

## Blackrock Local Area Plan

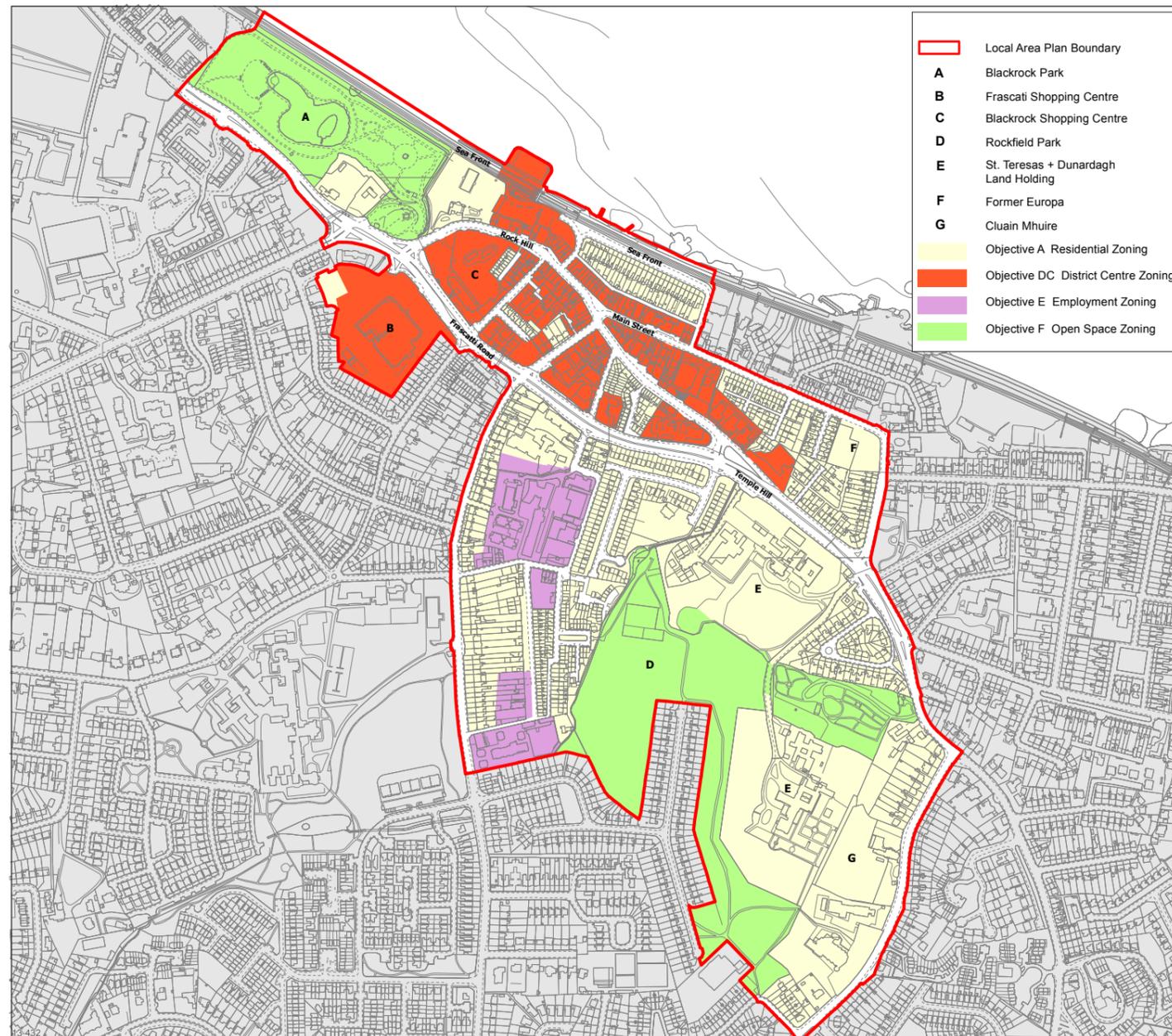


# 3. Urban Structure & Character

## 3.1 The Urban Structure of Blackrock

Blackrock is a well established urban centre with a broad mix of uses and attractive streetscapes in a coastal setting. The Main Street and the Frascati Road (N31), which both run parallel to the coastline, form the main transport corridors serving Blackrock. The railway line and the seafront define the northern boundary of the Plan area while Blackrock Park frames the western boundary (Map 10).

In essence, Blackrock presents a legible urban structure. The urban form displays many strengths but also presents a number of challenges for the future. This Chapter assesses the notable strengths of the area but also identifies a number of weaknesses that present potential opportunities for improvement. A series of objectives for the layout, built-form, urban design, building height and density of future development within Blackrock - together with a comprehensive Public Realm Strategy - are set out in this chapter. These objectives seek to optimise the opportunities afforded by the historical and natural assets of the Plan area. Site Framework Strategies for the key development / redevelopment sites in the Plan have also been formulated.



Map 10: Existing Urban Structure

### Strengths

The local topography generally rises southwards from the coastline. The street name Rock Hill, adjacent to Blackrock Park, makes an obvious reference to the rise in topography. There are notable differences in levels within Blackrock Park itself with some particularly elevated pathways taking advantage of the topography and offering attractive views over Dublin Bay.

Blackrock village core benefits from a defined urban structure based on the historical streetscape. Main Street defines the core of the village and along with the two shopping centres represent the primary hub of activity. The historic buildings and attractive streetscape provides the basis for a strong identity.



Photo 33: Blackrock Main Street

The historic Main Street is characterised by a fine urban grain. The narrow plots result in a great number of units fronting onto Main Street creating interest and activity. The predominantly vertical façades add to the overall attractiveness of the streetscape.

### Weaknesses and Opportunities

In contrast, Rock Hill lacks the character of the Main Street. The Blackrock Shopping Centre presents a blank inactive façade onto Rock Hill. Windows are covered and there is little, if any, interaction between commercial units and the street itself. The current concentration of vacant units in this area suggests that this part of the street struggles to compete and attract business, possibly as a result of the lack of footfall. Opportunities to encourage increased footfall along Rock Hill, through improvements to the pedestrian environment, upgraded signage and an improved access to / interface with Blackrock Park need to be optimised.



Photo 34: Rock Hill, Blackrock

The Frascati and Blackrock Shopping Centres, which lie either side of the Frascati Road, are fundamental to the economic well-being of Blackrock. However, there is potential to improve the relationship between Main Street and the shopping centres, particularly in terms of legibility and pedestrian permeability.

The Frascati Road was originally built as a Bypass for Blackrock village. However, with the construction of the Frascati Shopping Centre, Blackrock has essentially outgrown the perimeter originally established by the Bypass. The Frascati Road now physically severs the village core from its surrounding residential hinterland.

A walkable urban structure is fundamental in the promotion of a sustainable urban village. The residential areas surrounding Blackrock village core are, for the most part, relatively pedestrian and cyclist friendly. There is, however, potential within Blackrock to greatly improve connectivity - particularly the linkages between:

- the shopping centres,
- the shopping centres and Main Street,
- the DART Station and the seafront with Main Street,
- the DART Station and the village core with Blackrock Park.

Those residential areas closest to the village core have a compact urban form whereas the more outlying residential areas are characterised by low-density, suburban-type development. The St. Teresa's and Dunardagh landholding and former Europa site (Map 10: Existing Urban Structure) are identified as development opportunity sites that have the potential to assist in the consolidation and strengthening the urban structure of the area.

The seafront is a natural asset that is currently poorly exploited in Blackrock. The development of the railway introduced a significant degree of severance between the village core and the seafront. Opportunities to improve Blackrock's relationship with the seafront and harness the potential afforded by this natural asset need to be fully explored and addressed.

Blackrock benefits from the presence of two substantial parkland areas - Blackrock Park and Rockfield Park. Both of these parks afford a high level of amenity to local residents and employees. There is potential for further improvement, however, particularly in relation to accessibility and permeability to-and-from the surrounding areas.

## 3.2 Urban Design

### POLICY BK03

**It is Council Policy to ensure that Blackrock develops a coherent urban form focused on a high quality built environment of distinct character and function.**

Urban structure and form is the layout and design of a place. Urban design is how this layout is achieved. Urban design is about place-making and creating a place where people want to live. It involves examining all the elements that contribute to a place – buildings, uses, streets, footpaths, open spaces – and ensuring that these elements blend harmoniously to create an attractive and distinctive

end product. The principles of urban design are promoted within this Local Area Plan to achieve a high quality urban environment within Blackrock.

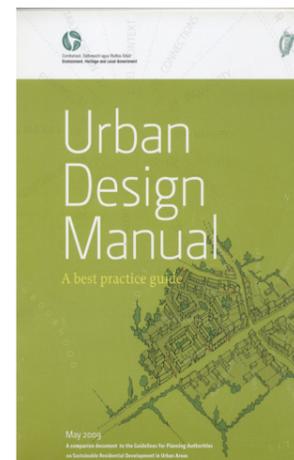
### 3.2.1 Principles of Urban Design

An understanding and appreciation of context and character is at the core of good urban design. The design and layout of new development should be based on an informed and considered response to a site's setting and context. New development should represent an efficient use of land that enriches the local built environment and complements neighbouring development.

The key principles underpinning good urban design in Blackrock should focus on:

- Strengthening the urban fabric of the area
- Reinforcing local identity and sense of place
- Providing a coherent and permeable urban structure
- Promoting an efficient use of land
- Improving and enhancing the public realm
- Conserving and respecting local heritage
- Resolving conflict between pedestrians/cyclists and traffic.

The Urban Design Manual, which accompanies the Government's 'Guidelines for Sustainable Residential Development in Urban Areas' (May 2009), sets out a series of 12 design criteria for development sub-divided into three groups: (i) Neighbourhood (ii) Site (iii) Home. These groups reflect the spatial scales that should help inform and guide the design of any new residential and mixed-use development. The 12 criteria should be key reference tools at pre-planning consultations and in the assessment of planning applications for any new residential and mixed-use development proposals within the boundaries of the Blackrock Local Area Plan.



Urban Design Manual

### 3.2.2 Design Statements

Design Statements should be submitted with all large scale planning applications and for any sites that are considered by the Planning Authority to require detailed design consideration in accordance with County Development Plan Policy UD2: 'Design Statements'. The Design Statements shall be informed by site analysis and shall provide a clear rationale for the design concept. Where there is a specific Site Framework Strategy for a site (Section 3.5), the Design Statement shall have due regard to the principles identified in that Strategy. There shall be a clear and obvious link between the site characteristics and the eventual design proposed. The Design Statement shall identify and where appropriate, provide a rationale for:

- Layout and Building Orientation - which shall be guided by the nature of surrounding development, natural features, accessibility and sunlight patterns in order to optimise daylight and solar gain.
- Building form, height, roof shape, building materials and finishes and façade details.
- Density and the capacity of the site to accommodate that density.
- A Hierarchy of Open Spaces which ensure informal surveillance of public areas thereby creating safe areas for people to use and move through.

### Objectives: Urban Design & Design Statements

#### UDS1

It is an objective of the Council to strengthen the urban structure of Blackrock by ensuring that any new development incorporates a coherent, legible and permeable urban form that protects and compliments the character of the street or area in which it is set - in terms of proportion, enclosure, building line, design and by the marrying of new modern architecture with historic structures.

#### UDS2

It is an objective of the Council that Design Statements shall be required for all large-scale planning applications and for any sites that are considered by the Planning Authority to require detailed design consideration in accordance with Policy UD2: 'Design Statements' of the County Development Plan 2010-2016 and Section 3.2 of the Local Area Plan. Design Statements shall have due regard to the specific Site Framework Strategies set out in Section 3.5 and to the 12 criteria set out in the Urban Design Manual (DECLG May 2009).

## 3.3 Density

### POLICY BK04

**It is Council Policy to ensure that future residential development within Blackrock is at a scale and density appropriate to its location whilst providing for the sustainable growth of the area.**

Residential density is an established method of quantifying the intensity of development. Density measurements include dwellings or units per hectare, habitable rooms per hectare or plot ratio.

Sustainable development is predicated upon the efficient use of land. Compact urban areas can more readily support the economic viability of quality public transport, local retail facilities and services and foster community identity. High quality design is, however, fundamental to establishing successful higher density urban areas.

### 3.3.1 Existing Residential Density in Blackrock

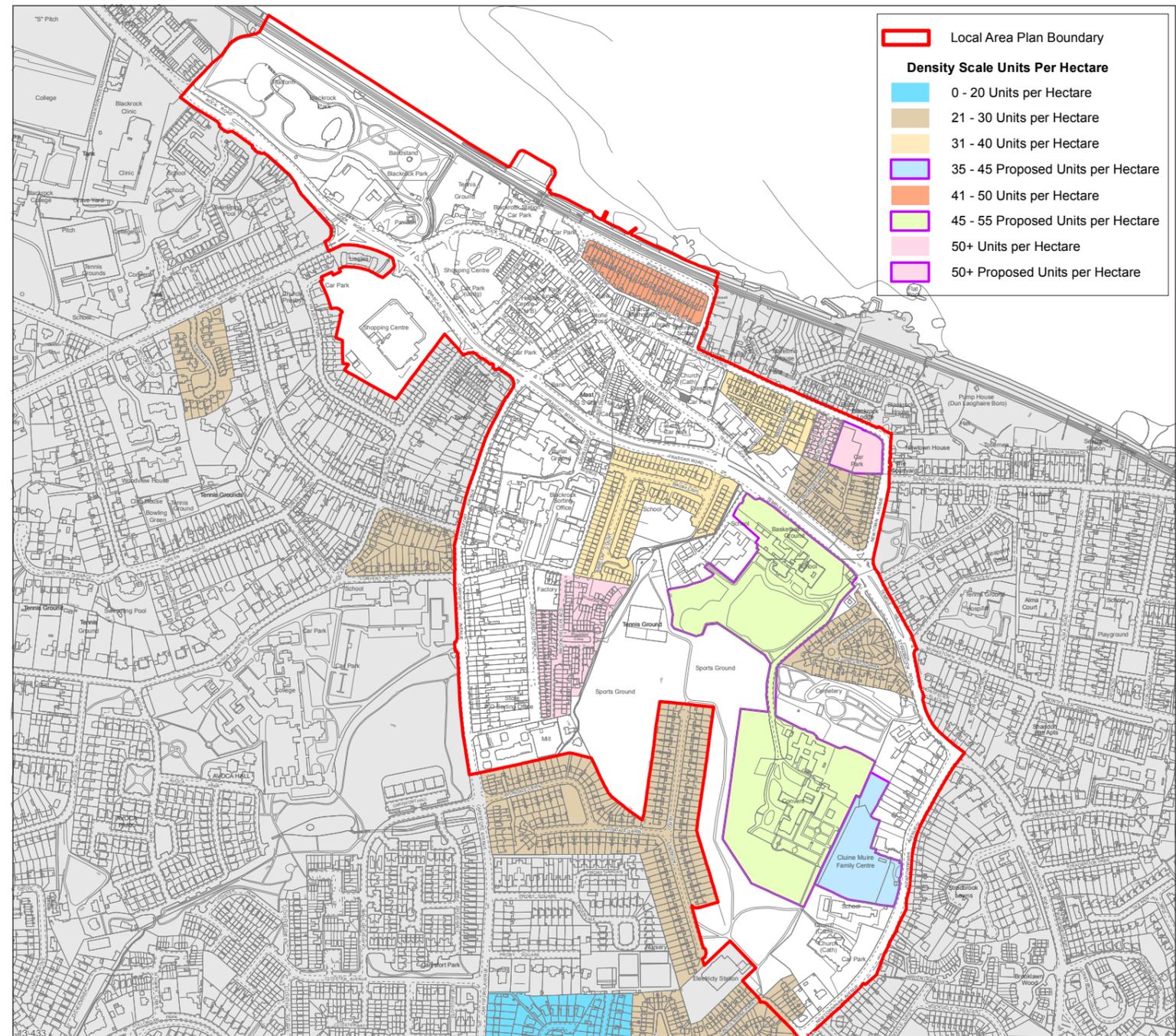
Map 11: 'Existing and Proposed Residential Densities' and Table 3A 'Densities within and adjoining Blackrock LAP Boundary' indicates the densities of particular residential areas both within and immediately adjoining the Plan area. The older established residential areas - including Brookfield, Newtown Villas and Idrone Terrace - generally display the highest densities, often in excess of 40 units per hectare. More recent developments from the 1970's onwards generally have lower densities of less than 30 units per hectare. In general terms however, the Plan area is characterised by low density low rise housing. This reinforces the need to consolidate the existing built up area by facilitating higher densities on undeveloped, brownfield and infill sites within the Plan area.



Photo 35: Newtown Villas

Table 3.A: Densities within and adjoining Blackrock LAP Boundary

Location	Area (Ha)	No. of Residential Units	Density (Units/Ha)
1. Oakley Grove & Oakley Park	5.2	85	16.3
2. Avondale Lawn & Avondale	6.7	147	21.9
3. Brooklawn	1.3	31	23.8
4. St. Vincent's Park	1.6	40	25
5. Castle Byrne Park	4.6	123	26.7
6. Craigmore Gardens	1.3	35	26.9
7. Area bound by Avoca Place, Anglesea Avenue, Convent Road & Carysfort Avenue	1.3	36	27.7
8. Barclay Court	2.5	88	35.2
9. Maretimo Road, Place & Villas	1.0	37	37
10. Idrone Terrace	1.0	48	48
11. Newtown Villas	0.3	20	66.7
12. Brookfield Place /Court / Grove	1.8	127	70.5
Average Density = 32.3			



Map 11: Existing & Proposed Residential Densities

### 3.3.2 Future Residential Density in Blackrock

It is the policy of the Council as stated in Section 5.3.3 (Policy RES3: 'Residential Density') of the County Development Plan 'to generally promote higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development'. In accordance with County Development Plan policy, where a site is located within 1 kilometre pedestrian catchment of a rail station and/or Luas stop, and/or 500 metres of a Quality Bus Route, higher densities at a minimum of 50 units per hectare will generally be encouraged, subject to County Development Plan Policy and 'normal' development management standards.

This policy is particularly relevant for Blackrock as the majority of the lands within the LAP boundary are within the appropriate catchments for minimum density requirements of 50 units per hectare. The future density of development for those sites that are considered to have the greater development potential within the Local Area Plan boundary are identified in Section 3.5 Site Framework Strategies. The densities set out in the Framework Strategies are very much influenced by:

- Local setting, neighbouring uses, access, topography;
- Access to local services and transport network;
- The densities of surrounding and established residential estates;
- Optimisation of the capacity of land to create attractive compact urban areas;

- Any limitations of the capacity of the site, including Protected Structures, group of trees identified for preservation; and policy RES5 “ Institutional Lands”
- High quality design is fundamental for the success of higher density residential areas. Higher density development that is well-designed has the potential to contribute to distinctive urban settlements.

More incremental and piecemeal infill development should be facilitated and encouraged where it can be demonstrated that the proposed development will positively enhance the streetscape and provide for a high level of amenity while at the same time protecting established residential amenity.

**Objectives: Density**

**DN1**

It is an objective of the Council to promote an efficient use of land that strengthens the existing urban structure of Blackrock and compliments the character of the area.

**DN2**

It is an objective of the Council to achieve minimum densities within the Blackrock Local Area Plan boundary in accordance with County Development Plan standards in order to generate a critical mass of population to support and sustain urban services including public transport.

**DN3**

It is an objective of the Council to ensure that residential densities for specific future developments in Blackrock are in accordance with Section 3.5 Site Framework Strategies, Objectives DS3, CS3 and ES2.

**DN4**

It is an objective of the Council to ensure that new higher density development in Blackrock is of a high quality design and incorporates high levels of amenity.

### 3.4 Scale & Building Height

**POLICY BK05**

**It is Council Policy to ensure that Building Height within future developments in Blackrock makes a positive contribution to the built form of the area and do not adversely impact on local amenity.**

Scale and height are important elements of urban form. Scale is the size of a building in relation to its surroundings and incorporates height and massing. Height is the number of storeys of a building including the ground floor.

The Dún Laoghaire-Rathdown Building Height Study in the County Development Plan 2010-2016, sets out a broad strategy for building height based on the accepted urban hierarchy of the County but focuses on the role of Local Area Plans to deliver detailed policy on building height at a local or micro level.

### 3.4.1 Existing Building Height in Blackrock

A building height survey of the Plan area was carried out for the purposes of informing the Local Area Plan and the results are presented on Map 12: ‘Existing and Proposed Building Height’. Building heights in the Plan area are generally low-rise and range between one and five storeys. The higher buildings are concentrated predominantly along the north-eastern side of the Frascati Road (Blackrock Bypass).

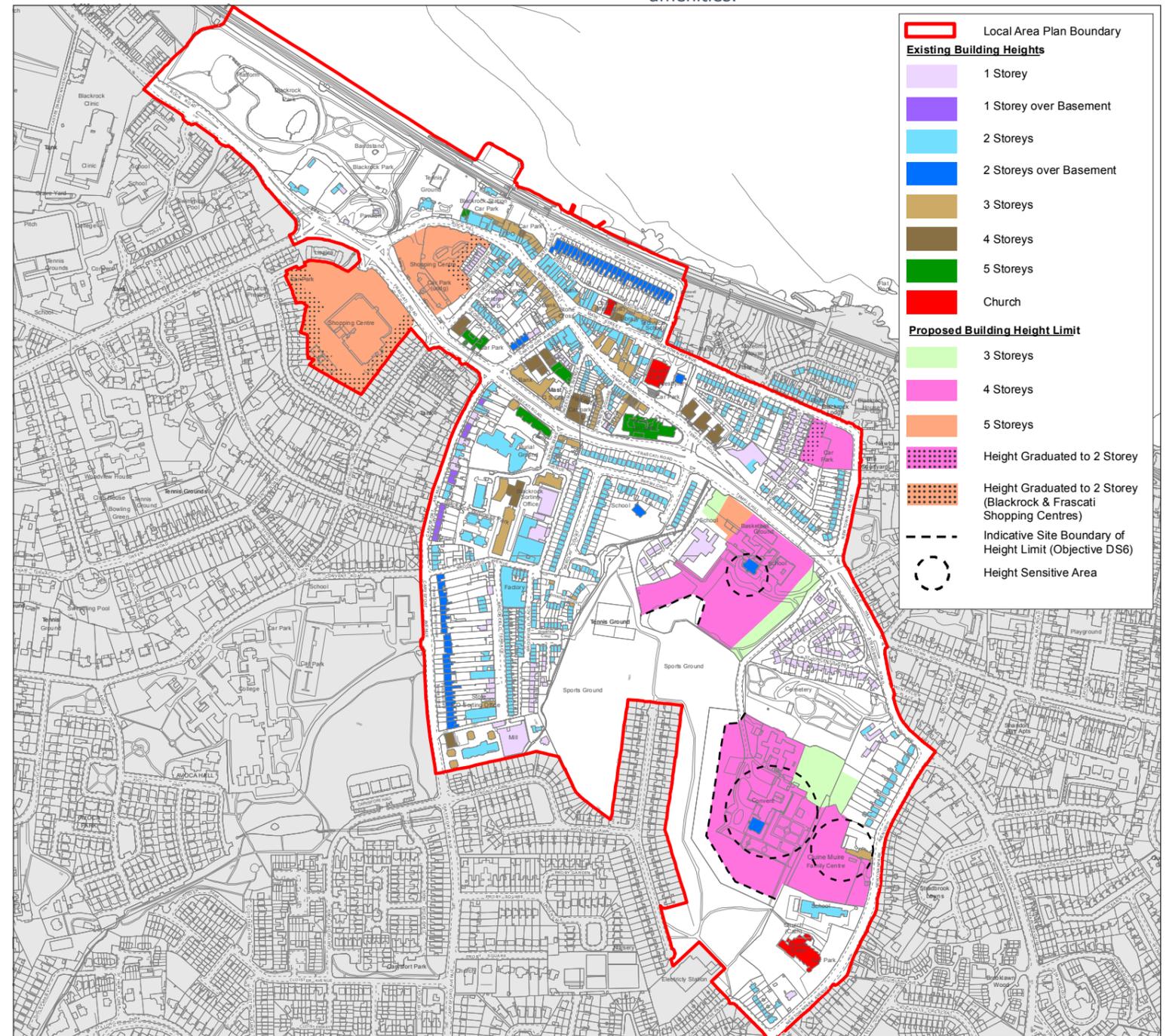


Photo 36: Building Height

### 3.4.2 Future Building Height

Proposed building heights for the principal development / redevelopment sites in the Plan area are set out on Map 12: ‘Existing and Proposed Building Height’ and are informed by the objectives in Section 2.1.3 ‘Sites of Protected Structures with Development Potential’, Section 3.5 ‘Site Framework Strategies’ and Section 7.8.1 ‘Redevelopment of Blackrock and Frascati Shopping Centres’. Any future development of these sites shall be consistent with the building height limits set out in addition to any supplementary objectives included in the relevant Site Framework Strategy.

In general terms, building height shall be assessed having regard to the building’s function, location, setting and whether it can be successfully integrated into the existing streetscape without being unduly overbearing, obtrusive or impacting adversely on existing amenities.



Map 12: Existing & Proposed Building Heights

### Objectives: Scale & Building Height

#### SH1

It is an objective of the Council to ensure that building height in Blackrock is in accordance with the building height limits set out on Map 12, The Height Sensitive Areas (as identified on Map 12) and Objectives DS1 & DS2 and CS1 and CS2 (St Teresa's, Dunardagh and Cluain Mhuire Site Framework Strategies), Objective ES1 (Section 3.5.3 'Former Europa Garage Framework Strategy') and Objective FR7 (Section 7.7.1 'Redevelopment of Blackrock and Frascati Shopping Centres') and shall have regard to Development Guidance set out in Section 7.7.2.

#### SH2

It is an objective of the Council to require all development proposals, including infill development, to include an analysis of the impact of building height and positioning of buildings on:

- The immediate & surrounding environment - streetscape, historic character
- Adjoining structures
- Open spaces and public realm
- Views and Vistas

## 3.5 Site Framework Strategies

### POLICY BK06

**It is Council Policy to ensure that any development proposals for the St. Teresa's & Dunardagh lands, Cluain Mhuire and former Europa Garage accord with the Site Framework Strategies prepared for these land parcels.**

The St Teresa's and Dunardagh landholding, Cluain Mhuire and the former Europa Garage represent important and prominent sites in the Plan area with obvious development potential. Site Framework Strategies have been prepared for these specific sites.

The Site Framework Strategies include a description of each site, detailed development objectives, guiding design principles and an indicative layout. The Strategies provide guidance on the layout and design principles that should be considered in the redevelopment of the sites as well as specific requirements that should form an integral part of any redevelopment. These specific requirements are set out as a series of objectives.

The layout and guidance contained within the Site Framework Strategies should not be viewed as the only definitive development solution for the sites in question – rather as a set of development principles. Alternative, creative design solutions for the sites, within the parameters outlined in the overarching development guidance and in accordance with the specific objectives, will also be considered positively.

### 3.5.1 Site Framework Strategy: St Teresa's and Dunardagh

#### (i) Context

St. Teresa's and Dunardagh is a substantial landholding of 8.75 hectares (Map 6 and Drawing 2). The northern boundary of the site is defined by Temple Hill, a heavily trafficked dual carriageway. The southern boundary of the site adjoins Rockfield Park. With the exception of the construction of St. Louise's Park Traveller Accommodation and the Alzheimer Society of Ireland National Office and Orchard Day and Respite Care Centre, limited development has taken place on the overall landholding.



Photo 37: Folly at St.Teresa's (Craigmore)Garden



Photo 38: St.Teresa's House (Craigmore) & Garden

The site is subdivided into two distinct parcels. The first parcel includes the land surrounding the Protected Structure of St. Catherine's Provincial House, formerly Dunardagh House. The second parcel comprises of St. Teresa's, (formerly Craigmore House), also a Protected Structure. The Formal Gardens located adjacent to St. Catherine's House are also designated as a Protected Structure. The site is adjacent to the Quaker Burial Ground which is designated as a candidate Architectural Conservation Area. The guiding principles set out in the Site Framework Strategy for St Teresa's and Dunardagh accordingly have been influenced to a considerable degree by the established character and heritage that exists on site (See also Character Area Objectives set out in chapter 2 Section 2.1.3 and Map 6).



Photo 39: St.Catherine's Provincial House

The site is considered to have substantial development potential having regard to its zoning, site size, proximity to Blackrock village core, public transport links and recreational facilities. The site presents an opportunity to consolidate and enhance the local built environment within the Plan boundary while providing additional housing within this attractive and desirable locality.

#### (ii) Vision

The Site Framework Strategy envisages a high quality residential development that maximises the site's potential while respecting its rich historical legacy and sylvan setting. The site offers a unique opportunity to develop a new 'edge' to Rockfield Park along with the creation of a new public entrance to the Park. This new entrance would provide an appropriate location and setting for the Protected Structure the original entrance gates and piers to Dunardagh. A visual 'connection' between Rockfield Park and the Quaker Burial Ground is also considered desirable at this location. It is envisaged that as part of any redevelopment, the existing vehicular access leading to Dunardagh (St. Catherine's House) would be upgraded to become a public avenue with wide sylvan margins.

It is envisaged that development within the grounds of Dunardagh will be of mixed tenure that creates an active edge to the Park with elements of overlooking and surveillance throughout the day and night. Streets should be organised in a loose grid pattern that maximises pedestrian permeability while car movement should be controlled to minimise speeding and through traffic.



Photo 40: St.Teresa's & Dunardagh 'Gateway'

Development within Character Areas 1 to 4 (Map 6) around Dunardagh House (St. Catherine's) is conceived as a residential cluster within a sylvan setting accessed via an Avenue that terminates at the House. The layout of the development shall incorporate a small public open space with seating and trees in order to create a place for social interaction among residents. Development around the Formal Gardens should acknowledge their formality and should create an edge and sense of enclosure while framing the view from Dunardagh House to Rockfield Park. Any development proposed within the former walled garden should incorporate a courtyard typology that remains free of the enclosing walls and based on a contemporary and imaginative design and layout in accordance with the requirements of Objective D7 (Section 2.1.3 'Sites of Protected Structures with Development Potential').

Development in Character Areas 5 and 6 (Map 6) will be informed by the sylvan setting around St. Teresa's (Craigmore) and its relationship with Rockfield Park. Any development will also be influenced by the relationship to Temple Hill and the established developments of the Alzheimer Society of Ireland Respite Centre and St. Louise's Park Travellers Accommodation.

This area of the landholding lends itself to higher density development, such as apartments, given its proximity to the District Centre and a major public transport corridor. Development blocks should be arranged to provide an interesting building line along Temple Hill, where possible, avoiding a parallel relationship with the road. The existing boundary wall along Temple Hill shall be removed and replaced with railings set back to facilitate generous frontage tree planting in order to improve the visual environment of Temple Hill. The vista from St Teresa's (Craigmore) to Rockfield Park should be maintained and the layout of internal routes and landscaping should be arranged to reinforce this relationship.



Photo 41: St.Teresa's & Dunardagh Sylvan Setting

It is envisaged that development around the Protected Structure of St. Teresa's (Craigmore) shall incorporate an architectural language that is light and transparent using modern materials to maximise views through the tree belts towards Rockfield Park and to maximise evening-time light and passive surveillance along Temple Hill.

### (iii) Objectives

Objectives	St Teresa's and Dunardagh
<b>Zoning</b>	'A' – 'To protect and/or improve residential amenity'.
<b>County Development Plan 2010-2016 Specific Objectives</b>	<p>INST – 'To protect and/or provide for Institutional Use in open lands'</p> <p>'To protect and preserve Trees and Woodlands'</p> <p>Protected Structures:</p> <p>St. Catherine's Provincial House &amp; Entrance Gate (Dunardagh House) (RPS no. 756)</p> <p>Formal Gardens adjacent to St. Catherine's (RPS no. 1897)</p> <p>St. Teresa's (formerly Craigmore House) (RPS no. 398)</p> <p>Candidate ACA - Quaker Cemetery</p> <p>'To protect and/or provide for a Burial Ground'</p>
<b>Height</b>	<p>Having regard to the overall size of the landholding and its setting, it is considered the site is capable of accommodating increased building height – particularly along its 'edges' with Temple Hill and Rockfield Park.</p> <p><b>DS1</b></p> <p>It is an objective of the Council that any redevelopment of the St. Teresa's and Dunardagh lands shall incorporate</p>

	<p>a range of building heights in accordance with the limits set out on Map 12.</p> <p>Notwithstanding the maximum height limits identified, the Planning Authority would have to be satisfied that the proposed development for the entire site provides for a range of building height that is respectful of the site's topography, natural and built heritage and that would enhance the overall visual character of the area and would afford adequate protection of the residential amenity of existing adjoining properties, in particular those which are in either close proximity to or abut the site boundary such as Barclay Court and St Vincent's Park.</p> <p><b>DS2</b></p> <p>It is an objective of the Council that building heights within those areas identified on Map 12 as 'Height Sensitive Areas' shall take particular cognisance of the setting of the Protected Structures and shall not have an adverse effect in terms of scale, height and massing.</p>
<b>Density</b>	<p>The St. Teresa's and Dunardagh lands are considered suitable for higher residential densities in accordance with County Development Plan Policy RES3: 'Residential Density' having regard to their proximity to a District Centre, quality public transport links and ready accessibility to the recreational facilities provided by Blackrock and Rockfield Parks. However, in determining an appropriate density for the overall land parcel cognisance needs to be taken of the specific characteristics of the site - notably the Protected Structures, adjacent cACA and the groupings of mature trees. Accordingly, it is considered that the Formal Gardens (Character Area 1) identified on Map 6 and in Chapter 2, Section 2.1.3 and illustrated on Drawing 2 and the various stands of trees (as illustrated on Drawing 2) should be excluded from the total site area in any calculation of residential density.</p> <p><b>DS3</b></p> <p>It is an objective of the Council that any redevelopment of the St. Teresa's and Dunardagh landholding shall incorporate a high quality residential development with a minimum density range of 45 - 55 units per hectare. In calculating density, Formal Gardens (Character Area 1) identified on Map 6 and in Chapter 2, Section 2.1.3 and illustrated on Drawing 2 and the various tree belts on the site (as illustrated on Drawing 2) shall be excluded from the total site area.</p>
<b>Housing Mix</b>	<p><b>DS4</b></p> <p>It is an objective of the Council that any proposals for new residential development on the St. Teresa's and Dunardagh lands shall incorporate a residential mix which both complements and enhances the existing residential mix within the wider Plan area and supports a variety of households in accordance with Section 5.2 of the Local Area Plan and Section 16.3 of the current County Development Plan. Any redevelopment of the site should incorporate a considered mix of houses and apartments. Consideration should be given to the provision of housing for the elderly in accordance with Policy RES9: 'Housing for the Elderly' (Section 5.4.3) of the County Development Plan 2010-2016.</p>

<b>Heritage</b>	<p>Refer to:</p> <ul style="list-style-type: none"> <li>Chapter 2 Heritage and Conservation, Section 2.1.3 'Sites of Protected Structures with Development Potential'</li> <li>St. Teresa's and Dunardagh Character Areas 1 to 6 (Map 6)</li> </ul> <p>Objectives D1 – D7 as detailed in Section 2.1.3 form an integral part of this Site Framework Strategy. Cognisance of these heritage objectives will require to be incorporated in any redevelopment proposals advanced for the St. Teresa's and Dunardagh lands.</p>
<b>Specific Design Objectives</b>	<p><b>DS5</b></p> <p>It is an objective of the Council to require, in the event of the redevelopment of the St. Teresa's and Dunardagh lands and in accordance with Section 3.6 'Public Realm Strategy', an appropriate setback from the existing boundary with Temple Hill in order to provide an attractive streetscape, interesting building 'edge' and to facilitate public realm improvements including mature tree planting along the boundary edge.</p> <p><b>DS6</b></p> <p>It is an objective of the Council that any redevelopment of the Dunardagh lands shall provide for the retention of the tree belts including the folly at St. Teresa's identified on Drawing 2, adjacent to the boundary with Rockfield Park. The boundaries of the tree belts in question are shown as indicative and shall be defined in agreement with the Planning Authority. The existing boundary wall shall be removed to facilitate the integration of the tree belts into Rockfield Park. An appropriate low boundary treatment shall be erected between the tree belts and any proposed residential development within the St Teresa's and Dunardagh landholding.</p> <p><b>DS7</b></p> <p>It is an objective of the Council that any redevelopment of the lands at St Teresa's and Dunardagh shall ensure that new development will address Rockfield Park and shall provide for active residential frontage and a high level of passive supervision. The layout and design shall incorporate a mixture of residential typologies - including own door units - along the boundary with Rockfield Park as illustrated in Drawing 2.</p> <p><b>DS8</b></p> <p>It is an objective of the Council to protect views identified on Drawing 2 and in accordance with the Character Area Objectives D3, D6 and D14 as set out in Chapter 2, Section 2.1.3.</p> <p><b>DS9</b></p> <p>It is an objective of the Council, in the event of the redevelopment of the St. Teresa's and Dunardagh lands, to require an innovative design solution which respects the site's topography and creates an interesting and attractive building line along the site boundary with Temple Hill (as illustrated on Drawing 2).</p>



Indicative Layout Plan (not to scale)

Drawing 2: Site Framework Strategy - St. Teresa's and Dunardagh & Cluain Mhuire

Design Principles

1. Set back site boundary increasing width of footpath. New boundary wall/railings to be sensitively detailed with high quality materials and landscaping.
2. Layout of development to north of site along Temple Hill to be non orthogonal to the road. Development to be set back to allow planting buffer to road and to give space around protected structure.
3. High quality apartment development sited to respect sylvan setting, protected structure and protected views. Layout of internal roads and landscaping arranged to reinforce this relationship.
4. Existing tree belt to be protected and retained including the Folly. Perimeter of park to be extended to include tree belts.
5. New formal entrance to Park created by re-siting of protected original entrance gates and piers to Dunardagh. Provision of car pull in and parking in this location.
6. Development along park edge predominately own door units to create busy street that provides overlooking & surveillance. Create pedestrian friendly home zones with no through routes for traffic.
7. Create a formal pedestrian space in front of St Catherine's to provide a formal setting for the house, a connection to the park, and a focal point at the centre of the overall development.
8. Walled garden enclosure to be retained with courtyard type development that remains free from the enclosing walls.
9. Villa style apartments arranged around formal gardens creating an edge to the gardens while framing the view from St. Catherine's to Rockfield Park.
10. No through route for cars from Dunardagh and St Teresa's to Newtownpark Ave.
11. Main access route to be a generous public avenue with high quality landscaping and wide sylvan margins.
12. Increase activity and permeability of park by creating new entrances at locations of pedestrian desire lines.
13. Remove existing boundary wall to park.
14. Creation of permeable layout that includes a network of direct pedestrian and cycle routes. Provision of cul de sacs is discouraged except in an instance where it provides a solution to rat running or to create an intimate residential enclosure / courtyard that adds to the character of the development.
15. Parking should be integrated into the design and layout of the public realm. Judicious use of street tree planting should be incorporated to soften the visual impact. Extensive rows of perpendicular surface car parking along residential frontage shall be avoided.
16. Layout to be cognisant of residential privacy particularly with regard to location of car parking and footpaths. Consider provision of landscape buffer between residential frontage and car parking / footpath where required.

Legend

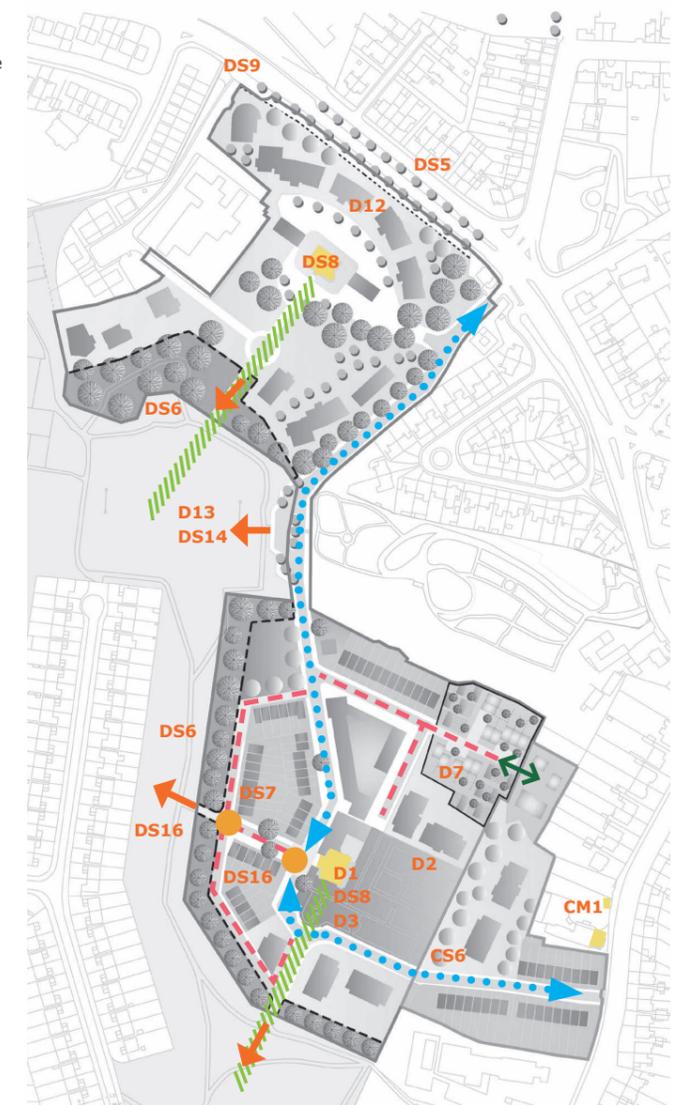
	St. Teresa's & Dunardagh Site boundary		2 way unrestricted traffic
	Cluain Mhuire site boundary		Local access traffic routes in cul-de-sacs
	Indicative extension of Park enclosure to include tree belts 1 & 2		Indicates no through route for vehicular traffic
	Enclosure to existing walled garden		New pedestrian/cycle entrances to park
	Existing trees to be retained		Site framework strategy objectives
	Protected structure		Heritage & Conservation Objectives
	Mews/courtyard style dwelling		Protect/Retain Views
	Apartments		Pedestrian through route
	Terraced / Duplex housing		Pedestrian priority
	Large detached villa style house		

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Architectural language and materials

Development should be detailed to achieve a fine grain using a common architectural language of rendered and painted facades. A looser more contemporary and individual architectural language is encouraged within the walled garden areas.

Development around the protected structure of St Teresa's should develop an architectural language that is light and transparent using modern materials such as glass, steel and timber to maximise views through the tree belts over the Park and to maximise evening light and supervision along Temple Hill.



Site objectives and movement diagram (not to scale)

**Open Space**

**DS10**

It is an objective of the Council to ensure the protection of the built and natural heritage in the consideration of any proposed layout and design in the redevelopment of the St Teresa's and Dunardagh landholding.

**DS11**

It is an objective of the Council that, in the event of the redevelopment of the St. Teresa's and Dunardagh landholding, open space provision in accordance with Policy RES5 'Institutional Lands', and the Open Space and Policy of the current County Development Plan will be required. Class 2 open space shall be provided to ensure appropriate levels and quality of open space commensurate with the requirements of the current County Development Plan.

Class 1 open space provision shall include the tree belts as illustrated on Drawing 2 (the boundaries to be defined in agreement with the Planning Authority).

In the event of a shortfall in Class 1 open space provision, the developer may, with the agreement of the Planning Authority, make a financial contribution in lieu towards the provision of off-site local amenity / recreational facilities.

**DS12**

It is an objective of the Council to protect and preserve mature trees / tree groupings / hedgerows that add to the character and sylvan setting of the St. Teresa's and Dunardagh landholding. Any redevelopment proposals shall be required to incorporate, as far as is practicable, the amenities afforded by existing trees and hedgerows. Arboricultural assessments carried out by an independent, qualified arboricultural consultant shall be submitted as part of any planning applications for the redevelopment of the lands in accordance with Section 16.7.4 of the County Development Plan 2010-2016.

**Movement**

**DS13**

It is an objective of the Council that any proposals to redevelop the St. Teresa's and Dunardagh lands shall incorporate a high level of pedestrian and cyclist permeability with clear legible routes provided to connect the site with the surrounding areas – including a high level of connectivity to Rockfield Park.

**DS14**

It is an objective of the Council to facilitate the relocation of the original entrance gates and piers to Dunardagh, a Protected Structure, (RPS 398) as part of the provision of a new entrance to Rockfield Park (as identified on Drawing 2) and in accordance with Character Area Objective D13.

Within the vicinity of this entrance, a small, short-stay car park shall be provided for users of Rockfield Park.

**DS15**

It is an objective of the Council to ensure that appropriate junction improvements are provided at Temple Hill/ Newtown Avenue and St Vincent's Park as part of any redevelopment of St Teresa's and Dunardagh (Map 13B) in accordance with Section 4.2.3 Objective R18.

**DS16**

It is an objective of the Council to ensure that a pedestrian and cycle only connection is provided between the proposed accesses onto Temple Hill and Newtownpark Avenue - a through route for vehicular traffic will not be permitted. The number of housing units to be served by each access will be informed by a Traffic Impact Assessment which will form part of any future planning application(s) to develop these lands. The access at Temple Hill shall accommodate the majority of the traffic from the development lands.

**Childcare**

**DS17**

It is an objective of the Council to ensure that, in the event of the redevelopment of the St. Teresa's and Dunardagh landholding, adequate and appropriate childcare facilities are provided in accordance with Section 5.3 'Education and Childcare', Objective EC1.



Architects Impression of the Redeveloped St Teresa's and Dunardagh Site

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### 3.5.2 Site Framework Strategy: Cluain Mhuire

#### (i) Context

Cluain Mhuire is a 1.65 hectare parcel of land located off Newtownpark Avenue (identified on Map 6 and Drawing 2). The western boundary of this site adjoins the St. Teresa's and Dunardagh lands. The site is currently occupied by the HSE Cluain Mhuire Family Centre, a community-based adult mental health service. Guardian Angels National School adjoins the southern boundary of the site while the eastern boundary is defined by Newtownpark Avenue. The northern boundary abuts a private residential property.



Photo 42: East Façade of Cluain Mhuire

The east façade of Cluain Mhuire (formerly Rockfield House) is a Protected Structure, as are the entrance piers and gates. Accordingly, the guiding principles set out in the Site Framework Strategy for Cluain Mhuire have been informed in some part by the existing character and heritage that exists on site (see also Character Area Objectives set out in Chapter 2, Section 2.1.3).

#### (ii) Vision

The Site Framework Strategy envisages a high quality residential development that seeks to maximise the latent potential of the site while respecting its architectural heritage. The Site Framework Strategy envisages that any redevelopment of the Cluain Mhuire site would actively promote pedestrian and cycle permeability between St. Teresa's & Dunardagh landholding. Vehicular permeability, however, will not be permitted.

#### (iii) Objectives

Objectives	Cluain Mhuire
Zoning	'A' – 'To protect and/or improve residential amenity'.
County Development Plan 2010-2016 Specific Objectives	Protected Structures: East Façade of Cluain Mhuire and Gate Piers with pineapple finials and metalwork gates (RPS no.776)
Height	<b>CS1</b> It is an objective of the Council that any redevelopment of the Cluain Mhuire site shall incorporate a range of building heights in accordance with the limits set out on Map 12 and the specific Character Area Objectives detailed in Section 2.1.3.  Notwithstanding the maximum height limits identified, the Planning Authority would have to be satisfied that any proposed development for the entire land parcel will provide for a range of building height that respects the topography, natural and built heritage of the site

	and that would enhance the overall visual character of the wider environs and would afford adequate protection of the residential amenity of existing adjoining properties, in particular those which are in either close proximity to or abut the site boundary.  <b>CS2</b> It is an objective of the Council that proposed building heights within the area identified on Map 12 as a Height Sensitive Area shall take particular cognisance of the setting of the Protected Structures and shall have no adverse impacts in terms of scale, height and massing.
Density	The Cluain Mhuire site is considered suitable for higher residential densities in accordance with Policy RES3: 'Residential Density' of the current County Development Plan - having regard to its proximity to Blackrock District Centre and high quality public transport links including the Stradbroom Road QBC. In determining an appropriate density for the site however, cognisance needs to be taken of the site's specific characteristics - most notably the Protected Structures on site and on the adjacent site including entrance gates and piers - and the need to protect their character and setting. Accordingly, it is considered that the Cluain Mhuire Character Area 1 identified on Map 6 and referenced in Chapter 2, Section 2.1.3 and illustrated on Drawing 2 Site Framework Strategy, should be excluded from the total site area in any calculation of residential density.  <b>CS3</b> It is an objective of the Council that any redevelopment of the Cluain Mhuire site shall incorporate a high quality residential development with a minimum density range of 35 - 45 units per hectare. Density calculations shall exclude Cluain Mhuire Character Area 1 identified on Map 6 and in Chapter 2, Section 2.1.3 and illustrated on Drawing 2 Site Framework Strategy from the total site area.
Open Space	<b>CS4</b> It is an objective of the Council that any redevelopment of the Cluain Mhuire site shall provide open space in accordance with the requirements of the current County Development Plan. Where possible existing mature trees shall be retained, subject to an arboricultural assessment.
Housing Mix	<b>CS5</b> It is an objective of the Council that any proposals for new residential development on the Cluain Mhuire site shall incorporate a residential mix that complements and enhances the existing residential mix within the wider Plan area and in accordance with Section 5.2 of this Plan and Section 16.3: 'Residential Development' of the current County Development Plan.
Heritage	Refer to: <ul style="list-style-type: none"><li>Chapter 2 Heritage and Conservation, Section 2.1.3 'Sites of Protected Structures with Development Potential'</li><li>Cluain Mhuire Character Areas 1 and 2 (Map 6 Chp 2)</li></ul>

	The specific Character Area Objectives CM1 – CM3 detailed in Section 2.1.3 form an integral part of this Site Framework Strategy. Cognisance of these heritage objectives will require to be incorporated in any redevelopment proposals advanced for the Cluain Mhuire site.
Movement	<b>CS6</b> It is an objective of the Council to ensure that a pedestrian and cycle connection is provided between the sites of Cluain Mhuire and St Teresa's and Dunardagh. Vehicular through traffic shall not be permitted.

### 3.5.3 Site Framework Strategy: Former Europa Garage

#### (i) Context

The former Europa Garage is a site of 0.5 hectares located on Newtown Avenue (See Drawing 3), occupying a prominent corner location entering Blackrock from the east. Newtown Villas, an Architectural Conservation Area comprising of single storey cottages, adjoins the site's western boundary. Until some years ago, the site was used as a motorcar showroom and associated hardstanding area. The site currently lies vacant. Historically the site was originally used as a tram depot. The site is considered to have considerable development potential having regard to its residential zoning, proximity to Blackrock village core and quality public transport links. The site presents an opportunity to consolidate and enhance the local streetscape while providing additional housing within an attractive and desirable locality.



Photo 43: Former Europa Garage

#### (ii) Vision

The Site Framework Strategy envisages a high quality residential development that maximises the site's potential and incorporates a design which capitalises on the site's prominent corner location yet respects the residential amenity of neighbouring properties. The prominent location of the site and its proximity to low-rise residential properties requires an innovative and sensitive design response.



Indicative Layout Plan - Not to scale

Drawing 3: Former Europa Site Framework Strategy

### Design Principles

1. Retain large mature sycamore tree. Any new development layout to sensitively integrate this feature.
2. Development along this edge of Newtown Avenue set back from the road to allow a generous planted buffer zone to street.
3. High quality development parallel to the road to create active frontage and continuation of the building line along Newtown Avenue.
4. Create pedestrian friendly home zone with no through routes for traffic. Shared surface and planting to be used in this area. Development to face this area to provide overlooking & surveillance.
5. Provide high quality amenity space with planting and seating around sycamore tree for residents.
6. Development beside low rise Newtown Villas to be own door houses with gardens backing onto the boundary wall with Newtown Villas.

### Legend

- Europa site boundary
- Low wall & railings
- Existing tree to be retained
- A.C.A
- Protected structures
- Apartments
- Terraced housing
- Site framework strategy objectives
- Vehicular entrance
- Pedestrian entrance

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### (iii) Objectives

Objectives	Former Europa Garage
Zoning	'A' – 'To protect and/or improve residential amenity'.
County Development Plan 2010-2016 Specific Objectives	Site adjoins Newtown Villas, which is an Architectural Conservation Area.
Height	<p><b>ES1</b></p> <p>It is an objective of the Council that any redevelopment of the former Europa site on Newtown Avenue shall incorporate a range of building heights in accordance with the limits set out on Map 12. Height should graduate to a maximum of two storeys along the mutual boundary with Newtown Villas in order to protect their residential amenity and setting.</p> <p>Notwithstanding the maximum height limits identified, the Planning Authority would have to be satisfied that the proposed development for the entire site provides for a range of building height that recognises the local built heritage, respects the site's proximity to existing one and two-storey dwelling houses and that enhances the overall visual character of the environs.</p>
Density	<p>The former Europa site is considered suitable for higher residential densities in accordance with Policy RES3: 'Residential Density' of the current County Development Plan - having regard to its proximity to Blackrock District Centre and public transport links.</p> <p><b>ES2</b></p> <p>It is an objective of the Council that any redevelopment of the former Europa site shall incorporate a compact, high quality residential development with a minimum density of 50 units per hectare.</p>
Housing Mix	<p><b>ES3</b></p> <p>It is an objective of the Council that any proposals for new residential development on the former Europa site shall incorporate a residential mix which both complements and enhances the existing residential mix within the wider Plan area in accordance with Section 5.2 of the Plan and Section 16.3: 'Residential Development' of the current County Development Plan.</p>
Specific Design Objectives	<p><b>ES4</b></p> <p>It is an objective of the Council that any redevelopment of the former Europa site shall provide an innovative and attractive design response that defines the site boundary, incorporates an active street frontage, maintains a planted buffer and provides a continuation of the building line along Newtown Avenue, (eg: own door residential units facing onto the streets).</p> <p><b>ES5</b></p> <p>It is an objective of the Council that the design of any residential development on the site shall ensure no undue overlooking or overshadowing either within the scheme or of adjoining properties. A shadow analysis</p>

	<p>shall be required to be submitted with any application for redevelopment of the site.</p> <p><b>ES6</b></p> <p>It is an objective of the Council that the layout and design of a residential scheme for the site shall incorporate a high standard of amenity space for future residents. A detailed landscaping plan identifying appropriate high quality hard and soft landscaping proposals shall be submitted with any planning application.</p> <p><b>ES7</b></p> <p>It is an objective of the Council to ensure the protection of the mature sycamore tree located in the northern corner of the site. The design and layout of any redevelopment scheme, including landscaping proposals shall provide for the successful integration of the tree within the scheme and shall include complementary planting along the site's northern and eastern boundary.</p> <p><b>ES8</b></p> <p>It is an objective of the Council to ensure that, in the event of anything of historical interest in relation to the former tram depot being found during excavation / redevelopment of the site, the opportunity to incorporate such elements into the redevelopment scheme should be exploited (or at the very least recorded).</p>
Open Space	<p><b>ES9</b></p> <p>It is an objective of the Council that, in the event of the redevelopment of the former Europa site, open space provision in accordance with Policy DM2 'Open Space Class 1' and Policy DM3 'Open Space Class 2' of the current County Development Plan will be required.</p> <p>In the event of a shortfall in open space provision, the developer may with the agreement of the Planning Authority, make a financial contribution in lieu towards the provision of off-site local amenity / recreational facilities.</p>

## 3.6 Public Realm Strategy

### POLICY BK07

**It is Council Policy to encourage a high standard of public realm upgrade / improvements throughout Blackrock in accordance with the Public Realm Strategy.**

Public realm is defined as all external spaces that are publicly accessible, including streets, parking areas, footpaths, squares and parks. A high quality public realm enhances the character of any locale and encourages people to utilise and enjoy public spaces, thereby contributing to the overall vitality and animation of an area. The public realm should contribute positively to a coherent urban structure. High quality public realm generates confidence and makes an area attractive to potential visitors, customers and investors as well as future residents.

In order to develop a public realm strategy for Blackrock, an evaluation of the existing public realm was undertaken. This involved analysis of such parameters of character, function, positive / negative qualities and potential opportunities. The analysis concluded that the public realm in the Plan area is car-dominated, creating a very busy, congested environment largely at odds with a pedestrian-friendly environment required for a District Centre to function well.

The Public Realm Strategy, illustrated on Drawing 4, sets out a realistic package of proposals to enhance the public realm in Blackrock. The primary purpose underpinning the strategy is:

- To refocus and re-orientate Blackrock village core and the Main Street to properly re-engage with its seafront
- To improve connectivity and permeability between the village core and Blackrock Park
- To comprehensively upgrade the environmental quality of the Temple Hill and Frascati Road corridor

The Strategy is designed to help guide the future development of the public realm in the Plan area. The overall aim is to create an environment within Blackrock that encourages an uncluttered, legible, accessible and usable street environment that caters for a variety of activities and events, facilitates the continuing function as a significant shopping destination whilst at the same time respecting the underlying historic character and fabric of the village core.

In addition to providing more generic guidelines in relation to street furniture and landscaping, the Public Realm Strategy highlights four specific areas within the Plan area. Each of the four areas are defined not only by their unique characteristics but also the interrelationship between them. The site specific elements of the overall Public Realm Strategy seek to ensure that the four areas make a positive contribution to the overall public realm within the Plan area. The site specific objectives focus on quality and design and it is anticipated these Objectives will inform future development / redevelopment schemes for their respective areas:

- The seafront,
- Main Street and Rock Hill,
- Relationship between village core & Blackrock Park
- Frascati Road and Temple Hill Corridor

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- The Seafront
- The Village Core 1: Main Street
- The Village Core 2: Secondary Streets
- Frascati Road | Temple Road
- Major Generators of Activity
- Active Frontage
- Relocated Bus Interchange/ Terminus
- New Tree Planting
- Improve Pedestrian Connections to Seafront
- Upgrade Pedestrian Connectivity

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Drawing 4: Public Ream Strategy

### 3.6.1 The Seafront

#### POLICY BK08

**It is Council policy to facilitate the upgrade and enhancement of the public realm adjacent to the seafront and to encourage the reconnection of, and relationship between, Blackrock Village, the Main Street and the seafront.**

The extent of the public realm identified as Blackrock seafront is defined as the area between Blackrock Park, Idrone Terrace and Bath Place, and includes the seashore, and the former Blackrock Baths site, Blackrock DART Station, the public car parks and the current bus terminus located adjacent to the DART Station (Drawing 4). At present the village core does not engage with the seafront in any meaningful fashion. This is attributable to the nature of the historic development of Blackrock during the 19th Century (as is set out in Chapter 2, Section 2.1.1) – in particular the segregation effect of the railway line.

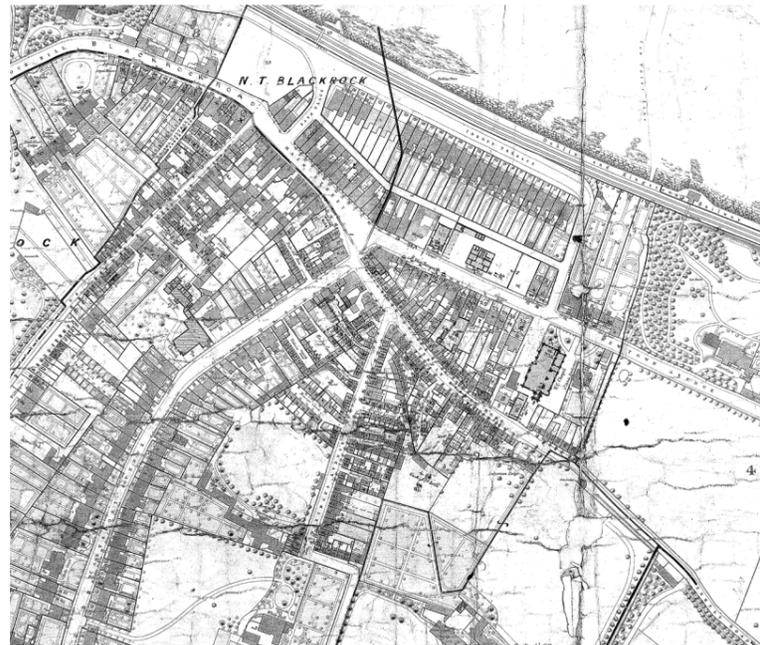


Figure 3.1: Historical Street Layout



Photo 44: Blackrock Seafront

Key proposals to assist the reconnection between Blackrock village and the seafront include:

#### The Seafront

The vision for the seafront environs is to improve pedestrian and cycle connectivity and legibility along the seafront between Blackrock Park and Main Street, including Idrone Terrace and Bath Place. This area of public realm will be characterised by a coherent palette of materials, lighting, trees and street furniture. It is intended that the existing road space currently serving the DART Station will be largely rededicated to favour pedestrians and cyclists to help create and foster a more permeable pedestrian and cycling link between Blackrock Park and Idrone Terrace / Bath Place (PR3 Drawing 4 Public Realm Strategy). It is also proposed to construct a facility to improve pedestrian access to the shore in the vicinity of the existing footbridge over the railway line and to create a viewing terrace at this location thereby improving the connection to, and relationship with, Dublin Bay. It is acknowledged this will represent only a first phase in the incremental improvement of recreational amenity facilities at the seashore and upgraded access to the seafront at Blackrock (Drawing 5 'Proposed Access to the Sea').

Further assessment will take place in the medium term to advance additional phases of upgraded recreational amenities and access infrastructure in the environs of the seafront.



Photo 45: Existing Pedestrian Access to the Sea



Drawing 5: 'Access to the Sea' - Architects Impression

## Blackrock DART Station and Public Car Park Site

This area comprises the two existing public car parks and the current bus terminus / interchange, located immediately to the south and southeast of the DART Station. The vision for this area, as indicated in Objectives PR3 and PR4 and on Drawing 4 Public Realm Strategy, is to relocate the bus terminus and interchange, rationalise and reconfigure the car parking areas and reposition the access / egress arrangements in such a manner as to reduce the dominance of the car in this area and rebalance the space to favour pedestrian priority. The proposed improvements will create an attractive pedestrian precinct with restricted car access. This would greatly enhance the appearance and functionality of the seafront area for residents, visitors and commuters arriving by DART.



Photo 46: Blackrock DART Station & Bus Terminus



Architects Impression of Pedestrian Precinct at DART Station'

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In the longer-term, the DART concourse area would be suitable for comprehensive redevelopment. Any redevelopment of the site should include uses that will animate the frontage at street level and create an attractive streetscape fronting the sea. Critical to establishing these uses would be the creation of a localised microclimate to provide some shelter from sea breezes. Given the northerly aspect of the site however, great care will have to be taken to avoid overshadowing at the base of the development. It is considered that a stepped and terraced cross-section dropping from the level of the Main Street to the concourse level would provide a suitable development typology (See Figure 3.2). Any redevelopment should incorporate animating uses such as restaurants, coffee shops, play ground – uses that would stimulate pedestrian footfall and activity.

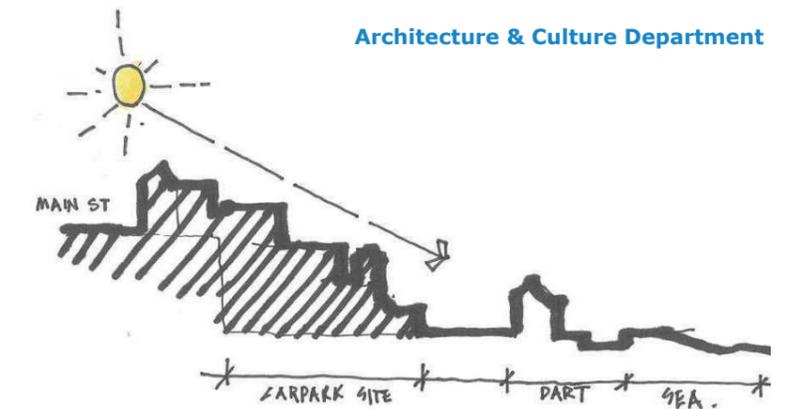


Figure 3.2: Indicative Sketch of Stepped Development

At present pedestrian connectivity between the village core and the DART Station is limited exclusively to Bath Place. Any redevelopment proposed along Rock Hill / Main Street should be assessed with a view to establishing whether further pedestrian linkages can be provided to the DART Station as indicated on Drawing 4 Public Realm Strategy. This link could be as simple as a pedestrian route from Main Street permeating through the stepped section of the car park site.

### Objectives: Seafront Public Realm

#### PR1

It is an objective of the Council to upgrade pedestrian access to the seafront and improve the relationship of the village core with the seafront at Blackrock through the introduction of a viewing terrace and upgraded access facility located in the vicinity of the existing pedestrian footbridge across the railway line. This will represent the first phase of an incremental process aimed at creating a high quality, attractive and vibrant seafront public realm as part of the wider Public Realm Strategy, proposed for the overall Plan area (Drawing 5). Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SPAs, SAC and pNHAs associated with South Dublin Bay and the surrounding area.

#### PR2

It is an objective of the Council to scope for further access improvements to the seafront to facilitate all users and for the introduction of additional public bathing and recreational amenity infrastructure at the Blackrock seafront. The scoping shall take due cognisance of the requirements to ensure the protection and preservation of the designated SPAs, SACs and pNHAs of South Dublin Bay and the River Tolka Estuary.

**PR3**

It is an objective of the Council to reconfigure and upgrade the existing roadway between Bath Place and the DART Station to provide for a dedicated pedestrian precinct having regard to Section 3.6.1.1, Section 3.6.1.2 (Drawing 4) and Chapter 4, Section 4.4 of this Plan.

**PR4**

It is an objective of the Council to remodel and reconfigure the public car parks adjacent to the seafront at Blackrock to create a more efficient and user-friendly layout that would be complemented with the planned public realm improvements in accordance with Drawing 4 and Objectives PR1 and PR3 and Chapter 4, Section 4.5 Objective CP3.

**PR5**

It is an objective of the Council to ensure that, in the event of any redevelopment of the area adjacent to the DART Station, proposals shall be advanced to afford priority to pedestrians and the creation of active street frontage onto the seafront. Any new development shall have regard to orientation and micro-climate issues and shall be stepped down from Main Street to avoid overshadowing in accordance with Drawing 4 Public Realm Strategy.

**PR6**

It is an objective of the Council to seek a new pedestrian connection between Rock Hill / Main Street and the DART Station identified on Drawing 4 Public Realm Strategy and in accordance with Objective PC2 in Chapter 4, Section 4.3.

**PR7**

It is an objective of the Council to improve the pedestrian / cycle route between Blackrock Park and Blackrock DART Station in accordance with Chapter 4, Section 4.3 'Pedestrian and Cycling Connectivity and Permeability', Objective PC1 and Map 13A 'Transport Network Strategy'.

It is proposed to retain a two-way traffic system along Main Street to allow for full vehicular access to businesses and retention of bus routes. It is proposed however, that any public realm improvement scheme will be predicated on a reduction in carriageway widths and a rationalisation of on-street car parking in accordance with the Transport Network Strategy in Section 4.5 Objective CP2. This will enable the footpaths on the Main Street / Rock Hill corridor to be extended / widened which will in turn enhance the pedestrian environment and help establish multi-function spaces. Such spaces would be promoted to facilitate events and café culture providing activity, footfall and animation within the village core.



Photo 47: Blackrock, Main Street

**Objectives: Main Street / Rock Hill Public Realm**

**PR8**

It is an objective of the Council to prepare and implement a Village Improvement Scheme in Blackrock, which provides for a high quality, attractive and vibrant public realm and attractive pedestrian environment along Main Street and Rock Hill in line with illustrative Drawing 6 and as referred in Chapter 4, Section 4.2 'Roads Infrastructure and Street Function', Objective RI1.

**PR9**

It is an objective of the Council to provide an appropriate setting and location for the Cross on Main Street and provide an information plaque explaining the historical significance of the Cross in accordance with Objective AH1 in Chapter 4, Section 2.1.5.

**PR10**

It is an objective of the Council to reduce street clutter and pedestrian barriers and ensure the use of quality materials in terms of paving, street furniture and street lighting.

**3.6.2 Blackrock Main Street & Rock Hill**

**POLICY BK09**

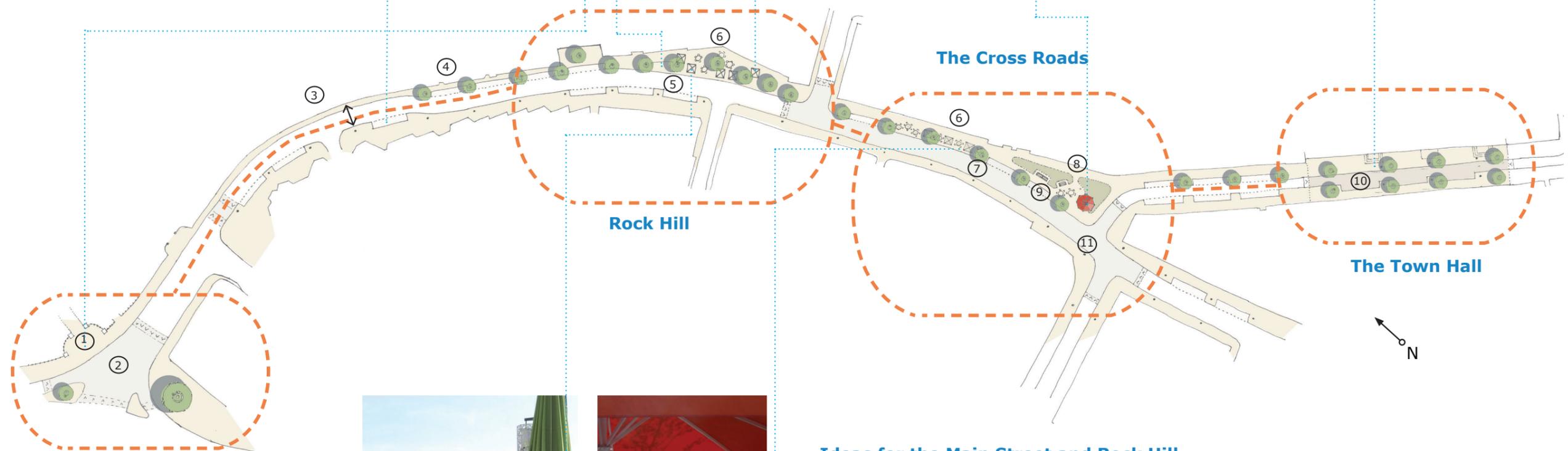
**It is Council policy to upgrade the public realm along Main Street and Rock Hill in order to provide a more attractive streetscape and an improved pedestrian environment in the village core having regard to the broad principles provided for in Drawing 4-Public Realm Strategy and Drawing 6-Main Street Public Realm.**

The public realm proposals for Main Street extends from a planned new entrance into Blackrock Park at Rock Hill, along Main Street and Bath Place eastwards to the BFEI. It is envisaged that the centrality of the village cross-roads as a focus for activity should be re-established. Interventions on the Main Street will be very much influenced by the two 'magnets' at each end of the village core, namely the BFEI redevelopment at the former Town Hall and the new entrance to Blackrock Park at Rock Hill. This stretch of streetscape needs to be considered as a cohesive single entity - not concentrated exclusively at the southern end of the village.



Architects Impression of Main Street

Architecture & Culture Department



The Park

Rock Hill

The Cross Roads

The Town Hall



### Ideas for the Main Street and Rock Hill

1. New wider and more generous entrance to link Blackrock Park to the Main Street.
2. New surface treatment to create a gateway to the Main Street and to create easier pedestrian crossover to the Park.
3. Reduce carriageway and widen paths along the shopping centre frontage with new crossing points. New trees along the south facing footpaths.
4. New trees along south facing footpaths.
5. Bus stop/Interchange to be relocated within very close proximity to the existing location and wider footpaths formed to create a more generous public space.
6. Car-parking rationalised to create wider south facing footpaths and greater opportunities to enjoy outdoor dining coffee and markets.
7. Car-park bays defined in high quality materials.
8. To create an improved public space and focal point in the area around the Cross, as part of the Village Improvement Scheme for Blackrock.
9. Wider footpaths along the South edge of the Main Street.
10. New 'plaza' created along the frontage of the BFEI and Old Town Hall.
11. New road surfacing to visually create a pedestrian friendly environment.

Drawing 6: Main Street & Rock Hill Public Realm

### 3.6.3 Relationship between the Village Core & Blackrock Park

#### POLICY BK10

It is Council policy to establish more direct and legible connectivity and linkages between Blackrock village core and Blackrock Park with a view to fostering improved interactions and symbiosis between these two nodes.

While the western flank of the village core abuts Blackrock Park there is currently limited permeability and interaction between the two. It is an objective of the Plan to address this shortcoming by establishing a more direct and obvious connection between the village core and Blackrock Park. This is illustrated on Map 17 'Blackrock Park' and Drawing 4 'Public Realm Strategy' and Drawing 6 'Ideas for the Main Street'.



Photo 48: Blackrock Park Entrance

It is proposed to create a new entrance to the Park on Rock Hill that will help establish stronger connectivity between the village core and the Park. In the vicinity of this new proposed Park entrance a realignment of the Rock Hill / Frascati Road junction will facilitate an extended footprint available for complementary public realm improvements. The package of proposals at this junction will create a new defined 'gateway' both to the village and Blackrock Park.

Any redevelopment fronting onto Rock Hill, including any comprehensive redevelopment of the Blackrock Shopping Centre, shall be required to provide an active street frontage that would help to animate the street, encourage increased footfall and further improve this area in accordance with the objectives set out in Sections 7.5 and 7.6 of Chapter 7 'Retail'.

#### Objectives: Relationship between the Village and Blackrock Park

##### PR11

It is an objective of the Council, as part of the Public Realm Strategy, (Drawing 4), to establish a 'Gateway' to the village and Blackrock Park by creating a new entrance to Blackrock Park at the corner of Rock Hill and Frascati Road. The new Gateway and Park entrance will help reinforce the connection between the village and the Park in accordance with Objective BP1 Section 9.2 Open Space, 'Recreation and Green Infrastructure' and Objective PC5 Section 4.3 'Pedestrian and Cycling Connectivity and Permeability'.

##### PR12

It is an objective of the Council that any redevelopment of the Blackrock Shopping Centre shall incorporate active street frontage and uses that complement and reinforce the new 'Gateway' to the village and enhances pedestrian movement between the shopping centres, the village core and Blackrock Park.

##### PR13

It is an objective of the Council to facilitate the improvement of the pedestrian crossing between the shopping centres and Blackrock Park in accordance with Section 4.3, Objective PC4 and Maps 13A & B 'Transport Network Strategy'.

### 3.6.4 Frascati Road & Temple Hill

#### POLICY BK11

It is Council policy to upgrade the environmental quality of the Frascati Road and Temple Hill Corridor to enhance the overall appearance and environment of the Bypass, to facilitate improved pedestrian and cycle permeability and connectivity along and through the 'corridor' and to enhance its overall functionality and attractiveness to users of non-motorised modes of transport.

Frascati Road and Temple Hill was originally designed as a Bypass for Blackrock village. Since its construction in the 1980's the village has outgrown the perimeter established by the bypass. The road is heavily trafficked and presents a very hostile environment for pedestrians and cyclists. The road severs the village from the surrounding residential hinterland and accordingly there is significant latent demand for further additional safe pedestrian crossings to be facilitated at strategic locations along the corridor. Chapter 4, Section 4.2.2 identifies specific transportation objectives to address the ongoing issues of severance across Frascati Road and Temple Hill.

There are a number of sterile blank frontages along the Bypass corridor. In combination with the very heavy traffic volumes, the Bypass has a very poor and noisy environment. Planting and 'greening' along the Bypass is currently limited and inadequate. It is proposed to carry out a range of improvements, as indicated on Drawing 4-Public Realm Strategy, along the Frascati Road / Temple Hill corridor which will enhance the local environment particularly for pedestrians and cyclists. The package of proposals include:

- Improved cycle infrastructure along Frascati Road and Temple Hill
- Improved connections along and across Frascati Road and Temple Hill for pedestrians
- Improved visual environment for pedestrians, in particular along the boundary of St Teresa's and Dunardagh
- Define trees of value and the planting of additional trees
- Identifying and embracing the development opportunities within the St Teresa's and Dunardagh landholding and connecting this major development site with the village core
- Encouraging active street frontage in the event of any comprehensive redevelopment, particularly in respect of the shopping centre sites.



Photo 49: Frascati Road

#### Objectives: Frascati Road / Temple Hill Public Realm

##### PR14

It is an objective of the Council to provide dedicated cycle lanes along the Frascati Road and Temple Hill Corridor in accordance with Section 4.2 'Roads Infrastructure and Street Function', Objective RI4 and Maps 13A & B 'Transport Network Strategy'.

##### PR15

It is an objective of the Council to seek a setback in any redevelopment along the Frascati Road / Temple Hill to allow for a planting zone as indicated on Drawing 4 'Public Realm Strategy' and in accordance with Section 3.5 'Site Framework Strategy for St Teresa's and Dunardagh'.

##### PR16

It is an objective of the Council to undertake additional planting and 'greening' along Frascati Road / Temple Hill where feasible as indicated on Drawing 4 Public Realm Strategy.

##### PR17

It is an objective of the Council to upgrade pedestrian connectivity along Frascati Road and Temple Hill by increasing the number of pedestrian crossings and improving existing crossings as indicated on Drawing 4 Public Realm Strategy and in accordance with Sections 4.2, Objective RI4 and Section 4.3 and Maps 13A & B Transport Network Strategy.

##### PR18

It is an objective of the Council to carry out a series of public realm improvements along George's Avenue, Carysfort Avenue and Sweetman's Avenue with a view to enhancing the overall pedestrian environment and improving pedestrian connectivity between Frascati Road and Main Street / Rock Hill as indicated on Drawing 4 Public Realm Strategy and in accordance with Section 4.3: Pedestrian and Cycling Connectivity and Permeability, Objective PC3 and Maps 13A & B Transport Network Strategy.

#### Architecture & Culture Department



Architects Impression 'Temple Hill'

### 3.6.5 Public Realm & New Development

All new development should be designed so that it enhances and contributes to the overall attractiveness and amenity value of the public realm. Measures may include the provision of well-designed urban spaces, the provision of active ground floor uses and the incorporation of high quality surface treatments, lighting, signage and street furniture. The potential to enhance local biodiversity should also be considered in the design of new public spaces.

All new large scale development in the Plan area will be required to include a Public Realm Strategy prepared and included as part of the planning application - to include specific detail in relation to street hierarchy, permeability, open spaces and meeting places, landscaping and tree planting, surfacing and street furniture including lighting, signage and seating.

#### Landscaping & Tree Planting

The quality of the public realm can be undermined through the lack of a detailed landscape plan and the problems associated with accommodating retrofitting additions such as utilities and services e.g. bin storage and electricity supply substations.

The Council will undertake a comprehensive package of tree planting and landscaping as part of future public realm improvements in the Plan area. It will be a requirement that quality landscaping be incorporated into any future development proposals both within private and public open spaces, along streets and frontages and other appropriate locations. Landscaping details will require to be included as a component of a Public Realm Strategy prepared and included as part of any planning application.

#### Street Furniture (Signage, Seating, Lighting & Surfacing)

Measures to improve the public realm can include harmonising signage and reducing overall visual clutter by adopting a consistent approach in terms of street furniture, lighting and paving for example. The character of a town can be undermined by too much street clutter. Urban areas, particularly nodes of activity, come under pressure to accommodate a range of street furniture including bicycle stands, bus shelters, public seating, signage, traffic signal boxes, landscape features etc. shopfronts and signage frame the public realm and play a fundamental role in animating the streetscape (See Chapter 7, Retail and Appendix E Shopfronts & Signage) and good quality lighting can make a positive contribution to the public realm in terms of aesthetics, safety and security.

Proposals for new street furniture should have regard to:

- The need to reduce visual clutter;
- The co-location of street furniture shall be carried out where possible;
- Street furniture shall comprise of high quality materials and shall be designed so as not to detract from the visual amenities of the area;
- Lighting should be addressed as part of the overall design of a development. Factors to be considered include function, aesthetics, protection of residential amenities and energy efficiency.



Photo 50: Example Signage



Photo 51: Example Bike Stands

#### Objectives: Public Realm & New Development

##### PRD1

It is an objective of the Council to ensure that all new development within the Blackrock Local Area Plan area makes a positive contribution to the public realm.

##### PRD2

It is an objective of the Council to ensure that all planning applications for significant development shall include a Public Realm Strategy harnessing opportunities for the enhancement of the public realm in accordance with the criteria set out in Section 3.6.5 and clearly demarcating between public, private and semi-private realms.