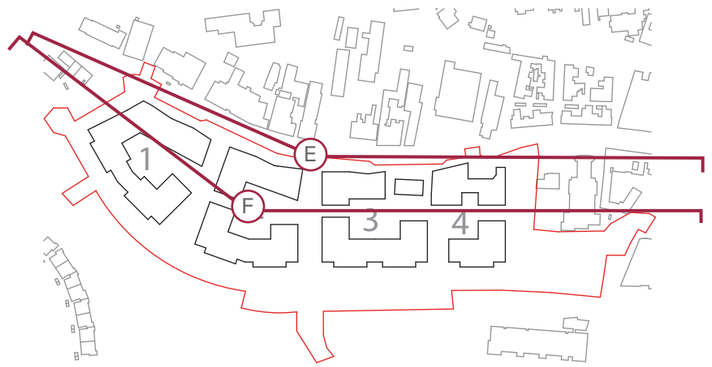
Bypass Local Landmark Building Heights 11 to 14+ storeys

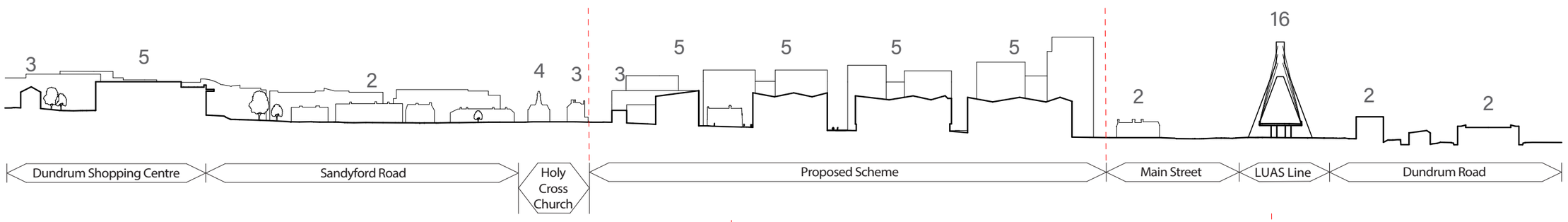
Context Analysis - City Scale north to south

North Context
The site drops in level from south to north with a 6m+ level change across the site. To the North the context is more open, the LUAS line and William Dargan Bridge are the dominant structure approximately 100m from the site where they cross the Dundrum Road and Taney Road.

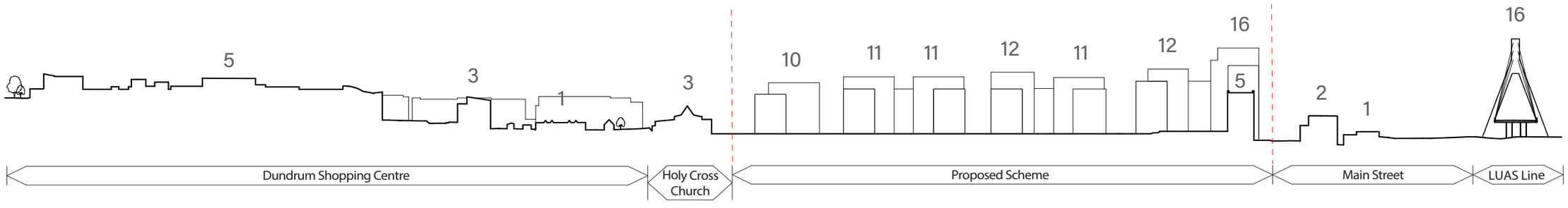
South Context
Directly south of the site is the Parochial House and Holy Cross Church. The development reduces in height adjacent to these buildings dropping to a low point of 3 storeys on the corner of Main Street.

Further south the 4-5 storey Dundrum shopping centre is the dominant landmark





E - Main Street City Scale Context north to south



F- Bypass Block City Scale Context north to south

Proposed Density Plan

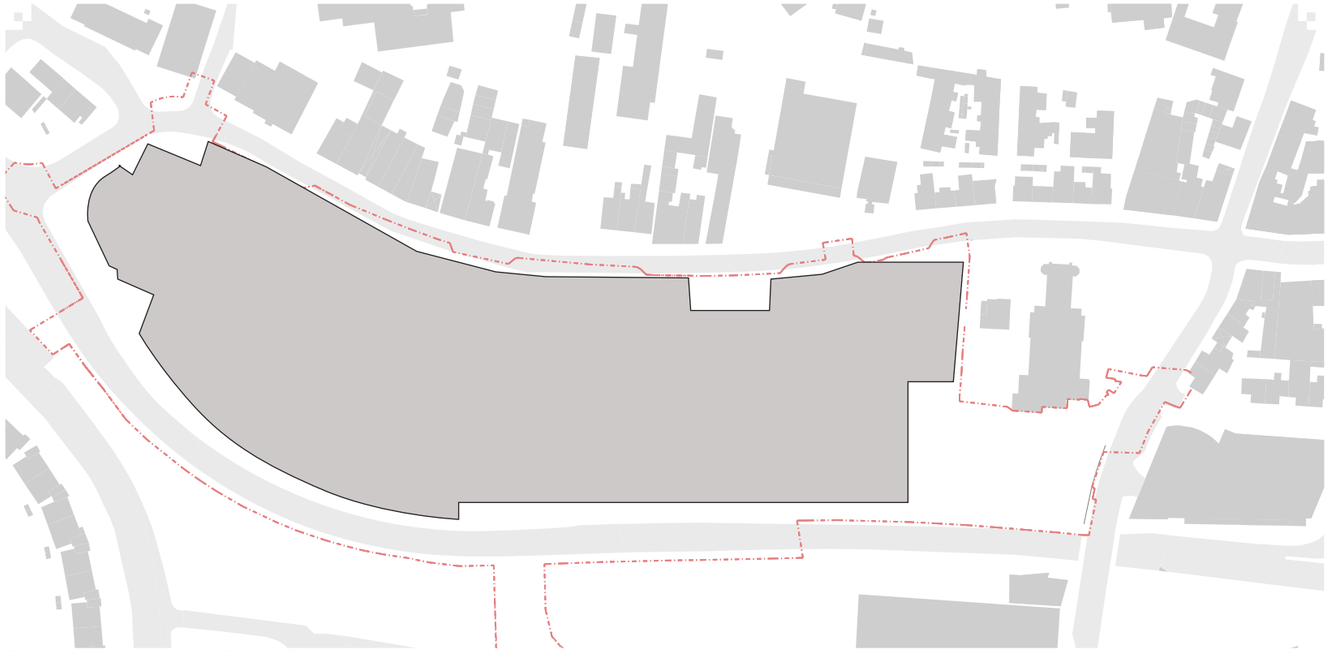
Heights and Density
The proposed building heights have been carefully considered in order to:

- Optimise density so that the maximum number of dwellings can be delivered at this strategic location which has high public transport accessibility and is close to employment areas; and
- To maximise the amount of open space on the site, including generous public spaces.

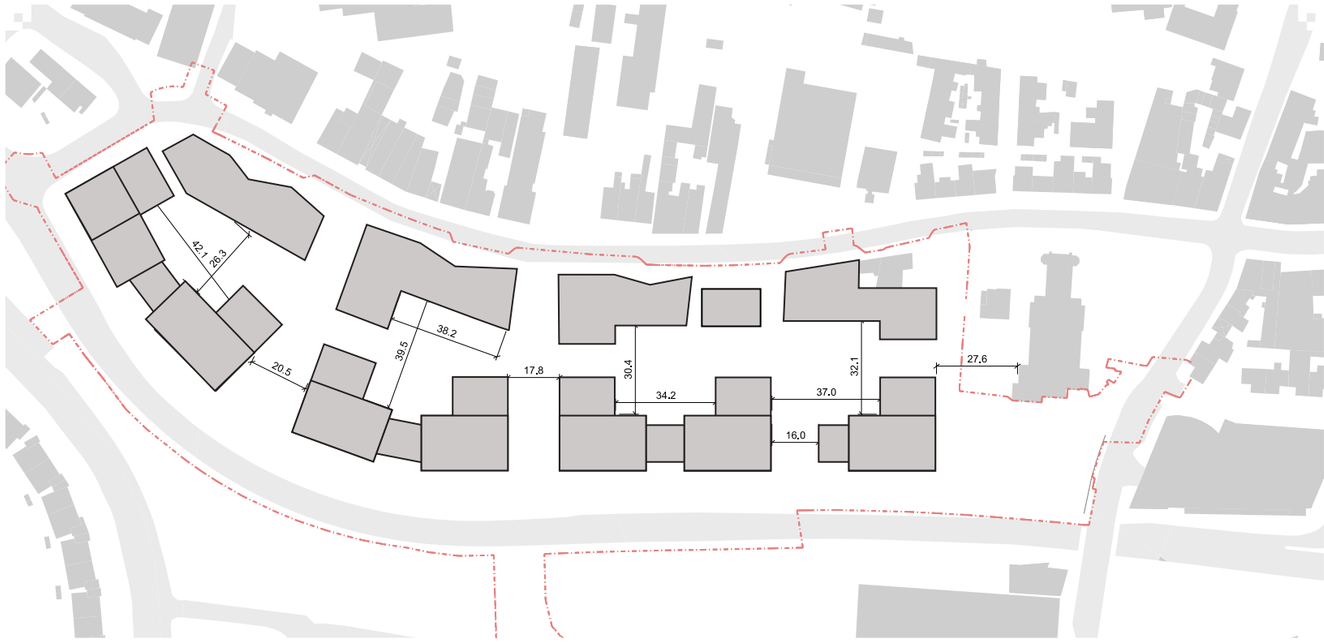
The massing across the site is considered appropriate in that it does not negatively impact on its surroundings and can provide a high quality environment within the site.

A direct comparison between the previously permitted retail proposal and the residential proposal cannot be specifically made for housing density.

However, the massing and volume of development can be compared between the relationship of built and unbuilt space as shown on the plans opposite.



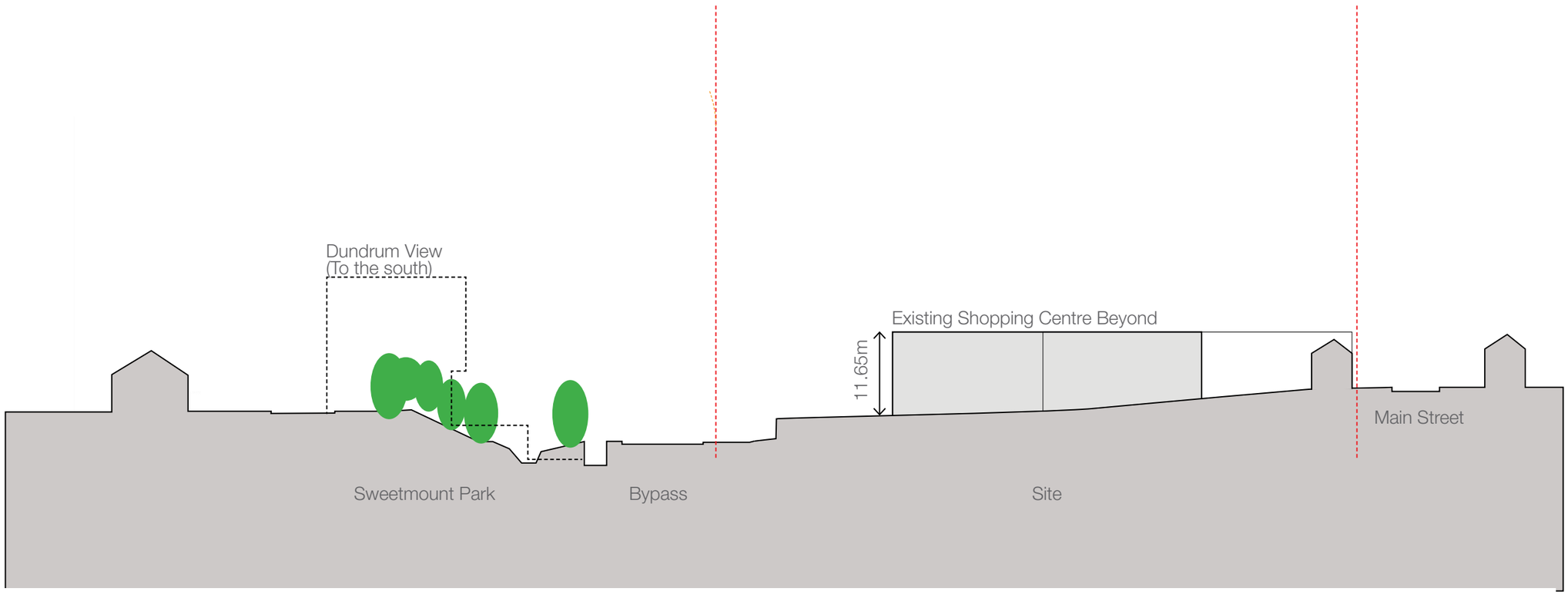
Previously Permitted Retail Proposals



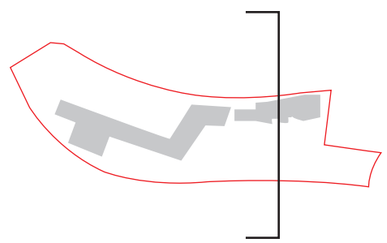
Residential Proposal showing separation distances

Existing Building Heights

The existing shopping centre building under-utilises the opportunity of the site. The three storey structure is set back from the street edge, and does not contribute to the quality of Main Street.



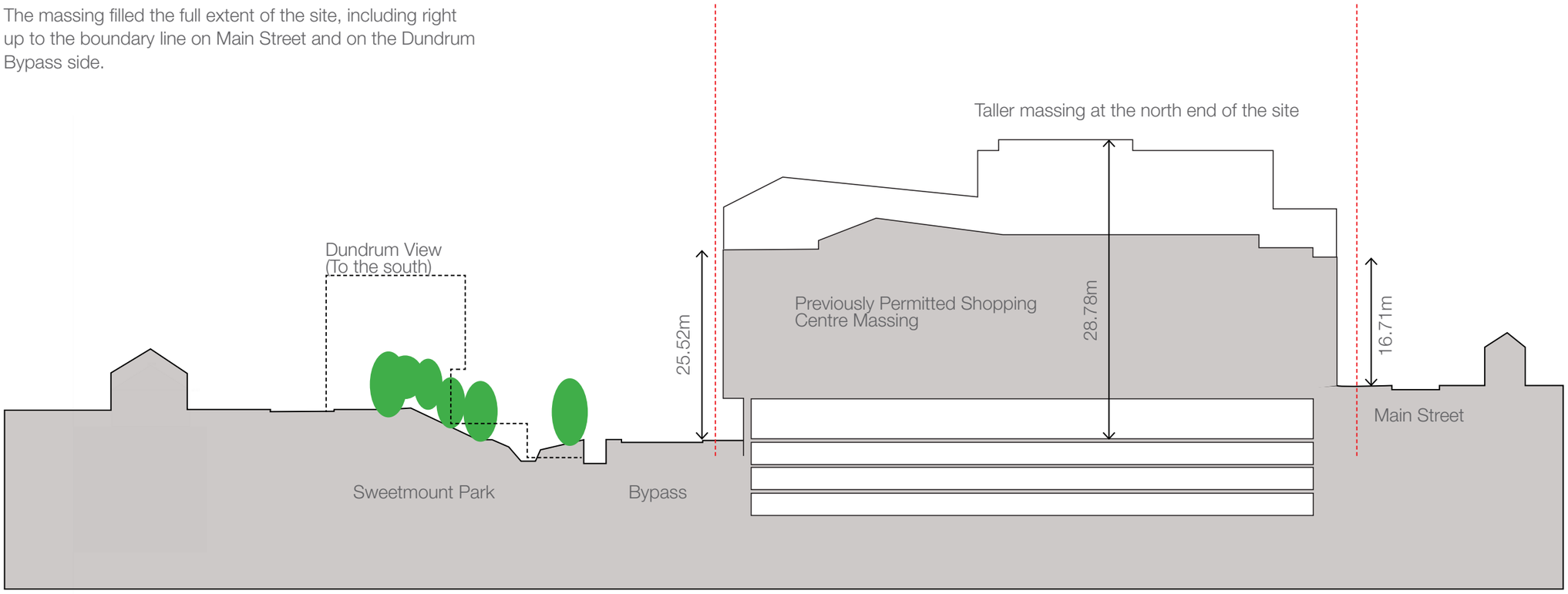
Existing Building Heights East to West Section



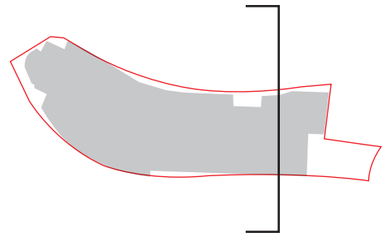
Previously Permitted Building Heights

The previously permitted shopping centre building (D08A/0231 now lapsed) proposed a large mass across the site. This varied in height between 24m and 38m above Bypass level which is equivalent to 7 and 9/10 storeys high.

The massing filled the full extent of the site, including right up to the boundary line on Main Street and on the Dundrum Bypass side.



Previous Permitted Building Heights East to West Section

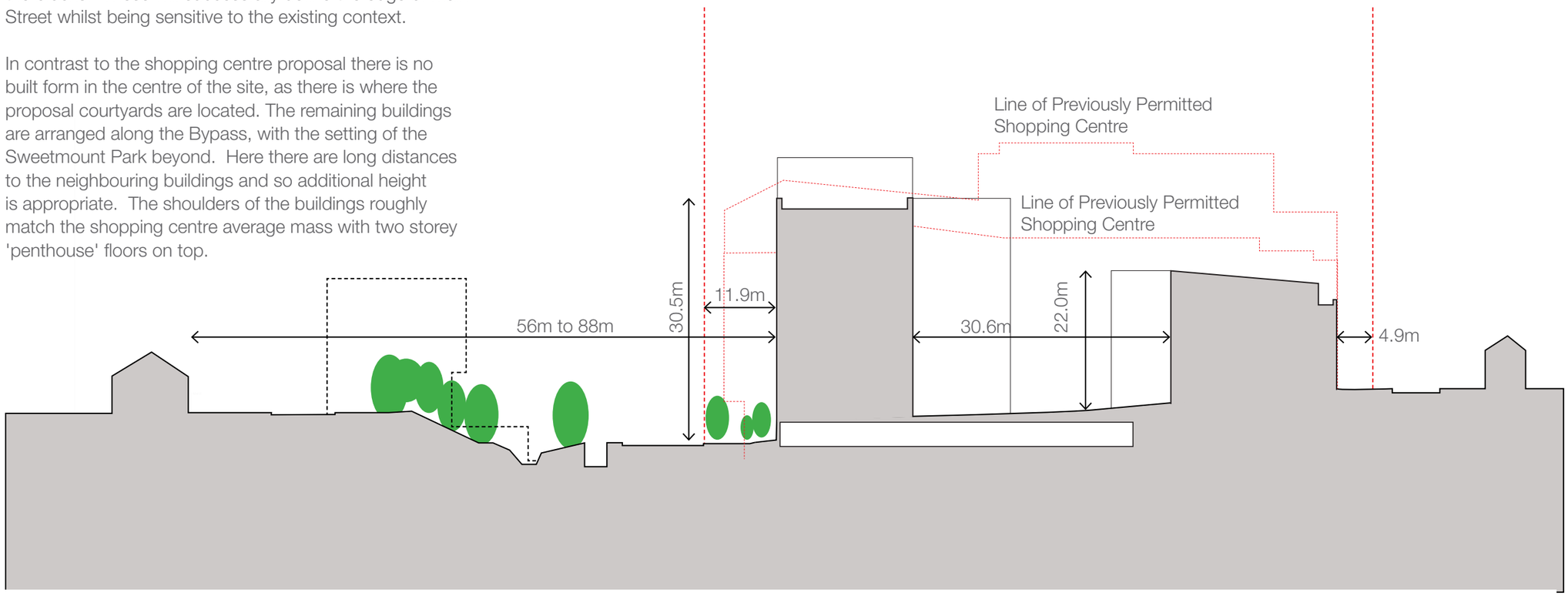


Proposed Building Heights

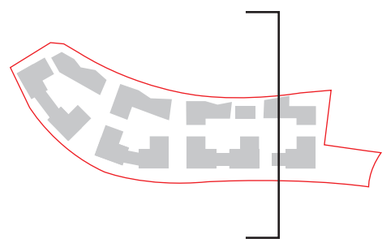
The proposed buildings on Main Street are not as large as the previously permitted shopping centre. These buildings are set further back from the existing buildings they replace and are limited to 4 or 5 storeys high, with gaps in between the blocks. These will successfully define the edge of Main Street whilst being sensitive to the existing context.

In contrast to the shopping centre proposal there is no built form in the centre of the site, as there is where the proposal courtyards are located. The remaining buildings are arranged along the Bypass, with the setting of the Sweetmount Park beyond. Here there are long distances to the neighbouring buildings and so additional height is appropriate. The shoulders of the buildings roughly match the shopping centre average mass with two storey 'penthouse' floors on top.

The building line is pulled back from the Bypass and there as an opportunity to 'green' this space, in a similar way to the southern end of the Bypass.



Proposed Building Heights East to West Section



Main Street Building Height

Appropriate Height
The proposed buildings do not have more storeys than the current tallest building on Main Street. This is Usher House, the five storey commercial building adjacent to Dundrum LUAS Station.

Four storeys above retail is not an excessive scale of building for the proposal on Main Street. Although it is taller than some of the buildings on the east side of the road, it will not feel 'high rise' and will feel an appropriate scale. The proposed scale aligns with other post-millennium development in and around the town centre of Dundrum.

The proposals have been compared to the consented retail application from 2008 to assess what has been previously acceptable along this street. The proposals on Main Street are lower than the retail consent and have more gaps to break up the massing in comparison with the shopping centre proposals which had continuous frontage along the street.

There are numerous reasons to design and develop taller buildings than the existing context, including:

- The housing need - the proposal provides opportunity to develop high quality living accommodation over the shops;
- Efficiency - by developing at appropriate density;
- The proper utilisation of sites close to public transport; and
- Sustainability - by developing at appropriate densities.

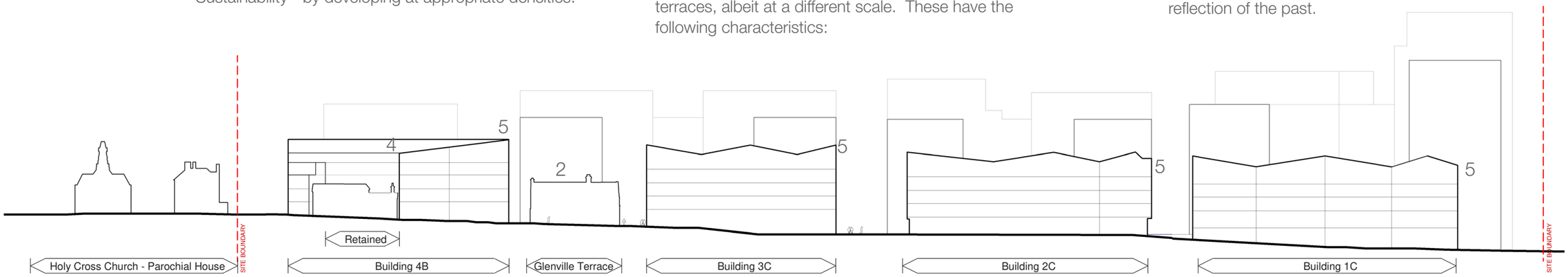
Minimal Impact
The proposal for five storey buildings on the western side of Main Street has an acceptable impact on the context:

- The BRE shading results for the pavements on both sides of Main Street show that both pavements will receive 2hrs of sunlight on more than 50% of their area (on 21st March as set out by BRE 209);
- The wind result analysis indicate that there will be no adverse micro climate effects on the pedestrian environment;
- The greening of the street and adjoining public realm spaces has a benefit to air quality;
- For Main Street users there is also the health and well-being benefits of seeing street trees, street greening and greening within public spaces; and
- In the townscape views although the buildings are taller than most of the buildings in the context, they are not all seen together due to the bend in the road. The level differences and the angle facade and roof scape also help to break up their scale.

Design Principles

The principle of the design is to create frontage buildings to Main Street that act in the same way as the existing terraces, albeit at a different scale. These have the following characteristics:

- Frontage Length – Similar to the existing urban blocks on the east side of the road.
- Street Definition – Frontages running along Main Street to define the edge of the street in line with good urban planning, to match the east side of the street.
- Building line – pulled back from the existing building line to create more pavement space for pedestrians and allow space for cafés to generate street activity.
- Geometrical alignment – The existing terraces on the east side, are angled to follow the curving line of the street. This principle has been followed on the proposed buildings with subtle angled facade following the line of the street. These create indents in the building line to provide more pavement and angling away from the kerb line to create inviting angles into the public spaces beyond.
- The roof line of existing buildings along Main Street is a variety of pitched roofs, that run parallel and perpendicular to the street. They also feature hipped roofs that abut each other, like 13 Main Street and No. 4 Glenville Terrace. This idea of pitched roofs has been applied to the proposed buildings, in a modern way and in a form that is appropriate to buildings with a bigger footprint. This not only adds to the interesting roof scape along Main Street but also identifies these buildings as clearly of their own time and not a simple reflection of the past.



Scale and Massing Along Main Street

03 SCALE, FORM AND MASSING

Transition of Height

The transition of height from east to west across the site has been well thought out and considered from the early stages of the project.

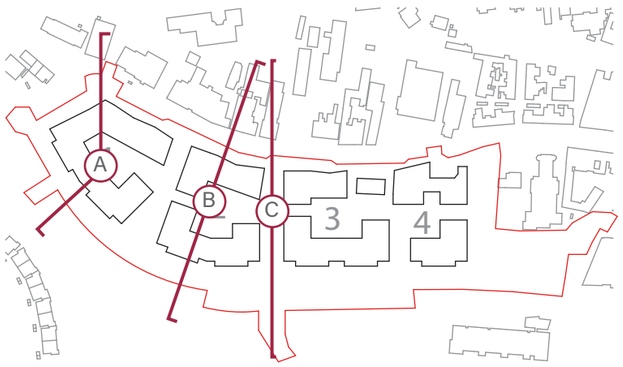
The proposed building line on the west side of Main Street has been pulled back from the pavement line by around 2m. This is further than the 2008 consented retail application. This provides a more generous public interface and allows for the inclusion of landscape interventions along the street.

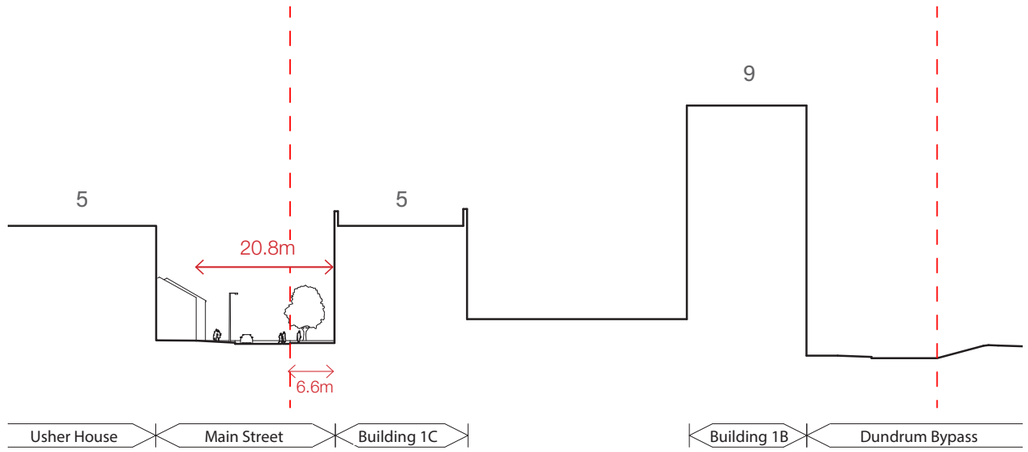
The new tree planting and seating, along with the new retail active frontage will give the street a human scale at the pedestrian level (The proportional relationship between the dimensions of the street and ground floor, taking into account the perceptions and walking speed of a typical pedestrian)

The transition from the 2 to 5 storey heights on the eastern side of Main Street to the new 5 storey buildings is proportionate, the proposal being the same number of storeys as the Usher House.

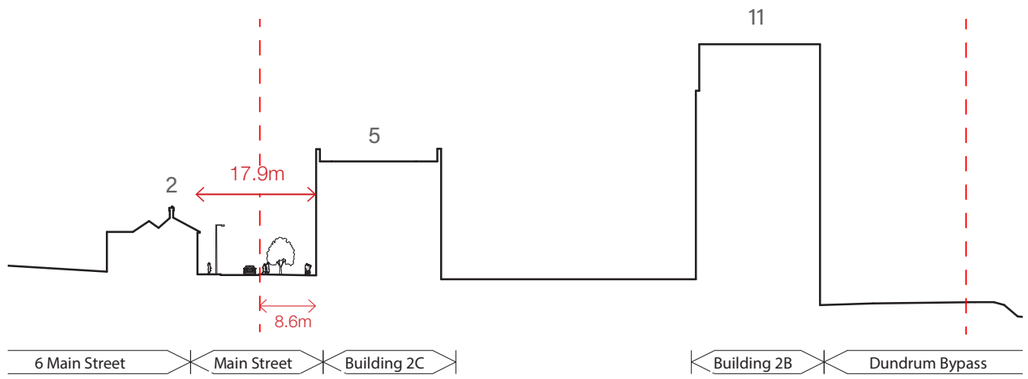
The buildings on the Bypass side are separated from the Main Street buildings via public open space and communal spaces which allows for an increase in height. The Bypass blocks are further separated from adjacent residential buildings by the Bypass and Sweetmount Park.

Section Site Boundary Lines

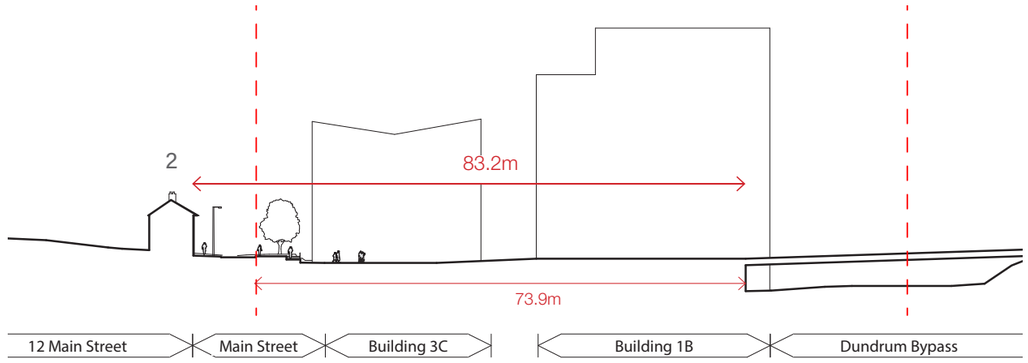




A - Section Through Main Street



B - Section Through Main Street

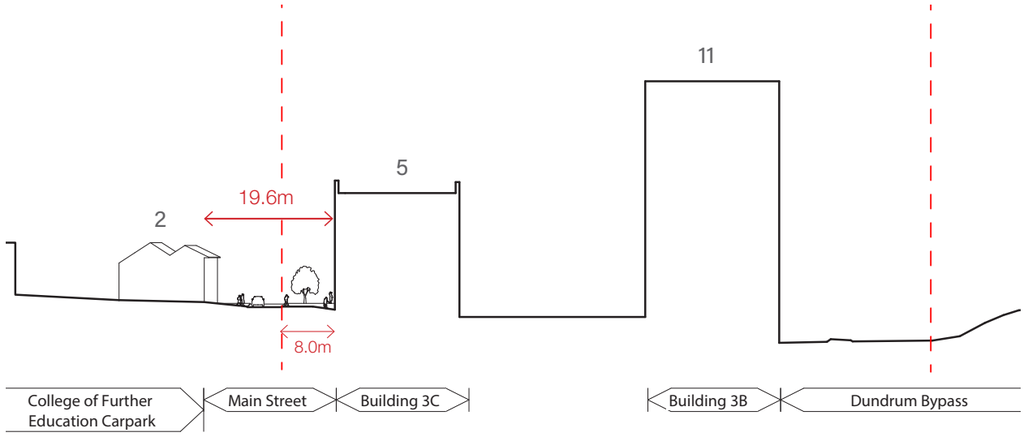


C - Section Through Main Street

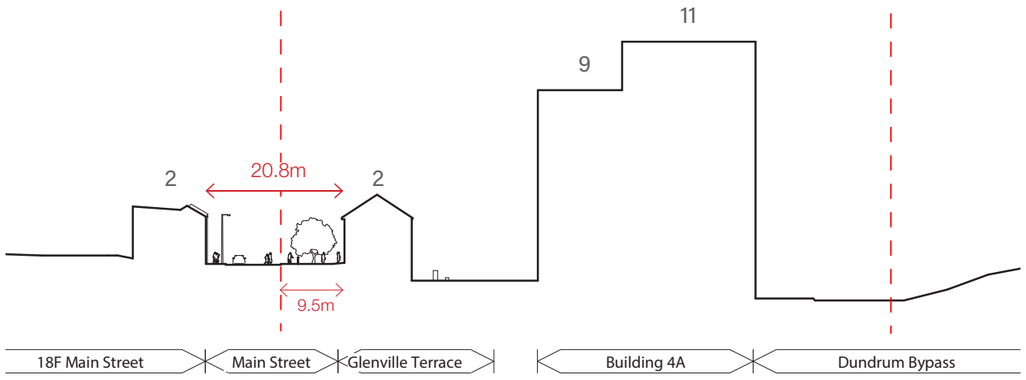
Transition of Height

The transition of height from east to west across the site follows the same principles as described on the previous page.

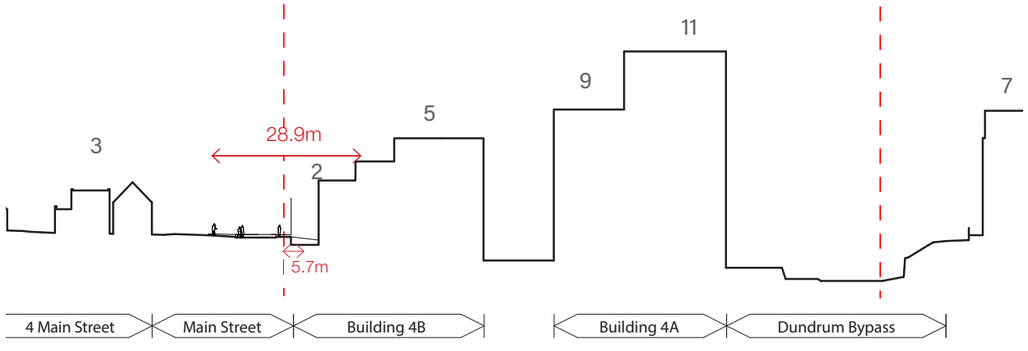
On Section E, Block 4B and 4A are lower due to the adjacency of the Parochial House and Holy Cross Church. The adjusted scale reflects the importance of these two buildings to the wider community and their use as a way finding node along Main Street and from further afield.



D - Section Through Main Street

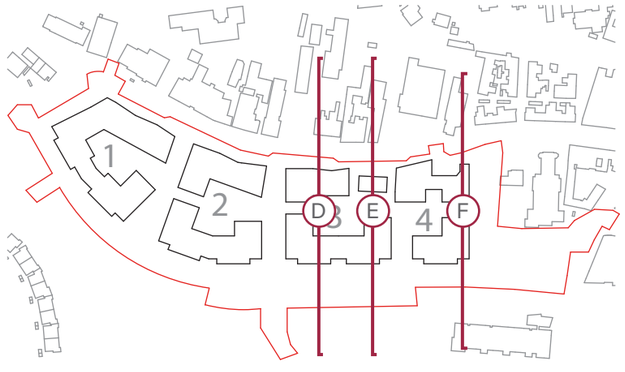


E - Section Through Main Street



F - Section Through Main Street

Section Site Boundary Lines

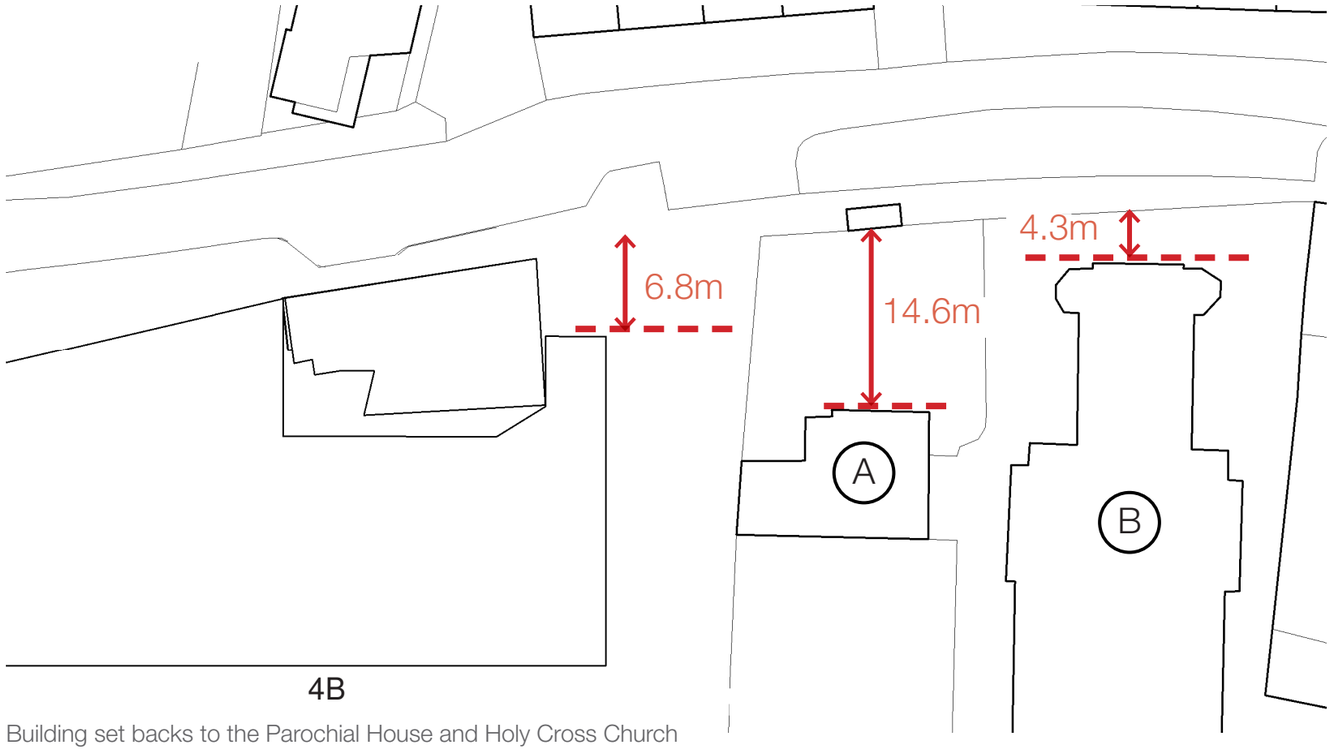


Adjacent Heritage Assets - Parochial House & Holy Cross Church

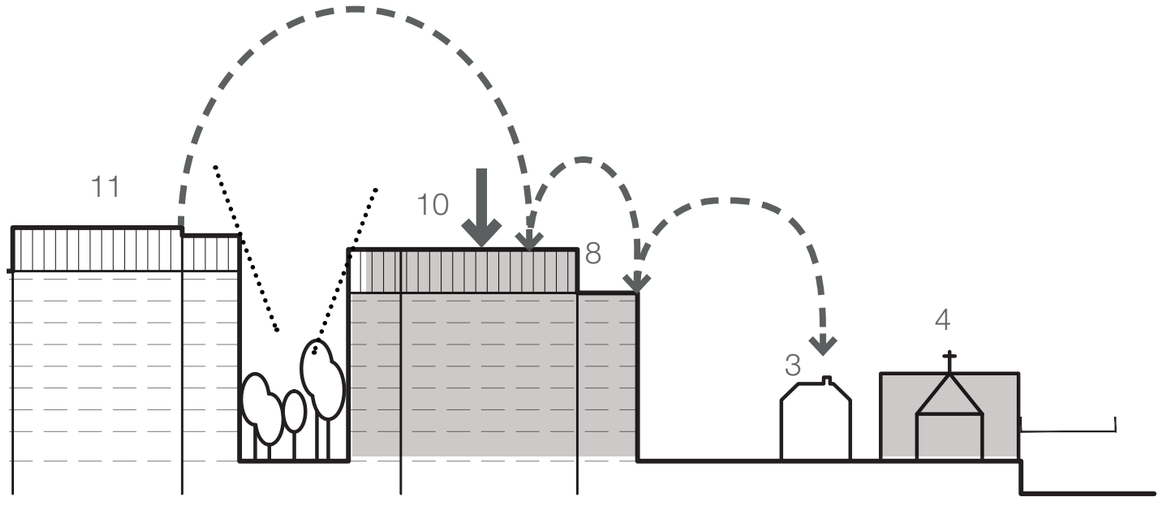
Proposals On Main Street
The existing on-site route from Main Street down the side of the Parochial House will be retained and re-landscaped. The level will be designed to retain the stone wall boundary treatment to the garden of the Parochial House.

The proposed buildings along Main Street have been designed to be generally 5 storeys high, but reduce in scale on the southern end of Main Street, so that they respect the setting of the Holy Cross church and the Parochial House.

The nearest building 4B is 3 storeys high, rising to four storeys on this part of Main Street, and is set back from Main Street to ensure that it does not negatively affect the setting of the Parochial House and the Holy Cross Church.



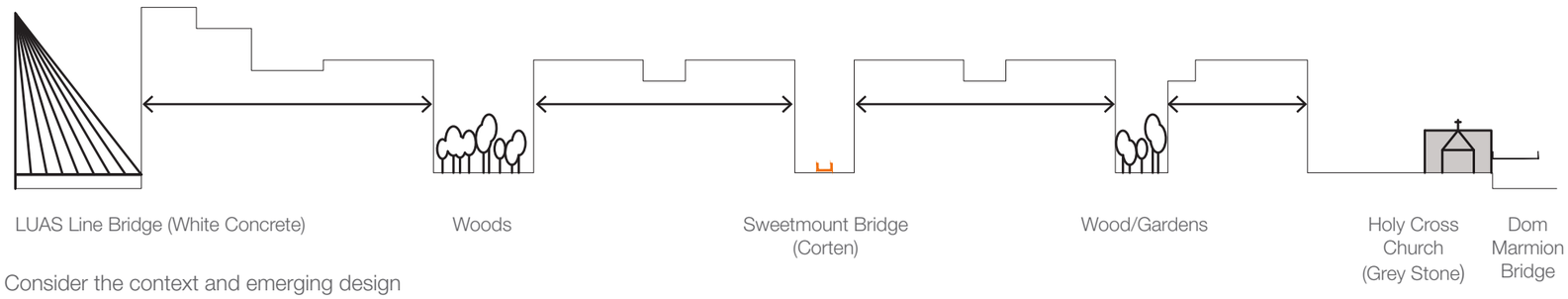
Building set backs to the Parochial House and Holy Cross Church



Refinement of Building Heights

Considering the context to create variety

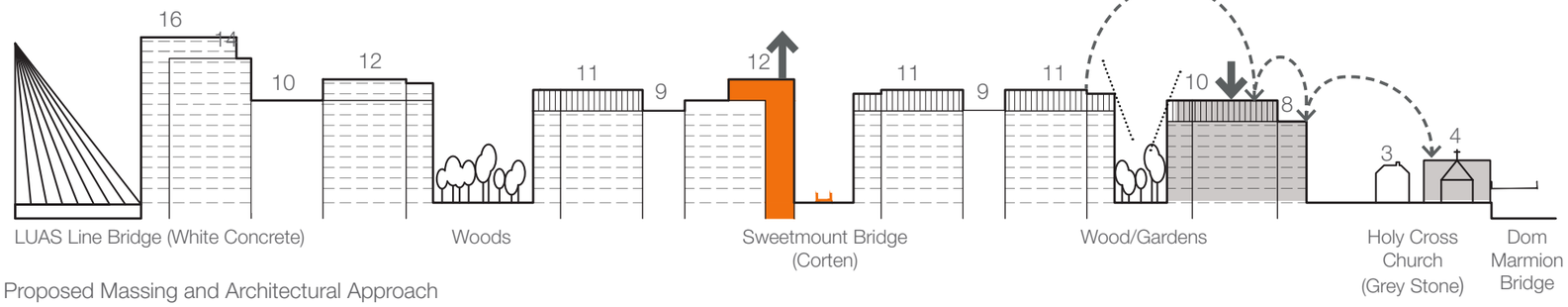
The proposed massing has been generated with consideration to the context. In particular, William Dargan Bridge and Holy Cross Church take on a particular significance in the existing context. The introduction of two new planted areas, and a new bridge have helped to define the shape of the proposed development.



Consider the context and emerging design

Proposed Massing and Architectural Approach

- The building mass is reduced near the Holy Cross Church in Zone 4 in order to be more sympathetic to the scale and importance of the Church,.
- Mass has been added to the northern end of the site to respond to the taller context of the LUAS bridge. The building has been developed to create a slender and vertical form.
- The top floors in areas adjacent to green spaces enhance their character, and allow more light into these spaces.
- Complementary materials are used on Block 2B (Wayfinding Building) and the new proposed bridge which are adjacent to each other.



Proposed Massing and Architectural Approach

Building Height Guidelines Assessment Criteria / SPPR3

The proposed development has been designed to meet the guidance provided by the Urban Development and Building Heights Guidelines (December 2018). This guidance sets out the strategic need for taller buildings to deliver more development and the urban design benefits they bring,

"Taller buildings will bring much needed additional housing and economic development to well-located urban areas, they can also assist in reinforcing and contributing to a sense of place within a city or town centre, such as indicating the main centres of activity, important street junctions, public spaces and transport interchanges. In this manner, increased building height is a key factor in assisting modern place-making and improving the overall quality of our urban environments."

Department of Housing, Planning and Local Governments, Urban Development and Building Heights Guidelines, Ireland, 2018, p.8, Section 2.5.

The overriding Government policy is that "Building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility".

As required under the UDBHG Development Management Process the proposals have been assessed against the following criteria:

At the scale of the relevant city/town:

- The site is suitable for taller buildings as it is well served by public transport, including the nearby LUAS line and bus services running along Main Street and the Bypass. These are high capacity services, offer a frequent service and have good links to other modes of public transport.
- The proposals include buildings that are taller than the existing building heights but do so successfully by integrating these into the context and using a transition in heights from low to high. The concept of Context Height Ratio has been used to develop appropriate building heights across the site.
- Along Main Street the existing building heights and heritage assets make this part of the site more sensitive. Here proposed building heights are lowest at 3-5 storeys. The proposals have been designed to enhance the character of the public realm by creating more generous pavements, active frontages, and places for street activity.
- The design has responded to the site's cultural context (with the adjacent Holy Cross Church and other existing retained buildings) as well as creating new wayfinding landmarks.
- As this is a large urban redevelopment site of over 3.5 hectares the proposals have been designed to make a positive contribution to place-making. The development creates a distinct new place, incorporating new public streets and four new public spaces. The building heights achieve suitable densities on the site but with sufficient variety to respond to the scale of the Main Street context, and to create visual interest in the streetscape.
- A landscape and visual assessment has been undertaken by a suitably qualified practitioner (Modelworks, refer to Appendix 14A, DVSHD - EIAR Report). The local authority has not defined any key views, but several verified views are included in the application.

Building Height Guidelines Assessment Criteria / SPPR3 (continued)

At the scale of district/ neighbourhood/ street:

- The proposal responds to its natural setting on the western side of the site by creating a new bridge to connect the development (and wider area) to the Sweetmount Park. The development will make a positive contribution to the urban neighbourhood and along Main Street, as it will replace a tired, car-dominated and under-utilised 1960's shopping centre.

- The proposal has consciously moved away from the continuous massing of the former retail consent on the site and now proposes distinct buildings with gaps in between. The proposals avoid long, uninterrupted walls of building and instead splits the site into four zones, each with a different character. Materials have been selected to fit in with materials used locally and create variety across the project.

- The predominant eight storey element of the proposals (along the Bypass) matches the height of the retail consent, with just the two storey penthouse floors rising above it. The new proposal is set further back and has many more gaps to break up the massing in comparison with the shopping centre proposals which had continuous frontage along the very edge of the Bypass.

- The proposal enhances the urban design context by integrating new public spaces and thoroughfares through the site and creates a sense of scale and enclosure to these streets and spaces. Flood management is fully addressed by the proposals.

- The proposal makes a positive contribution to the improvement of legibility through the wider urban area using new street frontages, opening into public spaces and by adding new way-finding buildings.

At the scale of the site/building:

- The northern part of the site is separated from the surrounding context by the Dundrum Bypass. This creates very large distances to the closest neighbouring buildings of over 55m. This expanse of open space means that buildings of height can be justified here, as their massing will not have an unacceptable impact on the existing dwellings in the wider surroundings.

- The form and height of the proposed development has been carefully arranged so that:

    - Communal and public spaces have minimal shading,
    - Dwellings have maximum access to natural daylight to achieve a very high compliance with BRE standards;
    - Dwellings have compliant ventilation, maximised using dual aspect apartments;
    - Living rooms have been positioned to generate views towards green spaces; and
    - The proposals do not create an unacceptable overshadowing of spaces and loss of light to neighbours.

- The building form is very sustainable and achieves an excellent compact ratio of 0.2m^2 /m^3. The BRE Passivhaus designer guide considers that a ratio of anything below 0.7m^2 / m^3 is good.

Summary of Proposed Building Heights Plan

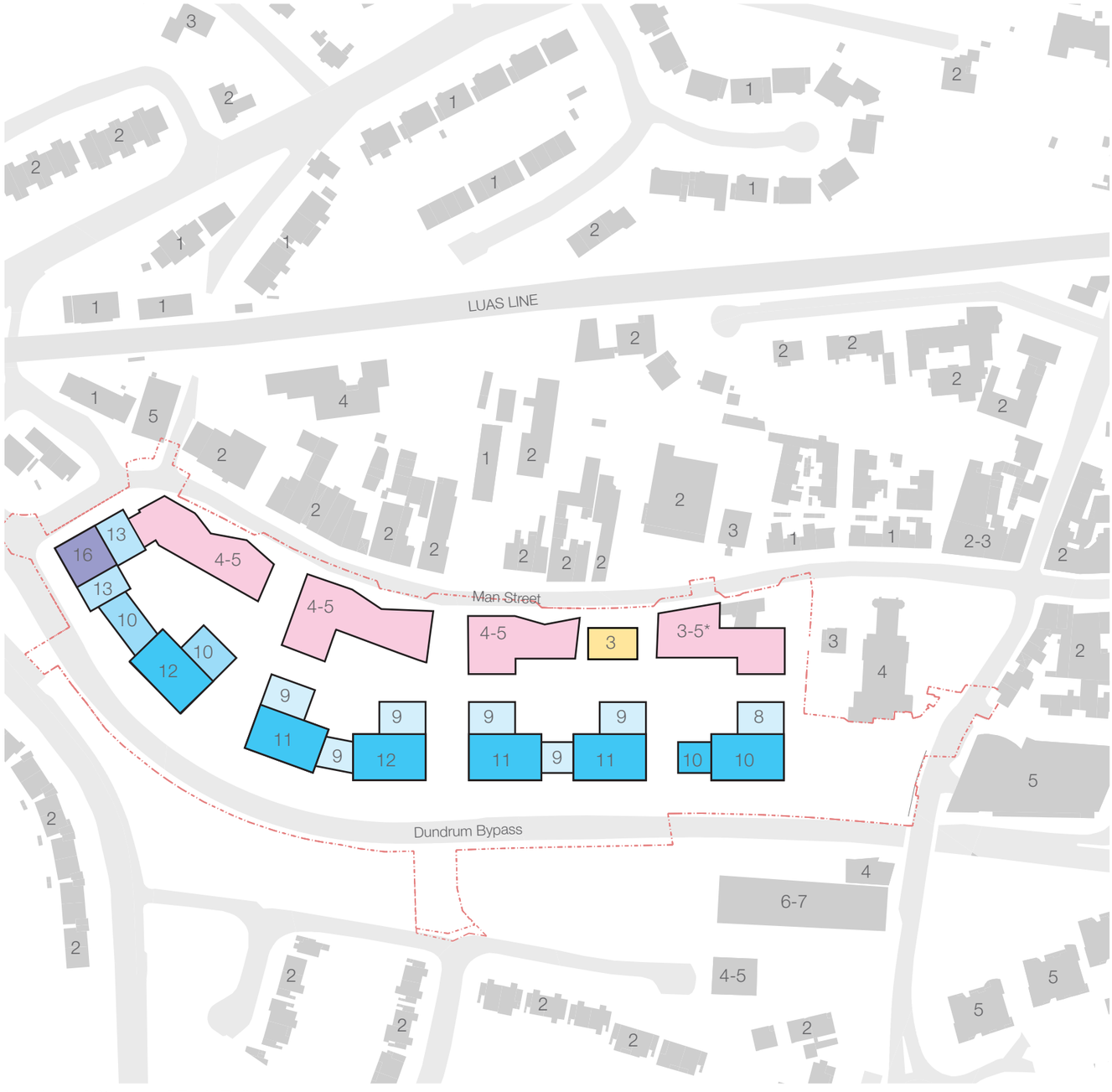
Glenville Terrace (3 storeys)
This existing building is maintained at 3 storeys, on Main Street and has a lower ground floor to the rear.

Main Street Buildings (3-5 storeys)
These four buildings are arranged along the eastern edge of the site which vary between 3 and 5 storeys high above Main Street. The southern most building also has a lower ground floor.

Bypass Courtyard Buildings (9 storeys)
The buildings on the western side of the site are 8 storeys above the Main Street / courtyard level. Including the lower ground floor these are 9 storeys from the Bypass ground level.

Bypass Top Floors (11to 12 storeys)
These buildings each have a two storey top, over part of the footprint of the building.

Taller Element
The building on the northern tip of the site is the tallest element on the site, which has a stepped form which rises to 16 storeys.



Number of Storeys of Each Building
*Building 4B also has a lower 6th floor to the rear courtyard side

04 Building Materials and Finishes

Masterplan Character

Masterplan Character Area

Creating character in a masterplan is often achieved by splitting developments into different areas or zones, and applying a character to it. However urban character is not usually experienced as character areas, but is perceived within streets and spaces, which are set out below.

Street Character

The massing and form of the buildings is very different on the two edges of the site and this creates a distinct character to both streets that reflects their context. One responds to this local shopping street and the other has a more robust treatment that can respond to the busy arterial road.

The street running east-west and leading to the bridge will have a character that transitions between the two street edges, and with its symmetrical arrangement creates a gateway to the bridge connection.

Character of spaces

The four courtyards within the site have:

- An architectural character based on the subtle variations to the colour, material palette, detailing and amenity uses in the adjacent blocks that will provide variety across the development.
- A landscape character influenced by the activities planned for each space, such as play, relaxing, working out, eating or meeting, or simply enjoying a more informal natural/wild landscape.

Illustrative Masterplan Concept Aerial View

The development naturally divides into two halves either side of the public route running north south through the site. The architectural approach to the buildings on either side relates to the response to the different context - Main Street on the eastern side and the Dundrum Bypass on the Western side.

One approach is more suburban and has buildings of a lower scale, and retained buildings such as 1-3 Glenville Terrace. The other is more urban in character and features taller buildings, that have a robustness suited to their location, and can benefit from of the wider views across to Sweetmount Park.

Next to the bypass is less sensitive than along Main Street and so the buildings are taller and are expressed as separate brickwork blocks with eight storeys above courtyard level.

The main body of these Bypass blocks have a 'top' expressed as a two storey penthouse with vertical cladding.
Balconies will be 'bolt on'.

Some of the Bypass blocks are interlinked with a lighter treatment.

These new buildings will be of a high quality and will replace the current back-land surface car park and tired shopping centre, to create an attractive new village centre.

The proposals are located further back into the site, providing a more generous public realm and making Main Street wider. Balconies will be inset to avoid compromising the character of the street.

These buildings on Main Street will be 4-5 storeys with a sloping roof line, intensifying the street but need to replace Main Street without dominating it.

The buildings will use red brick to match in with the local context, such as Glenville Terrace shown above.

The buildings will be modern in design, with high quality finishes to improve the Main Street environment. The shop fronts will be generous and provide attractive retail opportunities.

Illustrative Concept View

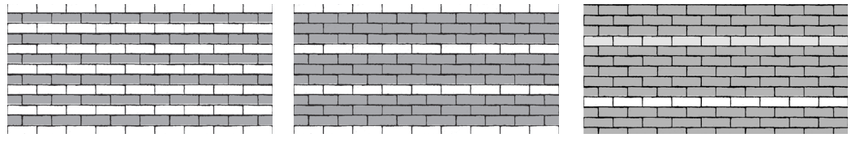
The architectural character of the development is enhanced by creating buildings with a coherent but diverse appearance in each zone. This enables an architectural response to the various conditions present on the site.

- The buildings are unified by the use of brick work for the primary facing materials, to most buildings to fit in with context.
- Variations in the facade colours respond to the context and mark key routes to enhance way finding.
- The masonry facade compliment the surrounding and adjacent buildings with elements of decorative brickwork.
- Window types to living rooms, bedrooms and kitchens are of a limited number of types and are to brick dimensions
- Projecting balconies (with the exception of Main Street) are a consistent depth and vary in length to suit occupancy levels. The balconies providing a level of detail offset against the elevation.
- The building mass is broken with recess sections or angled facade between blocks that register a change in building height.
- Windows and balconies have good proportions and often grouped together to accentuate the plot width and provide a rhythm and repetition.
- Courtyard garden buildings with a lower Main Street element to each zone compromising of retail frontages with residential living over the shop fronts.
- Retail frontages that reflect the architecture of the Main Street and provide organisation to the ad-hoc placement of signage and visual clutter. Each zone will have its own variation that reflects the context along Main Street

Brick Main Street

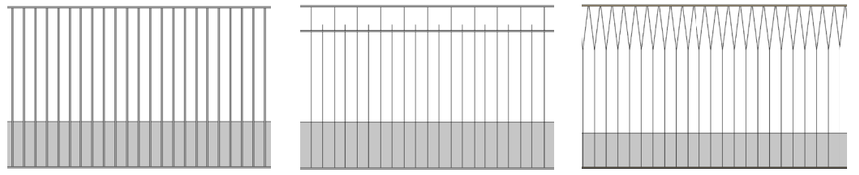
Brick Bypass

Brick Details



Window Design

Balconies



Shop Fronts

Illustrative Masterplan Character Studies

Corbelling

Corbelling or a stepped brick pattern is used on the masonry facade to provide a vertical and horizontal hierarchy to the blocks.

The corbel banding is of various widths, with more open spaces at the base to visually ground the blocks and give a visual weight, with more textured elements adjacent to windows on the upper sections to provide interest.

Brick Forms

A number of brick orientations were reviewed by the team, it was decided to limit the scope to standard stretcher bond with corbelled, recessed and frame details. The dimensions of the elevations were coordinated to limit the number of cut bricks and specials, this included the setting out the facade fenestration and floor to floor dimensions.

Fenestration

Windows and doors to the residential units and service zones will be in colours that compliment the brickwork.

Windows have a single brick reveal to respond to the scale of the blocks, creating light and shade in the facade. Windows are vertically proportioned and orthogonal. All windows are accessible from within the apartment for maintenance and cleaning purposes.

Glazing

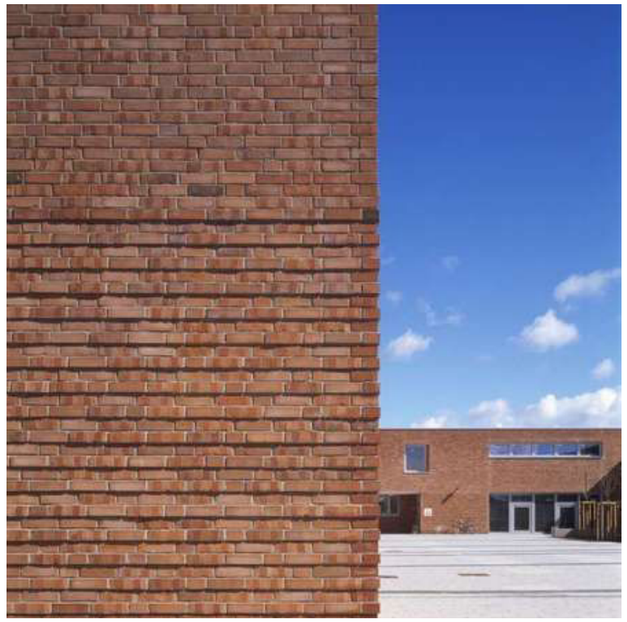
Window and balcony door glazing will be colourless and clear within the limits of achieving the required thermal performance and daylight factors.

Illustrative CGI of the junction of 2C and 3C leading to Sweetmount Place

Architecture Detail - Brickwork

The corbelled or stepped brick pattern on the elevation is used to accentuate the repetition of the windows and provide relief to the facade without the need to introduce additional materials.

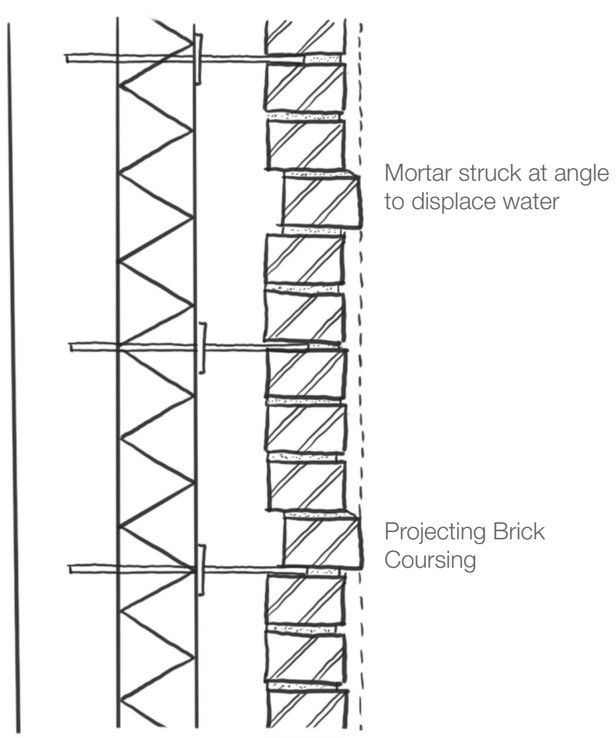
The use of a single brick colour helps maintain the building forms through the various blocks, the corbelled detailing adding an additional level of interest to the facade.



Architecture Detail - Brickwork

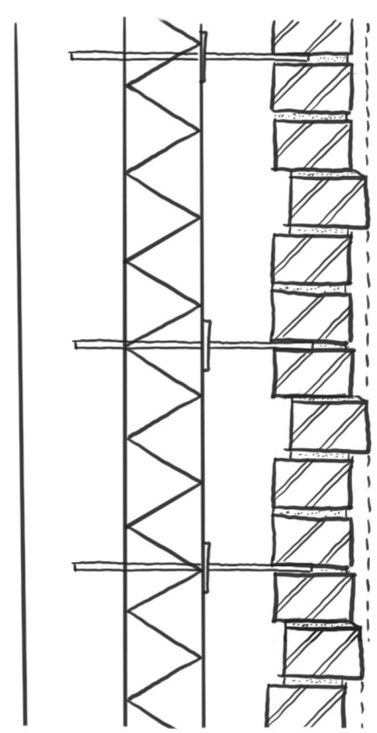
The distance between the recessed courses can be used to create a distinct texture to the facade with a wider gap ratio of 1:5 used to ‘ground’ the base element of the walls and ratios of 1:3 and 1:1 used on the upper levels.

Indicative Wall Build Up 102.5mm 20mm projection



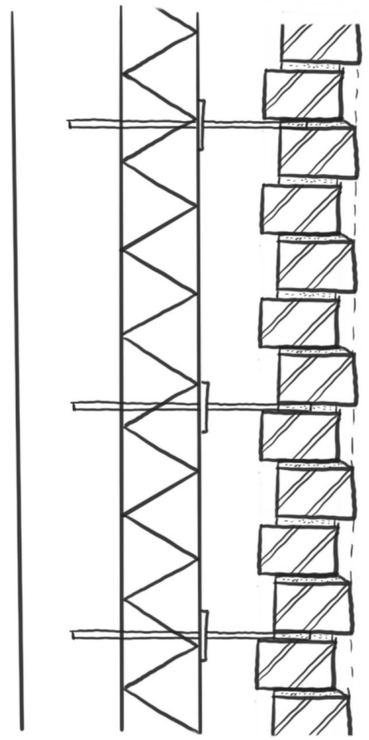
1:5 Coursing Ratio used at the base

Indicative Wall Build Up 102.5mm 20mm projection



1:3 Coursing Ratio

Indicative Wall Build Up 102.5mm 20mm projection

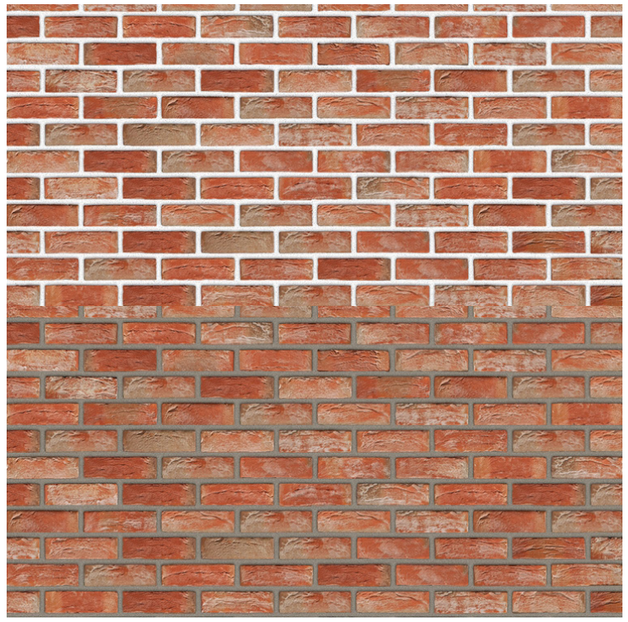


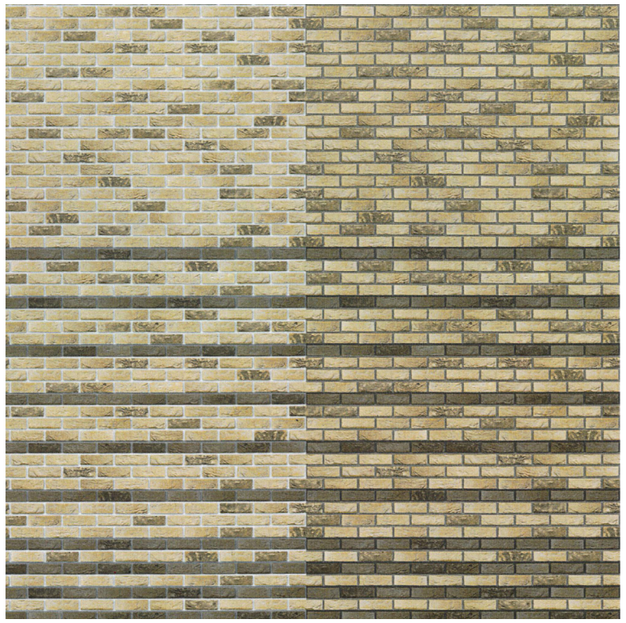
1:1 Coursing Ratio

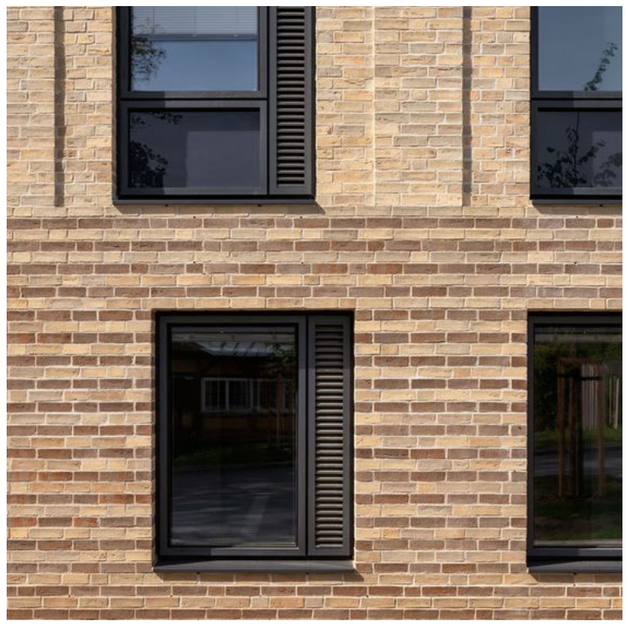
Architecture Detail - Brickwork

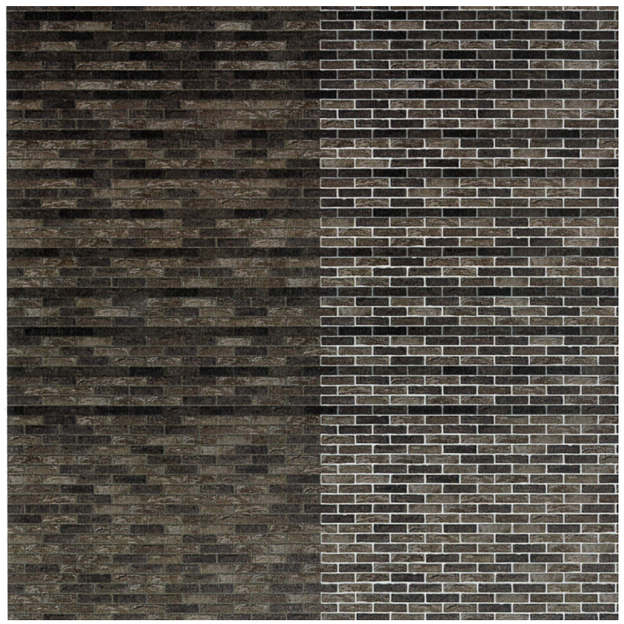
Different brick colours and textures are used to enrich the architecture of the proposal. By using a similar material throughout the blocks they are part of a unified and coherent family, with the variances providing elements of individuality and delight.

The colours used relate to adjacent buildings in the local context with variance provided by subtle changes in the mortar colour. Mortar colours account for around 20% of the total facade colour. As can be seen opposite the shift in mortar colour alone can have quite a change on the overall appearance of the brick facade.





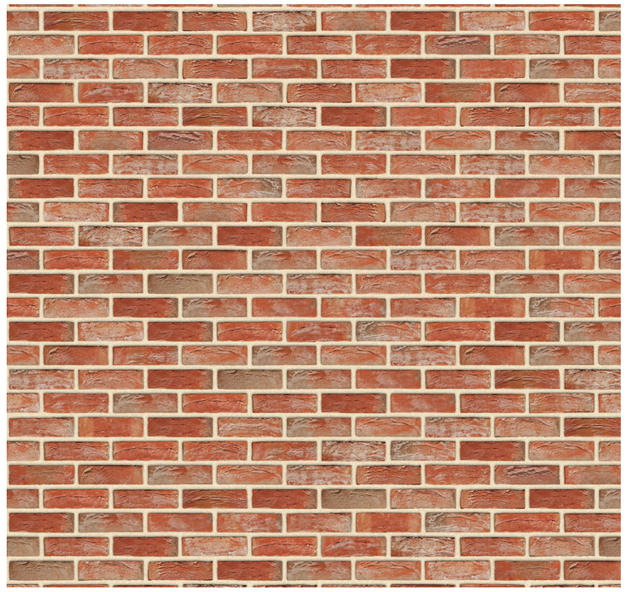




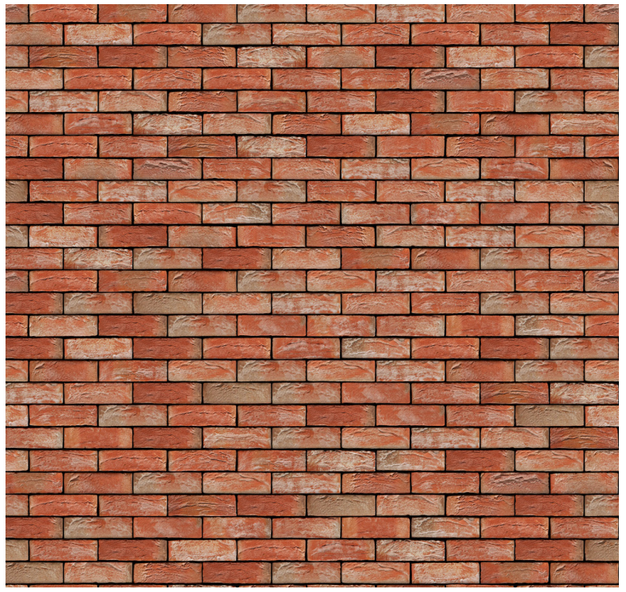
Architecture Detail - Brickwork

Mortar colour makes up around 20% of the perceived colour of a brick wall. The four examples opposite show the same brick but with different mortar colours.

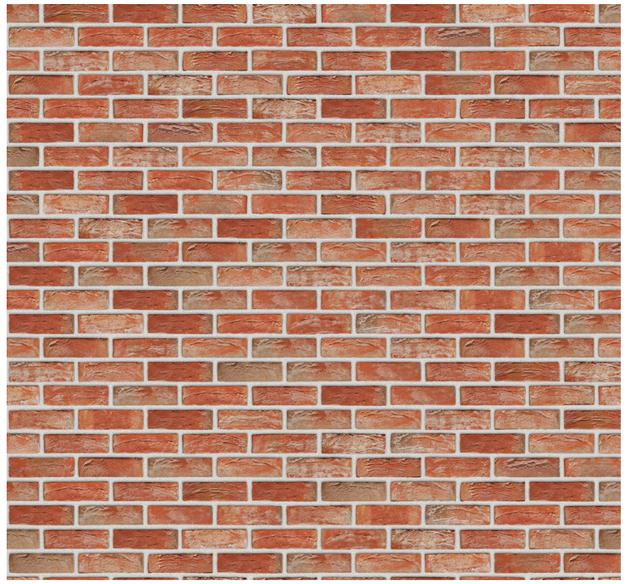
Buff, dark, white and dark grey. There are many options to chose from, but it is a cost efficient way of using a simple material effectively to create variation.



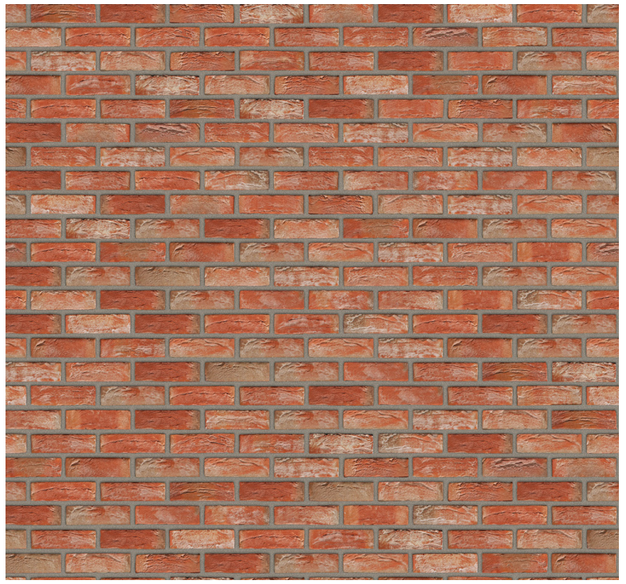
Buff Mortar



Dark Mortar



White Mortar

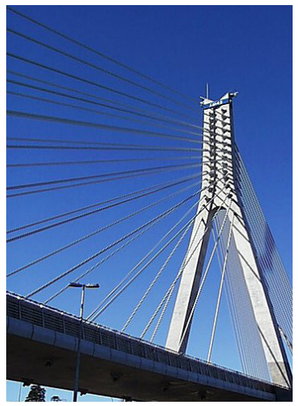


Dark Grey Mortar

Balconies are fully integrated with the architecture of the buildings and facade composition with a consistent depth and varying length to suit occupancy levels.

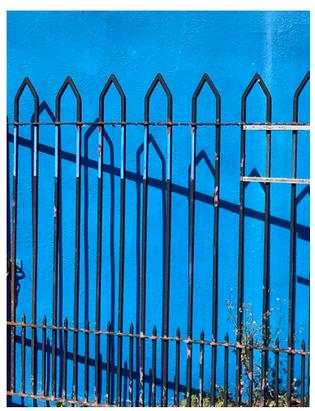
The positioning of the balconies on the facade provide a regiment to the composition and are generally stacked to ensure consistency of appearance.

The design of the balconies makes reference to local railings, ironwork and key architectural structures nearby.



William Dargan Bridge

Glenville Terrace Railings



Gate by Parochial House

Holy Cross Church Railings

Zone 1 Railings - Based on William Dargan Bridge Frame

Zone 2 Railings - Based on Glenville Terrace Railings

Zone 3 Railings - Based on Parochial House Gate

Zone 4 Railings - Based on Holy Cross Church

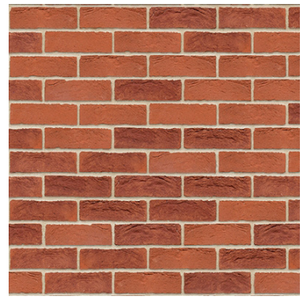
Main Street Materiality, Colour and Variation

The brick colours along Main Street have been specifically chosen to respond to the local context. The Ground floor of all four buildings on Main Street will feature the Victorian red brickwork that matches (as closely as possible) the existing brickwork on Glenville Terrace.

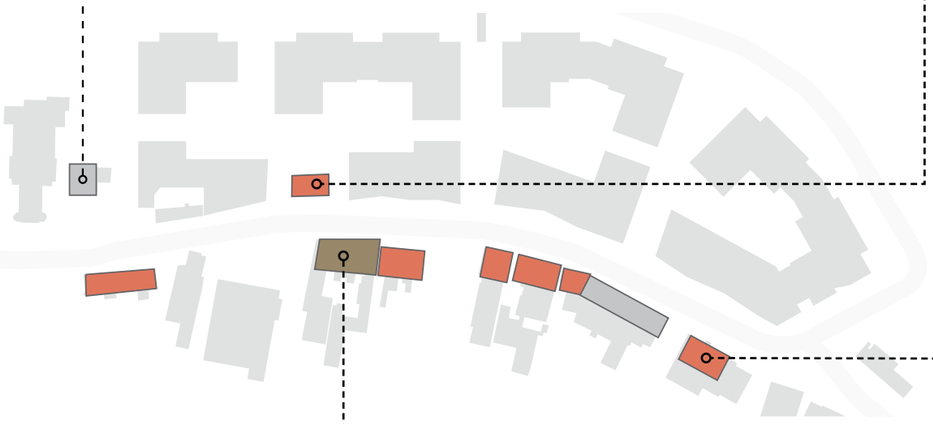
Each of the four buildings will be a subtly different brick from a palette of red and buff bricks that seek to create the same subtle variety that is apparent on the east side of the street. Mostly these will be lighter version of the Glenville brickwork.

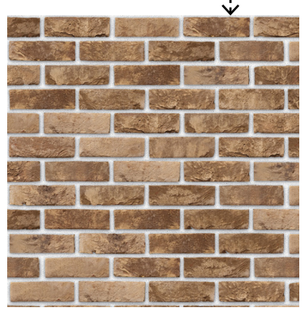
The brickwork of building 4B, closest to the Parochial House and Holy Cross Church will be a grey brick to tie in with the neighbouring listed buildings.

Local Context Reference - Holy Cross Church - Grey Brick

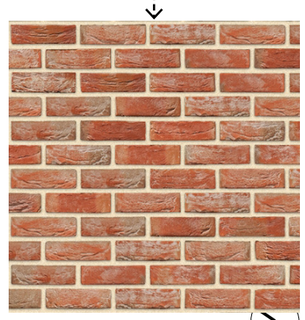


Local Context Reference - Glenville Terrace - Red Brick





Local Context Reference - Dundrum Main Street - Buff Brick

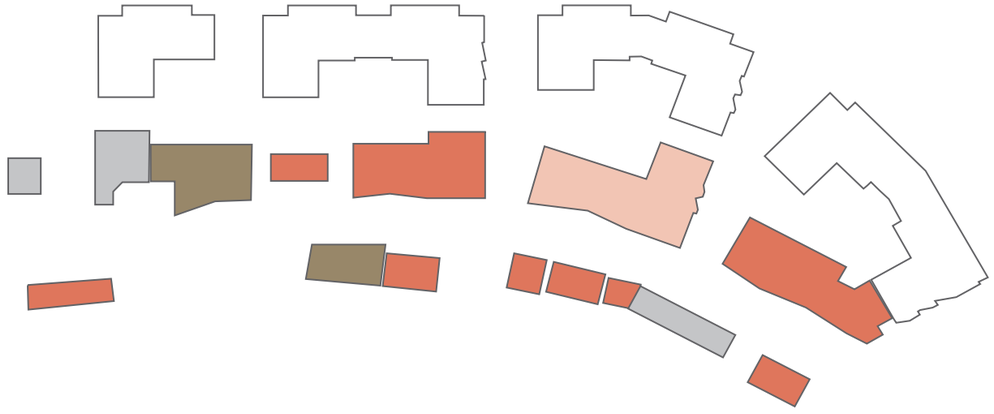


Local Context Reference - Dundrum Main Street - Red Brick

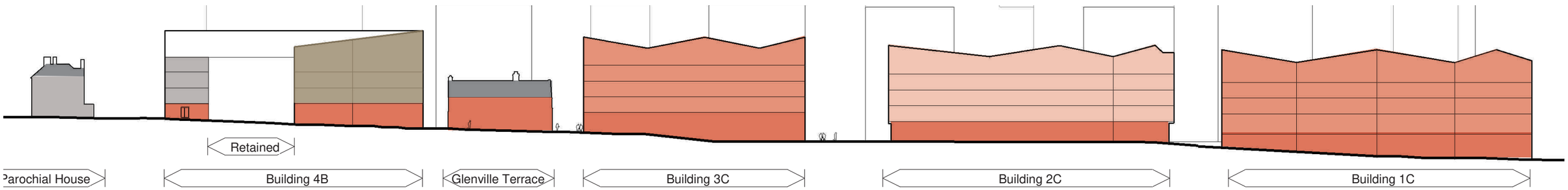
04 BUILDING MATERIALS AND FINISHES

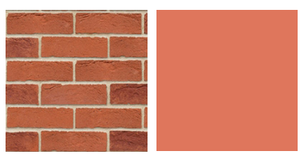
Main Street Material Variation

The masterplan diagram below shows the principles applied to the Main Street masterplan elevations of each zone. The variation in brickwork and colour provides variety to the streetscape and reduces the building form and massing with the consistent base element.



Upper Levels



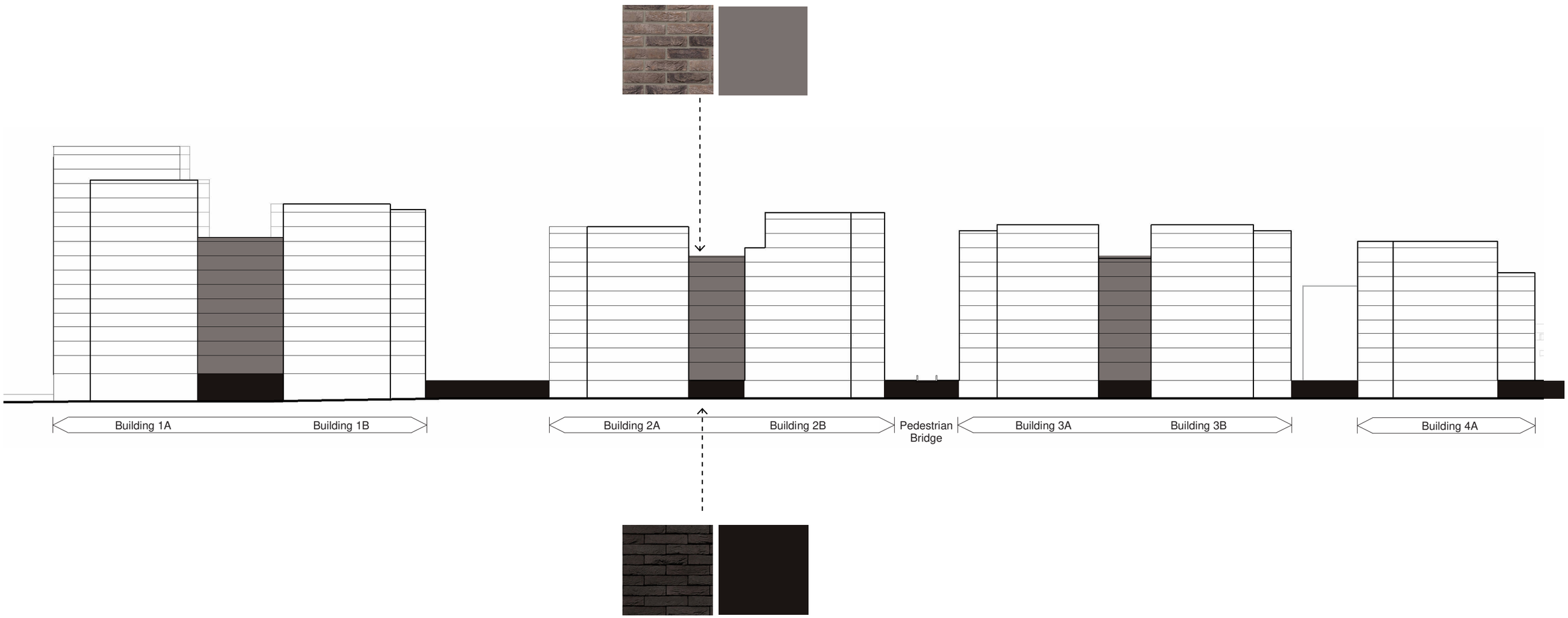


Ground Floor Level

04 BUILDING MATERIALS AND FINISHES

Bypass Blocks, Materiality, Colour and Variation

The masterplan design is to provide a darker base element to the Bypass blocks which ground the buildings and gives robustness to the Bypass and adjacent service route. By applying a complementary brickwork between the blocks it splits the massing into bookends and gives further relief.

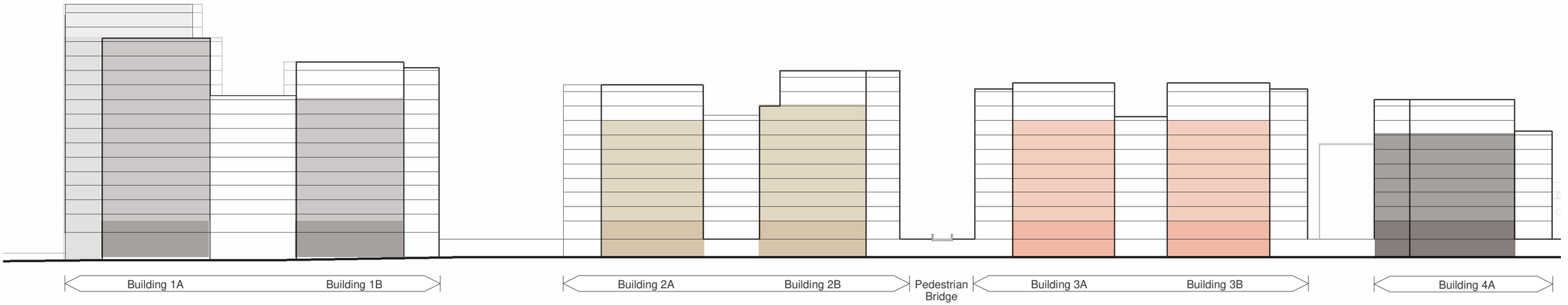


Bypass Blocks, Materiality, Colour and Variation

As on the Main Street a different brick colour is applied to each zone. A complimentary darker brick will be applied at the base level to tie in with the recessed elements.

Brickwork colours also connect to the Main Street buildings in zones 2 and 3, and the adjacent Holy Cross Church for Building 4A. Building 1A will have a unique colour as it acts as a way-finding nodal point for the masterplan.

Upper Levels



Ground Floor Level

05 Main Street

Proposed Streetscape on Main Street

Aims and Aspirations
The aim is to bring forward the regeneration of the Dundrum Village site in order to complete the local authority's aspirations to restore Main Street as a pedestrian friendly, vibrant high street.

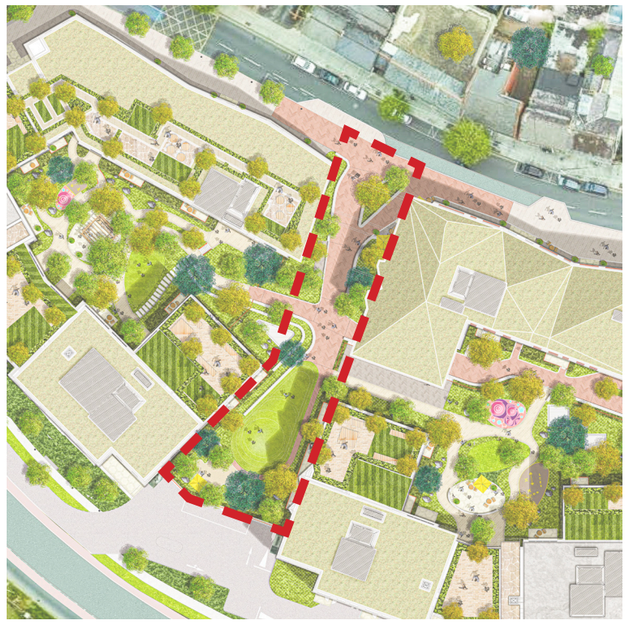
Public Realm and Highway Design
The highways changes made to Main Street in 2020 have had a major impact on the safety and quality of the pedestrian environment on this road. The proposals seek to work with the new road layout and further improve this by removing the main site access point from the northern end of Main Street and relocating this to the western side of the site from the Bypass. This will have a significant impact on the number of vehicles using Main Street and reinforce the local authority's aspirations.

Building Line
At the northern end of the site the existing Dundrum Village Centre, which sits in the centre of the site surrounded by car parking will be demolished and new buildings located on the edge of the site to better define this edge to Main Street.

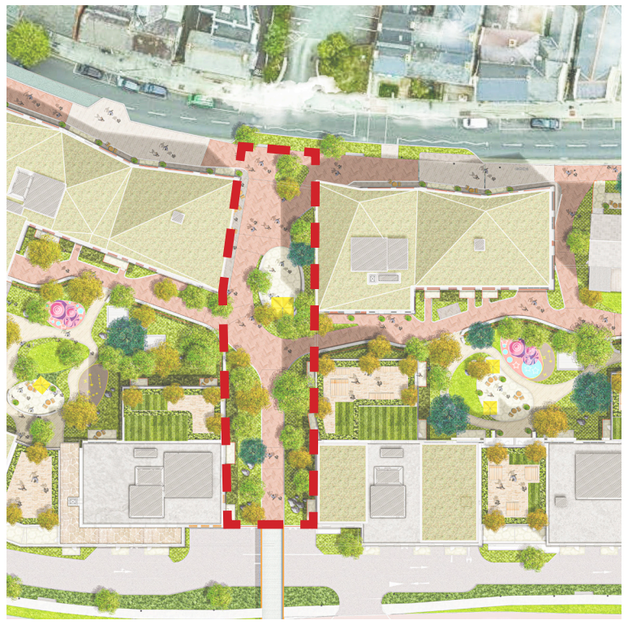
The building line of the new buildings is generally pulled back in comparison to the existing buildings on the site and will therefore create a wider public pavement and an enhanced public realm. The facades are subtly angled to provide more generous areas of pavement and to create interest along the street.

Public Spaces
There are three public spaces within the site that are adjacent to Main Street and these will provide relief to the street frontage. These spaces will offer locations for the retail units to provide outside seating and external shop displays. This will mean that Main Street has a more diverse 'offer' including busy pavements, bustling public squares and quieter gardens leading into the site.

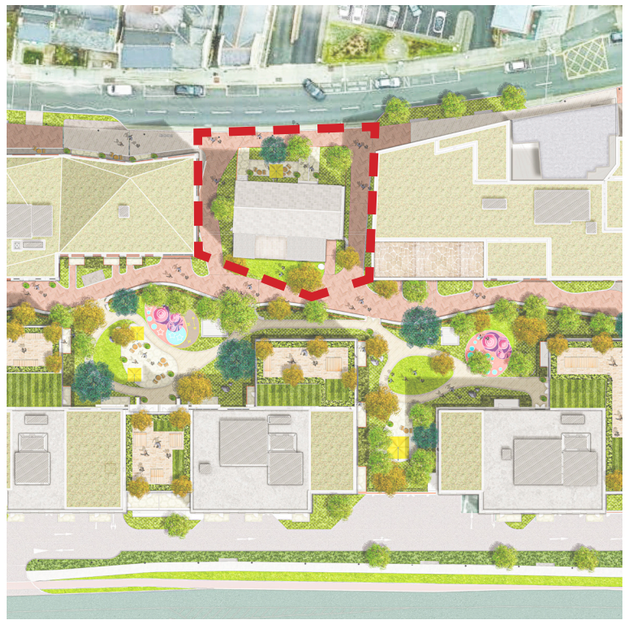
Landscape design
The landscape along Main Street is designed to provide a high quality pedestrian environment and join seamlessly with the improved highways works that have already been implemented. Hard landscaping will be the predominant feature with high quality paving throughout, with street trees and planters creating a pleasant and green streetscape.



Illustrative Aerial Landscape Plan - Usher Place



Illustrative Aerial Landscape Plan - Sweetmount Place



Illustrative Aerial Landscape Plan - Glenville Terrace Square

Illustrative Aerial Landscape Plan - Church Square

N

Main Street Architecture

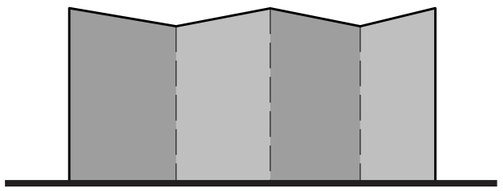
The basic five storey massing is clad in red brick to match the context of the red brick terraces on Main Street. Angled parapets are added to create an interesting roof scape and break up the frontage of each block. The street facade is angled into the site to give more pavement space and to create a vertical emphasis.

The ground floor brickwork is a darker red to give the building a base and large openings are formed to create attractive retail spaces.

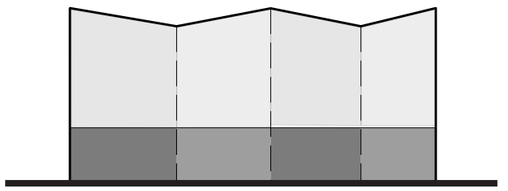
Inset balconies swap direction on every floor to create a distinct architecture and mimic, at a much larger scale, the corbelled corners found on some of the buildings on Main Street. The windows subtly vary on every floor to further animate the facade.

1. Block Form

2. Roof Scape

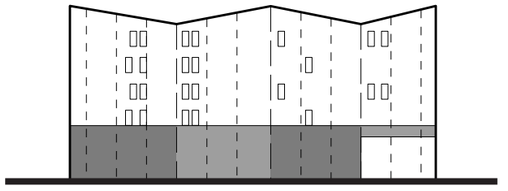


3. Angle Facade



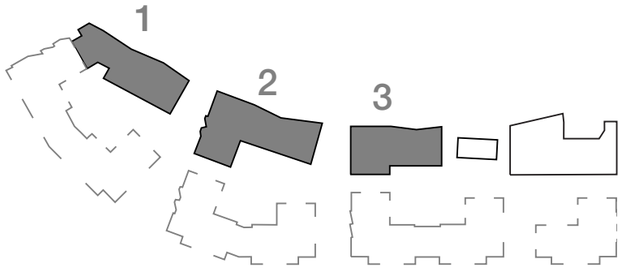
4. Ground Floor Base

5. Inset Balconies



6. Window Hierarchy

Main Street Massing Concept Development



Key Plan

Main Street Building Elevations (3C)

The Main Street east elevation provides active frontage with a series of ground floor shop fronts. The base of the blocks have a darker red facing brick (materiality 1-3 Glenville Terrace) than above which provides a consistent plinth to the architecture and helps reconcile the level change along Main Street.

Above the shop fronts the residential units have a red brick facade which matches other existing buildings on Main Street. The blocks have a mixture of recessed balconies to living rooms and smaller windows to bedrooms, the hierarchy of the window sizes relating to the internal use. This approach repeats on the other four elevations.

On both the north and south side of the blocks the base wraps around the building. Here there are shop fronts to corner units and amenity spaces offering further active frontage.

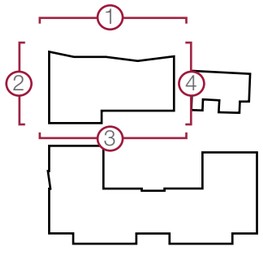
To the rear the western facade face on to the podium courtyards. The base of the block serves ancillary amenity spaces such as a bike hub, entrance lobbies and further amenity spaces which provide active frontage.

1. Block 3C Main Street East Elevation

2. Block 3C North Elevation

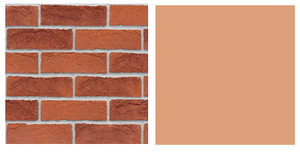
3. Block 3C West Courtyard Elevation

4. Block 3C South Elevation

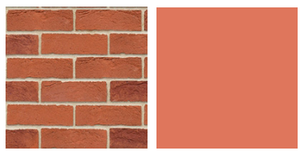


Key Plan

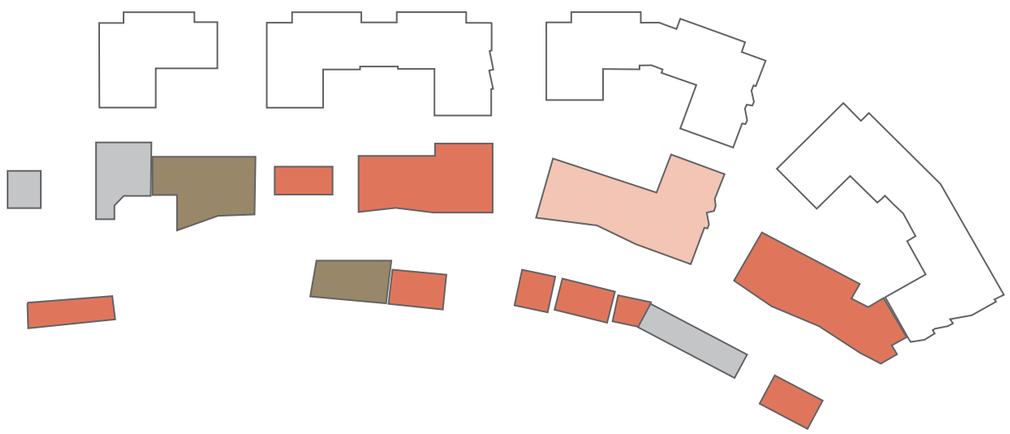
Main Street - Applied Brickwork Options



Upper, Residential Brickwork



Lower, Retail Brickwork



Main Street Facade (3C)

The two storey element on the upper levels uses a complimentary colour to the metalwork on the lower levels and brick work. A lighter colour is used to frame the vertical elements

Metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the main brick colours to each facade. In this example a dark anthracite

A red brick which references the local vernacular is used for the main facade colour.

Variances in corbel stepped brickwork patterns create visual interest to the facade using a limited but robust material.

The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane

Main Street Elevation

Main Street Retail Fenestration, Variety and Detailing

Height

The height of the shop fronts has been determined by the requirements of modern operators and building regulations to create generous floor to ceiling heights of 3.5m. A servicing zone of 500mm above this is provided for lighting and ventilation etc.

Large areas of glazing between the structural walls to allow products to be displayed and the interiors to be seen. These are standard parameters for modern shop units. Thus these shopfronts are larger than those on the east side of Main Street. These shops are smaller, lower and darker units and are not suitable for modern retailers.

Variety and Detailing

The shop fronts are different on every block and respond to the local context

The following variations have been developed:

- Different brick detailing with the addition of metal decorative cladding to some piers
- Different surrounds to the shop fronts and linings to the brickwork
- The use of setbacks and under crofts at corners
- Placement of the front door within a frame or within the glass system
- The use of different types and colours of glazing systems
- The use of different signage zones/layouts and alternative ways of detailing the blade signs.

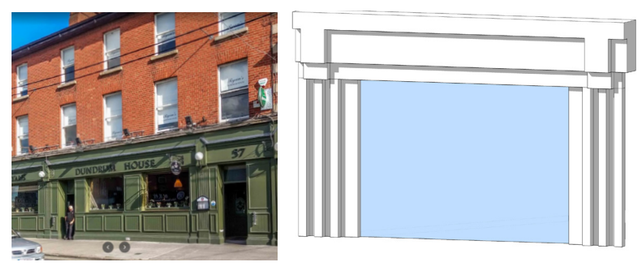
Thus, the shop fronts are of a suitable scale, have a high-quality character, provide variation along the street, and include elements of human scaled detailing.

The shopfronts will deliver a vibrant, suitably scaled, and pedestrian focused street. All signage zones are integrated in to the facade design and do not dominate the public realm, this prevents the ad hoc placement of signage and avoids any visual clutter.

Main Street Retail Studies - Zone 1

Main Street Retail Studies - Zone 2

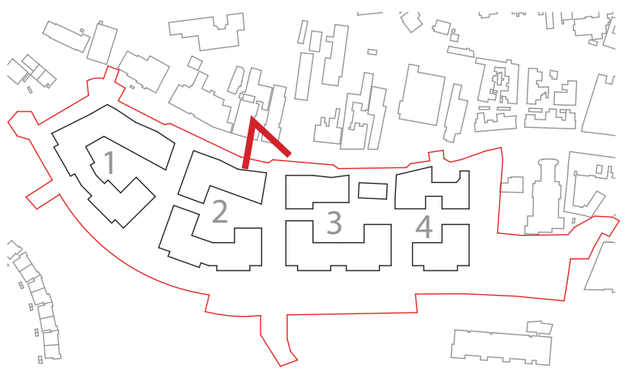
Main Street Retail Studies - Zone 3



Main Street Retail Studies - Zone 4

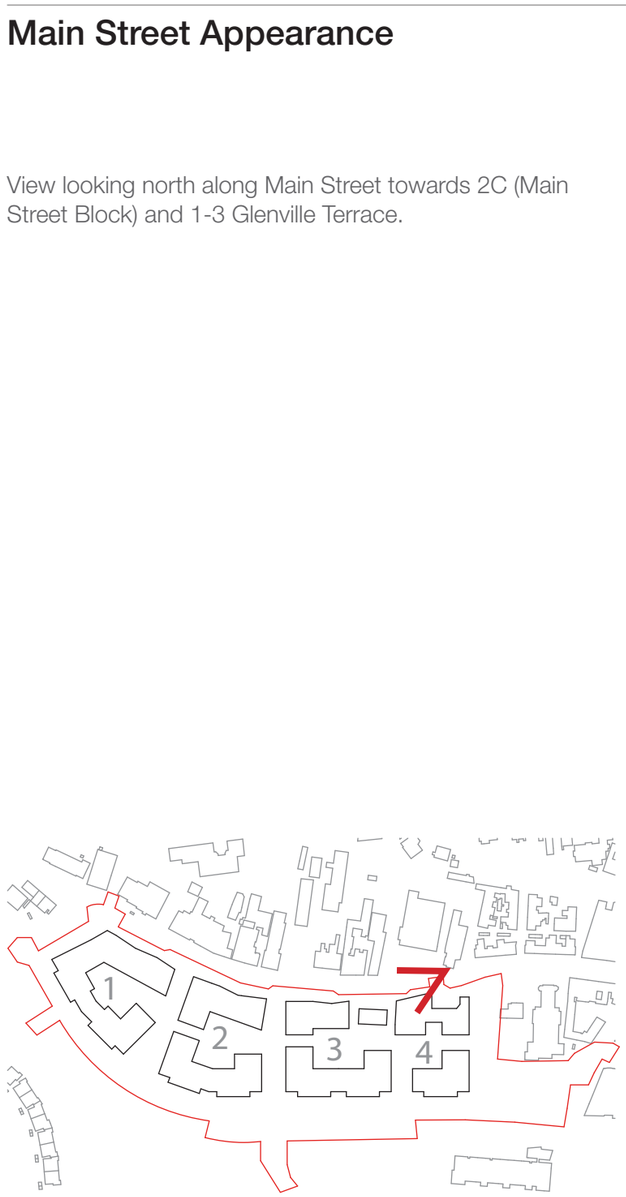
Main Street Appearance

View looking west across Main Street between Block 2C and 3C with a view across Sweetmount Place. A place for small events and concession stands.

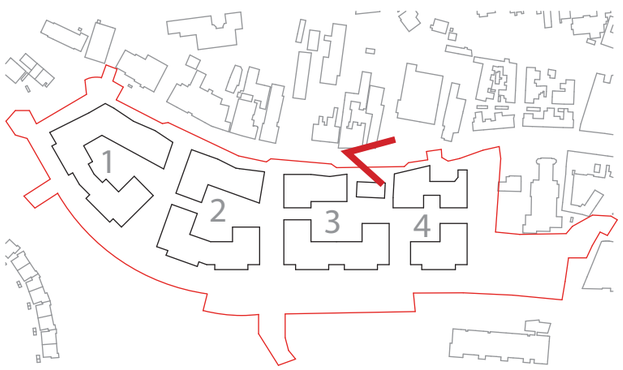


Main Street Appearance

View looking north along Main Street towards 2C (Main Street Block) and 1-3 Glenville Terrace.

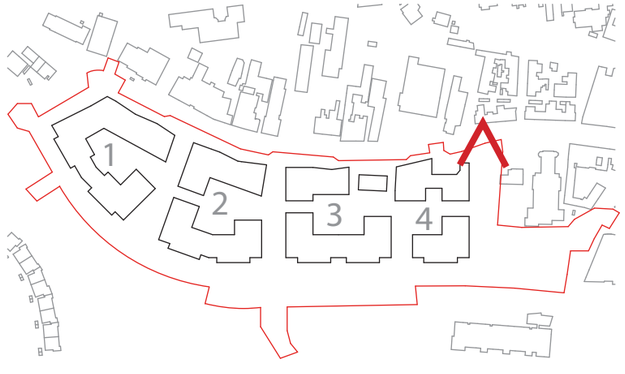


Main Street Appearance



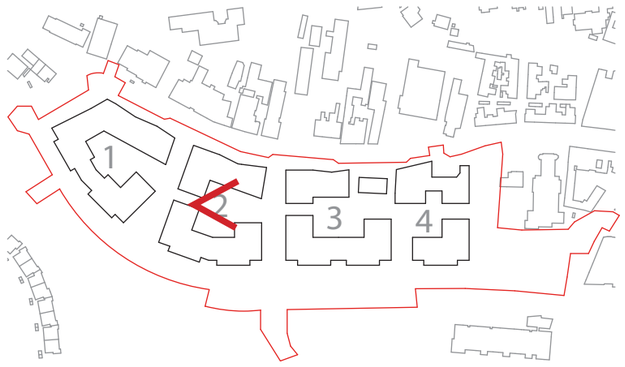
View looking north along Main Street towards 4B (Main Street Block) with Holy Cross Church in the distance. New retail units along Main Street will provide vibrant active frontage with residential apartments above provided with inset private amenity space.

View looking west from Main Street between, Block 4B and the wall to the Parochial House, leading down to Chruch Square.



Podium Appearance

View looking north over the podium landscape with Sweetmount Garden in the foreground between 2C (Main Street Block) and 2B (Bypass Block). The enclosed communal courtyard open space provides space for play, yoga and exercise.



Strategy for retaining 1-3 Glenville Terrace

Aims and Aspirations

The aim is to bring these three houses back into use, as they have been vacant for more than 15 years. The intended use is to provide residents' communal facilities serving zones 3 and 4. The desire is to renovate the buildings and conserve their appearance from Main Street, with some changes made to the building on the side and rear elevations. This will follow the principles that the applicant has successfully applied at Pembroke Square and the refurbishment, conservation and extension of 1-5 Ashgrove Terrace.

Design and Layout

The three terraced houses of Glenville Terrace may be combined to create residents' communal facilities for zones 3 and 4, or these may be split up so that terrace No.s 1 and 2 serve zone 3 and terrace no. 3 serves 4B.

- The ground floor will provide residential amenity and staff offices.
- The first floor will provide residential amenity spaces.
- The lower ground floor will provide co-working spaces and meeting rooms.

Internal Elements

In order to bring these building back into use the internal spaces will need to be enlarged and changed to meet their new purposes. This is likely to require the removal of some or all of the following:

- Internal walls and doors
- Staircases will be removed (if they cannot be utilised with the new layout).
- Chimney breasts (these may be retained depending on room layouts, and could be utilised to create features within function rooms).
- Other internal features will be identified and assessed, and these will be retained or relocated where possible.
- The Buildings will be fully surveyed and photographed (external & internal) to record all elements prior to any work being carried out.

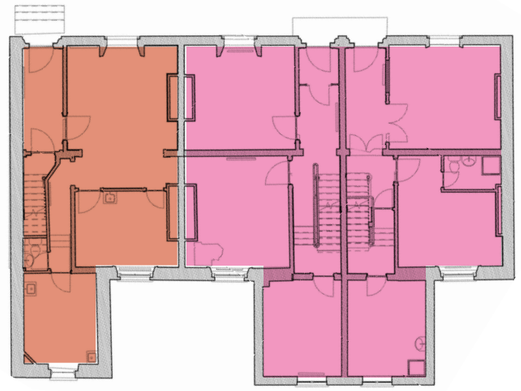
Photograph of Refurbished Ashgrove Terrace

Photograph of Existing 1-3 Glenville Terrace

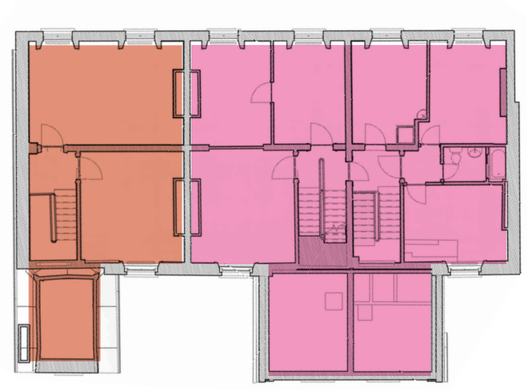
Glenville Terrace Existing Plans

As No. 1 Glenville Terrace is the house which is best preserved, it is intended to leave this building as intact as possible, and utilise the rooms as they currently exist.

The other two buildings are less well preserved and therefore these will to have more changes internally in order to bring the Terrace back into viable use.

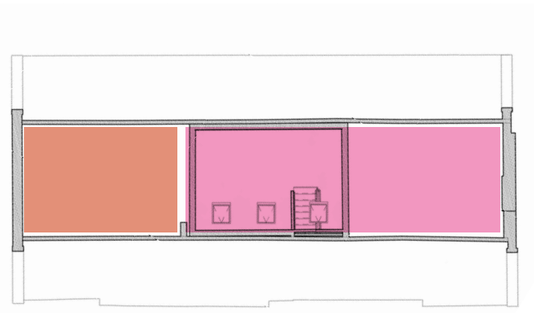


Existing Ground Floor Plan



Existing First Floor Plan

Existing Basement Floor Plan



Existing Second Floor Plan

Retain building interiors as far as possible with minor modifications

More intensive changes to building interiors to bring the whole terrace back into use

Glenville Terrace Existing Elevations

Main Street Elevation (east)

The intention is to retain all existing features where these are in good condition, meet current building regulations and can be purposefully reused. Otherwise like for like replacement. This will include the following:

- Brickwork, likely to require repointing
- Windows, likely to need to be upgraded to double glazing, we envisage that this could be frameless glazing to create a modern look to these openings.
- Front doors, likely to need to be upgraded to like for like with double glazing
- Roof slates, roof details and Fascia details
- Chimneys

Side Elevations (north and south)

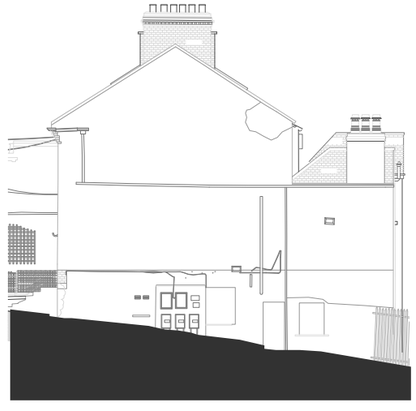
There are very few features to be retained on these facades, as the south elevation butts up against an existing building, the north elevation is an exposed gable end with no openings.

Rear Elevation (west)

The existing west elevation is in a poor condition, and the two storey extensions to the rear are not structurally sound and will need rebuilding.

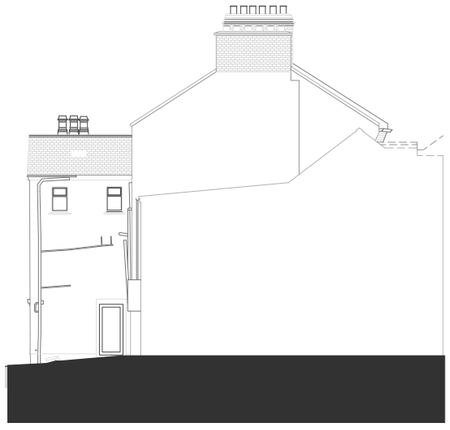
The west elevation will need to be changed as this will now provide a new ‘front’ to the building facing into the new residential development behind. Like the Pembroke Square development, this will require the creation of new openings and the addition of new vertical access. This will require the creation of new openings, and the addition of new vertical access.

Existing East (Main Street) Elevation



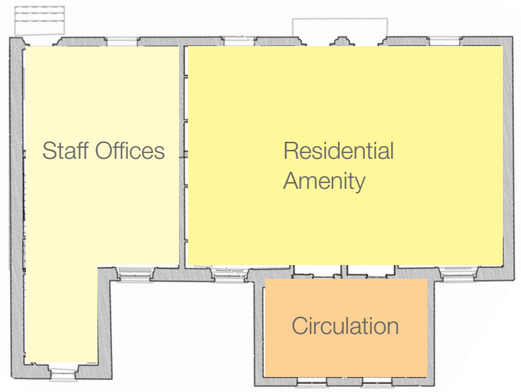
Existing North Elevation

Existing East (Rear) Elevation

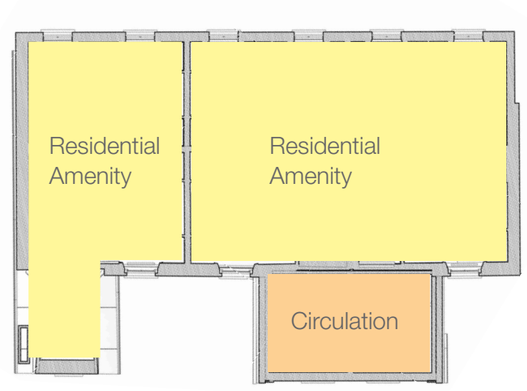


Existing South Elevation

The lower ground floor will provide further residential amenity space, possibly ‘Work from Home’ spaces.

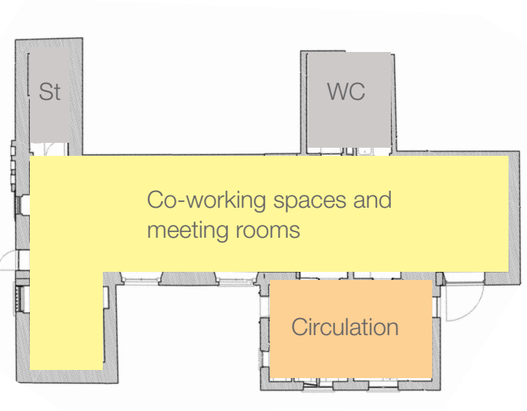


Proposed Ground Floor Plan

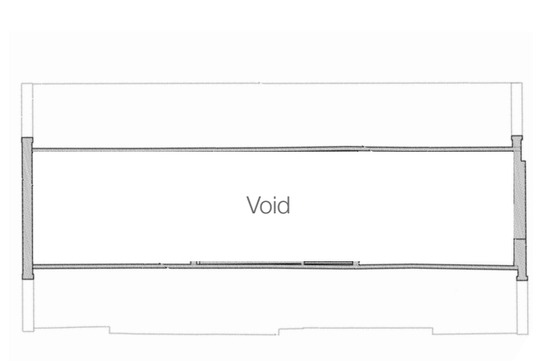


Proposed First Floor Plan

- Circulation (lifts/stair)
- Staff Offices
- Residents Amenity
- BoH Space



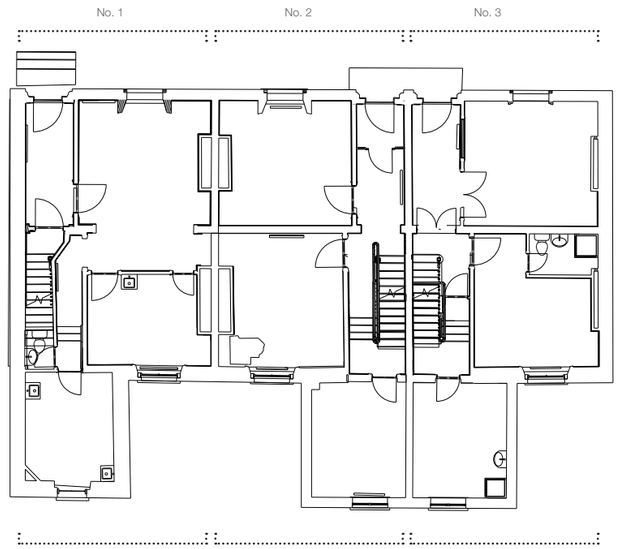
Proposed Basement Floor Plan



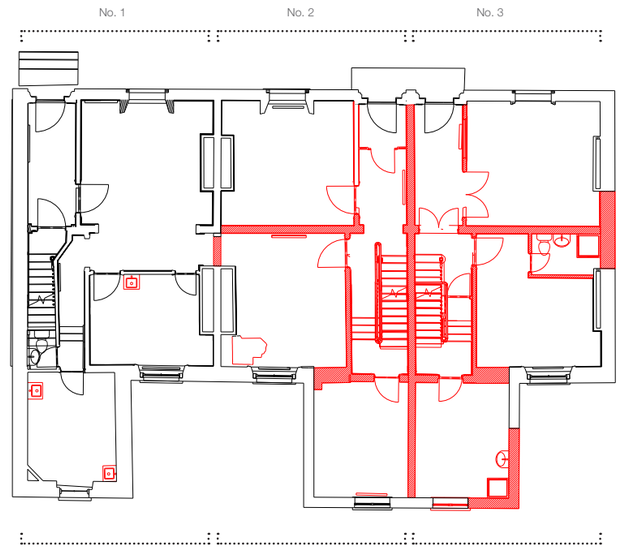
Proposed Second Floor Plan

The ground floor of 1-3 Glenville Terrace will serve as staff/ management facilities and residential amenity space. In order to create the required space the following work is required:

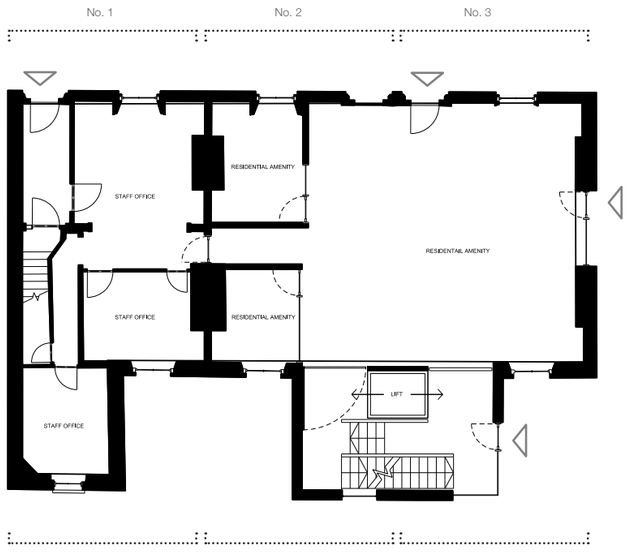
- Creation of new opening in party wall to create link between No.1 and No.s 2 and 3;
- Retention (or like for like replacement) of all internal walls, staircase, doors and as many other internal features as possible in No.1;
- Rebuilding of the rear extensions where required and the addition of a new staircase and disabled lift in the rear elevation of No. 2;
- Removal of all internal walls, doors, and staircase to make the building usable for its intended function;
- New opening in rear extension to bring light into the interior;
- New opening in external wall to create wider and level access from the south elevation; and
- Retention of Chimney breasts.



Existing Ground Floor Plan



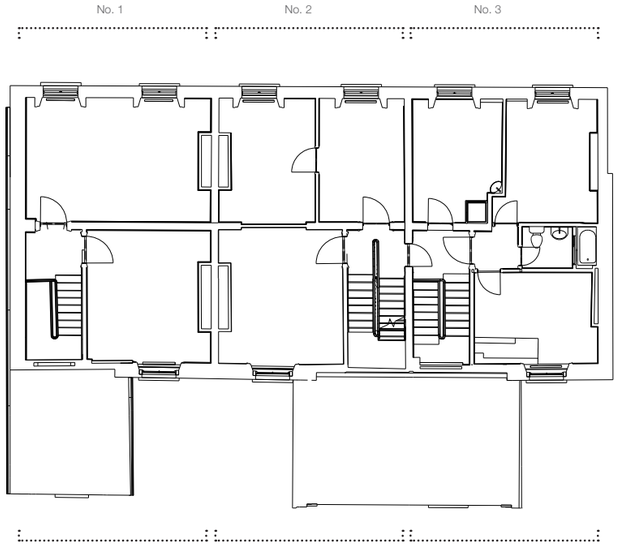
Demolition Ground Floor Plan



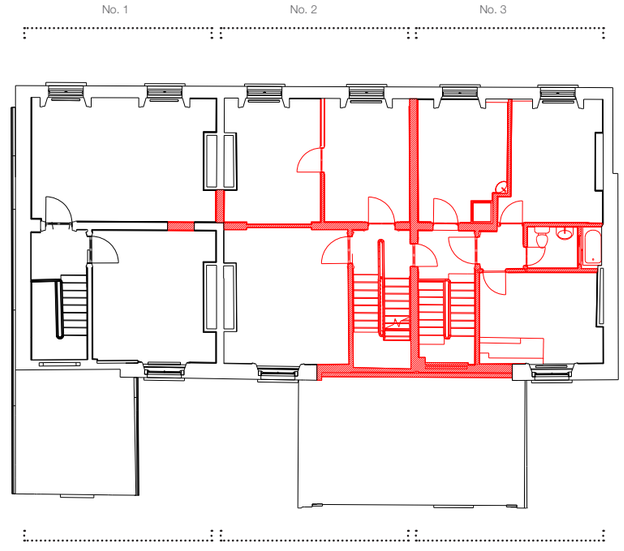
Proposed Ground Floor Plan

The rear extension of No.2 and 3 will be used as vertical circulation for the building and extended upwards to serve the first floor. In order to create the required space the following work is required:

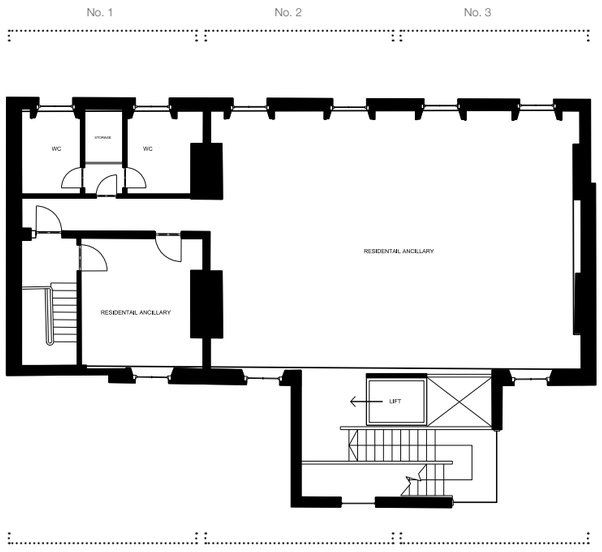
- Creation of new openings in party wall to create link between No.1 and No. 2 and 3;
- Retention (or like for like replacement) of all internal walls, staircase, doors and as many other internal features as possible;
- Removal of all internal walls, doors, and staircase in No 2 and 3 to one large social space that utilises the whole floor of these two terraces; and
- Removal of rear wall to allow access to new circulation core.



Existing First Floor Plan



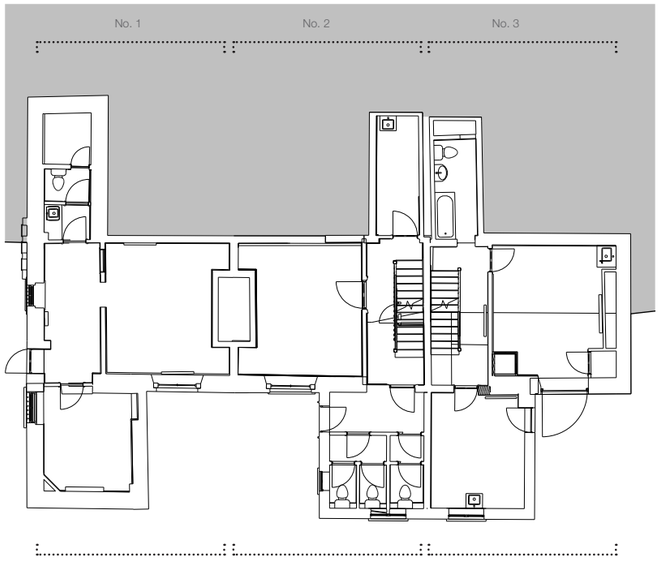
Demolition First Floor Plan



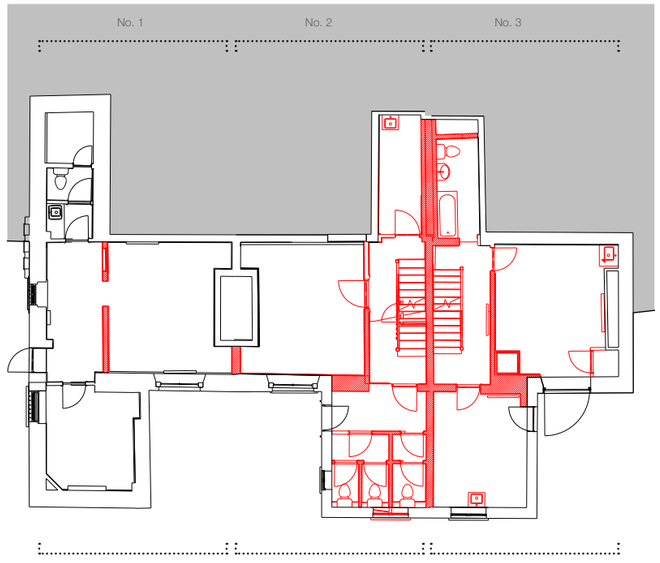
Proposed First Floor Plan

The basement of No.2 and 3 will be opened up to provide a flexible co-working office space. In order to create the required space the following work is required:

- Creation of new opening in party wall to create link between No.1 and No.s 2 and 3
- Windows Unblocked
- Retention (or like for like replacement) of all internal walls, staircase, doors and as many other internal features as possible.
- Removal of all internal walls, doors, and staircase to make the building usable for its intended function
- Removal of all internal walls, doors, and staircase to make the building usable for its intended function



Existing Basement Floor Plan



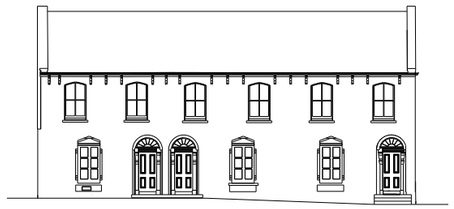
Demolition Basement Floor Plan

Proposed Basement Floor Plan

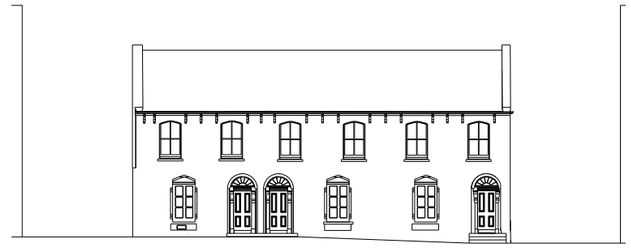
Existing and Proposed Elevations

Proposed works required:

Front Elevation
- External elements retained and refurbished or replaced with like for like elements which meet current regulations;
- Wall to adjoining property made good; and
- Existing brickwork and roof tiles cleaned, repointed and where necessary repaired.



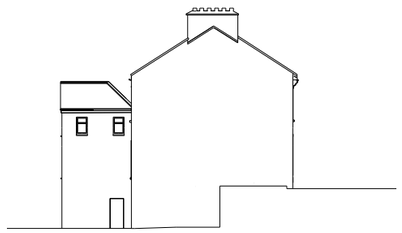
Existing Front Elevation



Proposed Front Elevation

South Elevation

- New roof former to rear extension to provide access to first floor;
- Rear extension retained/rebuilt;
- New openings created;
- Existing render stripped off and replaced;
- New opening created for main entrance; and
- Adjoining building removed



Existing South Elevation

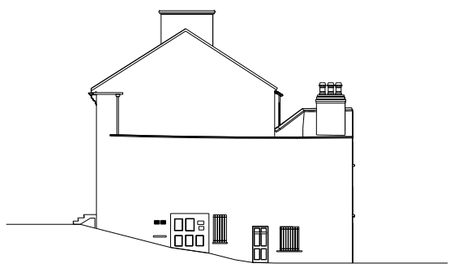
Proposed South Elevation

Rear Elevation
- New modern glazing throughout;
- All openings unblocked and re-glazed; and
- New roof former to rear extension to provide access to first floor.
- Refer to TJOC Glenville Terrace Report for condition of existing rear annex's.

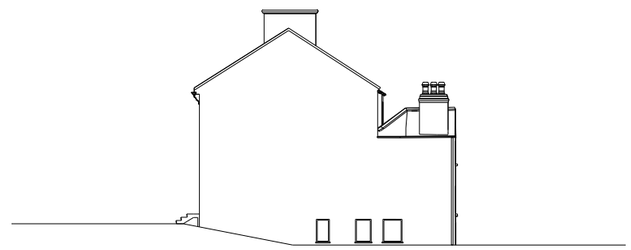
Existing Rear Elevation

Proposed Rear Elevation

North Elevation
- Services relocated to lower ground floor;
- Existing render stripped off and replaced; and
- Existing openings unblocked and doors/windows added



Existing North Elevation



Proposed North Elevation

05 MAIN STREET

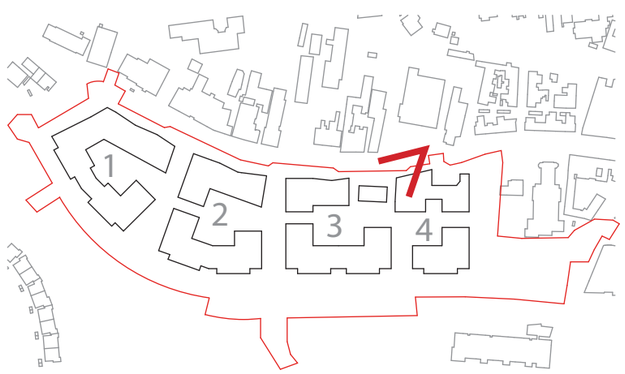
Glenville Terrace and Main Street

View looking south on Main Street toward Glenville Terrace which is being brought back to life as a social space for residents and the wider community.

The building is given space to breath with routes either side, creating the new public open space ‘Glenville Terrace Square’ both at the front of the building on Main Street and to the rear as shown on the following page.

Glenville terrace railings will be retained and the garden space to the front will be utilised for public seating with coffee and concession opportunities.

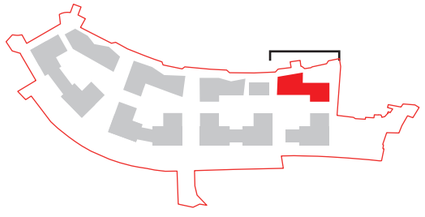
The space to the rear of the houses will also be public, treated as lawn and enclosed in planting. This will be flexible in nature, encouraging users to linger with integrated seating along the route as walls.



No's 16/17 and No.11 Main Street (Mulveys and Lisney)

The two properties at No 16/17 Main Street (Mulvey's Pharmacy and No. 11 Main Street (Lisneys) sit outside the SHD site application boundary and are not within the ownership of the applicant.

The masterplan takes these properties into account and shows how the masterplan works with these buildings remaining in place. It also has to be considered how these buildings can be developed by their owners in the future.



Existing Street Photograph

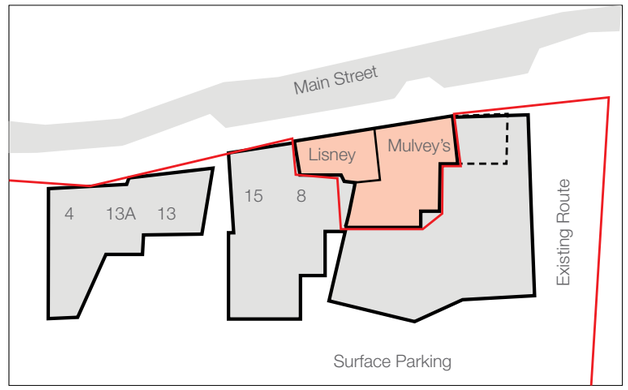
Existing Diagrammatic Plan
The properties are separate buildings, both two storeys with a pitched roof and form part of a terrace of infill shops along Main Street.

Mulvey's Pharmacy is almost 3m taller than Lisneys and also includes a basement (shown dashed) under the property to the east.

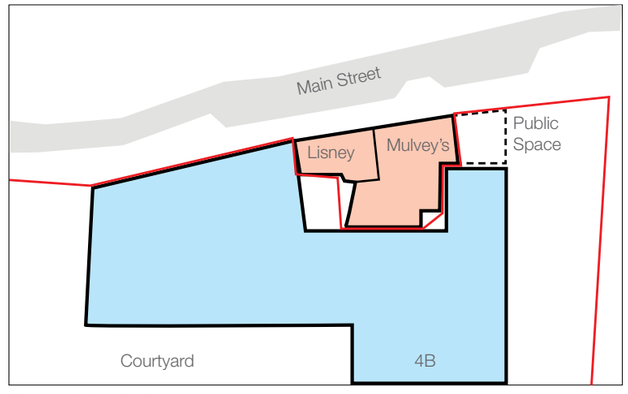
Proposed SHD Plan
All of the existing properties in this terrace except Lisney Estate Agents and Mulvey's Pharmacy will be demolished and developed. The new proposed building (4B) wraps around these to make efficient use of the site, create active frontage on Main Street and locate dwellings facing west towards the courtyard.

No buildings are proposed above the basement and this will be left as public space which opens up the access to Church Square. Gable ends are proposed where the building abut existing properties.

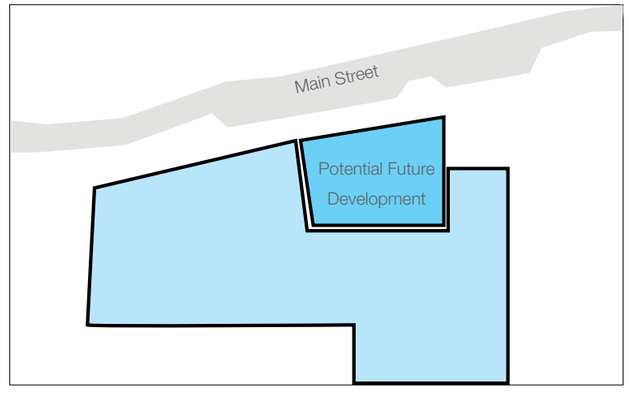
Potential Future Development
If either or both of the two retained premises are redeveloped in the future these can be constructed up against the gable ends of building 4B. To create a 4 storey comprehensive redevelopment solution in the future.



Existing Site Plan



Plan of SHD Proposals showing retained



Plan of Potential Future Development showing new retail

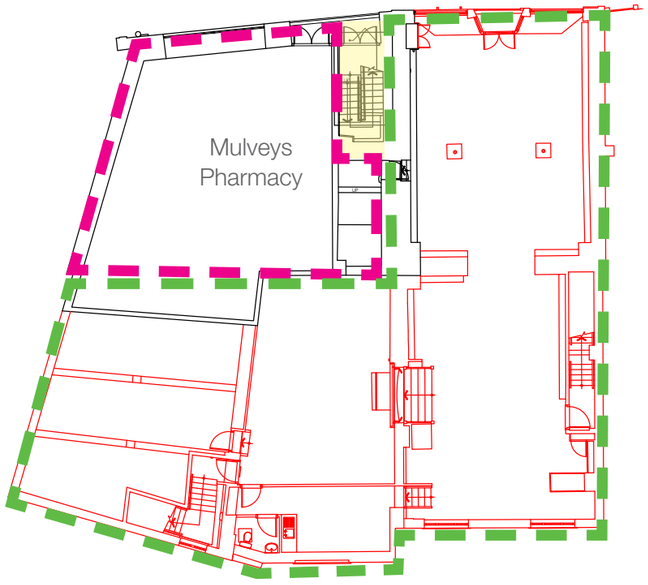
No's 16/17 Main Street (Mulveys) Ground Floor

The existing No's 16/17 Main Street, Mulveys Pharmacy is outside of the application boundary. The part of the existing structure inside the site is proposed to be removed.

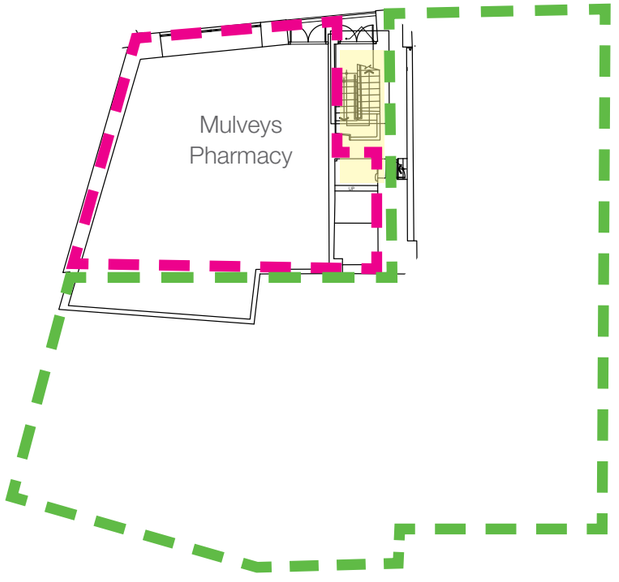
The following demolition work is required for the development, further details are available in Appendix D of the OCMP by the Structural Engineer.

- Existing ground floor slab to be removed locally to allow new strip foundation to be constructed and supporting wall.
- New blockwork wall to be built up to underside of existing concrete slab.
- Existing concrete ground floor suspended slab to be saw cut to align with back of the Pharmacy party wall.
- New insulated cavity wall to be constructed to underside of existing roof slab and provide support for existing roof.
- New rear wall of Pharmacy.

Existing Ground Floor Plan



Demolition Ground Floor Plan



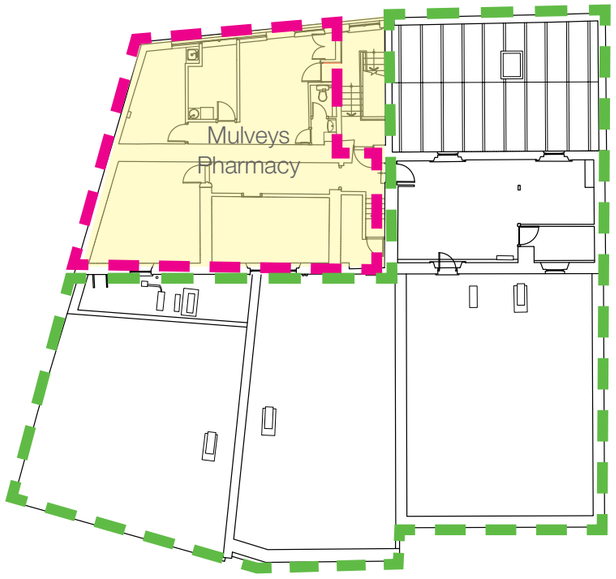
Retained Ground Floor Plan

Right of Way

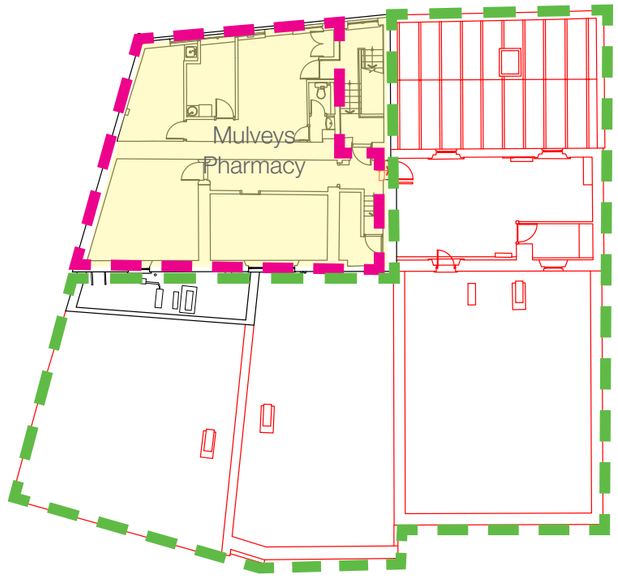
No. 16/17 Main Street, Mulveys Ownership

Applicants Ownership

No's 16/17 Main Street (Mulveys) First Floor



Existing First Floor Plan

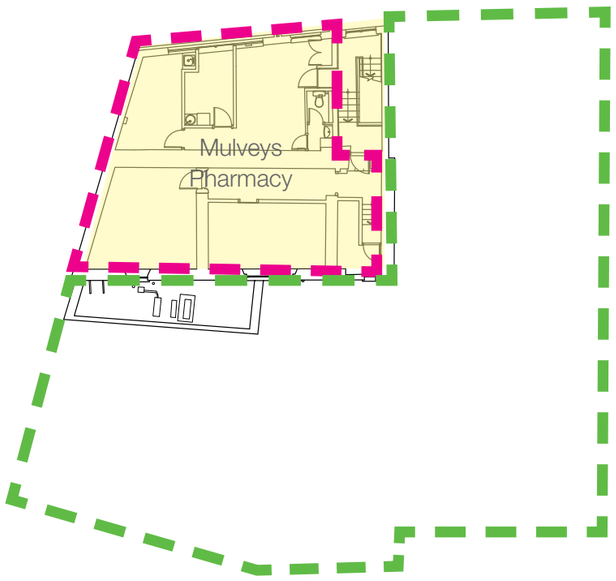


Demolition First Floor Plan

Right of Way

No. 16/17 Main Street, Mulveys Ownership

Applicants Ownership



Retained First Floor Plan

No's 16/17 Main Street (Mulveys) Roof

The following demolition work is required for the development, further details are available in Appendix D of the OCMP by the Structural Engineer.

No. 16/17 Main Street, Mulveys Pharmacy

- Existing roof to be removed along the new location and new flashing provided.

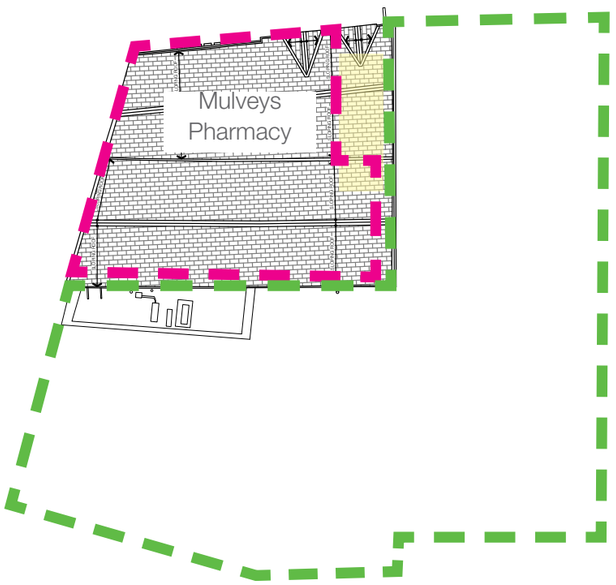
Existing Roof Plan

Demolition Roof Floor Plan

Right of Way

No. 16/17 Main Street, Mulveys Ownership

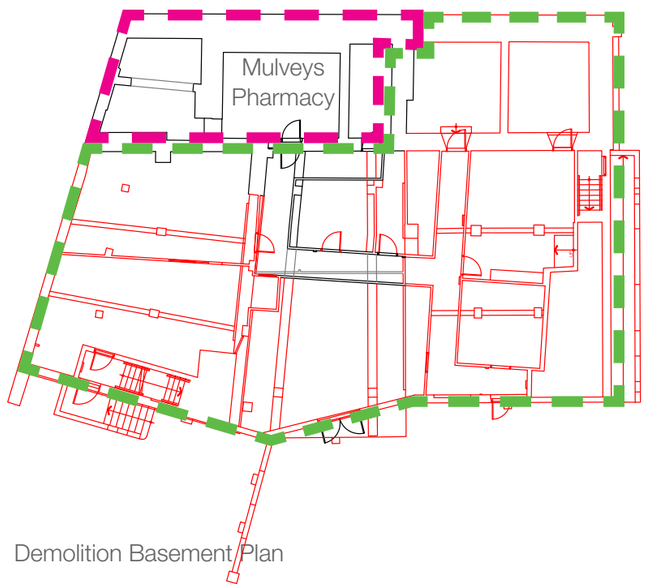
Applicants Ownership



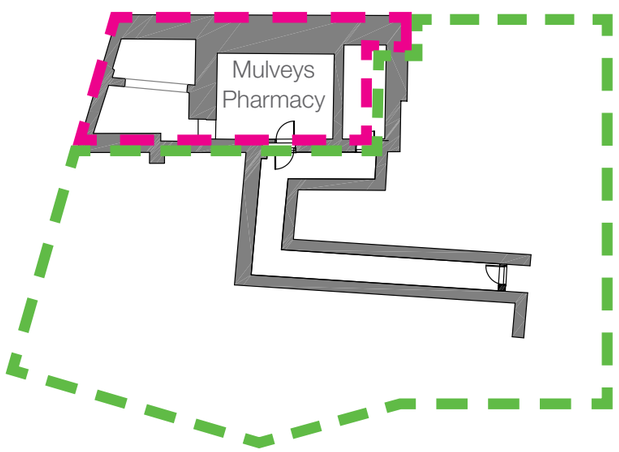
Retained Roof Floor Plan

No's 16/17 Main Street (Mulveys) Basement

Existing Basement Plan



Demolition Basement Plan



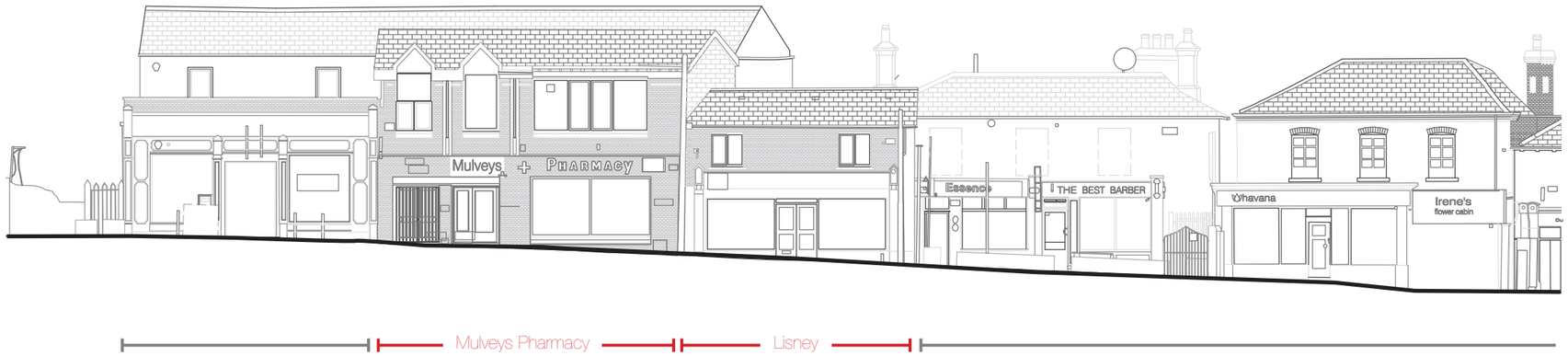
Retained Basement Plan

Right of Way

No. 16/17 Main Street, Mulveys Ownership

Applicants Ownership

Existing and Proposed Main Street Elevations



Existing Elevation along Main Street

Proposed Elevation along Main Street

Proposed South Elevation

06 Bypass Blocks

Proposed Streetscape on Bypass

Aims & Aspirations
The western edge of the site provides all the access and servicing for the development including parking, deliveries and retail servicing for the food store. It is a functional space but will be well landscaped to create a good environment for vehicles, pedestrians and cyclists on the bypass.

Proposals
There will be three access points from the bypass onto the site, these feed a service road running along the edge of the site providing access to all the blocks at lower ground floor level.

This access road will be separated from the bypass by a buffer strip of planting. These will be similar in appearance to that already in place to the south on the bypass adjacent to Dundrum Town Centre.

Building treatment
The architectural treatment of the upper floors will be continued down to give these buildings a strong base. The two story base will be given a subtly different brick treatment. The openings required for car parking services and substations etc. Will be coordinated with the openings to the residential above so that the facade of the lower ground floor is integral to the design of the building.

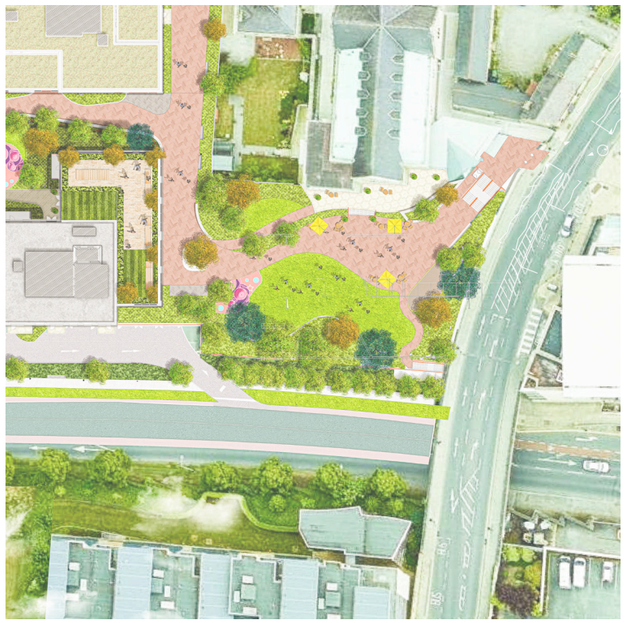
Landscape
The gaps between the buildings in each zone create the opportunity for the landscape to animate the lower levels of the buildings. This can provide places for trailing plants to hang down and for views up to trees on the podium. This includes the public space which occupies the area of podium between zones 1 and 2.

The other opportunity for interaction with the landscape on this side of the development is via the new Sweetmount pedestrian bridge which crosses the Bypass.

Illustrative Aerial Landscape Plan - Zone 1

Illustrative Aerial Landscape Plan - Zone 2

Illustrative Aerial Landscape Plan - Zone 3



Illustrative Aerial Landscape Plan - Zone 4

Bypass Blocks Architecture

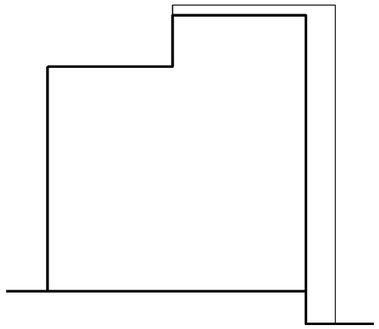
The eight storey massing is clad in brick to match the sampled colour of materials on Main Street. The top two storeys are wrapped in metallic cladding to give the building a lighter top.

The two wings of the block are given different tones of brickwork, from the Main Street colour palette, to separate the forms.

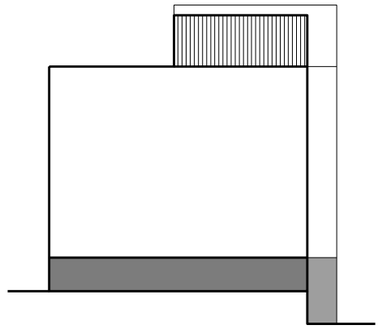
The link element between the blocks is visually recessed and given a different treatment.

The facade is divided up into grids. Within the space defined by the vertical piers and floor bands is a window module and contrasting brick treatment. This is achieved using brick detailing or contrasting mortar to subtlety define the grid.

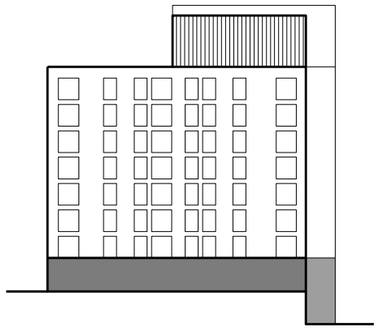
Balconies are placed within grids, or spanning two adjacent grids to accentuate the location of living rooms.



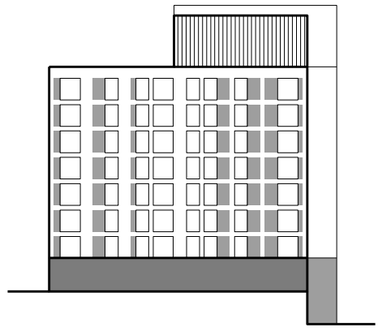
1. Block Form



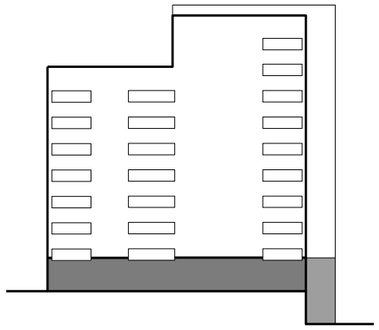
2. Top, Middle and Base



3. Window Placement



4. Apply Grid to facade



5. Balcony Placement

6. Overlay and generated hierarchy

Bypass Block Massing Concept Development

Zone 3 Bypass Block Elevations

The buildings facing on to the courtyards provide active frontage to these open spaces with residential amenity at ground floor. Thus the ground floor has a different expression (larger openings) to the residential floors above

Above the ground floor the residential units have a light grey or buff brick facade which contrasts with the Main Street blocks and breaks up the building form.

Windows and balconies are grouped in a vertical hierarchy to give the blocks a rational composition and good proportions

The recessed link between the two L shaped blocks articulates the separate elements within the facade composition. This allows for a change in material colour where a subtle stripped brickwork in a 4:1 ratio, the single course utilising the same brickwork on the Main Street has been introduced.

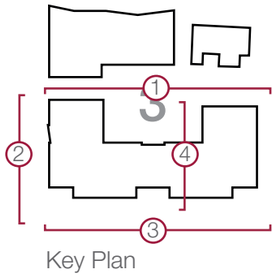
The buildings have an emphasised roof zone to create a “top” to the buildings. The architecture provides a clear base, middle and top each building

1. Block 3A and 3B East Elevation to Courtyard

2. Block 3A North Elevation

3. Block 3A and 3B Wast Elevation to Bypass

4. Block 3A South Section to Courtyard



Key Plan

Bypass Blocks Bay Studies

Light Grey Brick Study

Buff Brick Study

Red Brick Study

Light Buff Brick Study

String Course precedent

Horizontal banding precedent

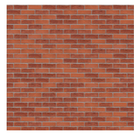
Vertical banding precedent

Simple punched hole precedent

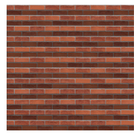
Bypass Block - Facade Facing Bypass

The two storey element on the upper levels uses a complimentary colour to the metalwork on the lower levels and brick work. A lighter colour is used to frame the vertical elements

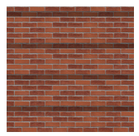
Metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the main brick colours to each facade. In this example a dark anthracite



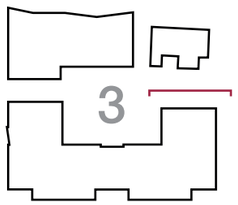
A red brick which references the local vernacular is used for the main facade colour.



Variances in corbel stepped brickwork patterns create visual interest to the facade using a limited but robust material.



The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane



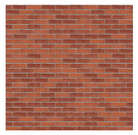
Key Plan

Bypass Elevation

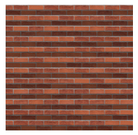
Bypass Block - Facade Facing Courtyard

The two storey element on the upper levels uses a complimentary colour to the metalwork on the lower levels and brick work. A lighter colour is used to frame the vertical elements

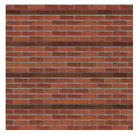
Metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the main brick colours to each facade. In this example a dark anthracite



A red brick which references the local vernacular is used for the main facade colour.

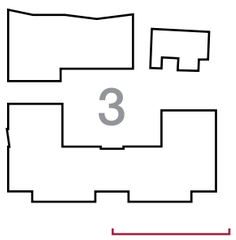


Variances in corbel stepped brickwork patterns create visual interest to the facade using a limited but robust material.



The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane

Courtyard Elevation



Key Plan

Bypass Blocks

Bypass Elevation

Zone 4 Bypass Block Elevations

The Bypass Block is adjacent to the new Church Square public open space at the rear of the Holy Cross Church.

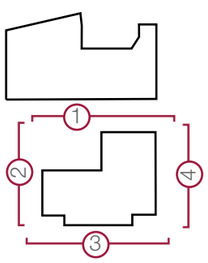
The brick material on this block takes reference to the stone materiality of the Parochial House and Holy Cross Church using a grey brick with a rougher finish.

The base of the building has a slightly darker finish to tie in with the adjacent blocks and provide a clear base element. The mid section has bands of corbelled brickwork aligning with window positions. From the 5th floor the corbelling increases with the introduction of areas of corbelling above and below windows where the building form projects on the Bypass elevation. This adds variety to the facade and reduces the perception of scale by grouping windows together over three storeys.

The two storeys of the upper element reduced the scale further by reference the dark grey slate roofs of both the Church and Parochial House. These upper elements being set back from the lower levels.

1. Block 4A East Elevation to Courtyard

2. Block 4A North Elevation



Key Plan

3. Block 4A West Elevation to Bypass

4. Block 4A South Elevation

Zone 4 Bypass Block - Facade Facing Bypass

The two storey element on the upper levels uses a complimentary colour to the metalwork on the lower levels and brick work. A lighter colour is used to frame the vertical elements

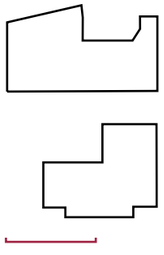
Metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the main brick colours to each facade. In this example a dark anthracite

A red brick which references the local vernacular is used for the main facade colour.

Variances in corbel stepped brickwork patterns create visual interest to the facade using a limited but robust material.

The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane

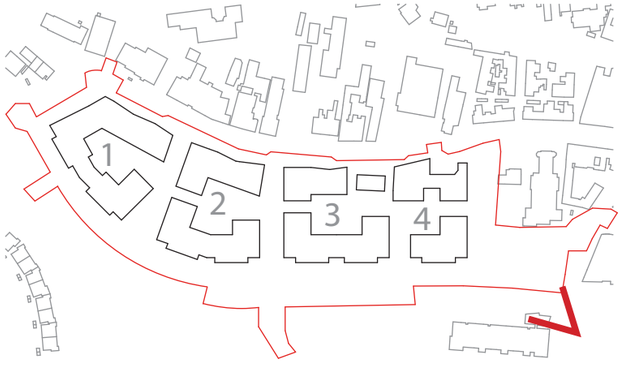
Bypass Elevation



Key Plan

Bypass Blocks Appearance

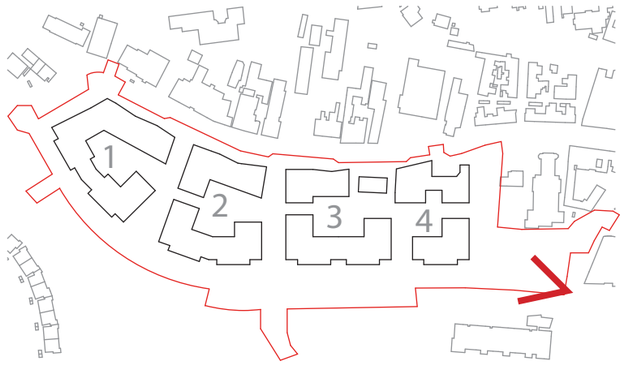
Illustrative CGI from the Dom Marmion Bridge looking north



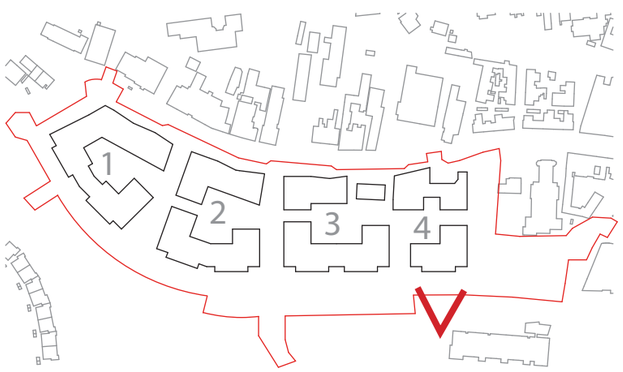
View looking north across the Ballinteer Road Bridge to Blocks 4A and 3C (Bypass blocks) and 4B (Main Street Block). The new landscaped open space to the rear of Holy Cross Church can be seen in the foreground.

Bypass Block Appearance

View looking north across the Dom Marmion Bridge to Blocks 4A (Bypass blocks) and 4B (Main Street Block). The new landscaped open space to the rear of Holy Cross Church can be seen in the foreground along with the cafe/ restaurants providing active frontage. Church Square will provide a place for relaxation, play and seasonal events.



Bypass Block Appearance



View looking north east across the Sweetmount Park to Blocks 4A and 3C (Bypass blocks) and 4B (Main Street Block). The new landscaped open space to the rear of Holy Cross Church can be seen in the foreground along with the cafe/restaurants providing active frontage.

06 BYPASS BLOCKS

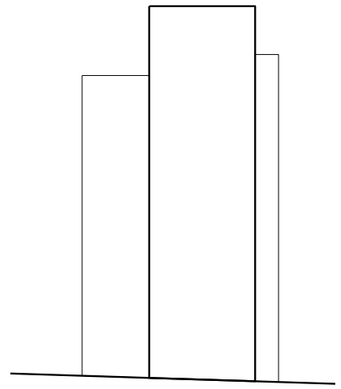
Point Block 1A on Northern Tip

The northern tip of the proposed development acts as a marker building for the site when approached from the north.

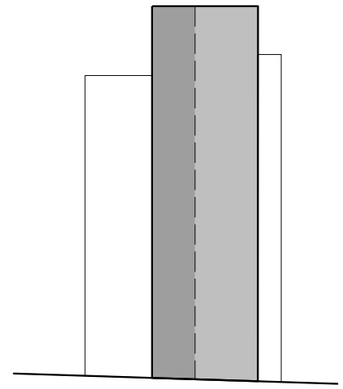
The building has a slim form creating an elegant width to height ratio which is further enhanced by the subtle angling of the facade and the use of a light coloured brick. The side wing elements are clad in a buff brick similar to the other buildings on the bypass.

The ground floor base ties the block with the others in the development and resolves the level change from Main Street to the Bypass.

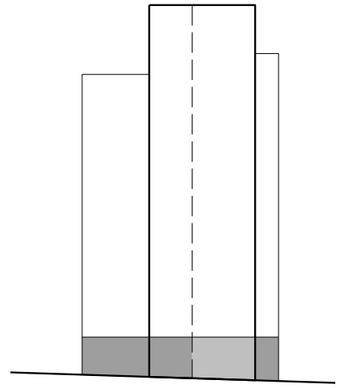
The expressed window forms to the taller element have metal surrounds and are grouped in double and triple bays to define the “middle” and “top” elements.



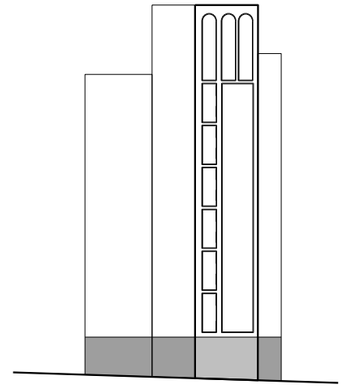
1. Block Form



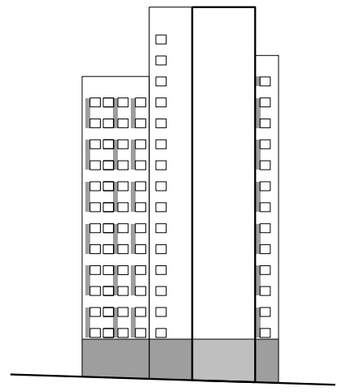
2. Angled Facade



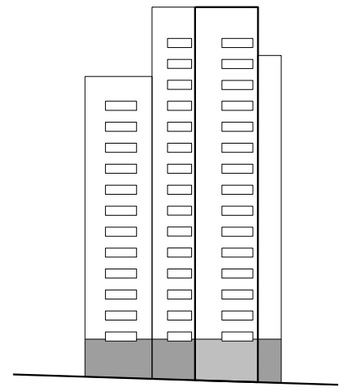
3. Ground Floor Base



4. Expressed Window Form



5. Window Placement

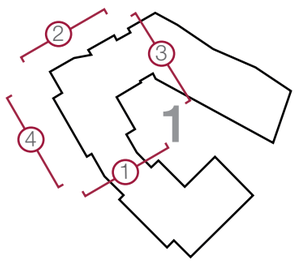


6. Balcony Placement

Point Block 1A Massing Concept Development

Point Block 1A Elevations

References to William Dargan , 1854 Dundrum Station and the William Dargan LUAS line bridge opened in 2004.

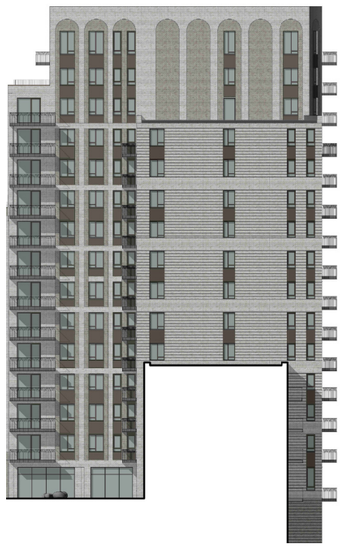


Key Plan

1. Block 1A South Elevation

2. Block 1A North Elevation

3. Block 1A East Elevation



4. Block 1A West Elevation

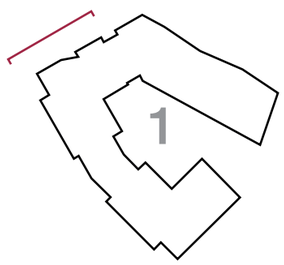
06 Point Block 1A - Facade

A bronze coloured metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the white brick colour to the facade.

A white brick which references the nearby William Dargan Bridge is used for the main facade colour. The lighter colour brickwork marks the building as a key wayfinding building for the development and the wider community

A darker mortar colour is used with the same brick as the main facade for the recessed arched elements to accentuate the vertical hierarchy and slender proportions of the block. The arched elements reference the 1854 Dundrum Station by William Dargan

The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane

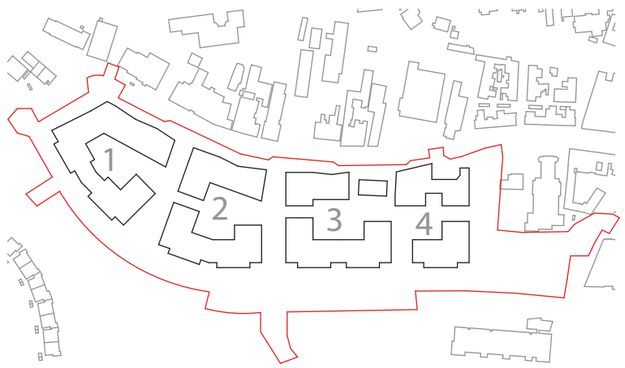


Key Plan

Main Street Corner Elevation

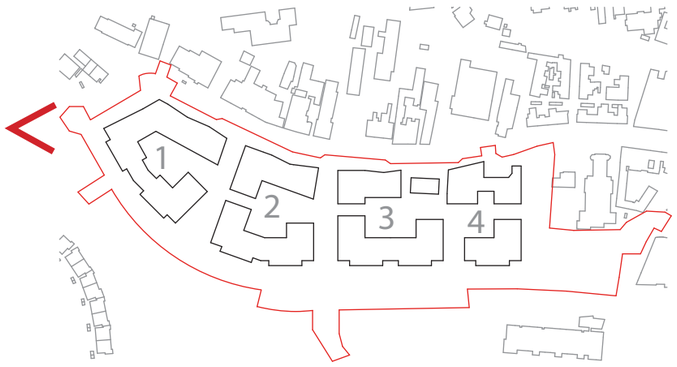
06 Point Block Appearance

View looking south to the top of the point block which marks the start of Main Street off the Dundrum Bypass. The arched recessed brickwork reference the 1854 Dundrum Station and provide an expressed top element to the block. The other Bypass blocks can be seen in the distance curving along the site boundary.



Point Block Appearance

View looking south across the junction of Main Street and the Dundrum Bypass towards Blocks 1A (Point block). The slim form of the central element is in a white brick which references the William Dargan Bridge and provides a subtle contrast with the light grey side elements. Along with the arched bays of the top elements and angled profile they create a building with elegant proportions.



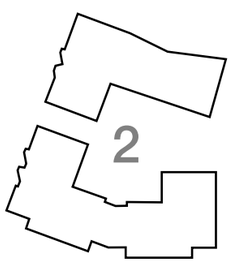
Wayfinding Building 2B as Marker for Bridge

The eight storey massing to the courtyard is still consistent with the other blocks. But rather than having a two storey box on top, there is a further three storey element, that cuts through the block to extend to the ground. This creates a slender point block which marks the location of the bridge across the Bypass.

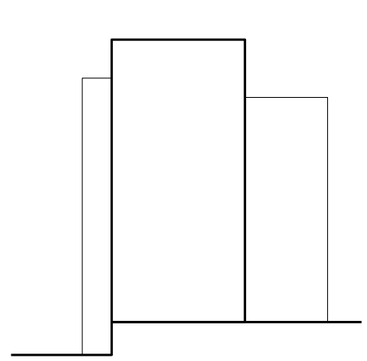
The wings of the building are clad in light grey brick to match the sampled colour of stone work on Main Street. The vertical element is clad in Corten steel cladding with vertical ribs to give the building a very vertical appearance.

The link element between the blocks is treated the same was as the others.

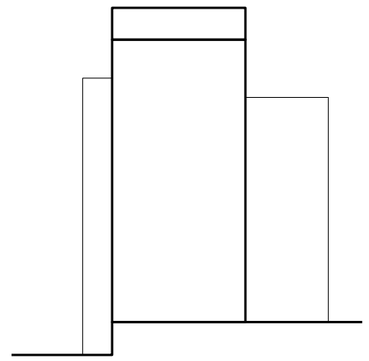
The facade are divided up into grids but these are expressed as a two storey bay to further emphasize the verticality. Balconies are placed within grids, or spanning two adjacent grids to accentuate the location of living rooms.



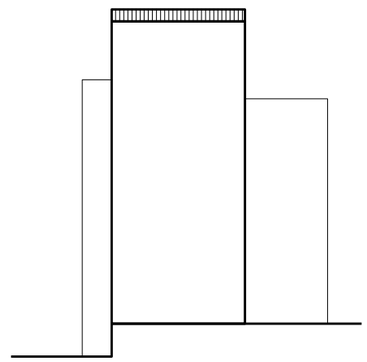
Key Plan



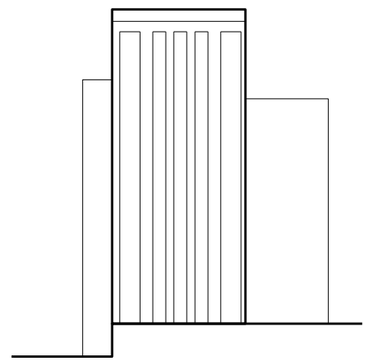
1. Block Form



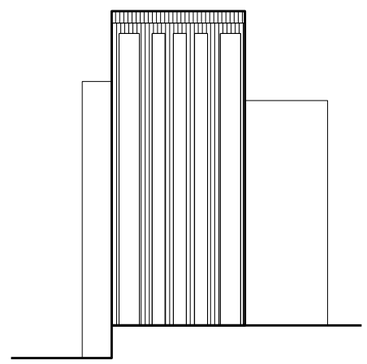
2. Additional Height - Nodal Point



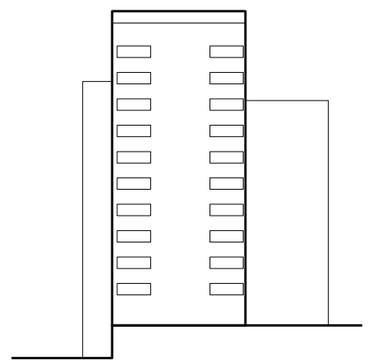
3. Expressed Top



4. Window Placement, Vertical Hierarchy



5. Vertical Corten Connecting with Bridge



6. Balcony Placement

Point Block 2B Massing Concept Development

Wayfinding Building 2B Elevations

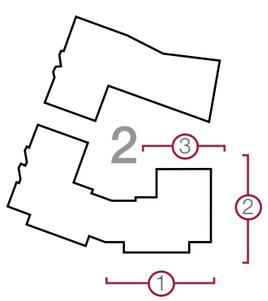
Building 2B which lies adjacent to the new Sweetmount bridge is used as a marker block connecting the route east to west from Main Street to Sweetmount and the Laurels.

The South Elevation has amenity uses to the eight storey lower block which wrap around the corner to the podium courtyard, whilst the tall, slender block is residential from ground to top.

The residential element on the south elevation which is clad in vertical Corten to match the bridge wraps up and over Block 2B and can be seen from both the bypass side and courtyard side on the upper two levels. This allows the block to be seen from all directions and clearly marks the location of the bridge.

1. Block 2B West Elevation

2. Block 2B South Elevation



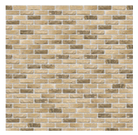
Key Plan

3. Block 2B East Elevation

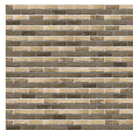
Wayfinding Building 2B - Facade

Weathering Steel (Corten) in vertical panels which align with the Sweetmount Bridge design and express the buildings verticality make this element distinct, acting as a way finding block for the east to west public route.

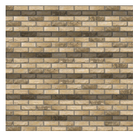
Metalwork to window/door frame, louvre, balustrade and balconies has been chosen to compliment the main brick colours to each facade. In this example a light grey



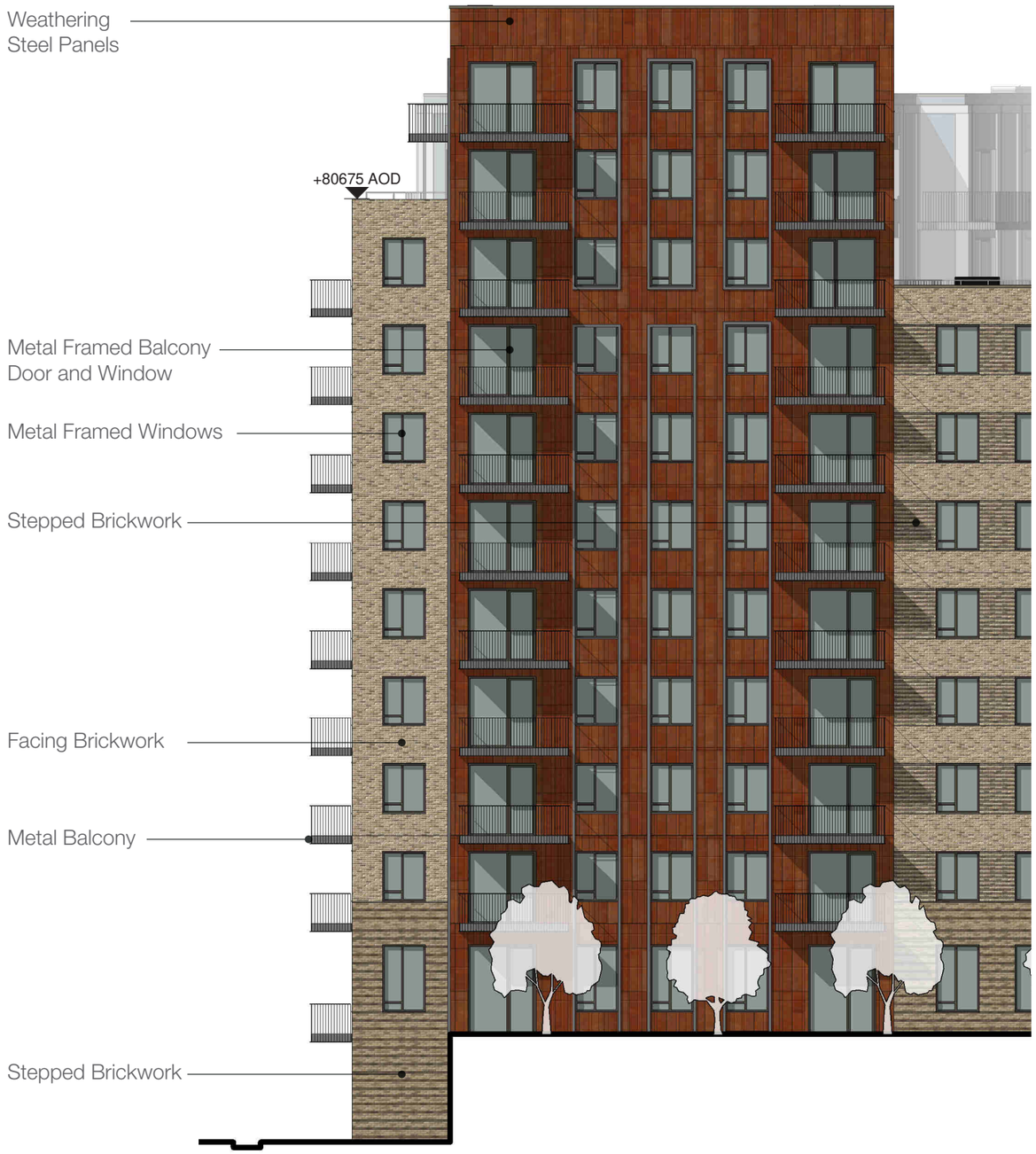
A buff brick which references the local vernacular is used for the main facade colour.



Variances in corbel stepped brickwork patterns create visual interest to the facade using a limited but robust material.



The brickwork to the ground floor has a wider corbelled banding, the play in scale establishes the base of the building to the ground plane

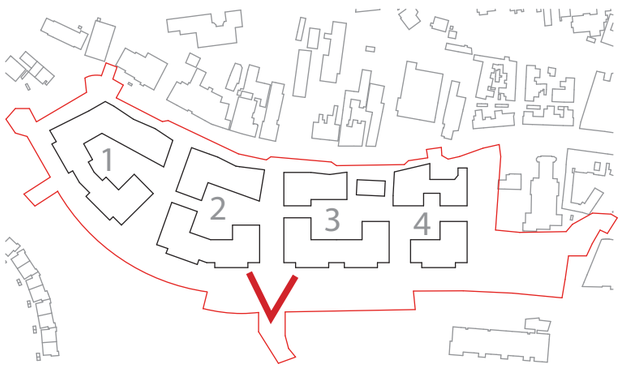


Courtyard Elevation

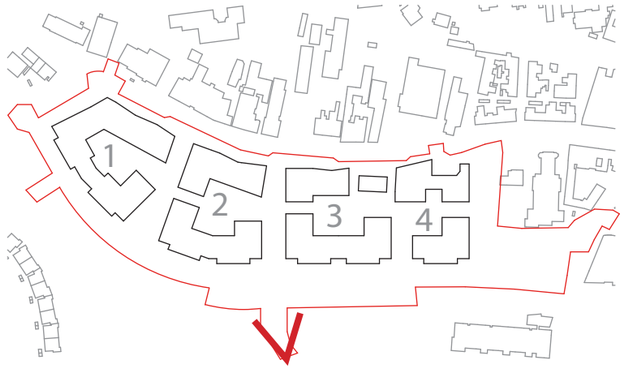
Wayfinding Building Appearance

A view across the new Sweetmount Bridge with its Corten accents which reference the wayfinding 2B (Bypass Block) and its Corten facade

The block acts as an entrance point to the proposal on the new east west connection between Sweetmount Park and Main Street.



Wayfinding Building Appearance



07 Residential Development Function

Residential: Arrival and Concierge

Residents arrive at the front door of each zone via a shared courtyard.

There is a concierge location to each zone. This allows the concierge to be placed in a convenient and prominent location where residents pass by en route to and from their blocks.

This has the benefit of convenience for residents and gives a central hub which fosters a greater sense of community and ownership for each zone of the development. Post and deliveries are collected by residents from the concierge with larger items being delivered to the dedicated parcel rooms off the bypass service road.

Concierge

Entrance Lobby

Entrances

Residential: Arrival and Concierge Strategy Plan

Residential: Ground Floor Amenity

Amenity spaces are located at and around the entrances of the Bypass blocks and with a strong connection to the external amenity spaces. This places them at the centre of each zone which maximises footfall, increasing the likelihood of use and fostering social interaction between residents.

Amenity

Residential: Arrival and Concierge Strategy Plan

Residential: Rooftop Amenity

Communal rooftop amenity is provided in all of the zones. These unique spaces are provided with a mix of play areas, lawn space, exercise areas, BBQ areas with seating, rooftop allotment space and dog walking zones. Wind tolerant planting and glazed screens provide shelter to residents on the upper levels.

Amenity

Residential: Rooftop Amenity

Residential: Cycle Strategy

Resident cycle stores are provided both on the podium (Main Street) level and also the lower ground floor (Bypass) level.

All of the residential cycle spaces and one third of the visitor spaces are provided in secure indoor parking rooms. In addition there are plenty of additional external visitor spaces provided in convenient, safe and well lit locations.

Further details demonstrating compliance is covered in the HQA report.

Resident Cycle Stores

Primary Access Routes

Access to Bin Stores

Residential: Podium Cycle Strategy Plan

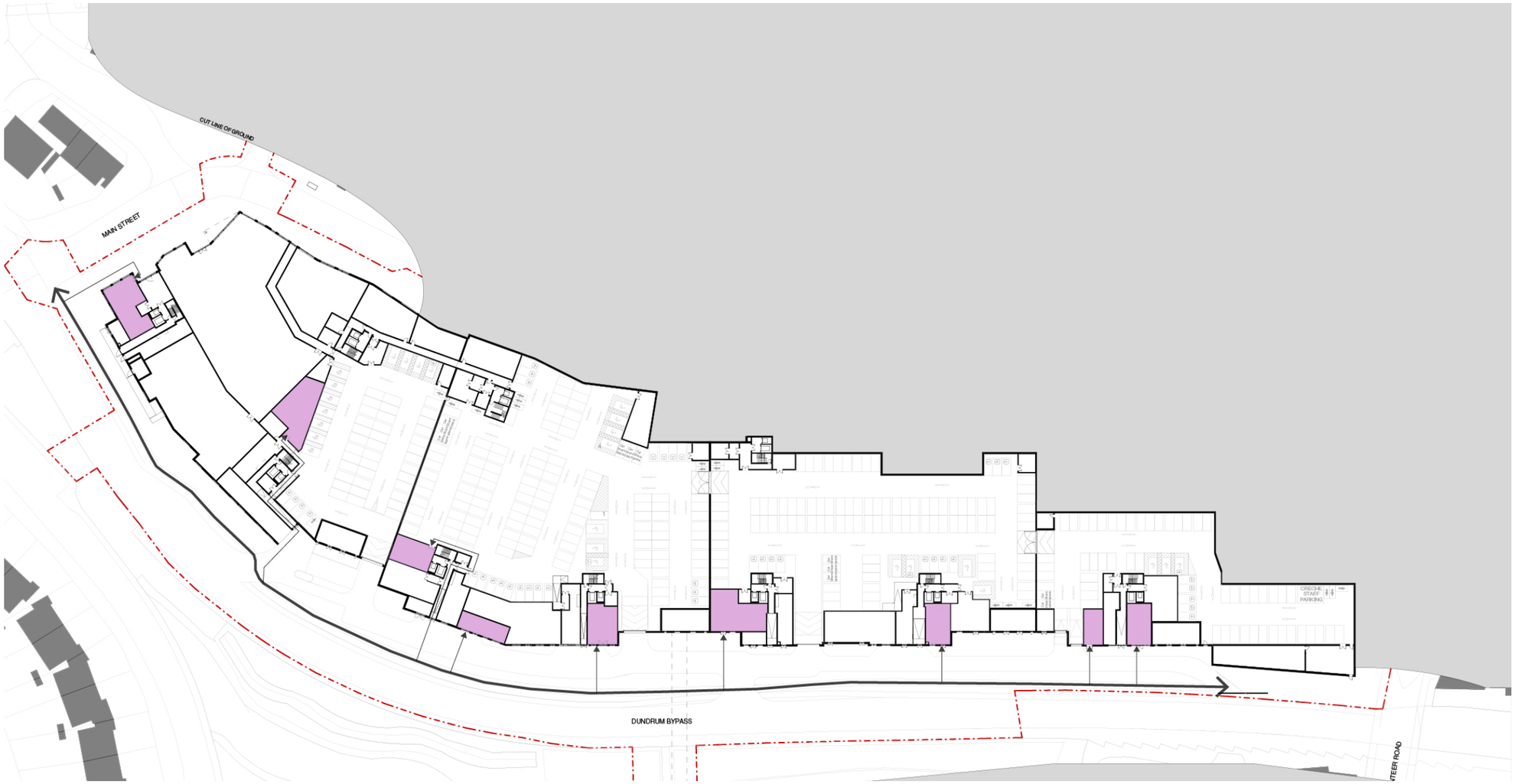
Residential: Cycle Strategy

Additional Cycle Stores are located at the lower ground level - accessed from the service road. All stores are secure and have level access from the store to the public realm. No lifts or stairs are required except for the mezzanine level to Block 1A which provides additional storage.

Resident Cycle Stores

Primary Access Routes

Access to Cycle Stores



Residential: Lower Ground Floor Cycle Strategy Plan

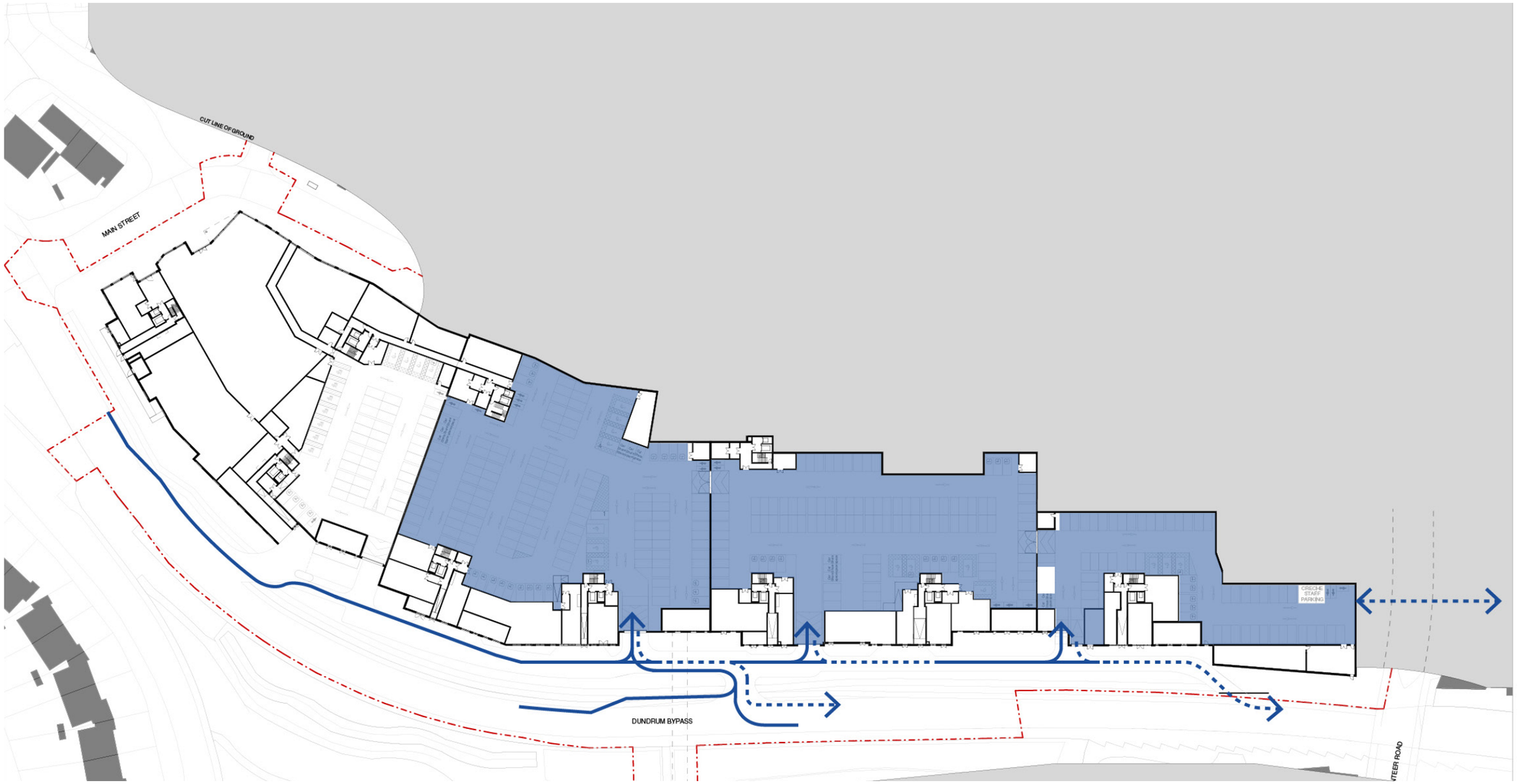
Residential: Car Parking

Car parking for residents is accessed via the service road with 3 points of connection to the Dundrum Bypass as shown below. This will take car movements away from the Main Street, providing spaces for EV charging points and for car share spaces.

Car Parking details can be found in the Housing Quality Assessment.

Resident Car Parking

Resident Vehicle Access



Residential: Car Parking Strategy Plan

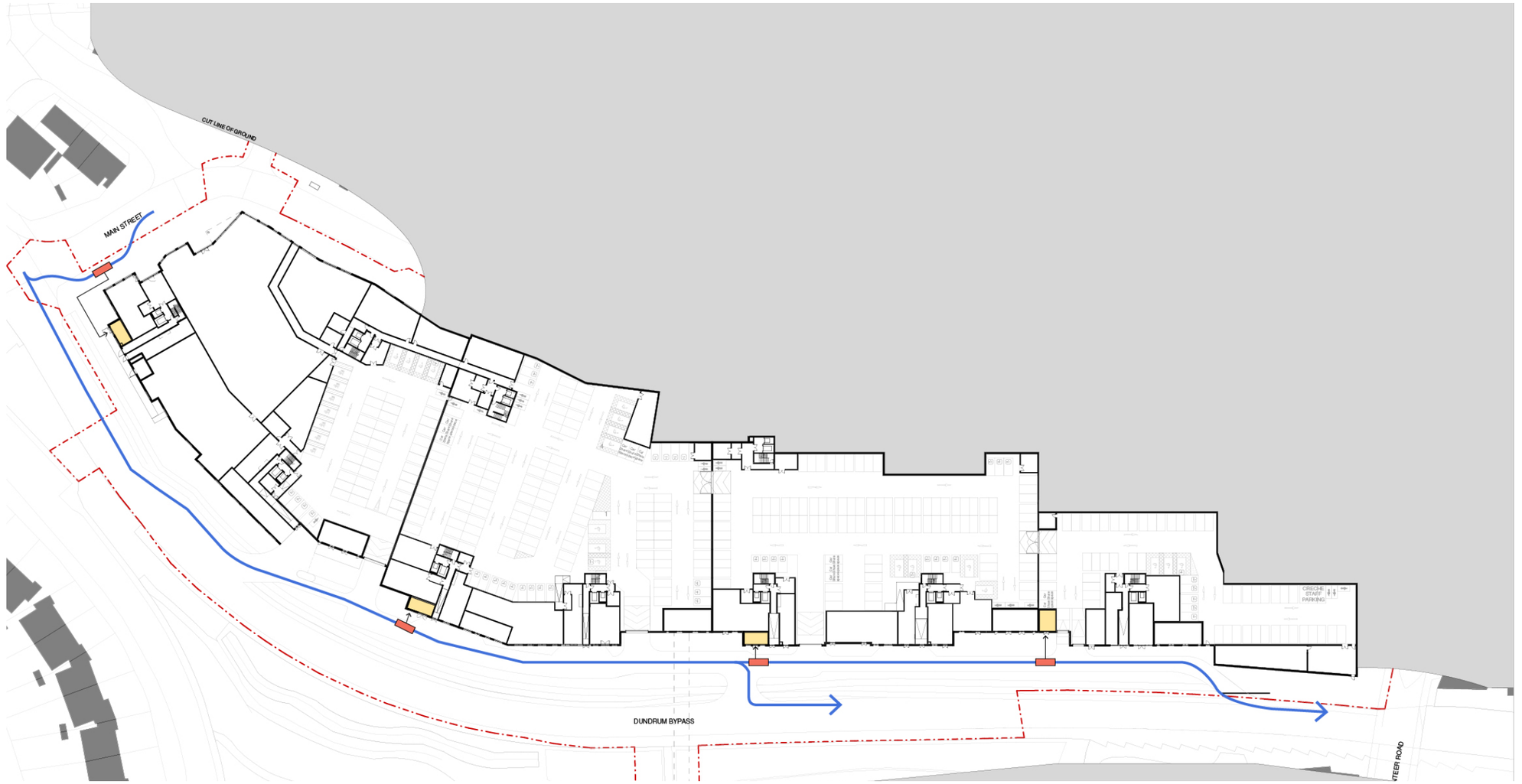
Residential: Deliveries and Servicing

With the size of the proposal such as this a large volume of residential deliveries is anticipated. Post and parcels are delivered via the service road to the West and dropped off to a holding store in each zone at the lower ground floor level. From there management can move parcels to the residents collection point at the concierge. This has the advantages of reducing traffic along Main Street which should be a pedestrian priority environment.

Post Holding Store

Delivery Vehicle

Delivery Vehicle Route



Residential: Deliveries and Servicing Strategy Plan

Residential: Refuse - Upper Levels

The cores to the bypass blocks contain refuse chutes for residents to conveniently drop refuse en-route to the lifts. The apartments are within 30m travel distance to the refuse chutes.

Refuse chutes are within an enclosed vented lobby and have 3 chutes to allow for separate recycling, organic waste and general waste.

Refuse Chute

Max. Travel Distance to Refuse Chute

Residential: Upper Floors Refuse Strategy Plan

Residential: Refuse - Lower Ground

All refuse chutes terminate at the lower ground level within refuse stores. The Main Street blocks have satellite refuse stores adjacent to their cores.

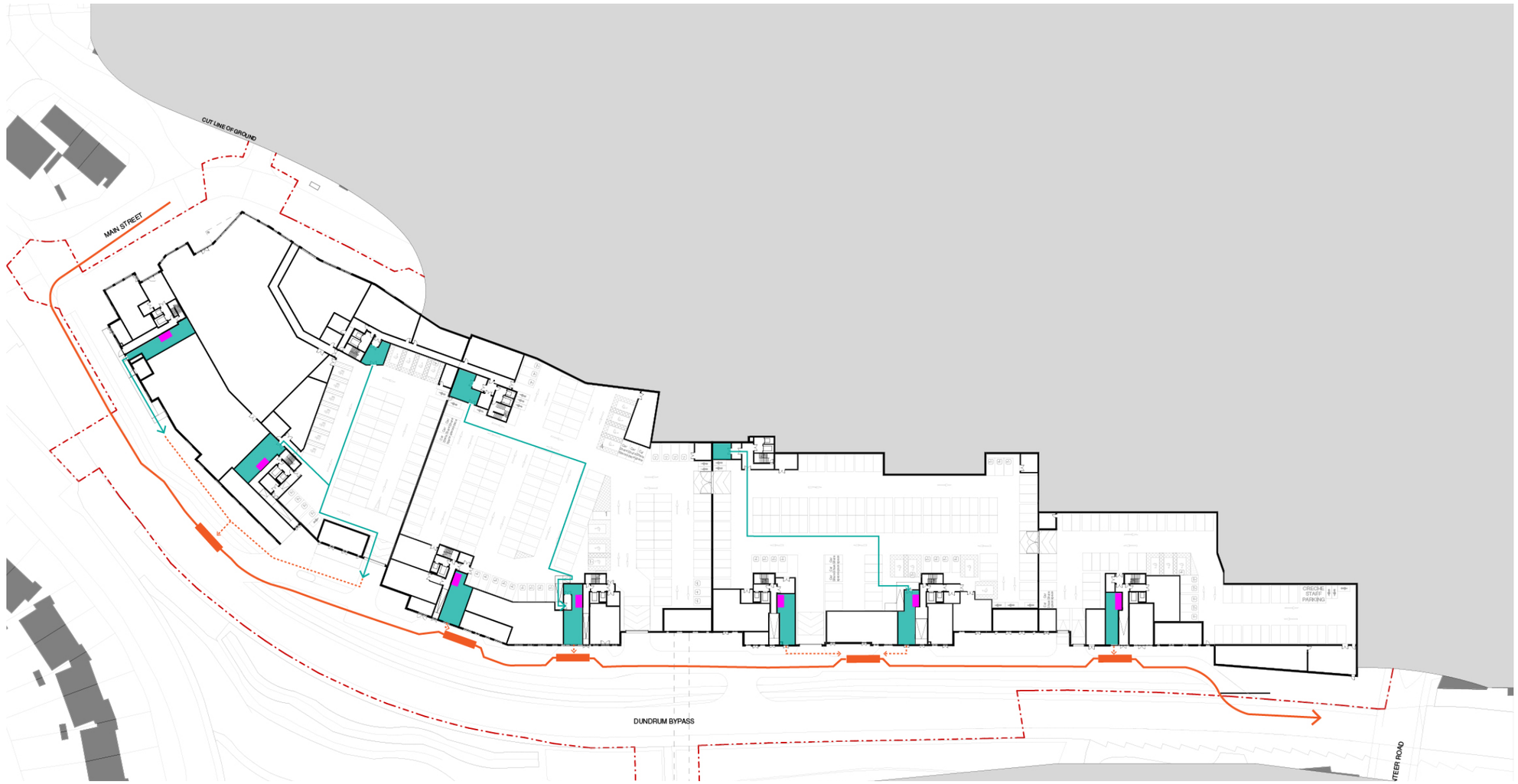
Management staff will move bins in the Main Street buildings across the car park to the refuse stores on the west side for collection. These stores have been sized to include for all the bins required for the Main Street blocks too. All stores except block 1A open out onto the service road on the west side for ease of collection by the local authority via the service road. Pull in bays allow the refuse lorry to stop and collect bins Block 4B refuse is collected off Main Street.

Refuse Chute

Bin Dragged by Management

Refuse Collection Loading Position

Refuse Lorry Route



Residential: Lower Ground Floor Refuse Strategy Plan

Residential: Plant Strategy

A shared central plant room is provided for each zone providing heating and hot water via a combination of energy efficient and sustainable heat pumps with air source.

All plant rooms will be controlled via a BMS (Building Management System) to optimise energy performance and efficiency

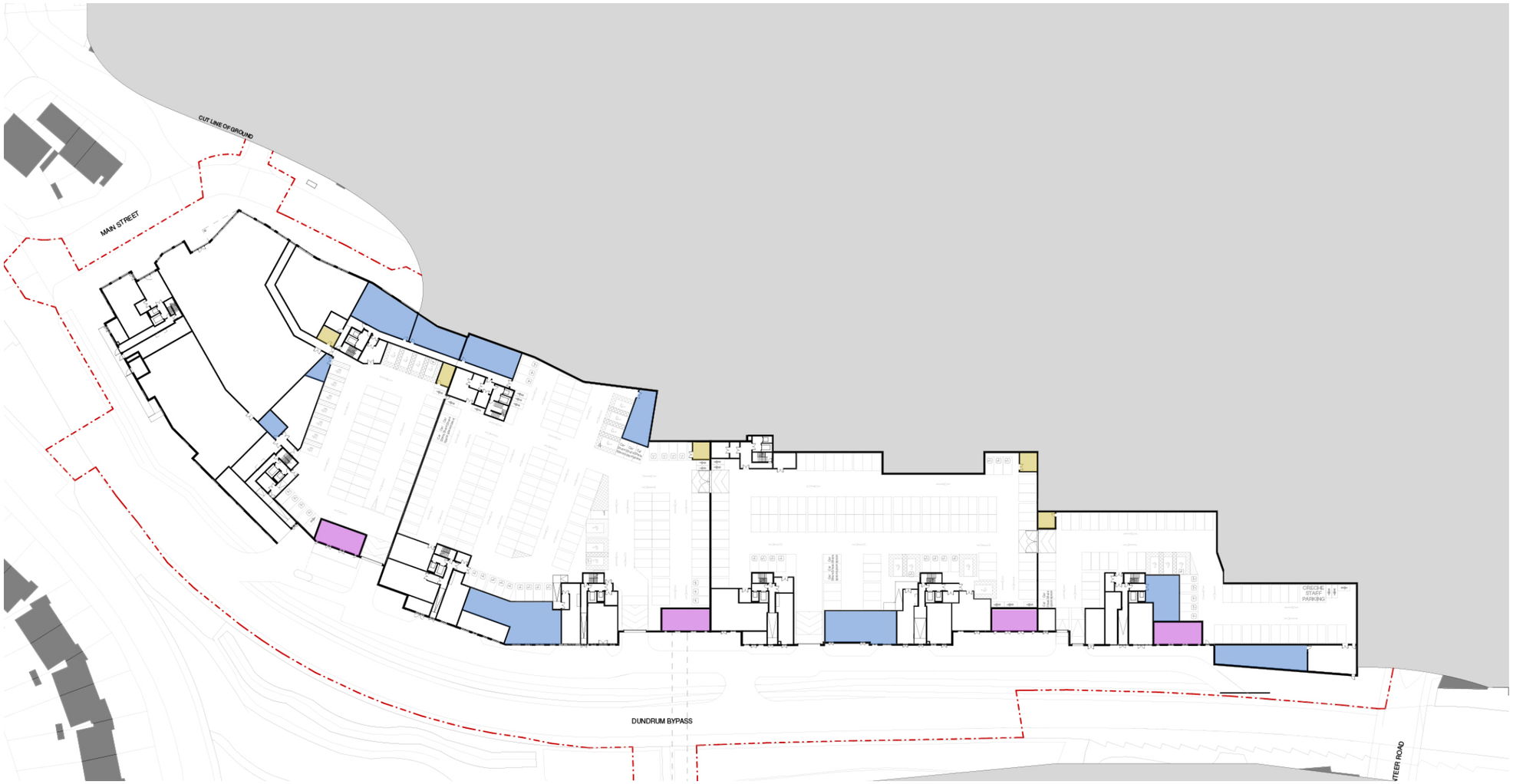
Each zone is served by a dedicated ESB sub-station with adjoining LV switch rooms.

All plant spaces are located on the lower ground floor to provide easy vehicular and maintenance access.

Substation

Commercial Plant

Residential Plant



Residential: Lower Ground Floor Plant Strategy Plan

08 Non- Residential Development Function

Retail: Arrival & Car Parking

The commercial car park is located adjacent to the food store at the lower ground floor level in zone 1.

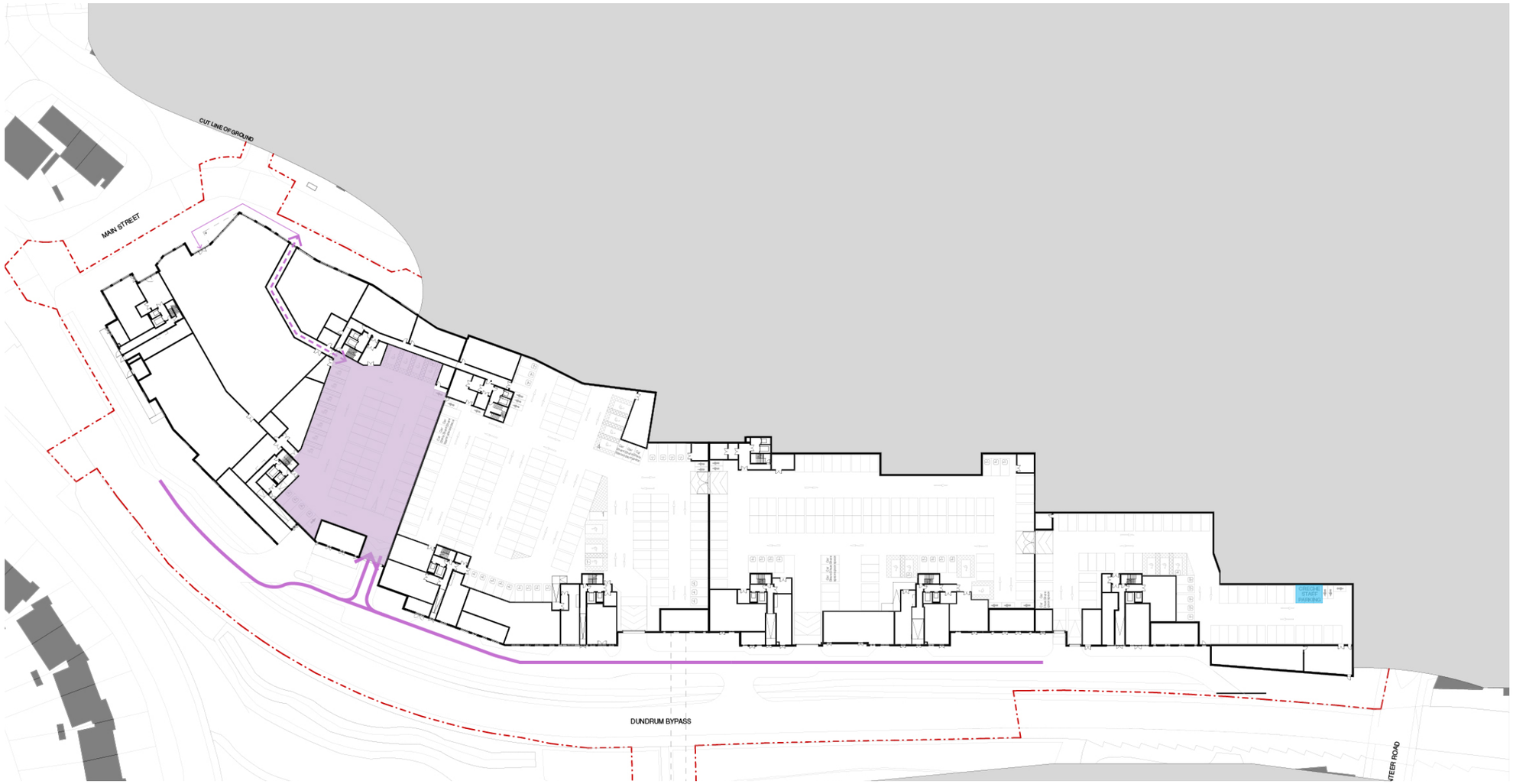
Access and egress to all the car parking is provided for from the by-pass.

Further car parking details can be found in the Housing Quality Assessment report.

Car Parking

Retail	52
Crèche	3
Total	**55**

Food Store Customer Access
Food Store Car Parking
Food Store Vehicle Access
Food Store
Crèche Staff Parking

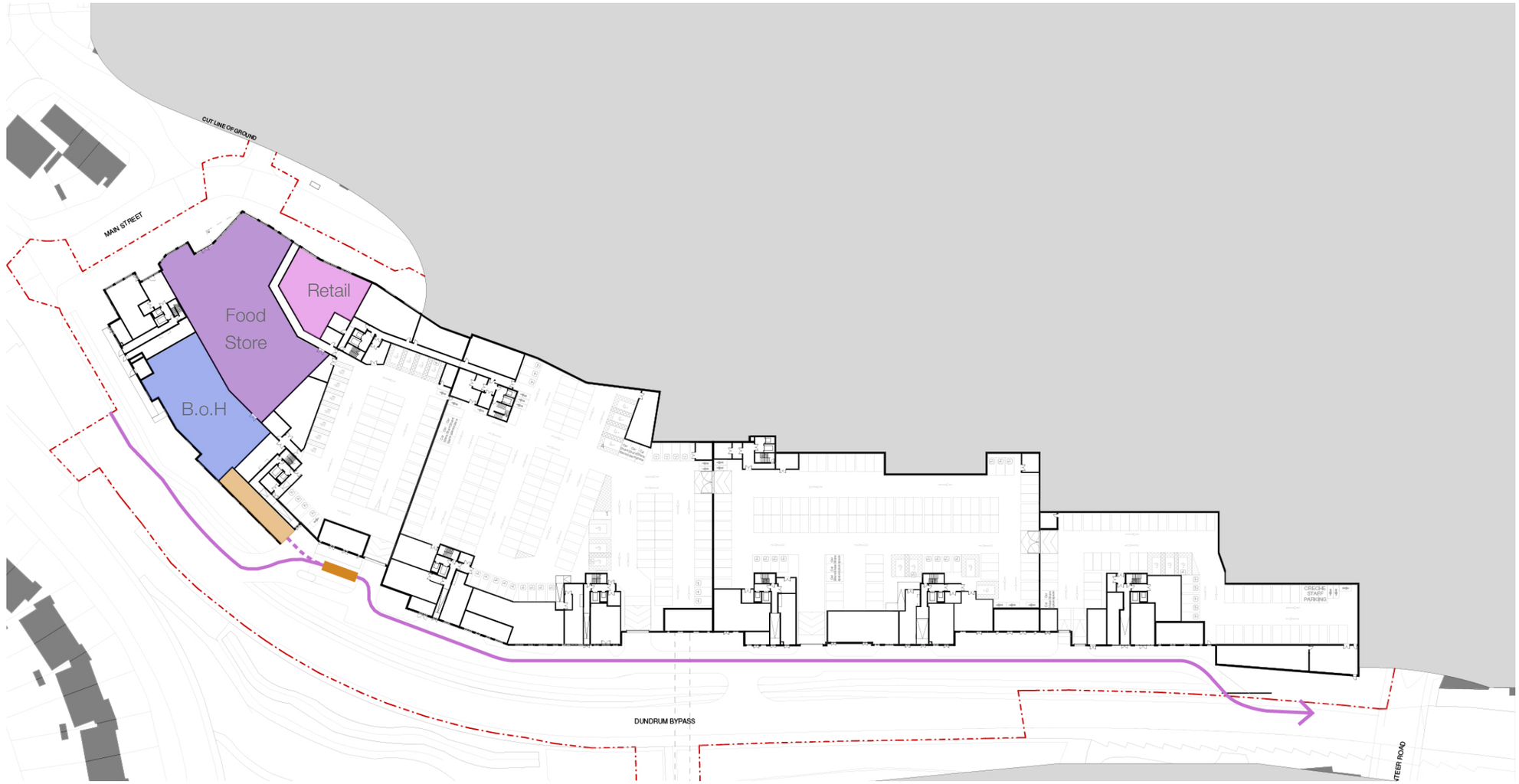


Retail: Lower Ground Floor Arrival & Parking Strategy Plan

Retail: Food Store and Plant

Retail deliveries to the food store arrive via the Bypass and enter the site via the access road. The delivery lorry drives forwards in to a waiting area beside the car par access and then reverses in to the service yard area which abuts the store back of house area and is enclosed to minimise impact on the residential apartments above. Once unloaded it then drives out forwards and joins the access road to exit the site at the central access point.

Retail Unit
Food Store
Food Store Back of House
Food Store Servicing Access
Food Store Lorry Reverse
Lorry Bay



Retail: Lower Ground Floor Servicing Strategy Plan

Retail: Loading bay / set-down area

The retail and cafe/restaurant units along Main Street are serviced by short stay loading bays. The loading bay arrangement will be approximately a 50/50 split between loading and drop-off/ pick-up activity (for the crèche). It is proposed to implement time-limited parking of up to 20mins for all loading in order to maintain the quality of the pedestrian and cycle environment along Main Street.

Retail Unit

Existing loading bay/ set-down area

Proposed loading bay/ set-down area

Retail: Ground Floor Servicing Strategy Plan

Crèche: Arrival, Parking and Drop off

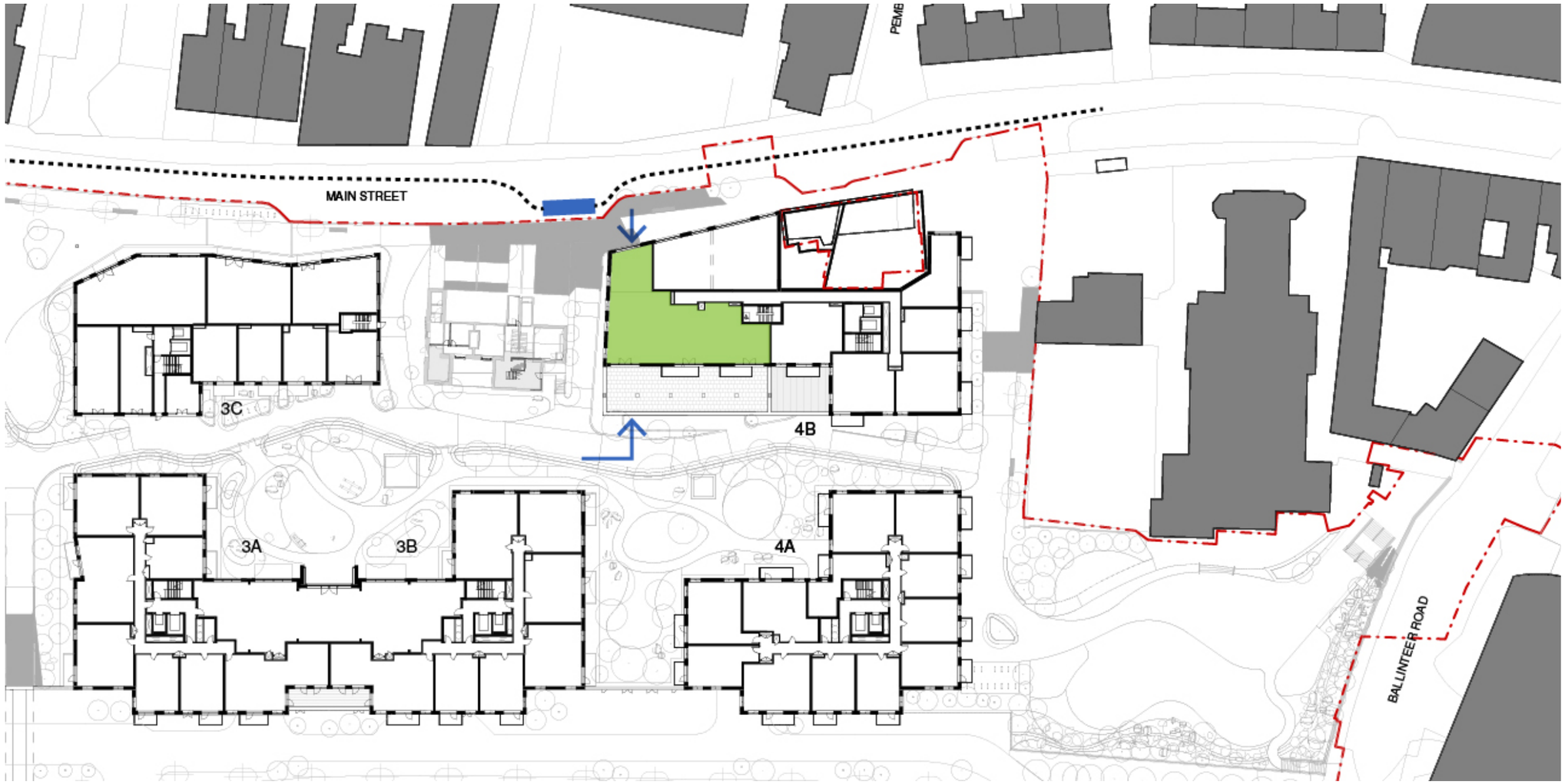
Safe child drop off and collection is via the existing drop off point along Main Street outside of the crèche entrance. The drop off area is also used to service the crèche. There are three staff parking spaces within zone 4. The majority of drop off / collection is anticipated to be by pedestrian access from proposed development and surrounding area.

Crèche Drop-Off Point

Crèche Drop-Off Point Route

Entrance Route

Crèche



Crèche: Main Street Arrival and Drop Off Strategy Plan

09 Sustainability

Brief/ Goals

Targets

Overall there are two complementary sustainability goals:

1. Meeting Ireland's Part L and NZEB targets
2. Meeting the applicants sustainability targets relating to carbon, waste, water and socio-economic factors.

Certification

With the requirement for NZEB compliance in Ireland the following pages outline the key principles for achieving them.

The essential steps in the design of low energy buildings are as follows, the first three have been initially considered in Stage 1.

1. Building orientation, thermal mass and shape.
2. High performance envelope specification.
3. Maximisation of passive features (day-lighting, heating, cooling and ventilation)
4. Efficient systems meeting the remaining loads.
5. Highest possible efficiencies and adequate sizing of individual energy-using devises.
6. Proper commissioning of systems and devises.

At Stage 2

A brief has been agreed with the project team which outlines:

1. The preferred assessment method.
2. Minimum targets to be met.
3. Targets that can be improved upon.
4. Any sustainability requirement not addressed by the assessment.
5. A programme to be agreed outlining the roadmap to achieving the agreed sustainability targets.

At Stage 3

A sustainability implementation plan has been developed to review the proposal against sustainability assessment tools including BREEAM, CRREM, Risk Assessments (Carbon Risk Real Estate Monitor) and Passivhaus standards.

The following targets have been set:

- Aspiring to meet a Net Zero Carbon strategy;
- Using high efficiency heat pumps with no fossil fuel consumption for hot water, heating and cooling;
- Meeting and exceeding the new NZEB requirements set out in Part L
- Achieving BER 'A' rated energy certificate for all domestic and non-domestic buildings.
- A reduction in mains water consumption of up to 60% compared to similar developments
- Reduction in embodied carbon (based on LETI 2030 targets for A1-A5)

Further details can be found in the DVSHD - Energy and Sustainability Statement

NZEB
Nearly Zero Energy Building

BREEAM

CRREM

Carbon - Operational Energy

There is a direct link between carbon emissions and climate change, this makes it the most urgent environmental impact that should be addressed in the design of a building. The intention is simple in that the amount of energy required to operate a building should be minimised as much as possible.

General Design Guidance

Operational Energy is a complex area of sustainable design, but all building typologies follow the same basic design principles.

- Set Energy Targets
- Develop a Climatic Sensitive Design
- Minimise the Base Load
- Relative Passive Design
- Establish Communication

Stage 1

GRID have reviewed the building forms to evaluate their energy efficiency. Measuring the external building envelope to the internal volume (A/V) ratio is a good way to evaluate the efficiency of the form. All the buildings have an SA/V ratio well below 0.7m²/m² and a Heat loss factor of less than 3.

Stage 2 and Stage 3

The TM54 calculation methodology has been used to estimate the operational energy of the building and look at ways or reducing the carbon emissions associated with the buildings operation.

A target of 35 kWH/m² GIA have been set for energy use intensity of each building.

Further information can be found in the BDP DVSHD - Energy and Sustainability Statement.

	Surface Area (SA) [m²]	Volume (V) [m³]	Treated Floor Area (TFA) [m²]	Compactness Ratio SA/V [1/m]	Heat Loss Form Factor SA/TFA
1ABC	20,124.26	98,356.31	22,719.70	0.20	0.89
2AB	11,429.48	55,072.20	12,761.40	0.21	0.90
2C	5,438.76	19,035.39	4,769.50	0.29	1.14
3AB	11,516.34	55,329.66	12,729.00	0.21	0.90
3C	3,995.99	12,946.29	3,082.00	0.31	1.30
4A	6,391.17	28,507.50	6,542.00	0.22	0.98
4B	4,823.06	16,270.89	4,116.50	0.30	1.17

The compactness ratio of a building is indicated by the surface area to volume (SA/V) ratio. This ratio, between the external surface area and the internal volume of a building, has a considerable influence on the overall energy demand. A favourable compactness ratio is considered to be one were the SA/V ratio ≤ 0.7m²/ m³.
[according to BRE Passivhaus Designer Guide; PHPP Illustrated, 2nd Edition;]

Heat Loss Form Factor is a number generally between 0.5 and 5. Lower number indicates a more compact building. Pasive house buildings aim to achieve 3 or less. Heat loss form factor is a good design indicator of how energy efficient a building will be and it also gives an indication of where costs are going.
[according to: PHPP Illustrated, 2nd Edition; The Challenge of shape and form - Understanding the benefits of efficient design, NHBC; The Passive House Designers Manual, Routledge 2015]

Early Stage Building Form Analysis

Carbon - External Fabric

Stage 1
GRID have based the initial wall specification and U-Value targets on a Passivhaus design intent with 520mm brick and block wall construction with circa 150-200mm fully filled insulation to achieve 0.18W/(m²K)0.18 W/(m²K)

Stage 2
The project team have reviewed the possibility of Passivhaus principles with Architype Architects. It was agreed that the increase embodied carbon and cost for Passivhaus did not provide enough real term value to the project over NZEB standards.

Stage 3

The project has taken on board Passivhaus principles where practical such as triple glazed windows and windows to bedrooms starting from 800mm above FFL which will assist in dealing with the effects of overheating.

The ratio of solid to glazed areas have been considered in the design for every facade and orientation within the proposal in order to achieve a balance between natural light, ventilation, heat gain and heat loss.

Detailed studies by BDP have demonstrated that the project complies with CIBSE TM59 targets up to the 2080 weather file standards which represents best practice.

As well as considering the impact of operational carbon through the facade design the team have also reviewed options on the construction methodologies and the impact they could have on the embodied carbon of the project and the buildings life cycle assessment. Options have been explored to minimise the need for high carbon materials as well as considering the in use implications such as repair and maintenance.

Proposed U-Values to meet NZEB

Party walls	0.00 W/(m²K)
Corridor walls	0.18 W/(m²K)
Ground floor slab	0.18 W/(m²K)
Exposed floors (for plant, cycle storage, etc.)	0.18 W/(m²K)
External walls	0.18 W/(m²K)
Roofs	0.16 W/(m²K)
External Doors/Windows	0.8 to 1.0W/(m²K)
Airtightness	n50 less 3.0 ac/h

Proposed U -Value to meet NZEB

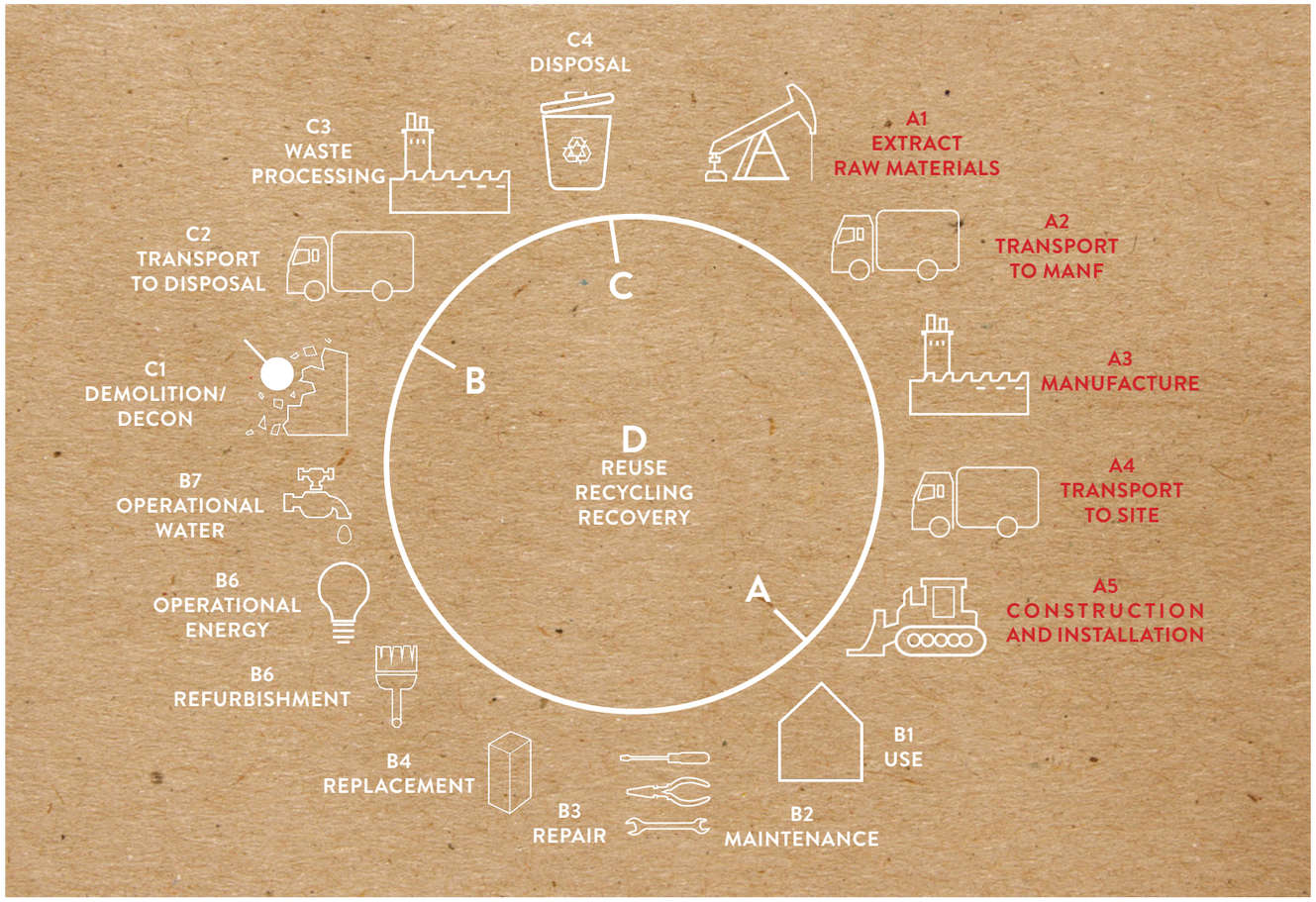
Stage 1
The brief set a progressive target for embodied carbon which is based upon the LETI design guide targets for 2030. The design team carried out an assessment of the upfront embodied carbon emissions A1-A5 associated with construction of the development using the cloud based tool OneClickLCA.

Stages A1 to A5 cover the embodied carbon from extraction of raw materials through to site construction and installation.

Stage 2
The team reviewed baseline options to compare the different performance options in order to attain a low embodied carbon building.

An example being the use of concrete replacement additives such as GGBS and PFA focusing on the sub structure and super structure which account for circa 60% of embodied carbon emission in most construction project.

Stage 3
The application will include a full building life-cycle report which will demonstrate the measures the design team has taken to reduce costs and embodied carbon for the benefits of the residents.



People - Amenity and Community

Recent decades have seen a huge increase in social isolation as more and more people choose to live alone, often in housing developments designed around the car and with minimal facilities to encourage a sense of community. Many argue that this is one of the primary contributors a low level of happiness.

The aim of the project is to create a development with facilities and amenities that promote social interaction and foster a growing sense of community.

The Dundrum development has been designed to be multi-use and with a mix of demographic which will make this a more sustainable then other approaches. Apartment layouts are shown as open plan but can be adapted for a different demographic which may want a separate kitchen space to act as the hub of the home.

The design has been developed to include the following elements to maximise community benefit for the long term:

Stage 1

- Well designed external spaces: Consideration has been given to how these connect in to the wider urban realm and maximise opportunities for using or inhabiting spaces rather than used to just pass through.
- Sustainable transport: Provides the daily needs of the occupants, a paper; daily groceries a coffee shop and other amenities within a short walking distance.
- A broad mix of people: The development will include a wide range of socio-economic groups including a proportion of social housing.
- Positive impact on the physical environment: The scheme has set out how it broadly aims improve the quality of the physical environment.

Stage 2 and Stage 3

- Further development of the character of amenity spaces and public squares and purposing each space such as providing spaces for outdoor yoga, play space, BBQ space, exercise etc.
- Further development of character/ quality of Main Street in terms of landscaping/ street furniture etc. to promote usability and quality of pedestrian environment.
- Any negative impacts such as sources of noise, wind, or light pollution have been reviewed to minimise any impact.

Stage 1
The team considered any safety concerns that could arise on the proposal. In early stage design GRID examined how the scheme would be used by different user groups and how the design would be experienced both during the day and at night.

Stage 2 and Stage 3
The strategy has been developed around the following approach:

- An integrated approach to design considering all types of uses across all age groups;
- Sensitive design that encourages positive community interaction, ownership and responsibility.
- Encouraging natural surveillance with public and semi-private areas that are readily visible but where privacy is not infringed.
- Access and footpaths have been positioned to be well-used, generous in size, promote good visibility and be safe to use at different times of the day.
- Open space is provided, which is overlooked, and easy to maintain with long-term management.
- Providing appropriate lighting specification and design to reduce fear of crime, and incidences of crime. Further details can be found in the DVSHD - Public Lighting Design Report

Public Space with wide footpaths allowing for good visibility and overlooking by residential apartments on upper levels

Ecology - Water

General Design Guidance

The simple aim of the design team is to minimize water consumption as much as possible and to effectively control the quality and quantity of any water that leaves the site.

Stage 3

The following methods of reducing peak rainfall have been considered at stage 3:

- Green roofs;
- Permeable paving to hard landscaped areas and sustainable urban drainage systems are provided on the podium level;
- Natural attenuation through swales and ditches; and
- SuDs and rainwater harvesting.

Water consumption use of the development can be reduced through the following methods discussed at Stage 3, these will be further developed and refined during Stage 4:

- Dual low flush toilets that use 3/6 L or 2/4 L flush;
- Water less urinals (where appropriate);
- Low flow shower heads;
- Water efficient appliances; and
- Self closing / time controlled taps;

Ecology - Biodiversity

Stage 1

A desktop exercise has identified what biodiversity exists on the site to ensure that the design proposals have no negative impact.

Stage 2

The design has sought opportunities to enhance the biodiversity and connect existing habitats. This has been achieved through the following:

- Green roofs with areas of planting, gravel mounds for nesting birds
- Native Trees and hedges
- Locally collected deadwood for insect life.
- Wildlife corridors
- Pollution reducing planting

Stage 3

A full assessment of the site has been carried out by Altemar Ltd an environmental consultancy. Full details of their investigation can be found in Chapter 5 of the EIAR

Invertebrates Species

10 Development Summary

Summary of SHD Application for Zone 1

Zone 1

No. of Apartments		292
Dwelling Mix:	Studios	1 / 0.3%
	1beds	115 / 39.3%
	2beds	153 / 52.4%
	3beds	23 / 7.9%

Total GFA	29,965.2 m²
Residential GFA	27,565.3 m²
Non-Residential GFA	2,399.9 m²
Proportion of Non-Residential	8.0%
Non GFA (LGF parking)	1,739.8m²
Building Heights (Main St)	4-5 storeys
Building Heights (Bypass)	9 to 16 storeys
Residential Car Parking	0
Non-Residential Car Parking	52
Motorcycle Spaces	2
No. of Internal Bicycle parking spaces	525

Residential Apartments GFA m²	20,764.2m²
Residential Amenity GFA m²	555.6m²
Residential Ancillary GFA m²	6,245.5m²

Non Residential GFA m²	
Retail	330.3m²
Cafe/ Restaurant	0.0m²
Food Store (Including BoH and Loading Bay)	2,028.1m²
Crèche	0.0m²
Commercial Plant / Ancillary	41.5m²

External Communal Amenity	1,949m²
Courtyard	990m²
Roof Terrace	959m²
Dual Aspect	54.0%

*Subject to site survey

Summary of SHD Application for Zone 2

Zone 2

No. of Apartments		239
Dwelling Mix:	Studios	0 / 0.0%
	1beds	87 / 36.4%
	2beds	115 / 52.3%
	3beds	27 / 11.3%

Total GFA	23,127.8m²
Residential GFA	22,624.0 m²
Non-Residential GFA	503.8 m²
Proportion of Non-Residential	2.2%
Non GFA (LGF parking)	4,040.3m²
Building Heights (Main St)	5 storeys
Building Heights (Bypass)	9 to 12 storeys
Residential Car Parking	144
Non-Residential Car Parking	0
Motorcycle Spaces	7
No. of Internal Bicycle parking spaces	425

Residential Apartments GFA m²	17,013.7m²
Residential Amenity GFA m²	368.3m²
Residential Ancillary GFA m²	5,242.0m²

Non Residential GFA m²	
Retail	482.8m²
Cafe/ Restaurant	0.0m²
Food Store (Including BoH and Loading Bay)	0.0m²
Crèche	0.0m²
Commercial Plant / Ancillary	21.0m²

External Communal Amenity	1,441m²
Courtyard	1,095m²
Roof Terrace	346m²
Dual Aspect	58.0%

*Subject to site survey

Summary of SHD Application for Zone 3

Zone 3

No. of Apartments		222
Dwelling Mix:	Studios	0 / 0.0%
	1beds	75 / 33.8%
	2beds	128 / 57.7%
	3beds	19 / 8.6%

Total GFA	22,152.8 m²
Residential GFA	21,745.1m²
Non-Residential GFA	407.8 m²
Proportion of Non-Residential	1.8%
Non GFA (LGF parking)	3,264.6m²
Building Heights (Main St)	5 storeys
Building Heights (Bypass)	9 to 11 storeys
Residential Car Parking	112
Non-Residential Car Parking	0
Motorcycle Spaces	5
No. of Internal Bicycle parking spaces	389

Residential Apartments GFA m²	16,033.4m²
Residential Amenity GFA m²	1,008.0m²
Residential Ancillary GFA m²	4,703.7m²

Non Residential GFA m²	
Retail	218.4m²
Cafe/ Restaurant	167.2m²
Food Store (Including BoH and Loading Bay)	0.0m²
Crèche	0.0m²
Commercial Plant / Ancillary	22.2.m²

External Communal Amenity	1,197m²
Courtyard	771m²
Roof Terrace	426m²
Dual Aspect	67.0%

*Subject to site survey

Summary of SHD Application for Zone 4

Zone 4

No. of Apartments		128
Dwelling Mix:	Studios	0 / 0.0%
	1beds	58 / 45.3%
	2beds	57 / 44.5%
	3beds	13 / 10.2%

Total GFA	13,196.2 m²
Residential GFA	12,049.0m²
Non-Residential GFA	1147.2m²
Proportion of Non-Residential	8.6%
Non GFA (LGF parking)	1,817.0m²
Building Heights (Main St)	4-5 storeys (part 6 to rear courtyard)
Building Heights (Bypass)	8 to 10 storeys
Residential Car Parking	62
Non-Residential Car Parking	3 (Crèche staff parking)
Motorcycle Spaces	3
No. of Internal Bicycle parking spaces	247

Residential Apartments GFA m²	8,906.0m²
Residential Amenity GFA m²	91.3m²
Residential Ancillary GFA m²	3,051.7m²

Non Residential GFA m²	
Retail	365.1m²
Cafe/ Restaurant	236.3m²
Food Store (Including BoH and Loading Bay)	0.0m²
Crèche	523.1m²
Commercial Plant / Ancillary	22.7m²

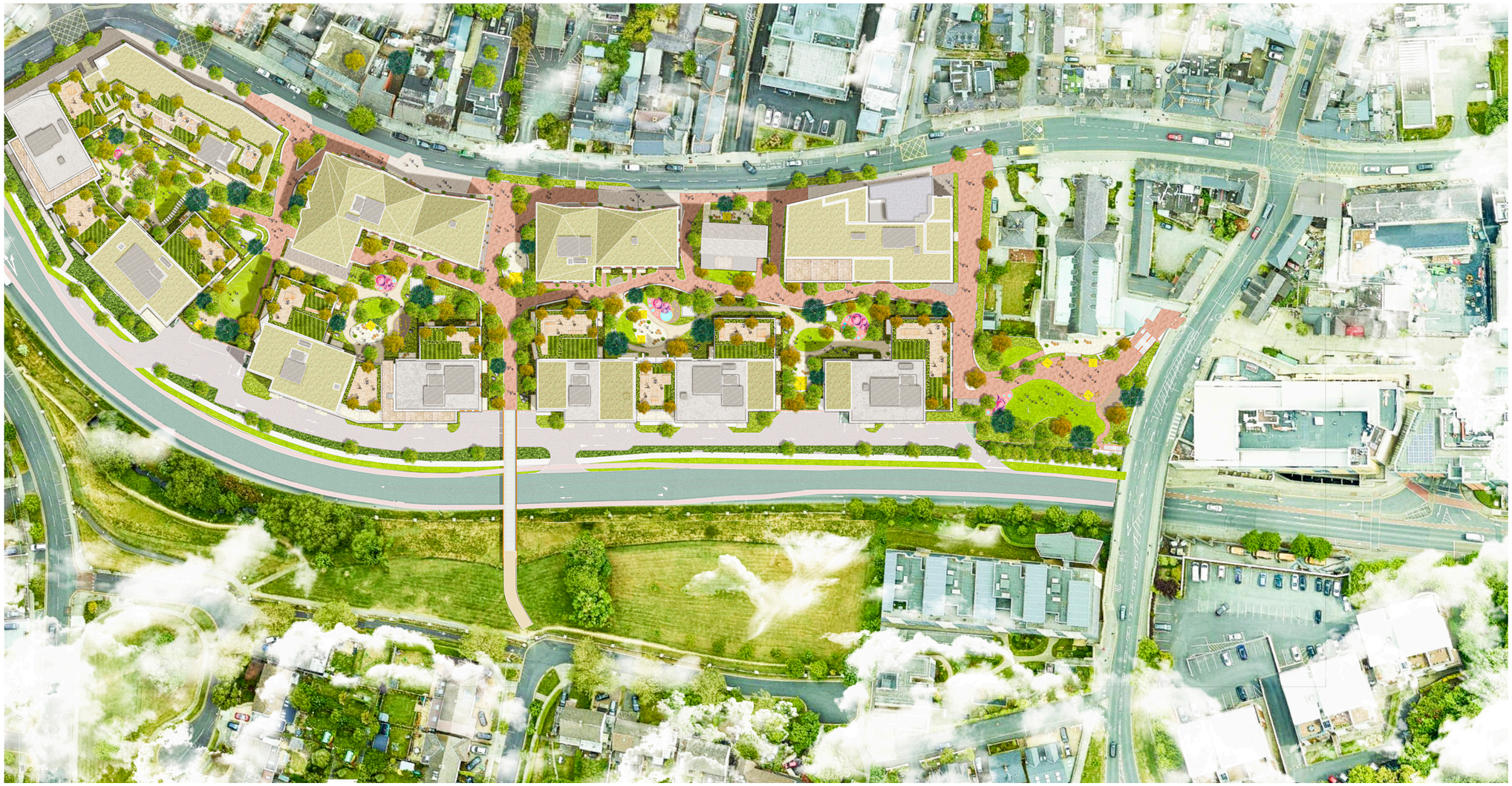
External Communal Amenity	987m²
Courtyard	747m²
Roof Terrace	240m²
Dual Aspect	65.0%

*Subject to site survey

Appendix Urban Design Manual

Urban Design

The proposed development follows the guidance and principles described in the Sustainable Urban Housing - Guidelines for Planning Authorities (2009) and it has the features/responses described in the following pages.



Illustrative Aerial View Plan

Neighbourhood : Context

The development improves on the existing site situation whilst being sensitive to the local context. The proposal has developed through a thorough site analysis and responds to the context in the following ways:

- The proposal responds well to its surroundings, and integrates the masterplan in to the existing topography;
- A full daylight sunlight analysis has been carried out on the surrounding context to help inform where increased height and density is appropriate;
- There is an appropriate increase in the density of the proposal, the building edges are pulled back from the street edge and key buildings such as the Holy Cross Church and Parochial House;
- Boundary treatments respond to the local context and urban grain. Gaps between the blocks allows for new public open spaces, active frontage, and permeability along Main Street to the east. The western boundary is given a more robust edge as it is adjacent to the Dundrum Bypass; and
- The building form, character, materiality, and details take inspiration from the local vernacular and identity of the surrounding neighbourhood.

Sweetmount Garden communal open space in Zone 2

Neighbourhood : Connections

The new neighbourhood will be well connected to the surroundings (despite its location alongside a major vehicle route).

- The proposal provides attractive routes through and within the development for both pedestrians and cyclists;
- The proposal has good access to local transport links; and
- The proposal enhances the western edge of Main Street, a key existing movement route connecting to the Dundrum Town Centre

Along Main Street : East/north
The interface of the development with the Main Street is continuous along the eastern and northern edges. The creation of new street frontages, replacing the 1960's retail development, will improve the area and connect the development to this existing street.

There are five routes into the site from Main Street linking with wider north-south and east-west routes.

Church Square : South
The proposal for a new public space at Church Square will connect to both Main Street and Ballinteer Road. New steps and lift from the site to the Dom Marmion Bridge will allow an important connection across the bridge to Dundrum Town Centre beyond.

Sweetmount Park : West
The proposal will connect to Sweetmount Park area to the west, across the bypass via the bridge link.

View looking east from the new Sweetmount Bridge which leads on to Sweetmount Garden between Zones 2 and 3.

Neighbourhood : Inclusivity

The development follows the principles of inclusive design and actively seeks to draw a variety of people from both the local area and the wider area into the site.

This is achieved by generating new connections to the existing movement network and making routes that run through the site. Drawing people onto the site is achieved by:

- Creation of external spaces that are inviting, safe, pleasant to use and are activated;
- Provides the right types of uses, including commercial uses, that provide activities that people will want to use; and
- Generating architecture that is exciting and distinct whilst clearly relating to the context.

The practicalities of achieving inclusive design in providing universal access to, into and through the landscape and buildings is made difficult with a site with a variety of challenging changes of level.

The masterplan solution works with these ground levels to propose courtyard gardens above car parking, which removes a full storey of level-change across most of the site. Changes in level within the proposals are dealt with by ramps and slopes (generally less than 1:21) and with additional (and sometimes more direct) routes via steps.

In the southern corner of the site, an external lift will be provided, alongside a set of generous stairs, to accommodate the 5m level change between Church Square and the Dom Marmion Bridge above.

All buildings will have level access, with no stepped access to any building. All buildings will include lifts to provide universal access to the upper and lower floors.

Thus, all people will be able to easily use and access the development.

Illustrative CGI of Podium Landscaping between zones 2 and 3

Neighbourhood : Variety

The development will support existing amenities in the area by creating new markets via the provision of new homes. It will promote a good mix of (internal and external) activities as follows:

Land Uses
The development provides a variety of land uses:

- Retail along Main Street;
- A new food store;
- Crèche Facility on Main Street;
- Residential dwellings with a mix of 1bed to 3bed apartments to cater for different accommodation needs; and
- Residential amenity spaces.

Landscapes
The development provides a range of different types of external spaces:

- Walking routes;
- Generous public pavements that can accommodate outside seating;
- External play spaces;
- Soft landscaped amenity space;
- Hard landscaped public squares; and
- Space for church activities to occupy the public realm.

Buildings
The development provides different buildings types to create an interesting townscape with distinct and exciting places:

- Angular buildings on Main Street from 3 to 5 storeys high;
- Buildings on the Dundrum Bypass generally with 8 storeys above podium level and a two storey top;
- Smaller 7+2 storey building next to Church Square;
- A distinct metal clad block next to new Sweetmount Bridge; and
- A slender point block on the northern tip of the site.

View of the Main Street active frontage of retail with apartments over and vibrant landscape interventions with tree planting.

Site : Efficiency

The development makes appropriate use of resources by targeting the applicant's sustainability requirements which exceed those set under Planning and the Building Regulations.

Use of Land

The proposals make efficient use of the land by:

- Stacking different uses across the site;
- Utilising the change of levels;
- Developing at a density that maximises the opportunity of this highly accessible location.
- Greatly increasing the biodiversity of the site through the podium landscaping, roof terraces and green roofs, replacing surface car parking

Use of Water

- The proposal incorporates a sustainable drainage system (further details available in the engineers report) to assist with flood resilience.
- The high percentage of green roofs mitigates the flow of water direct to the drainage system.

Use of Energy

- All the blocks achieve a very good form factor which is a key indicator of heat loss efficiency. A favourable ratio is 0.7m^2/m^3 or above. In initial studies the blocks achieved between 0.89 to 1.17$m^{2/3}$.
- The proposal includes PVs to 20% of the roof space to generate renewable energy on the site. .

Use of Carbon

- The proposal has been analysed using OneClick to reduce embodied carbon emissions through reviews of material selection.
- The proposal has been assessed to TM54 calculations using modelling up to the year 2080 (more stringent than most developments)
- The proposal will incorporate triple glazed windows.

Illustrative CGI Podium Landscaping Zone 1

Site : Distinctiveness

The proposal creates a sense of place by virtue of an effective masterplan that draws on the character of the local area, its streets, parks, and heritage assets. The following key positive indicators that the proposal provides are:

- The proposal has recognisable features that people can describe where they live and form an attachment to the place, building a strong sense of community;
- The scheme is a positive addition to the identity of the locality without competing with it;
- The layout makes the most of the opportunities presented to create a well designed masterplan;
- The proposal takes note of the important views into and out of the site;
- The proposed landscape character will respond to the context and the function of the buildings surrounding the spaces to create interesting spaces that are enjoyable and memorable;
- The landscape draws on the idea of a village landscape, the external space will be given different characters, encouraging different activities that will create a sense of place;
- The character of the buildings creates an architecture with distinctive shapes and forms which will become local wayfinding points;
- The use of high quality materials and well considered elevations will mean that these buildings will be different from other new developments in the city, and add to the rich layers of history in Dundrum.

Usher Place public open space between Zone 1 and 2 with its landscaped bowl shape lawn for play and social gatherings.

Site : Layout

The development will be people-friendly and continue the work already carried out by the local authority to improve Main Street. New active frontages will enhance the existing streets and make them safer and more pedestrian friendly. The removal of the site access point on Main Street will be a major contributor to an improved layout.

Courtyards and new public spaces within the site will encourage walkers and provide opportunities to dwell. These streets and spaces prioritise people, as vehicles will be accommodated at the lower ground level.

The layout of the site is logical, and responds to the grain of the area and the topography of the site, Wayfinding spaces and buildings will aid navigation past and through the site,

The layout of the retail spaces is designed to maximise their viability and attractiveness to tenants and customers.

The layout of the residential buildings is aimed at creating communities. Grouping up to three buildings around a courtyard in each zone means that around 200 homes will share the same internal and external spaces. These spaces will encourage interaction and social mixing - vital to creating communities.

The buildings themselves group up to 12 dwellings around a central core and maximises dual aspect apartments, within efficient and sustainable buildings.

Typical Floor Plan

Site : Public Realm

The public realm will be safe, secure, and enjoyable. This is achieved by ensuring that the buildings do not create hiding places, blind spots, or encourage antisocial behaviour.

The landscape will be designed to be:

- Well-lit and open;
- Permit good sight-lines;
- The ground floor will be activated by a variety of uses that will be used at different times of the day/week;
- Children's play spaces are sited where they will be overlooked, safe and contribute to the amenity of the neighbourhood;
- There is a clear definition between public and private; and
- The upper floor residential will create passive surveillance across the site;

Illustrative CGI Podium Landscaping

Home : Adaptability

The buildings will be designed to have homes that can be adapted over time to suit the inhabitants changing needs. The proposal also addresses the challenges anticipated from a changing climate.

- The structure and internal partitions allow for potential future adaptation of the demise layouts and internal room arrangements;
- The proposal considers the future needs of occupants applying the access for all approach. For example, shower and bath rooms designed to accommodate future installation of grab rails and shower seats. This prevents the need for residents to move out of their home and helps foster a diverse age friendly community;
- Flexible amenity spaces that can provide a variety of functions and adapt easily;
- The proposal considers the effect of climate change at all levels, from the site wide layout to the strategic design of the apartments; and
- The design of the blocks provides energy efficient apartments that address predicted changes in climate.

Illustrative Examples of Apartment Interiors

Home : Privacy and Amenity

The proposals is designed to create apartments and amenity spaces that foster a strong and sustainable community. The buildings provide good urban living standards of privacy and amenity through the following measures:

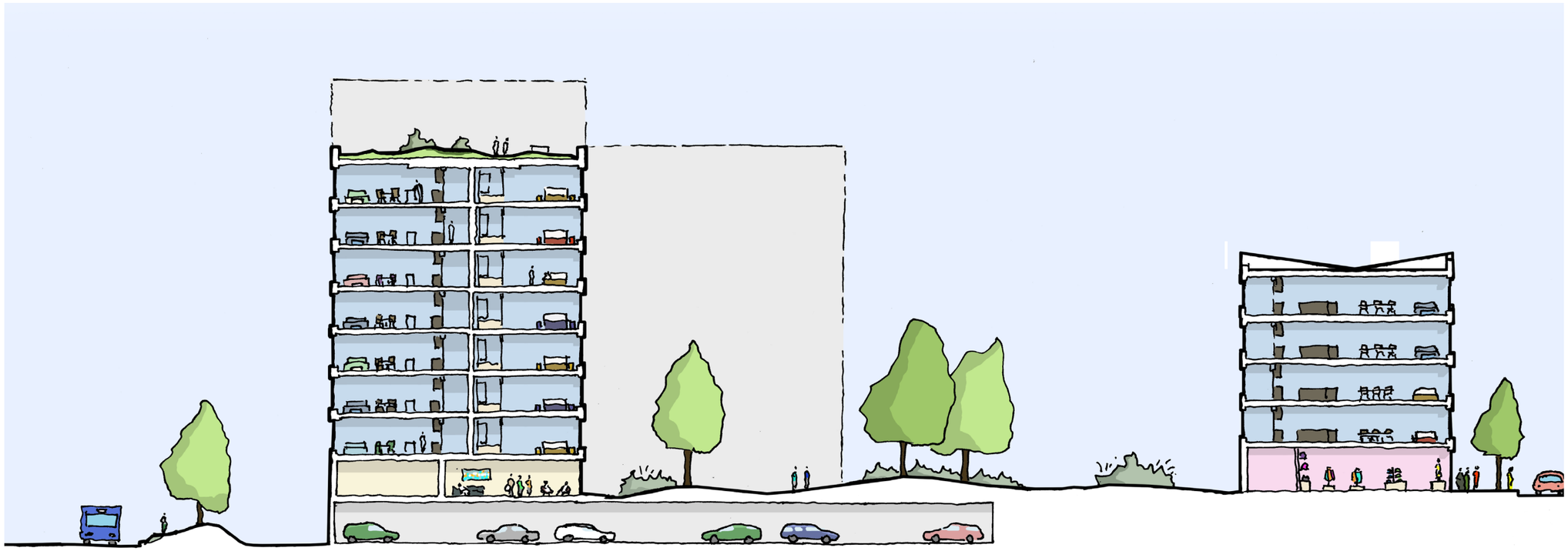
- Each apartment has access to an area of usable private outdoor space;
- The design maximises the number of apartments that enjoy dual aspects;
- Apartments will be designed to provide high levels of noise attenuation;
- Windows are positioned to avoid direct views into adjacent apartment bedrooms;
- Ground floor apartments are provided with a defensible space;
- Apartments are designed to provide adequate storage or exceed requirements; and
- Communal external amenity spaces is provided in the form of courtyards and roof terraces.

Refer to the HQA report for more details.

Illustrative Examples of Rooftop Private Amenity Spaces

Home : Parking

Residential and non-residential car parking will be located at lower ground floor car parks and will be gated. Its façade will balance functional requirements for ventilation with planting/aesthetic considerations. The interiors will be efficiently lit, attractive and easy to navigate through.



Parking Provision Concept Sketch

Home : Detailed Design

The masterplan is well thought through and uses building forms and landscape principles that will mean that the detailed design can achieve a high quality and efficient development:

- The materials and external design make a positive contribution to the locality. Careful attention has been paid to the materials and details used throughout from ground level to the upper levels;
- The design responds to the local context, so that it feels rooted in its place whilst being modern and encompassing best practices;
- The landscape design facilitates the use of the public spaces that are attractive and pleasant to use throughout the seasons;
- The building is robust and will facilitate easy and regular maintenance;
- Care has been taken on the siting of flues, vents, and bin stores. Apartments are designed with hotel style risers to remove the sometimes overly complicated utilities integration. Services have been designed to be properly integrated into the overall proposal.

Illustrative CGI along Main Street