



# 3 Development Areas and Regeneration

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**Vision:** To encourage the renewal of existing built-up areas through sensitive regeneration and consolidation, and to establish new urban villages in well located greenfield areas that will have their own quality ‘sense of place’ and community and that will be well served by existing or planned public transport networks.

#### 3.1 Introduction

The Planning and Development Act 2000, as amended, state that a Development Plan shall include objectives for the development and renewal of areas in need of regeneration. The Act also indicates that Local Area Plans (LAPs) can be prepared for areas that require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the Development Plan. During the duration of the 2004-2010 County Development Plan, the Council initiated a number of LAPs aimed at addressing issues of regeneration and new large scale greenfield development projects. Completed LAPs include Woodbrook-Shanganagh, Kiltiernan-Glenamuck, Glencullen and Stillorgan.

The Council still considers that many of the planning related (and other) issues specific to local areas cannot be afforded the detailed attention they warrant in the broad, strategic document that is the Development Plan. Consequently, the Council proposes, subject to resources, to continue with an ongoing programme of LAP preparation for identified key areas during the lifetime of the Plan. Any programme of LAP preparation will be prioritised by the Council under their reserved function powers. Current LAPs either proposed or in train include Old Conna, Deansgrange, Goatstown, Ferndale Road/Rathmichael, Blackrock and Dún Laoghaire.

In the 2004-2010 County Development Plan, there was a Specific Local Objective to prepare a LAP for the Cherrywood area. In the interim, however, the overall scale of the development proposed for the zoned Cherrywood lands has been reviewed and reassessed. In light of the significance of the revised scale of development envisaged, and the

complexities associated with ensuring the provision of necessary social and economic infrastructure for the area, it is proposed that the most appropriate process through which the medium-term implementation and development of the area can be expedited is through the mechanism of a Strategic Development Zone (SDZ). Designation of an SDZ is to facilitate development which, in the opinion of the Government, is of economic or social importance to the State. An application to have the Cherrywood lands designated as an SDZ has been made to the Government.

The Major Town Centres of Dundrum and Dún Laoghaire – which is currently perceived not to be fulfilling its full potential - contain a number of key sites which would benefit from considered improvement and/or redevelopment. This is particularly the case in Dún Laoghaire. In response, Chapter 4 of the Plan is specifically dedicated to an Urban Framework Plan for Dún Laoghaire aimed at regenerating and revitalising the town and providing guidance in relation to future investment in commercial, retail and residential development.

It is considered that the broad fundamentals and direction of the current Urban Framework Plan for Dundrum, originally prepared in 2003, remain robust and relevant and continue to guide and inform the development of this Major Town Centre.

The preparation of a comprehensive Urban Framework Plan is currently in train for the Sandyford area – encompassing the Sandyford Business Estate, Central Park and the South County Business Park. Its primary purpose is to quantify the residual potential development capacity of the area relative to physical infrastructure criteria and to direct future development typologies to site specific parcels within the Plan area. The Framework Plan will operate at a very detailed level.

The primary objective of preparing the various plans outlined above is to promote the development of integrated, vibrant, self-contained and sustainable communities and employment nodes to meet the growing needs of the residents, workforce and investors to the County. High quality urban design will be a central facet in the realisation of this objective.

The specific spatial boundaries of the proposed Cherrywood SDZ, the various Local Area and Urban Framework Plans referred to are detailed in the accompanying Development Plan Maps.

## 3.2 Strategic Development Zone

### 3.2.1 Proposed Cherrywood Strategic Development Zone

The Cherrywood Strategic Development Zone (SDZ) is the most significant and strategic development opportunity available to Dún Laoghaire-Rathdown to realise the County's aspirations and requirements for additional enterprise floorspace and residential units in one of its most sustainable locations. The boundaries of the SDZ enclose an area of 361 hectares, though this includes very large quantum of open space and previously constructed residential and commercial developments. The scale of the development envisaged in the proposed SDZ will cater for approximately 32,000 people accommodated in 12,500 dwellings (circa 2.4 persons per household), a workforce of 18,000 (involving 350,000sqm of commercial floorspace) and 140,000sqm of retail and services provision.

The purpose of the Cherrywood SDZ is to underpin the creation of a living town at Cherrywood. To achieve this the SDZ will seek to guide the development of public space, the buildings that enclose it and the infrastructure that supports it.

There are four recurrent themes in the SDZ vision for Cherrywood:

1. That Cherrywood will be unique
2. That services and facilities will be locally available

3. That life in Cherrywood will be inclusive
4. That development will respond positively to environmental opportunities

The nascent Masterplan being prepared for Cherrywood SDZ Planning Scheme envisages three villages – Priorsland, Druids Village, Lehaunstown Village and one town – Cherrywood, forming a series of nodes centred around planned interconnecting Luas stops. A particular facet of the proposed SDZ is the clear intent to ensure proper and controlled phasing of residential (and other) development linked to the progressive delivery of both physical and social/community infrastructure. A Common Infrastructure Implementation Plan is being compiled that will copper-fasten the linkages between market-led development and the provision of economic and social infrastructure. The Common Infrastructure Implementation Plan consciously creates an interdependence and symbiotic relationship between different landowners, the County Council and other agencies to ensure cooperation between all stakeholders in the furtherance of the Planning Scheme.

Future development within the proposed SDZ boundary will be guided by an approved plan for the area. The exceptions to this are the 'A' zoned lands, the Park and Ride at Priorsland and the 'E' zoned lands south of the Wyattville Link Road as set out below.

In these 'E' zoned lands development is limited to infill development (that is development between



two permitted structures or development that benefits the transition to and the amenity of the park and abuts the existing developed area), which demonstrates appropriate design aimed at enhancing the street network, the sense of place being established and the vibrancy of the area. The type of development permissible should not be exclusively employment but should seek to enhance the mix of uses in the area, such as hotels, own-door offices and residential to provide a level of surveillance and animation along the Wyattville Link Road and overlooking the linear park. The incremental delivery of the linear park in accordance with an agreed overall design will be a critical consideration of any proposal. The scale and height of any proposal should respect the height of adjoining buildings and should reduce to a height of two to three stories abutting the park.

### 3.3 Local Area Plans

#### 3.3.1 Stillorgan

The Stillorgan Local Area Plan, adopted in 2007, is spatially centred on the cross roads of Lower Kilmacud Road, Old Dublin Road and The Hill. The Plan boundary encompasses the predominantly commercial areas of the Stillorgan Shopping Centre, the former Leisureplex site, the redundant 'Blakes' Restaurant site and the row of commercial properties immediately to the West. The Plan area includes Kilmacud Crokes GAA, the overflow car park to the west of this and further west again to the commercial areas on either side of Lower Kilmacud Road. The principle themes of the Plan are to address the problems associated with the dominance of the car and the outdated 1960's shopping centre, which does little to contribute to a 'sense of place' for the area. The Plan identifies that the population of the Stillorgan area dropped between 1986 and the 2006 census from 17,540 to 15,894 while population density is very low at 33 persons per hectare. In 2002, one or two person households accounted for 47% of all households yet 90% of the housing stock consisted of houses with five or more habitable rooms. There is a clear disconnect between household size and the accommodation available, which points irrefutably to a relatively elderly population.

The objectives of the Local Area Plan are to sustain the catchment population of the area by reviving the heart of Stillorgan, enhance the diversity of housing product available and also to provide for a range of quality retail developments. The Plan has identified a number of strategic development sites for potential redevelopment to allow for the realisation of these aims. Urban design is at the very core of this Plan, which promotes the concept of placing emphasis on prominent sites and 'nodes'.

#### 3.3.2 Glencullen

The Glencullen village and surrounding area is covered by the Glencullen Local Area Plan, adopted in 2008. It encompasses an extensive rural upland area centred on the crossroads of Glencullen and including the village, extending north along Ballyedmonduff Road, south along Bridge Road to Glencullen Bridge, west to Boranaraltry Bridge and east along Ballybetagh Road. The primary purpose of the plan is to interpret and apply national and local rural planning policy, identify 'at-risk' aspects of Glencullen, establish its overall 'carrying capacity', give guidance on the nature (type) and location of potential development and the details of appropriate scale, form and design of rural development the Planning Authority wishes to promote in the area. The 'Source Protection Plan' to protect the potable water supply in the area imposes significant constraints on the development potential of the Plan area. Included in the document is a Glencullen Rural Design Guide, which the Planning Authority believes has relevance and application to the entire rural hinterland of the County, not just the Plan area. Applications for housing in the rural parts of the County will be assessed against the Glencullen Rural Design Guide and other relevant policy documents.

#### 3.3.3 Woodbrook/Shanganagh

The primary objective of the Woodbrook/Shanganagh Local Area Plan (adopted 2006) is to promote the development of a high quality urban village centred around new public transport infrastructure comprising the planned Woodbrook DART station and bus interchange and the recently implemented Bray-Foxrock QBC. The Woodbrook/Shanganagh LAP emphasises the need to establish a sense of place and community and provides 'fine-grain' guidelines in relation to layout of spaces, streets, squares and movement and linkages through them. The LAP seeks to create a place of distinction and attempts to harness the particular local site characteristics of the area – the trees and stone walls flanking the Dublin Road, the proposed public transport infrastructure, the historic buildings (Shanganagh Castle and St James' Church) and the proximity to Shanganagh Park and the coast.

The Woodbrook/Shanganagh LAP is located in the greenbelt area between Shankill and Bray. The plan focuses on two discrete parcels of land – Shanganagh Castle to the north and Woodbrook to the south with a corridor of open space-zoned lands separating them. Any development in the greenbelt zoned element of the Plan area will require to be assessed according to the provisions of the Development Plan.

Overall, the LAP envisages the area accommodating some 2,300 residential units - c.1,400-1,700 in



Woodbrook and c.600-700 in Shanganagh Castle. Given the proximity to existing and planned public transport, densities of approximately 80-100 dwellings per hectare (dph) are envisaged for Woodbrook and 65-75dph for Shanganagh Castle. The Plan provides for a village centre accommodating a variety of uses – commercial/retail/community and a primary school. The new urban village will be set in the context of a series of buffer zones and pocket parks all focussing on a 'Green Axis' that traverses through the Plan area. Phasing of development at Woodbrook/Shanganagh will be tightly controlled and linked to delivery of necessary physical infrastructure and the concurrent provision of proportionate community facilities.

### 3.3.4 Kiltiernan/Glenamuck

The Kiltiernan/Glenamuck LAP was adopted in 2007. The Plan covers an area of approximately 100 hectares bounded to the north-west by the Stepside Golf Course and decommissioned Ballyogan Landfill, to the north-east by the M50 motorway corridor, to the west by the high amenity foothills of the Dublin Mountains and to the south by a relatively fertile agricultural plain stretching to the Scalp.

It is anticipated that the Plan area will ultimately accommodate circa 2,500-3,000 residential units, a neighbourhood centre, two tranches of public open space and a large employment node adjacent to the established mixed use development at The Park, Carrickmines.

Key planning issues to be addressed by the Plan include the need to establish a more obvious and coherent identity for Kiltiernan and to refocus the 'sense of place' within the Village core by rerouting through traffic onto a new Bypass distributor road. In terms of built form, the LAP is quite prescriptive in relation to the permissible range of densities and building heights. In relation to urban design, the Plan generally seeks to echo the relatively low-rise context of the surrounding area while densities are relatively modest in comparison with a number of the other Key Development Areas better located in relation to public transport corridors.

### 3.3.5 Old Conna

There is an acknowledgement that the future needs and requirements of Bray and environs need to be addressed in a more comprehensive and integrated fashion than heretofore. In response to the sustainability agenda, the Old Conna LAP lands west of Bray and the M11 corridor were deliberately selected in order to straddle the alignment of the planned Luas Line B2 project enshrined in Transport 21. The LAP process is currently in train.

While the area currently has a major infrastructural deficit, there is a recognition that, strategically, the urban area of Bray can only realistically expand westwards into the area of Old Conna and Fassaroe (County Wicklow). The current infrastructural shortcomings affecting both areas are being addressed by Dún Laoghaire-Rathdown County Council in conjunction with both Bray Town Council and Wicklow County Council. In strategic

terms, the Old Conna/Fassaroe area will ultimately function as a single entity with a combined Luas/road bridge spanning the County Brook Valley and linking the two new communities.

The Old Conna LAP area extends to some 182 hectares, of which 66 hectares comprises residentially zoned lands – the remainder comprising greenbelt. The zoned development lands are centred around an established historic village core. A particular issue for the Old Conna LAP is how the existing character and amenity of the area can be reconciled in architectural and urban design terms with the new development being planned. Given the sensitivities associated with the area and its landscapes, close attention to the physical form of any future development will be required – routes, spaces, urban grain, density, mix of uses, layout and massing etc. The overall objective of the Plan will be to promote a new, highly sustainable urban village that has a strong sense of place and community and is developed in the broader context of integrated land use, social infrastructure provision and delivery of high capacity public transport systems.

### 3.3.6 Goatstown

The Goatstown Local Area Plan is set within a well established suburban neighbourhood that includes the neighbourhood centres of Goatstown Cross, Willowfield, Larchfield, and the surrounding residential estates and extends over a spatial area focussed on the Goatstown crossroads at the junction of Goatstown Road, Lower Kilmacud Road, Mount Anville Road and Taney Road. There is a diverse mix of uses within the Plan area – commercial, neighbourhood centre and residential – but in urban design terms, the existing urban structure offers little in the way of cohesion or ‘sense of place’. The crossroads is an environment completely dominated by vehicular traffic, quite hostile to pedestrians and cyclists. Immediately to the east of the Plan area is the long-standing reservation corridor for the Dublin Eastern Bypass. The land-take associated with the corridor is significant and the almost thirty year sterilisation of the lands in question undoubtedly impacts negatively on the wider locale. While there has been some new medium-to-high density infill development in or adjacent to the Plan area in recent years, the predominant form in the environs is of long established low rise, low density residential allied to an aging population. The LAP will seek to introduce policies and initiatives to mitigate at least some of the negative factors impacting on the area, and to maintain and enhance Goatstown as a vibrant and sustainable urban village.

### 3.3.7 Deansgrange

Deansgrange Village is situated on the crossroads formed by Deansgrange Road, Clonkeen Road and Kill Lane. The defined Local Area Plan boundary extends 0.5kms in each direction. The current population of this area is approximately 2,000. The majority of the lands contained within the Plan are zoned residential. There are reasonably sized tranches of employment zoning on Kill Lane (Deansgrange Business Park) and Pottery Road. Lands around the crossroads and at the corner of Kill Avenue and Rochestown Avenue are zoned Neighbourhood Centre. To the south-east of the Village is the substantial open space area of Clonkeen Park. The Plan area contains no virgin greenfield lands so any potential future development will, by implication, be by way of infill and/or redevelopment of existing brownfield sites.

The principal issue impacting on the Plan area is the dominance of the private car. The crossroads is a very heavily trafficked junction with the majority of traffic movements created by through traffic accessing Blackrock, Dún Laoghaire and the N11 as opposed to locally generated traffic. The Village centre continues to represent a hostile environment to pedestrians and cyclists and the public realm appears subsidiary to vehicles, albeit that recent road schemes have improved the situation. The pattern of residential development in the Plan area is predominantly low rise and low density. The 2006 Census data confirms the trend of continuing local population decline and an aging population profile. Despite the juxtaposition of the Plan area to Clonkeen Park, the principal entrance to the Park on Kill Avenue is unsatisfactory and uninviting and gives no sense of what lies beyond.

The primary objective of the Plan will be to guide the regeneration of run-down brownfield areas within Deansgrange and to improve the public realm by providing upgraded civic spaces and to create a more attractive and safe shopping and living environment. Other objectives will be the promotion of improved pedestrian movements within the Plan area, the selection of key sites for landmark buildings, the identification of areas appropriate for infill residential development and the development of a traffic management plan for the Deansgrange Business Park.

### 3.3.8 Blackrock

The centre of Blackrock is in need of renewal and investment if it is to provide for a coherent and vibrant District Centre with improved public spaces and pedestrian linkages. The LAP is envisaged to set out measures to rejuvenate the locality and, in particular, the area centred on the Main Street and the two existing shopping centres (Frascati and Blackrock). The context of the Plan will take cognisance of potential developments over an extensive area from Dunardagh to Blackrock Park



and from Carysfort Avenue to the Baths. Overall, the anticipated purpose of the LAP will be to develop a clear and integrated vision for Blackrock primarily for the delivery of a vibrant retail core and a comprehensive range of community facilities that will meet the needs of the local community into the future. Specific local issues will include physical improvements to the public realm and traffic management proposals for the Main Street. The primary objective for the area around the two shopping centres is to improve the pedestrian permeability across the Blackrock Bypass (Frascati Road) and to enhance the quality of the retail offer. Other components of the Plan will explore the potential for additional residential development to the south and southeast of the centre and the comprehensive redevelopment of the area framed by the Baths, DART station, Idrone Terrace and Blackrock Park.

### 3.3.9 Rathmichael/Ferndale Road

A Local Area Plan for the Rathmichael/Ferndale Road area will be prepared during the lifetime of the Plan in recognition of anticipated changes likely to be driven by the delivery of improved mains drainage and water infrastructure (on foot of identified Water Services Investment Programme projects) and the proposed introduction, late in the Plan period, of Luas Line B2 in accordance with stated Transport 21 programmes.

### 3.3.10 Dún Laoghaire

It is envisaged that a Local Area Plan - to complement and eventually replace the Dún

Laoghaire Urban Framework Plan (Chapter 4) - will be progressed during the lifetime of this Development Plan. The Local Area Plan will cover a much greater area and extend generally from Mounttown Road Upper/Lower, Glenageary Road Upper, and Eden Road Upper/ Lower in the south, Carrickbrennan Road to the west, Sandycove Avenue East/West, the 'Forty Foot' and Sandycove Harbour as the east boundary, and encompassing all areas north up to and including Dún Laoghaire Harbour, the piers and the Newtownsmith coastal strip. It is anticipated that the focus of the LAP will be broadened and extended to examine not only issues specific to the Town Centre but also the identification of opportunities in the more outlying areas removed from the Town Centre. Strengthening the connectivity and linkages between the Town Centre and its wider environs will likewise be a key objective of the LAP.

## 3.4 Urban Framework Plans

### 3.4.1 Sandyford Business Estate Area

Over the last ten years, the area defined by the Sandyford Urban Framework Plan – Sandyford Business Estate/Stillorgan Industrial Estate/Central Park/South County Business Park – has been subject to unprecedented levels of change and growth. Commencing in the late 1990's and gathering momentum between 2000 and 2007, the area has witnessed the redevelopment and transformation of previously low rise, low density manufacturing sites to medium-to-high density technology units, office schemes and, more recently,

residential development. The transformation of the Plan area, which extends to approximately 150 hectares has taken place largely on a site-by-site basis without reference to an overarching plan to guide and coordinate development.

The potential pitfalls of pursuing incremental development on a piecemeal basis in the absence of a coherent plan-led strategy became evident in 2007 when certain potential shortcomings in the capacity of local infrastructure networks became manifest. Planning applications are considered having regard to Government policy and guidelines and their accordance with the County Development Plan. Since 2008 information has become available in respect to infrastructural constraints within the Sandyford catchment area. These issues have informed the Planning Authority's recommendations. The Planning Authority is actively addressing the infrastructural constraints.

The Urban Framework Plan in preparation will identify the appropriate quantum of development for the Sandyford area having regard to potential infrastructure constraints, the realistic capacity to address these constraints and the likely costs associated with same. Particular attention is being given to the areas of transport infrastructure, water and drainage services, social infrastructure, (including educational facilities) and recreation/amenity facilities.

It is anticipated that the Urban Framework Plan will provide a relatively fine-grain analysis and guidance on appropriate densities, plot ratios

and quantum of development that can be accommodated throughout the Plan area into the future on a site-by-site basis. In addition to the specific quantitative proposals, it is anticipated that the Framework Plan will also provide recommendations in relation to more qualitative, generic issues such as urban design, landmarks and gateways, height and massing, transport and networks and the public realm/public spaces.

Amendments to the boundary of the Urban Framework Plan for the Sandyford Business Estate area on Map No. 6 may be considered in order to facilitate potential infrastructure improvements – in particular the road objectives listed in Table 12.4 and 12.5. Such amendments should be de minimis, and appropriate justification provided in the plan.

### 3.4.2 Dundrum

Until the late 1990's much of the character of the original and relatively small town centre of Dundrum was generated through its streetscape of modest commercial and retail buildings fronting directly onto Main Street and its subsidiary lateral streets and lanes. Though designated at that time as a Major Town Centre the designation related to its potential position in the retail hierarchy rather than to the scale or function of its built form.

In response to the significant level of change planned and predicted for Dundrum Town Centre in the late nineties, the Council prepared and adopted a broad brush, largely strategic Urban Framework Plan for the area in 2003. The primary



purpose of this overarching Plan at the time was to provide a clear and coherent vision to guide the future development and redevelopment of the core of Dundrum focussed on the Main Street. It is considered that the physical manifestation of the 'new' Dundrum generally respects and reflects the broad direction set down and provided by the original Urban Framework Plan. The fundamentals of that Plan are considered to remain robust and for that reason the Plan is restated in this Development Plan, albeit modified and updated to reflect changes and circumstances since its first adoption.

### Framework Plan Area

The Plan area represents a relatively small 'compact' canvas and is defined generally as the area between the Luas line, the Dundrum Bypass, the Taney Road/Upper Churchtown Road junction and Wyckham Way to the junction of Overend Way. It is mainly zoned for Major Town Centre uses, with some small pockets zoned residential. Sweetmount Park, the principle tranche of public open space, lies on the west side of the Dundrum Bypass and serves the wider general area.

This area has experienced substantial commercial and infrastructure development since 2000 including:

- Completion of the new Dundrum 'Town Centre' shopping centre (Phase 1)
- Landmark Luas (William Dargan) Bridge
- Luas Line B (including Dundrum and Ballaly Stops)
- Dundrum Bypass
- Wyckham Way (Bypass) to Sandyford Road
- Wyckham Way Extension (Sandyford Road to Upper Kilmacud Road)
- Various large apartment schemes
- Bus-Luas Interchange at Waldemar Terrace

### The Framework for the Future Town Centre

The area is framed by a number of physical elements which continue to have a strong influence on its shape, growth and context:

- The Luas line with its two stations clearly defining the east flank of the town centre
- The Wyckham Way defining the southern edge of the Town Centre
- The Dundrum Bypass, River Slang and Sweetmount Park on the west
- The existing Main Street/Sandyford Road axis which continues to form the heart of the town centre
- The Ballinteer Road/Upper Kilmacud Road which forms an important crossroads with the Main Street, the centre of gravity, as it were, of the now well established 'new' town centre

### Framework Plan – Principal Elements

There are a whole series of generic Development Plan policies, objectives and specific objectives that will 'feed in' to and help guide and influence the ongoing development and redevelopment of the core area of Dundrum in a coherent and considered way. In addition, however, there are a whole series of Dundrum-specific projects and initiatives that individually and collectively will contribute to the shaping of this important Major Town Centre into the future. These include:

- Demolition of the ageing Dundrum Shopping Centre and its replacement with Phase 2 of the new Dundrum Town Centre.
- The preparation and implementation of a high quality environmental improvement scheme for Main Street and possible future improvements and upgrading to immediately adjoining streets and lanes. The Council will pursue a fine-grained approach to the urban form on and adjacent to the Main Street.
- The comprehensive redevelopment of the environs of the William Dargan Bridge, Undercroft, Usher House and Waldemar Terrace. This area provides a significant opportunity to create a new focal point and sense of enclosure at the northern 'gateway' to the Main Street. Any redevelopment scheme should include high quality built form including a landmark building or structure focussed around a new civic space and linked to an upgraded public transport interchange facility adjacent to the Dundrum Luas stop. There is however, no implication that a 'landmark building' should be interpreted as having to be a building higher than its surroundings. Landmark buildings may be just as memorable due to their out-of-the-ordinary high quality design/materials, and/or position.
- Continuing the regime of strict control of advertising and building facades through the Development Management process.
- The provision of a pedestrian-friendly and traffic-calmed environment along the Main Street with particular care being paid to paving materials, modern public lighting, hard and soft landscaping and street art.
- The selection of paving materials of appropriate type and finish to enhance and distinguish the historic centre of Dundrum in the vicinity of the Protected Structures and the Architectural Conservation Area, while allowing other areas to develop with a separate style.
- The planned provision of significant additional off-street and underground car parking provision with appropriate access routes (both surface and sub-surface). This will help minimise vehicle movements and facilitate the complete removal of surface parking from

- the Main Street and immediately connected streets.
- › To facilitate increased penetration by buses as part of the Quality Bus Network, with particular emphasis on improved orbital routes linking Tallaght-Dundrum –Dún Laoghaire.
  - › The provision of cycle facilities including a linked cycle network and additional cycle parking.
  - › The provision of a wide range of employment, leisure, entertainment, cultural, hotel and restaurant uses in the town centre to create activity and enliven.
  - › The provision of additional residential uses in the town centre including 'living over the shop' and stand alone schemes, and schemes for the elderly – if and where appropriate. In this way the existing residential use in the town centre can be strengthened and copper fastened.
  - › The conservation, preservation and re-use of historic and interesting buildings, including groups or blocks of such buildings like existing groups or blocks of such buildings like existing groups or blocks of such buildings like existing terraces. These form an established part of the town and contribute to its overall character.
  - › The reinstatement and strengthening of the urban fabric along the Main Street and the Sandyford Road – including infilling gap sites where appropriate. This applies especially to the northern edge of the town centre where a lively and mixed commercial presence is required. Similar regeneration criteria apply to the refurbishment of the remaining dwellings and businesses on Sandyford Road immediately south of the Dundrum Cross.
  - › The development of a comprehensive pedestrian walkway network connecting and linking key destinations - including the Dundrum Shopping Centre (Phases 1 and 2), the Dundrum and Ballaly Luas stops, Main Street/Sandyford Road, Sweetmount Park and a series of internal town squares. There is a recognition that the insertion of the Dundrum

and Wyckham Bypasses inevitably creates a degree of severance – both physical and perceived - between the Town Centre core and its, generally, residential hinterland. The proposed footpath network should, therefore, seek to mitigate this severance using a variety of mechanisms including pedestrian bridges at key locations, pedestrian priority controlled junctions etc.

- › The Mill Pond/Mill House area already functions as a focal public space with new commercial buildings set around it in an attractive manner. The space is enhanced and animated throughout the day and at night. Other similar squares, public spaces and quality publicly accessible spaces need to be introduced to the Town Centre Phase 2 development and the proposed 'Gateway' scheme at the northern Terminus of Main Street.
- › To produce a stronger streetscape by sensitive infilling of gaps in the urban fabric, reducing setbacks where appropriate and encouraging new buildings close to the public footpath (if appropriate).
- › All new building interventions shall respect and have cognisance of the scale, materials and character of the existing established town centre (especially of the Main Street/Sandyford Road to include the Upper Kilmacud Road and Ballinteer Road between the Luas line and the Dundrum Bypass) and the residential amenity of the surrounding area.

### 3.4.3 Sallynoggin

It is the intention of the Council to prepare a Local Area Plan for the Sallynoggin area during the lifetime of the Development Plan. The detailed extent of the Local Area Plan boundary is still to be determined.

## 4 Dún Laoghaire Urban Framework Plan



## 4 Dún Laoghaire Urban Framework Plan

### 4.1 Introduction

An Urban Framework refers to the pattern, structure or arrangement of streets, buildings, open space and landscape that make up urban areas. It is the interrelationship between all of these elements, as much as their individual characteristics, which bond together to make a place. The appropriate mix of buildings, green spaces and streetscape is important to the quality of residential developments.

The Urban Framework provides the basis for detailed design of the various constituent elements. It creates a coherent structure, which can form the basis for the design of individual developments proposed for an area. Various recognised elements form part of this framework, and should be considered by designers at initial concept development stages.

The following Urban Framework Plan sets out a clear and coherent vision to guide the ongoing development that will contribute to the physical regeneration of Dún Laoghaire Town Centre. The Plan encompasses an area from Sandycove to the 'Gut' at the West Pier to the laneways that run parallel with George's Street. It extends the length of George's Street from Park Road to Clarence Street taking in the retail and commercial core of Dún Laoghaire Town Centre. The area is well serviced by public transport with the ferry port, the DART station and bus routes (see Map 4.1).

Significant progress has been made in recent years with the redevelopment of the Harbour Yard, the second phase of the Pavilion development, the restoration and extension of the Royal Marine Hotel and the new Commissioners of Irish Lights Headquarters. An international competition has been held to bring forward proposals for a new County Library and Cultural Centre at Moran Park. Notwithstanding these achievements, there is a continuing need for investment in commercial, retail and residential development and the development of new, and improvement of existing, public spaces. Map 4.1 illustrates the vision for Dún Laoghaire.

Two themes underpin this Plan:

1. Reconnecting the Town Centre to the sea.
2. Creating vitality within the Town Centre.

The Urban Framework Plan will continue to guide and assist the development of Dún Laoghaire Town Centre until such time as it is superseded by the statutory Local Area Plan for the wider Dún Laoghaire environs (see Section 3.3.10).

### 4.2 Reconnecting the Town Centre to the Sea

Dún Laoghaire is characterized by the separation between the town and the waterfront, which is the primary amenity of the area and which gives the town its unique sense of place. This separation is created by the DART, which is in open cut, and by Crofton and Queen's Road, where limited crossing points primarily serve traffic. This plan seeks to overcome this by strengthening the links between the town centre and the waterfront, including a revitalised public realm. A high quality network of streets and public spaces will reinforce the connection between the town and the sea by facilitating easy pedestrian access to the town centre. The creation of these links and routes will be a guiding principle for new development, as will architectural design that provides interest and scale, together with appropriate uses to animate these routes.

The key projects identified in the Framework Plan to achieve the objective of reconnecting the Town Centre to the sea focus on:

#### 4.2.1 The Waterfront

Historically, Marine Road terminated at the water's edge off the Victoria wharf. This simple and direct relationship between the town centre and the sea was diluted with the redevelopment of the ferry terminal. While the civic space as developed is undoubtedly attractive, it is isolated from both the Town Centre and the water's edge. It is also underused. It is desirable that this space be redeveloped to its full potential. As a space it would benefit from surrounding uses that would animate it both by day and by night. The wall and lower car park that blocks the view out to the sea and direct access off the water should be redesigned. This area needs to connect more strongly with Marine Road, with the primary aim of encouraging pedestrian/cyclist movements down from the Town Centre. Currently such movements are difficult, due to the roundabout and roads. The development of a coastal walk/cycle path through this area is both an objective of the County Development Plan and an objective of this Framework Plan. A coordinated landscaping scheme will be sought in terms of design, pattern and materials, using a consistent design language both along the waterfront and linking with the core of the Town Centre.

#### 4.2.2 Marine Road

As part of the strategy to improve the linkages between the seafront and the Town Centre, it is essential to upgrade the experience and ease of movement between them. Critical to this is the streetscape of Marine Road. It is an objective to create a boulevard that will sweep down from George's Street to the civic space adjoining the

ferry terminal. A narrower tree lined carriageway with high quality and new wider paving, together with new public lighting will reaffirm Marine Road as a major civic street.

#### 4.2.3 Public spaces

It is proposed to create a series of new, well-defined public spaces to reinforce the link between the Town Centre and the sea along a revitalised Marine Road. These include:

- > a significant new public space along the frontage of the Pavilion development, which will deck over the railway line.
- > an upgraded public space at the junction with Eblana Avenue, adjoining the Senior College and St. Michael's Church will be created as part of the new Church Pastoral Centre. It is considered appropriate that the church space fronting George's Street Lower be developed as a civic space. A new 'bookend' signature building containing uses that would animate this space, both during the day and at night, may be appropriate.

#### 4.2.4 Landmark Buildings

The character of Dún Laoghaire Town Centre will be protected and intensification will be promoted through compact urban form rather than taller buildings. A key objective is to protect the unique

skyline, particularly for views from the ends of the East and West Pier.

Dún Laoghaire is designated as the Major Town Centre. Building heights within the area are typically 2-3 storeys, with some recent and post-war developments of about 4-5 storeys extending to a maximum of 7 storeys on some prominent sites. Only the spires of St. Michael's Church and Mariners Church (the Maritime Museum) and the tower of the County Hall rise above the overall urban skyline. It is an objective that this hierarchical relationship between long established landmark buildings and new infill development be preserved and maintained. (See also Section 3.3 of Appendix I: Building Height Strategy).

New development should strive to be contextual, seek to re-establish streetscapes, to be appropriately scaled and to be rich in materials and details consistent with the existing typology of the Town Centre. It may be appropriate however, to provide landmark buildings at strategic points throughout the Town Centre. Landmark buildings fulfil an important role in urban design by forming memorable parts for localities and can greatly add to a 'sense of place'. There is, however, no implication that a 'landmark building' should be interpreted as having to be a building higher than its surroundings. Landmark buildings may just be memorable due to their out-of-the ordinary high quality design/materials, and/or position.



#### 4.2.5 The Royal Marine Hotel

The first element in creating a new street to the Royal Marine Hotel has been achieved with the redevelopment of Pavilion 2. This street will draw people into Moran Park to the proposed County Library and the Mariners' Church. Proposals for the remaining sides of this street should incorporate ground floor retail units in a development characterized by a mix of use, a tight urban grain and variety in its architectural language. The completed street will anticipate future potential development to the rear of the shopping centre and will exploit the unfolding view of the Mariners' Church spire.

#### 4.2.6 Crofton Road to Sussex Street

The first phase of a pedestrian link between Sussex Street to Crofton Road has been provided in the redevelopment of the Harbour Yard. The completion of this route shall form part of any redevelopment of the Old Schoolhouse. When complete, this route will allow direct access between the Town Centre along Sussex Street to the DART and bus interchange. At Crofton Road, a new controlled crossing is proposed to facilitate pedestrians. This route will ultimately link to future east-west routes through the hospital and convent lands, and a mix of uses with active street level frontages will be encouraged along it.

#### 4.2.7 The Hospital and Boylan Centre

The Hospital lands and the Boylan Centre represent one of the largest remaining development areas within the Town Centre. This Plan will seek to retain the existing hospital uses, together with uses that create and contribute to the vitality of the Town Centre.

Any development on the Hospital lands and Boylan Centre should create a network of new streets and public spaces to foster an attractive living and working environment. These streets and squares should form a series of secondary routes between George's Street, Crofton Road and Royal Marine Road and provide a framework for the subdivision of the block. Where considered appropriate, the reuse of existing buildings will be encouraged. Development fronting along new routes in this area should have a tight urban grain, variety in its architectural language and design and unit sizes that will encourage and promote a variety of uses. The potential for linking new development in the Hospital lands over the DART Line to the seafront and Marina requires further investigation.

Any development must carefully address the scale and setting of Charlemont Terrace and the unique long distance views and skyline of the Town Centre.

#### 4.2.8 The Dún Laoghaire Shopping Centre

The main entrance to Dún Laoghaire Shopping Centre should be promoted as a focal point in the centre of the town, given its prominent location at the intersection of Marine Road and George's Street. A redesigned entrance should permit the easy flow of people into the Centre and back out to the street. The frontage to Marine Road should be redeveloped to recreate an attractive streetscape, with a frontage that engages and enlivens the street.

#### 4.2.9 Bloomfields Shopping Centre

Bloomfields Shopping Centre is isolated from George's Street by a narrow strip currently serving as a surface car park. Numbers 35-37 George's Street undermine its connection to the main retail street. These units form an island, with their unprepossessing rear elevations facing the shopping centre and are underdeveloped, given their proximity to the centre. There is an opportunity to create an inviting urban and civic space through the comprehensive redevelopment of these units - either through their removal or redevelopment with dual frontage to reflect their high profile setting within a new civic space.

#### 4.2.10 George's Street Laneways

The laneways to the south of George's Street offer an opportunity to provide modern residential accommodation over shops, bringing life and vitality to an area currently in very poor physical condition. To encourage this, the Council intends to upgrade these laneways and to take them in charge. Upgrading will include, inter alia resurfacing, new street lighting, traffic calming and urban landscaping.

### 4.3 Creating Vitality Within The Town Centre

Notwithstanding the natural advantages of and recent development within the area, significant tracts of urban land remain underutilised, overall residential density is low and the town's location beside the sea creates a limited hinterland. These factors have contributed to a lack of vitality and activity that should be addressed by seeking an appropriate intensity of use in remaining lands.

When considering development proposals in Dún Laoghaire, the Council will have regard to the visual impact such development will have on the existing skyline when viewed from surrounding areas and the East and West Piers of the harbour.

#### 4.3.1 The Harbour

Dún Laoghaire harbour historically was an important freight port, but this function has



changed in recent times. The port is now primarily used as a passenger ferry port and for recreational sailing. The objective of this Plan is to protect the harbour for harbour-related uses, but not to confine permitted uses in the harbour to a degree that exclusively attracts those with an interest in active maritime recreation. There is a need to encourage public accessibility and to attract uses that cater for a broader spectrum of the population of Dún Laoghaire. Development that benefits from the coastal setting and that provide surveillance, vitality and a mix of uses within the harbour proper shall be encouraged as a means of revitalising the seafront.

In visual terms, it is considered that the central harbour area, i.e. at the ferry terminal, has the greatest potential to accommodate new development. Furthermore, new development at this location could most readily link to the existing town centre and aid its regeneration. The height, scale and mass of any development proposals should generally reduce from the central terminal area towards the Carlisle, East and West Piers. Redevelopment proposals for the Carlisle Pier should regenerate and enliven the waterfront. Such proposals require to be carefully scaled and sensitive to their setting. In general, development of the harbour should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront paramount. This can be delivered through the introduction of walkways, viewing areas and public spaces.

#### 4.3.2 Newtownsmith

This is a key waterside area between the East Pier and Sandycove Harbour. This Plan will encourage the provision of an environmental amenity improvement scheme for this stretch of the coastline, which will include a promenade and cycleway as part of the wider, more strategic Sutton to Sandycove (S2S) project.

The work undertaken by the Dún Laoghaire Baths Sub-Committee sets down an appropriate framework which any redevelopment of the Baths site must have regard to. The seven key recommendations of the Sub-Committee are:

- Retention and Refurbishment of Existing Baths Building: The existing Baths building will be retained with a modern extension, if required, to accommodate the proposed public amenities/ facilities.
- Provision of Enhanced Public Amenities: Provision will be made in any development for the following facilities - swimming facilities, facilities for younger children, walkways, cycle facilities, a restaurant /coffee shop with a public viewing area and facilities for various marine therapies.
- Preference for Concept A over Concept B (these concepts for the Coastal Environmental Improvement Scheme from the East Pier to Sandycove were the subject of comprehensive public consultation).

- **Minimise Infill Development:** The extent of any infill development will be limited to providing adequate sea defences. Protection of any proposed development and /or the provision of a continuous walkway/cycleway from the East Pier to Sandycove will have due regard for the sensitive ecology of the area
- **Provision of a Swimming Pool:** It is considered that public swimming facilities should be provided
- **Provision of Car Parking:** The provision of additional car parking spaces will be investigated further.
- **Scale of Proposed Development:** In order to reduce the scale and cost of any development project the area between the East Pier and the Baths site will be prioritised for upgrading and renewal.

#### 4.3.3 The Gut

The Gut is considered to be a key site in this area and a gateway site on the approach to Dún Laoghaire. It has the potential to provide for uses that would enliven this area of the waterfront. The redevelopment of this site should provide excellent public access to the coast and uses that benefit from, and add to, the variety of activities in this area.

#### 4.3.4 Tedcastle Site

With its location on one of the main approach roads to Dún Laoghaire the site offers potential for redevelopment. The bulk and scale of any proposed development will be set in the context of the abutting development, with greater potential for height to the front (northern end) of the site as opposed to the rear. Development on this site should create an appropriate streetscape by creating frontage that engages with and enlivens the streets that border the site, and should investigate the possibility of providing pedestrian permeability through the site.

### 4.4 Objectives

It is an objective of the Council to:

1. Upgrade and revitalise Dún Laoghaire Town Centre through the implementation of the vision for the town's future development as set out in the Urban Framework Plan.
2. Enhance the range of uses along the waterfront and encourage activities which create increased attraction for the general public.
3. Improve physical linkages and accessibility between the Town Centre and waterfront.
4. Encourage and provide for increased pedestrian permeability between George's Street and Crofton Road.

5. Identify and encourage redevelopment of key sites at present under-utilised e.g. Hospital Lands, George's Place and sites at the harbour.
6. Encourage development of buildings of architectural quality and appropriate to context.
7. Provide a network of attractive urban spaces and public realm.
8. Improve and enhance existing visual amenity and streetscape within the Plan area.
9. Plan and implement a coherent landscaping scheme along both the waterfront and along Marine Road and its environs.
10. Seek to ensure a balanced development of the Town Centre through the development management process, and to require appropriate uses at ground floor level and at corner sites which contribute to the vibrancy of the town centre.
11. Upgrade the road leading from the Coal Quay Bridge to 'the Gut' and to explore the possibility of providing pedestrian access by way of a cantilevered boardwalk.
12. To implement a street tree planting and soft landscaping programme within the Urban Framework Plan area.
13. To seek the incremental rationalisation and consolidation of the primary retailing core on George's Street between Library Road and Corrig Avenue.

### 4.5 Specific Local Objectives

In addition to the objectives listed above, Map 3 of the County Development Plan identifies the following Specific Local Objectives relevant to the Urban Framework Plan (see Chapter 17):

- **SLO 13:** Development of the Harbour in accordance with a Harbour Masterplan
- **SLO 14:** The Gut
- **SLO 15:** Coal Quay Bridge – improved access
- **SLO 16:** Redevelopment of the Carlisle Pier
- **SLO 17:** The Metals from Marine Road to Dalkey
- **SLO 18:** Library at Moran Park
- **SLO 19:** Laneways to the southwest of George's Street
- **SLO 21:** Enhancement scheme for the area between the East Pier and Sandycove
- **SLO 68:** George's Place and the Fire Station
- **SLO 73:** St. Michael's Hospital and Boylan Centre
- **SLO 77:** Local Area Plan for Dún Laoghaire
- **SLO 93:** Sandycove to Sutton Promenade and Cycleway (S2S)

- > **SLO 94:** Youth and Community Centre
- > **SLO 95:** Water Leisure Facilities at the Gut and rear of the West Pier

- > **SLO 107:** Carnegie Library – Public and Community Use

## Map No 4.1 Indicative Urban Structure Plan



