



Dundrum Central Department,
Land Development Agency,
2nd Floor Ashford House,
Tara Street,
Dublin 2
D02 VX67

56 Larchfield Road, Goatstown.
roebuckresidents@gmail.com
www.roebuckresidents.com

26TH September 2020

Re. 'Dundrum Central' Consultation

Location: Central Mental Hospital Site, Dundrum.

To Whom It May Concern,

On behalf of The Roebuck Residents' Association we wish to respond to your call for local engagement. We are an active residents' association of approximately 380 households in Goatstown. The association's area is bordered to the North West by the CMH site, with 51 households backing onto the site, along Larchfield road and Friarsland road. We very much welcome the LDA's intentions to engage with local communities on this project. We look forward to working together with you to make this project a success for all.

With that in mind we request a community engagement meeting (or virtual equivalent) with you, a design team representative and consultants (traffic consultants, engineers) as soon as possible.

To discuss the suggestions enclosed, as well as reconcile any conflict between design intentions and current zoning restrictions of the site.

Please find our submission enclosed. We look forward to hearing from you.

Yours Sincerely,

John Foody

Roebuck Residents' Association



Response to LDA's 'Dundrum Central' call for local engagement
26th September 2020

The Roebuck residents' association comprises of approximately 380 households in Goatstown. The area we represent is outlined in Figure 1 below.



Figure 1. Roebuck Resident's Area

We have the following suggestions for this stage of engagement. We look forward to 'sitting down' with you soon to discuss same.

1 – Housing Mix

We suggest that a significant percentage of the housing at the LDA be designated for Downsizer/ Elderly Accommodation.

The Dundrum area has mainly 3 – 5-bedroom houses, in both private and social units. A number of these homes are low occupancy houses with elderly residents. The residential property tax, maintenance, landscaping, and heating of these homes is a burden on people with limited or reduced income. Many residents would move to sheltered units if there were such units available in the Dundrum area. The lack of available sheltered units

for elderly homeowners has resulted in several large homes remaining occupied by one or two people. This is both unsustainable and uneconomic for these residents and the wider community. This affects both private and social housing equally.

The solution is to integrate sheltered homes in suitable areas, where possible.

- The sheltered housing residents are happier in a modern well-insulated unit with little or no maintenance required.
- These sheltered communities offer improved social interaction with support structures for these residents.
- Residents feel more secure than in a stand-alone house.
- Should a sheltered resident care requirement increase over the years it is much easier to provide assistance within a sheltered housing environment than in a house e.g. lifts are provided, bathrooms are already wheelchair-enabled etc.
- These facilities enable the resident to remain in the sheltered accommodation far longer than in a house.
- This approach also frees up large homes for use by families seeking homes with gardens.

It is a win-win for the residents, the new occupiers of the houses, and the wider community.

Economically this approach is far cheaper than building family type homes in new developments. It is much more economical to build a fifty unit sheltered housing building than fifty semi-detached homes, especially where the land price is included in the evaluation.

We hope you will give this provision serious consideration.

2. Dundrum Central Park

Another exciting aspect of this project is the potential for a new 'Dundrum Park' and the associated 'place making'. This would be only a few hundred meters from the Windy Arbour Luas stop and could be easily and pleasantly accessible on foot or by bike, if planned correctly.

Adding pedestrian and cycling permeability at the South end would allow interconnection with Rosemont Green, making a new Dundrum park accessible to all. Layout, security, lighting, cycling and pedestrian paths will need to be considered carefully. We believe the following could easily be accommodated.

- A. A new Dundrum Park, with efficient cycling and pedestrian path layout, thus allowing a quiet, green permeability between the current entrance to the CMH (Dundrum road), Mulvey Park and Rosemount green.
- B. A new Playground – currently under-provided for in the Area.
- C. An indoor recreation facility with provisions for
 - Pool, Gym
 - Multipurpose classrooms e.g. Yoga
 - A Climbing Wall
 - Indoor Soccer or Skating/Biking
- D. An outdoor MUGA (Multi Use Game's area) –
 - Similar in scale and scope to that of Bushy park i.e. Tennis Courts, Skate Park, running clubhouse etc.
 - Addition of all-weather pitches.
 - Outdoor exercise equipment.

3. Vehicle Traffic

A major concern of our community is the potential for this development to add to vehicle traffic via the area. Our members are already concerned with the existing volume of vehicle 'rat running' via our area. We would like to see a reduction in rat running, not an increase.

With that in mind we encourage and support all initiatives to promote sustainable travel practices at this site. We would like to see these initiatives implemented for all phases of development. We wish to see motor vehicle traffic reduced to an absolute minimum from the very start.

To facilitate this, we feel parking provision should be kept to an absolute minimum. That any provided should be targeted at car share schemes, vulnerable users e.g. disabled and delivery vehicles. Furthermore, of those provided we would like to see the majority of them underground, so as to keep a safe park environment for all and facilitate a 'sense of place'.

We are very much against any addition of vehicle entrance's either Southbound on to Rosemount Green/Larchfield road or Eastbound on to Friarsland road.

We feel that having this as a low/no vehicle site is achievable given the excellent rail (Luas/Metrolink), walking, and cycling links that Dundrum Central will have.

4. Cycling and walking infrastructure

Dundrum Central offers an opportunity for dramatic local cycling and walking network improvements.

We believe that the Community would benefit enormously from better cycling and walking infrastructure. We hope this development will serve to reduce vehicle traffic via our area, not increase it. This would have obvious benefits to the new community you are creating, as well as us bordering it. Less cars means less polluting (noise and air) and less danger to other road users. In addition, people walking (and cycling) interact and exercise more. In short, less vehicles usually means more community.

We want to highlight that this development offers a fantastic opportunity to create a southern 'spur' from the Dodder Cycleway to Goatstown and Dundrum villages. As sketched out in figure 2 below.

We would like to see this designed to a high standard e.g. like that installed by DLRCOCO along the east coast recently. With an intuitive layout and clear separation of those cycling and walking.

To achieve this, we would like to see cycling and walking (only) permeability on to Rosemount green, as well as extended north on to Mulvey Park.

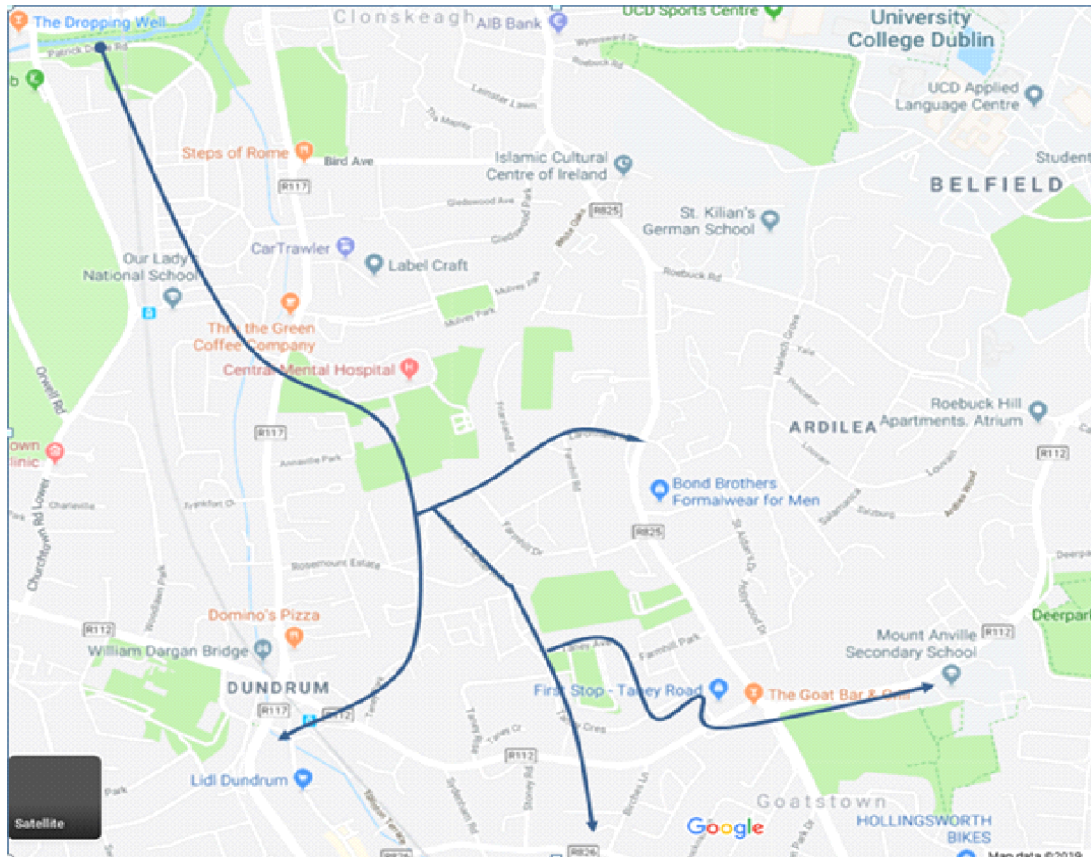


Figure 2. CMH offers an opportunity for big cycling and walking network gains.

5 – Biodiversity and Trees

The existing richness of biodiversity of the site should be taken into account during planning and construction and be protected as much as possible.

We ask that pesticides not be used during the clearing of this site prior to construction. Pesticides are now not routinely used by Dún Laoghaire-Rathdown County Council in public areas, and we believe this is a precedent that should also be extended to the clearance and maintenance of this state-owned site.

We also request that as much area as possible is left "wild" – areas that are not crucial to the footprint of the development. This would allow established areas of bramble, ivy, dandelions, and other crucial bird and insect supporting plants etc. to remain as is, to continue supporting local insect and bird life.

It would be preferential if non-usable outside space within the curtilage of site e.g., alongside walls, peripheral areas etc., be left wild. Any new areas of planting should use native and other insect and bird friendly plants and be planned with an emphasis on keeping the external environment as bird and insect friendly as possible.

We would also welcome consideration of the establishment of bat and bird (house martin, swift, garden birds etc.) on buildings as well as on trees.

Taking these steps would, in some small way, help address the Government's declaration of a biodiversity emergency (May 2019). There have also been many studies made that attest to the fact that a connection to nature is a critical component in children's development.

We would like to see the retention of most of the mature trees on the site, and any additional planting be in keeping with them.

6. Zoning, Building Scale, and onsite service provision.

We note that this site is designated as 'INST' by DLRCOCO and as such development is limited to 35–50 units per ha. As the site is 11.3 hectares, this suggests that the maximum allowable is 565 units. We note that your intention is to design for over double this figure. We are not sure how these two facts are reconciled.

We expect the scale of what is developed to fit well with its surroundings. The site is bordered to its east and south by a mix bungalow's and 2 story family dwellings. We expect that the housing will be 'set back' from its periphery, so as not to dominate its surroundings and stay 'in keeping' with the area.

INST zoning also specifies 25% public open space as well as a requirement to maintain a "parkland setting". This minimum 25% will be necessary to ensure adequate external space within this development.

We expect that 'onsite' service provision will be sufficient to keep most resident's day to day needs met, as this will further reinforce the sustainability of the development. E.g. Crèche, office pods (remote working), local supermarket, gym, pharmacy, GP, Dentist etc.

7. Historical preservation and final naming

We expect the core old building's and most of the boundary wall to be maintained. Though they are not 'protected' we expect them to be utilized and treated sympathetically.

We would also like to see wide consultation on the final naming of the site and would like to see it reflect the history as well as geographical location of the site.

8-Construction Management

Given the proximity of this site to our households, we feel it is imperative that a detailed and well thought out Construction Management Plan be drawn up before any construction begins.

Points that should be included are:

- No construction activity during unsocial hours (not before 9am at weekends, not before 8am weekdays, finish by 5pm)
- No construction traffic to take place at school drop-off and pick-up times.
- A dedicated pointsman to be on-site to ensure safety of children during the construction phases. This will be particularly important at the proposed construction vehicle entrance on Dundrum Road.
- Adequate parking space for construction workers and contractors, and for the temporary parking of delivery lorries, cement trucks etc. when making deliveries. These parking/vehicles waiting areas need to be provided for on-site, in designated areas predefined in the management plan.
- Regular site visits from Health and Safety officials should take place to ensure all possible safety standards are being met. We are keen to not have another situation like when a large construction vehicle toppled over, along with metres of hoarding, a few metres from a primary school yard. And where very large construction vehicles use the same road space as children on bikes. (Ref. Our Lady's Grove)
- Proper pedestrian walkways and separated cycle lanes to be clearly marked out during the construction period. Both on site, and on the stretch of Dundrum Road in front of the site.
- We expect construction traffic to be via primary routes only. Residential areas surrounding the site, including Rosemount Green, should not be used as points of access to the site for motor traffic, either during the construction phases or post construction.
- Regular meetings should take place during the construction phases between the developer, school authorities, and representatives from the local community, to reduce potential areas of concern.

Yours sincerely,

John Foody

Roebuck Resident's Association