



Appendix 17
Interim
Dún Laoghaire Urban
Framework Plan

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17. Interim Dún Laoghaire Urban Framework Plan

Vision: To continue the regeneration of Dún Laoghaire in becoming a thriving sustainable and attractive place to live, work and visit.

17.1 Introduction

This Interim Urban Framework Plan is intended to set out a clear and coherent vision to assist and guide the ongoing development and regeneration of Dún Laoghaire Town. This Framework Plan is entitled an Interim Plan and will be reviewed following on from the outcomes of the two ongoing studies of the Harbour and the town.

The Interim Plan encompasses the coastal area from the Peoples Park to 'The Gut' at the West Pier, the entirety of the Harbour and extending to the laneways that run parallel with George's Street. It extends the length of George's Street from Park Road to Cumberland Street taking in the retail and commercial core of Dún Laoghaire Town Centre. The Interim Urban Framework Plan provides the basis for detailed design of various constituent elements. It helps create an overarching coherent structure, which can then form the basis for the design of individual developments proposed for specific sites or locations.



17.2 Appraisal

Since the adoption of the first Urban Framework Plan in 2004 considerable progress has been made in realizing the strategic objectives of successive Plans.

Table 1: Progress on UFP since 2016

The dlr Lexlcon, strategically located to strengthen the links between the Town Centre and the Waterfront has become fully operational and continues to generate significant footfall into the town.

The Metals Projects Phase 1 and 2 have been completed creating a linear park between the Town Hall and the Lexlcon.

Works are ongoing at the Old Dún Laoghaire Baths site.

Work had commenced on a recently granted permission on the Old School House site on Eblana Avenue which will complete the pedestrian link between Sussex Street and Crofton Road.

Redevelopment of the former depot site at Georges Place to provide new social housing and plans for a new school on the site. Completion of upgrades to Kelly's Avenue and stage one of the new pedestrian link through the fire station

Significant evolution in terms of the residential offer in Dún Laoghaire with change of use of commercial units to individual residential units, multi occupancy units back to single unit use, use of upper floors for residential and also new schemes on Georges Street and Crofton Road.

Provision of co working spaces on Georges Street

Delivery of new permeability connections to the surrounding areas including pedestrian and cycle links to the new residential community at Honey Park and Cualanor.

Completion of urban realm and placemaking improvements on Haigh Terrace and Georges Street

Restoration and redevelopment of the Peoples Park and completion of the raised promenade adjacent to the Peoples Park.

The combined effect of the progress above is significant in achieving the overall on going vision for the town and in particular in ensuring that there are now a number of connections between the Town Centre and the Harbour and Waterfront area.

The ongoing changes to the residential population of the Town creates increased footfall, and demand for local services further assisting in creating vitality and public life within the Town.



17.3 Opportunities and Challenges

Notwithstanding these achievements, new opportunities and challenges are now emerging.

The role of town centres is changing (Refer chapter 7. Town Villages and Retail Development) with a move towards multifunctionality and what is called “experiential retail”. Footfall and retail spend can no longer be used as an indicator for a successful town centre. The focus is on the social, cultural, civic and economic role of the Town business and/or leisure, heritage and tourism.

The change of use of what were formerly commercial premises to residential creates challenges particularly where ground floor residential uses may become pepper potted through the commercial heart of the town thus reducing active commercial frontages. The recently commissioned Spatial and Economic Plan for Dún Laoghaire will examine the changing nature of office-based employment and make recommendations in relation to future economic opportunities in Dún Laoghaire.

The Harbour offers unparalleled opportunities as it repositions itself from its previous role as a commercial port to a marine, leisure, tourism, heritage and innovation destination that is fully integrated with the wider Town. The ongoing harbour study will aid in identifying opportunities in the harbour.

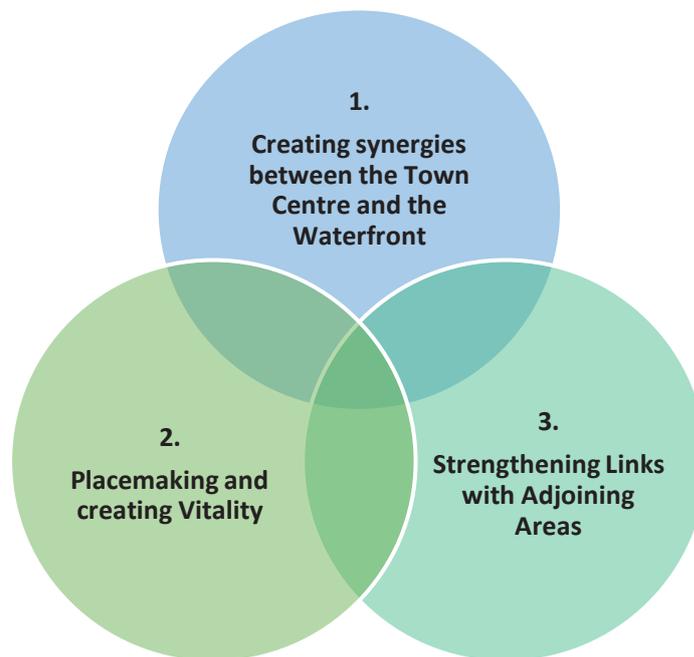
Whilst substantial progress has been made on connecting the town to the seafront the challenge is now to enhance and progress those connections in order to develop synergies between uses in the harbour/waterfront area and the town.

A number of sites in both the town and waterfront/harbour area offer substantial opportunities for high quality regeneration incorporating a mix of uses, high quality public realm and improved pedestrian and cycle connectivity to the wider area.

The future Local Area Plan may contain specific policies on appropriate mix of uses informed by the two studies.”

17.4 Themes

Building on the above three themes underpin this Interim Framework Plan:



17.5 Creating synergies between the Town Centre and the Waterfront

Until recently Dún Laoghaire was characterised by the physical and perceptual separation between the Town and its Waterfront, which is the primary amenity of the area and which gives the Town its unique sense of place. This separation created primarily by the DART corridor which was in open cut, and by Crofton and Queen's Road, is gradually being overcome by a series of public realm projects along the Metals at the People's Park and more recently along Haigh Terrace.



Urban Structure



Legend

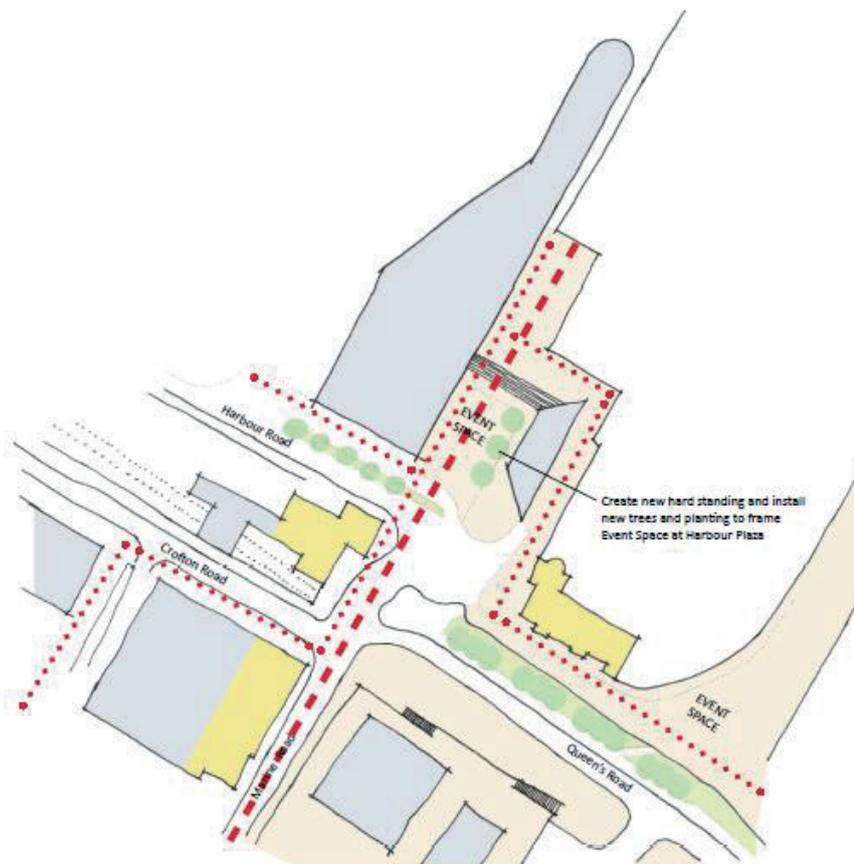
-  Principal spine linking Waterfront to the Town
-  To seek development of Civic Space
-  Opportunities / potential development to be explored
-  To upgrade and seek pedestrian cycle permeability and linkage
-  To seek coordinated landscaping to define Town Quarters
-  To improve access to the Waterfront
-  To seek the development of a pedestrian/cycle route

As opportunities arise new routes are being developed through the Old School House Site, St Michael's Hospital and through the recent development at George's Place. The key projects identified in the Interim Framework Plan to achieve the objective of reconnecting the Town Centre to the Waterfront focus on:

17.5.1 The Waterfront and St Michaels Wharf

The waterfront and the ferry terminal site offer a unique opportunity for sensitive regeneration which can aid in creating synergies between the town and the seafront and further enhance the emerging multifunctional role of Dún Laoghaire town. Whilst offering a myriad of opportunities any development must be sensitive to its waterfront location.

Historically, Marine Road terminated at the water's edge off the Victoria Wharf. This simple and direct relationship between the Town Centre and the water's edge was dissipated and compromised with the redevelopment of the ferry terminal in the 1990's. While the space around the terminal is reasonably attractive, it is isolated from both the Town Centre and the water's edge. It is also underused and lacks any greenery. It is desirable, therefore, that this space be redeveloped as a public space to realise its full potential with appropriate planting, street furniture and amenities. The wall and lower car park that blocks the view out to the sea should be redesigned to allow direct access for the public to the water's edge and so promote improved engagement with the marine activities of the Harbour. As a space it should primarily be a public space but it would benefit from a mix of active uses including employment, marine, leisure and tourism that would bring much needed activity, both during the day and at night and throughout all seasons. Uses should be informed by the forthcoming Economic and Strategic review of the Harbour. Any development within this area should connect directly with Marine Road so as to prevent a differentiation between the town and the harbour.



The space should create a hub within the harbour which complements the uses in the town and creates a synergy between the retail heart on Georges Street and the activities in the harbour. Any development should provide access to the waterfront with design consideration being given to the fact that the buildings relate to both the coastal and urban setting.

Further measures to improve pedestrian movement, including an assessment of the large roundabout on Harbour Road, together with improved legibility, should be examined. The development of a coastal pedestrian/cycle route through this area as part of the proposed Sutton to Sandycove (S2S) Cycleway which is a component part of the proposed National East Coast Trail Cycle Route should be progressed. There is potential to build on the temporary works that have been carried out as part of the Covid 19 emergency response thereby connecting Dún Laoghaire to Blackrock. These links, together with a strong amenity connection via the Old Baths site to Sandycove, will ensure that Dún Laoghaire and its surrounding Villages develop in tandem.

17.5.2 Marine Road

As part of the strategy to improve the connectivity between the Waterfront and the Town Centre, it is essential to continue to upgrade the experience and ease of movement between them. Critical to this is the streetscape of Marine Road which effectively is the main connector between the town and the harbour. Upgrading of the first section at the junction of Marine and Queen's Road was delivered as part of the Metals Projects Phase 1. Public realm works have reduced the difficulty for pedestrians crossing the complex series of exits/entrances between the Shopping Centre and the Royal Marine Hotel. It is an objective of this Interim Framework Plan to continue to reaffirm Marine Road as a major civic street by seeking the completion of this improvement scheme along its length to the junction with George's Street. Proposals to improve the frontage and relationship of the Shopping Centre (together with its vehicular access) and the Church to the public realm should be examined. This will create a narrower tree lined carriageway with wider paving, improved surfaces and new public lighting to create a stronger sense of place.

17.5.3 The Royal Marine Hotel, Haigh Terrace and Park Road

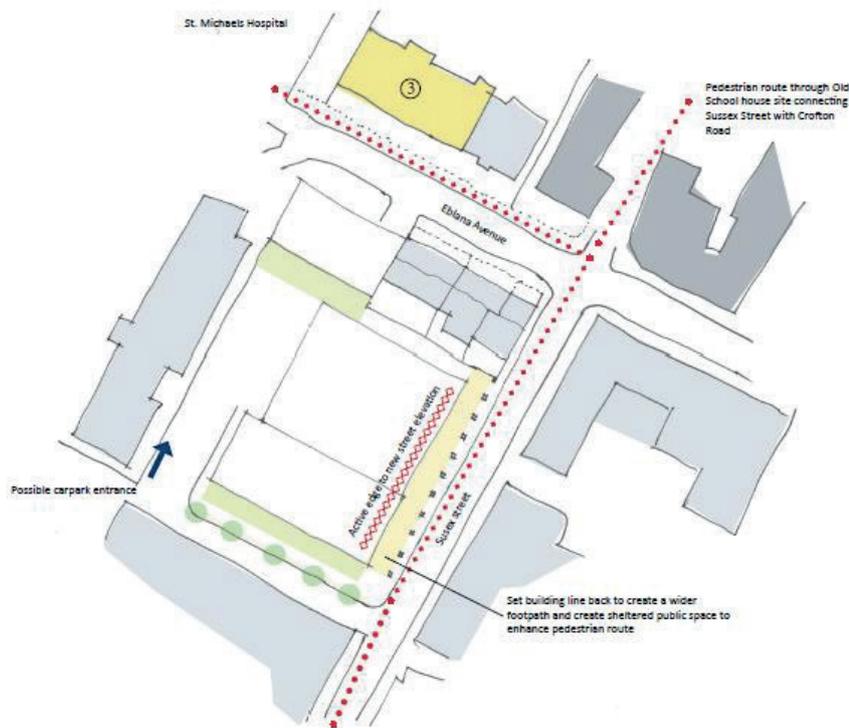
A further component in creating a 'new' street to the Royal Marine Hotel has been delivered with the redevelopment and construction of the northern side of the street leading into the Hotel Grounds. This side of the street, with ground floor retail and café uses, strengthens the link from Marine Road to Moran Park and on to the dlr Lexlcon and the Mariners' Church. Future development on the street could potentially link future development to the rear of the Shopping Centre - over the carpark entry road and ramps - and should seek to exploit the unfolding view of the Mariners' Church spire. Proposals for the remaining sections of this 'new' street should incorporate ground floor active frontage including retail and /or commercial in a development characterised by a mix of use, a high quality tight urban grain and variety in its architectural language. It is an objective of the Interim Framework Plan to seek the upgrade of the existing landscape and environs of the Royal Marine Hotel to complement the design standard achieved at the dlr Lexlcon. This will ensure that the Hotel and its gardens realise their full potential as an important green space within the Town and so complement surrounding upgrades in the public realm. Haigh Terrace, with the completion of the dlr Lexlcon, has evolved as an important link between George's Street and the Waterfront. The main entrance to the dlr Lexlcon is located along this route and addresses the newly developed civic space outside the Mariners' Church. Public realm improvements now completed along Haigh Terrace has emphasised and created a strong link to George's Street. It is also intended to examine the potential to prioritise pedestrian and cycle movement along Park Road to create improved linkages between George's Street and the Waterfront along the edge of the People's Park.

17.5.4 Crofton Road to Sussex Street

At Crofton Road, a new pedestrian signal crossing has been installed to facilitate improved and safer pedestrian movements to and from the DART Station. This route will ultimately link to future east-west routes through the St Michael’s Hospital and Convent lands, and a mix of uses with active street level frontages will be encouraged along it. The first phase of a pedestrian link between Sussex Street and Crofton Road has been delivered on foot of the redevelopment of the Harbour Yard - now Harbour Square. The completion of this route shall form part of the redevelopment currently underway for the Old School House site. When complete, this route will allow direct access from the Town Centre along Sussex Street to the DART and bus interchange and will provide an important catalyst for regenerating this area of the Town.

17.5.5 The Hospital and Boylan Centre

The Hospital lands, the Boylan Centre and the former VEC building on Eblana Avenue represent one of the largest remaining potential redevelopment areas within the Town Centre. The Interim Framework Plan will seek to retain the existing Hospital and community uses on site, together with a mix of complementary uses that will help 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 a distinct sense of place that creates an attractive living and working environment. These streets and spaces should form a series of secondary routes between George’s Street, Crofton Road and Marine Road and provide a framework for the subdivision of the block. It is an objective of this plan to examine the pedestrianisation of this area and Georges Street between Marine Road and St Michaels Hospital. Where considered appropriate, the re-use 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 and functions. The potential for linking new development in this area directly across the DART Line at the train station to the Waterfront and Marina merits further investigation. Any development of the Hospital Lands/Boylan Centre must be of a high quality design and should carefully address the scale and setting of Charlemont Terrace and the unique long distance views and skyline of the Town Centre. Development is also required to take cognisance of the relevant performance based criteria in relation to heights as set out in the Building Heights Strategy.



17.5.6 George's Place

The first phase of the redevelopment of the former Council Depot at George's Place to provide new social housing and expand the residential population of the Town has been completed. The ongoing redevelopment of the site offers an opportunity to provide a mixed-use redevelopment that includes educational uses and the Plan supports the adaptation and reuse of the existing buildings on the site including the sensitive redevelopment of the Protected Structures. The first phase of the development has anticipated a new pedestrian/cycle link between George's Place and Crofton Road and the completion of this route across Stable Lane to further strengthen the connectivity between Georges Street and the Waterfront is a strategic objective of this Plan. Any redevelopment will include upgrades to the public realm along Georges Place to include traffic calming, extensive tree planting, pollinator planting schemes, creative water attenuation, wider paving, improved surfaces and new public lighting to create a stronger sense of place. Development is also required to take cognisance of the relevant performance-based criteria in relation to height as set out in the Building Heights Strategy.

17.6 Placemaking and creating vitality

It is widely recognised that a high-quality urban realm supports economic development, helps create a strong sense of place and identity and improves people's health and wellbeing. The remaining underutilised sites in Dún Laoghaire and the Harbour offer opportunities for high quality place making which will allow sustainable and climate resilient living for residents and visitors alike. Urban greening will be a key part of placemaking.

When considering development proposals in Dún Laoghaire, the Planning Authority will have regard to the visual impact such development will have on the existing skyline when viewed from surrounding areas and, in particular from the East and West Piers of the Harbour. Proposals for new development may be requested to submit a Visual impact Assessment (VIA) which would include views from the two piers. The character of Dún Laoghaire Town Centre will be protected and intensification should be promoted primarily 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 a 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 and Mariners' Church (the Maritime Museum), the tower of the County Hall and the 'prow' of the new dlr LexIcon rise above the overall urban skyline. It is an objective that this hierarchical relationship between established landmark buildings and new infill development be preserved and maintained. New development should strive to be contextual, seek to re-establish streetscapes, be appropriately scaled and be rich in materials and details consistent with the existing typology of the Town Centre. At the same time, it is an objective to protect, preserve and enhance the unique historic character, ambiance and identity of the adjoining residential streets and communities. The performance based criteria as set out in the Building Height Strategy will ensure sensitive infill.

The key projects identified in the Interim Framework Plan to achieve the objective of placemaking and creating vitality are described below. These focus on:

- Creating a high-quality public realm based on people centred place making principles.
- Altering the streetscape by greening and softening key areas, encouraging biodiversity and creating new civic spaces to allow for relaxation, play and community events in the centre of Dún Laoghaire Town.
- Promoting a high quality design in all new development.
- Ensuring that the vibrancy and economy of the town is enhanced and strengthened by a strong employment base with appropriate floor space provision.

- Increasing the residential population of the Town to create demand for local services and employment.
- The creation of town quarters of distinct character with significantly increased tree and pollinator friendly planting programs.
- Promoting sustainability initiatives that are low energy, climate resilient exemplars in the transition to a low carbon economy.
- Prioritizing pedestrian and cycle movement and links that are supported by an infrastructure of bicycle parking, e-charge points and car sharing points.
- Examining the development of a pedestrianised heart for the town that includes George’s Street between Marine Road and St Michael’s Hospital, Sussex Street and Eblana Avenue.
- Supporting the commercial activities of the Town, particularly along George’s Street,
- The creation of an 18hr economy
- Developing the Waterfront as a marine, leisure tourism and enterprise destination.

17.6.1 Public Spaces

It has been an objective of the Interim Framework Plan to encourage pedestrian connectivity between the Waterfront and the Town Centre by creating a series of new, well-defined public spaces along the route. A necklace of high-quality spaces would create enjoyment and interest for people as they move through the town. A significant new public space along the frontage of the Pavilion development has been created by decking over the railway line in addition to the traffic calming on both Queen’s Road and Crofton Road. This has assisted pedestrian migration from the Waterfront across the former railway cutting. In addition, the vibrant civic space that has been developed at the intersection of Marine Road, Crofton Road and Queen’s Road has created a new focal point and setting for the Town Hall, Victorian Monument and the historic restaurant building at the DART Station. To further strengthen this strategy it is an objective that the open space at the junction with Eblana Avenue, adjoining the former Senior College and St. Michael’s Church, be upgraded to sustain interest for pedestrians as they move along Marine Road. This could be established as part of a of any future expansion of Church facilities. Alternatively a small church garden within a newly defined boundary along Marine Road would create a softer, greener environment and greater visual interest. At the junction of Marine Road and George’s Street Lower the underused Church space could be redeveloped and upgraded to provide an attractive civic space and to provide a more elegant setting for St Michael’s Church. A new ‘bookend’ signature building or smaller kiosk arrangement could provide uses, compatible with church activities, to help animate this space.

17.6.2 George’s Street

George’s Street Upper and Lower are unusually long for a main street and have several distinct changes in character along its length. This character is defined largely by building typology, their use and the public activity along the street that this generates. Some sections of George’s Street, however, have narrow footpaths, undefined parking and carriageways that may be wider than necessary to accommodate current traffic volumes. Recent urban realm improvements have started to address this issue. Further Improvements in the quality of the public realm will be sought to increase footfall and so assist commercial activity. It is an objective of this Interim Framework Plan to emphasise the changes in character along the street by creating distinct ‘Quarters’ commencing with the principal “Town Centre Quarter”. Each ‘Quarter’ will build on the natural strengths of each individual area – both physical and social - and will be supported by general planning policy and by public realm improvements that significantly increase street trees and planting, create narrower carriageways with wider paving, improved surfaces and new public lighting. In line with placemaking principles it is an objective of the plan to examine traffic movements with a view to facilitating increased pedestrian and cycle usage. Each ‘Quarter’ could in turn become recognisable destinations for different strands of retailing activity as is evident in the interior design and vintage shops that have clustered in the area around the Old Carnegie Library.

This is supported in the County Development Plan in Chapter 7 – Towns, Villages and Retail Development – in which Policy RET4 advocates a policy approach to consolidate the Town Centre Quarter. This Town Centre Quarter which is considered to be the principal quarter, and the retail and commercial heart of the town, includes George’s Street - from Bloomfields Shopping Centre to Corrig Avenue – the northern part of Patrick Street and the central part of Marine Road. The Council will also encourage the incremental growth of secondary character ‘Quarters’ in the Town Centre as follows:

- Park End Quarter - George’s Street Upper, east of the Town Centre Quarter;
- Seafront Quarter – Marine Road to Crofton Road/Queen’s Road (Hospital car park to the LexIcon); and
- Old Town Quarter - George’s Street Lower, west of the Town Centre Quarter.

17.6.3 Principal Town Centre Quarter

This central commercial and retail quarter can be divided into two distinct sub areas as follows;

a) Corrig Avenue to Marine Road

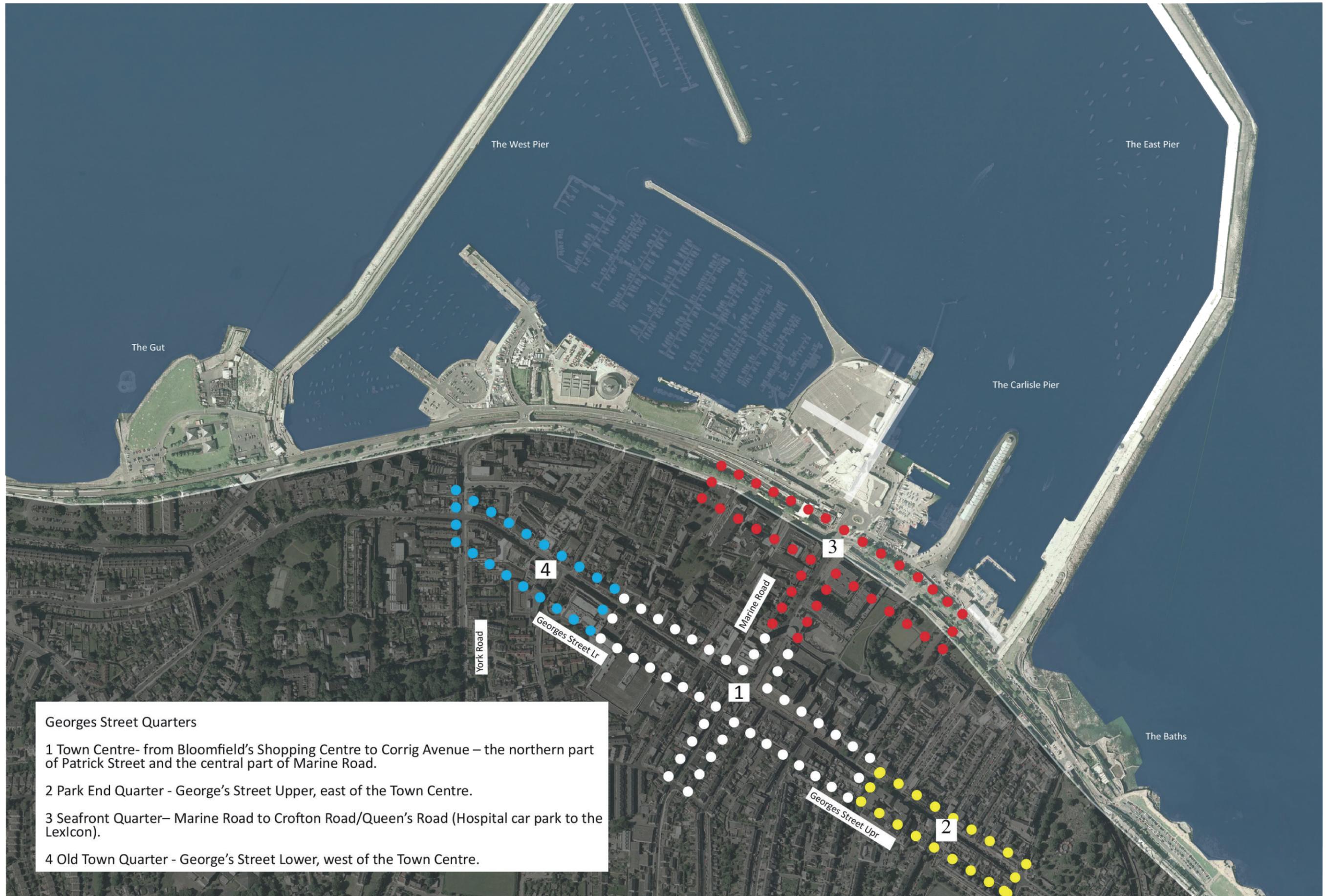
Between Corrig Avenue and Marine Road the character of George’s Street is defined largely by retailing activity. The main entrance to Dún Laoghaire Shopping Centre should become a focal point in the centre of the town, given its prominent location at the intersection of Marine Road and Georges Street. A redesigned entrance should permit the easy flow of people into the Centre, and back out to the street. The uninviting Shopping Centre frontage onto Marine Road should be redeveloped to recreate an attractive streetscape, with a frontage that engages and enlivens the street. Alternatively, the introduction of small retail kiosks at the corner of Marine Road and George’s Street, in addition to significant landscaping and new street trees, could be considered to help promote additional activity and a softer more appealing environment to this key junction. It is an objective of this Interim Framework Plan to undertake new planting, where feasible, in order to rescale the frontage of the shopping centre while carriageways should be reduced, where considered appropriate, to the minimum width that is required to carry traffic volumes. Trees, planting, lighting and street furniture, common to that recently installed along the Metals, will thematically reconnect the Town Centre to the Waterfront. A simplification of the junction between George’s Street and Marine Road could create easier crossing points for pedestrians and would complement the proposed new public space at the corner of St. Michael’s Church.

b) Marine Road to Bloomfield’s Shopping Centre

A public realm project has recently been completed on the one-way stretch of George’s Street Lower between Marine Road and Bloomfield’s Shopping Centre. New trees, planting, lighting and street furniture, common to that installed along the Metals have been used to thematically reconnect the Town Centre to the Waterfront. Together with improved shop fronts and signage the general character of the area has been improving and this has helped highlight the high quality of the historical facades in this part of the street. It is an objective of the plan to build on this positive trend and to examine the pedestrianizing of the one-way stretch of George’s Street Lower between Marine Road and St Michael’s Hospital. Residential activity at first floor level, accessed off the street or from the upgraded laneways will be supported and encouraged to increase the residential population of the Town and help to create demand for local services. New links between Georges Street and the laneways that increase permeability will be supported to bring life and vitality to the area. The provision of larger retail floorplates in this Town Centre Quarter and between Corrig Avenue and Library Road will be supported and encouraged in order to expand the range of available unit types and sizes and so help to strengthen the overall retail offer, mix and vitality of the Town Centre.

17.6.4 Park End Quarter

While the character of the individual areas in this Quarter do overlap to some degree they can be broadly differentiated as follows:



Georges Street Quarters

- 1 Town Centre- from Bloomfield's Shopping Centre to Corrig Avenue – the northern part of Patrick Street and the central part of Marine Road.
- 2 Park End Quarter - George's Street Upper, east of the Town Centre.
- 3 Seafront Quarter– Marine Road to Crofton Road/Queen's Road (Hospital car park to the Lexlcon).
- 4 Old Town Quarter - George's Street Lower, west of the Town Centre.

a) People’s Park to Clarinda Park West Georges Street Upper,

The area between the People’s Park to Clarinda Park West has finely detailed architecture of great character and historical interest and contains a variety of small shops with well-defined frontages that help create a busy village character. New street trees and furniture, where feasible, together with improved shop-fronts and signage, will continue to improve the general character of the area and these improvements will be complemented by the Peoples Park. Residential activity at above ground floor level will be supported and encouraged to enliven the street and to assist in creating demand for local services.

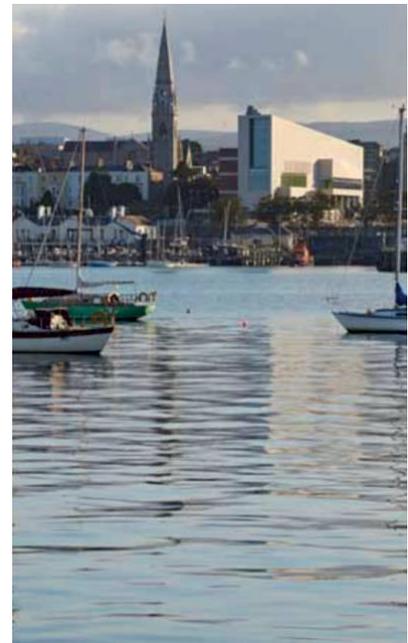
b) Clarinda Park West to Haigh Terrace

In contrast, the stretch between Clarinda Park West to Haigh Terrace is wider with the former residential terraces largely converted to office use. These terraces are set back from the road with inactive frontage. In this area, public life feels more dispersed and transient. The planted front gardens along this area are, however, a potential strength that could be developed to create a verdant and ‘green break’ along Upper George’s Street. A strategy of further planting and additional tree planting, where feasible, could assist in creating a better sense of scale along this section of the street as could allowing some residential use. In addition, narrowing the carriageway, where considered appropriate, creating areas for parking and set-down, together with new lighting and wider footpaths could create a better public realm. This strategy has been strengthened by the recently completed public realm improvements that mark the ‘entrance’ of the route to the dlr Lexlcon Environs along Haigh Terrace. Through this package of interventions this part of George’s Street could develop a more ‘green’ character similar to the recently upgraded areas along Marine Road.

17.6.5 Seafront Quarter

a) Marine Road to Crofton Road/Queen’s Road and the DLR Baths

The Seafront Quarter comprises the area around the Town Hall, the redeveloped Harbourmaster Square, the DART Station, the Pavilion Theatre and the redeveloped linear park along the Metals leading to the Peoples Park and the Dún Laoghaire Baths. This area plays a role as a ‘link’ in the connection of the Waterfront and the Centre, together with proposed new routes to Sussex Street. The area has undergone significant redevelopment in recent years and has emerged as an attractive area for civic life centred on the Town Hall and the Theatre at the Pavilion and the dlr Lexlcon environs. Recently completed public realm works along the Metals has strengthened the link between the dlr Lexlcon, the Peoples Park and the Dún Laoghaire Baths. A significant cluster of restaurants has developed and this together with new residential development and the popularity of weekend markets, has added vitality and life to this Quarter which will be added to with the opening of the redeveloped Dún Laoghaire Baths. It is an objective of this Plan to consolidate this positive activity and to continue to link this activity with the Waterfront and to the Town Centre Quarter. It is also an objective of this Plan to continue to examine traffic movements in this area with a view to prioritizing increased pedestrian and cycle usage along the Waterfront.



A key water side area between the East Pier and Sandycove Harbour is Newtownsmith and the Old Dún Laoghaire Bath’s Site. This Interim Framework 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 Sandycove to Sutton Cycle Route. Works currently underway at the Bath’s Site will concentrate initially on the full refurbishment of the existing Bath’s Pavilion to accommodate studio space for

artists, an art gallery, a café and public toilet facilities. It will undertake the demolition and clearance of all other derelict structures in a manner that will not preclude the longer-term goal of providing an open-air pool on the site. In addition, the work will include the refurbishment of the former Bandstand and allow for the provision of a public walkway through the site that will connect the coastal walkway at Newtownsmith to the East Pier. This will further strengthen the connectivity between Dún Laoghaire and Sandycove. In future phases it is also proposed to refurbish the area between the Bath's Site and the East Pier. To allow greater access to the waterside for swimmers at all stages of the tide, a new jetty and an area for changing is currently being constructed. This will connect back to the newly refurbished People's Park and Park Road across the raised Promenade adjacent to the Peoples Park by means of a series of cascading steps. This strengthens both the recreational and community infrastructure in the town.

17.6.6 Old Town Quarter

a) Bloomfield's Shopping Centre to Library Road

With the acquisition of numbers 35-37 George's Street Lower the long-standing objective of the Plan to provide a new civic space in the centre of the Town will be realised. The Part 8 process for this future civic space has commenced in September 2020. The civic space will provide a much-needed landmark public plaza and destination for the town and its visitors. It will provide a welcome space to linger, congregate and hold community events, characterised by trees and planting and an abundant provision of public seating to allow people enjoy the sunny aspect. This space along with a public space proposed at the corner of St Michael's Church could provide a new civic spine for the Town. Convent Lane running along the backlands to the south of George's Street between the Bloomfield Shopping Centre and Northumberland Avenue constitute a valuable development opportunity that is currently underutilised. Some backland residential development has taken place and there is potential for more development which could include retail, cafes and small restaurants or live work units on the ground floor with apartments over. These apartments would have a southerly aspect and would provide a high level of surveillance of the laneway below which is currently a much underutilised and inhospitable laneway. It is an objective of the plan to consider traffic movements in this area and to undertake public realm improvements along the lane with a view to supporting increased pedestrian and cycle usage in the area.



Additional tree planting and a narrowing of the carriageway, along the stretch of George's Street Lower between Bloomfield's and Library Road will complement the trees along the frontage of St. Michaels Hospital and lend character to the dull frontage created by the Bloomfield's Centre. This would create a verdant and 'green break' along this western end of George's Street Lower and help define the 'real' entrance to the street commencing at the junction of Library Road.

b) Library Road to Cumberland Street

The former Dún Laoghaire Library is a Carnegie Building of considerable historical interest and architectural merit. Its reuse is an opportunity for animating and rejuvenating this part of the street. Any new use for the Library could link with the redevelopment of George's Place in generating activity in this area both during the day and at night. Rationalising left turning movements off Library Road could also assist in creating an attractive, softly landscaped public space along its frontage. The length of street between Library Road and York Road has an architecture that is simple and robust but interspersed by buildings of high quality such as the former Working Men's Club. Along this section of the street, shops, restaurants and cafes create a busy village character, and this has been further strengthened by the retail and residential 'Lighthouse' development on the former Iceland site. Pedestrian permeability in this area has been further reinforced by the pedestrian link that connects George's Street to the new developments at Georges Place and the upgraded Kelly's Avenue. New street trees and furniture, together with improved shopfronts and signage, will continue to improve the general character of the area. Residential use at upper floor level will be supported and encouraged to enliven the street and to create demand for local services. West of York Road, new street trees and wider footpaths, where feasible, along Cumberland Street will significantly improve the general character of the area and complement the green character of De Vesci Gardens. The creation of additional retail space along Cumberland Street and Monkstown Road will, however, be resisted in order to help consolidate retail activity, and the life that this generates, to the principal Town Centre Quarter.

The site of the Dún Laoghaire Further Education Institute on Cumberland street has been identified as a sizeable site that is currently underutilised and would benefit from regeneration that could include and enhance the existing educational use and provide for employment uses in the town.

17.6.7 The Waterfront

Dún Laoghaire Harbour is a Protected Structure. It is the largest intact Victorian Harbour in Ireland and the UK. It is an objective of this Interim Framework plan to promote this and the overall historical significance of the harbour as its unique selling points. Dún Laoghaire Harbour was once an important passenger and freight port, but this function has changed over time. The Harbour is now repositioning itself as a marine, cultural, leisure tourism, heritage and enterprise destination of international standing that is fully integrated with the Town. It is an objective of this Interim Framework Plan to strengthen harbour-related uses including recreational sailing, but also, in line with best international practice in waterfront regeneration, to promote uses that will cater for and attract a broader spectrum of the population. The ongoing Economic Plan for Dún Laoghaire Harbour should inform future uses in the area. Development that provides surveillance, vitality and a mix of uses, including enterprise and marine based uses, strengthening the residential population of the Town in order to create demand for local services, and uses that encourage tourist activity will be considered, provided that the mix of uses creates a connection with uses in the town. The multifunctional role of Dún Laoghaire can be enhanced through development in the harbour. Concurrently, any interventions in the Harbour must at all times be of the highest design standard, maximise public access to the waterfront and be sympathetic to the historical character and fabric of the numerous Protected Structures located in the Harbour environs. Analysis of the overall Harbour area indicates that it comprises of several areas which are of distinct character. This character, in turn, points to certain appropriate uses. It is considered that Cultural and Leisure uses will generally cluster to the east of St Michael's Wharf - on the Carlisle Pier and along the East Pier - creating symbiotic linkages with the dlr Lxlcon and the National Maritime Museum. Marine Activities and Enterprise are more likely to cluster around the Irish Lights Headquarters, Coastguard Station and Cottages and the Coal Harbour while traditional sail, fishing and boating activities will occur across the entire Harbour area.

17.6.8 Central Harbour Area

This Plan will support and encourage the niche market of smaller cruise ships. In visual terms, it is considered that the central harbour area, i.e. St Michael's Wharf at the Ferry Terminal, has the greatest potential to accommodate new development (see section 2.1). Any development within the Harbour should be appropriately scaled to its context and should exhibit the highest level of design ambition leading to a Waterfront that will be an international exemplar. New development in the environs of the Harbour must link to the existing Town Centre and assist its regeneration. As already described in Section 2.1 above the existing plaza at the Ferry Terminal should be redesigned allowing direct access for the public to the water's edge. Any development within this area should be located to create a direct visual and simple physical connection with Marine Road. The primary aim of this is to increase pedestrian footfall from the Waterfront up to the Town Centre. It is also considered important that where marine infrastructure is no longer required it is dismantled and removed, or reused, to minimise further infilling of the water body within the Harbour. The height, scale and mass of any development proposals should generally reduce from the Central Ferry Terminal Area towards the Carlisle, East and West Piers. Any development on the western side of St. Michael's Pier should exploit the unique environment of the Marina to create a high quality, west-facing boardwalk overlooking the moorings. For the area to achieve its full potential it is an objective of this Interim Plan that the waterside areas around any development is retained for walking, cycling, leisure and recreational uses to maximise opportunities to engage with the water body.

The Master Planning, design and financing of a comprehensive redevelopment of this area will take time. In the interim it is appropriate that the existing buildings not be left vacant. Temporary uses that complement the town and do not detract from the harbour may be considered.

Further west along Harbour Road there is potential for sensitive regeneration on the site to the West of the Coast guards' cottages. Any building would be required to be sensitive to the cottages which are listed on the Record of Protected Structures. Any building should be of noteworthy design given the prominence of the site.

17.6.9 Carlisle Pier

Re-development proposals for the Carlisle Pier should be cognisant of the historical significance of this pier, should regenerate and enliven the waterfront, be sensitive to their setting and environmental issues and should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront being paramount. Such proposals require to be carefully scaled and should be designed with variety in the massing of built elements to avoid 'slab-like' infilling of the Pier. It is considered that any development on the Carlisle Pier should incorporate significant gaps to permit oblique views from Queen's Road to the waterbody in front of the National Yacht Club. By doing so the visual linkage between the Town and the Waterfront will be maintained and strengthened. In addition, variety in the skyline of any redevelopment proposals, will be required, in order to create visual interest and to 'break down' the scale of development as experienced in distant views over the East Pier walls from Newtownsmith and Sandycove. Critical to the success of any redevelopment within the Harbour area will be the implementation of a consistent and cohesive palette of materials and finishes. It is an objective of this Interim Framework Plan to create a high quality public realm by establishing a strong, unique, and recognisable design language that is consistent with the unique heritage and historic fabric of the Harbour and its Protected Structures.

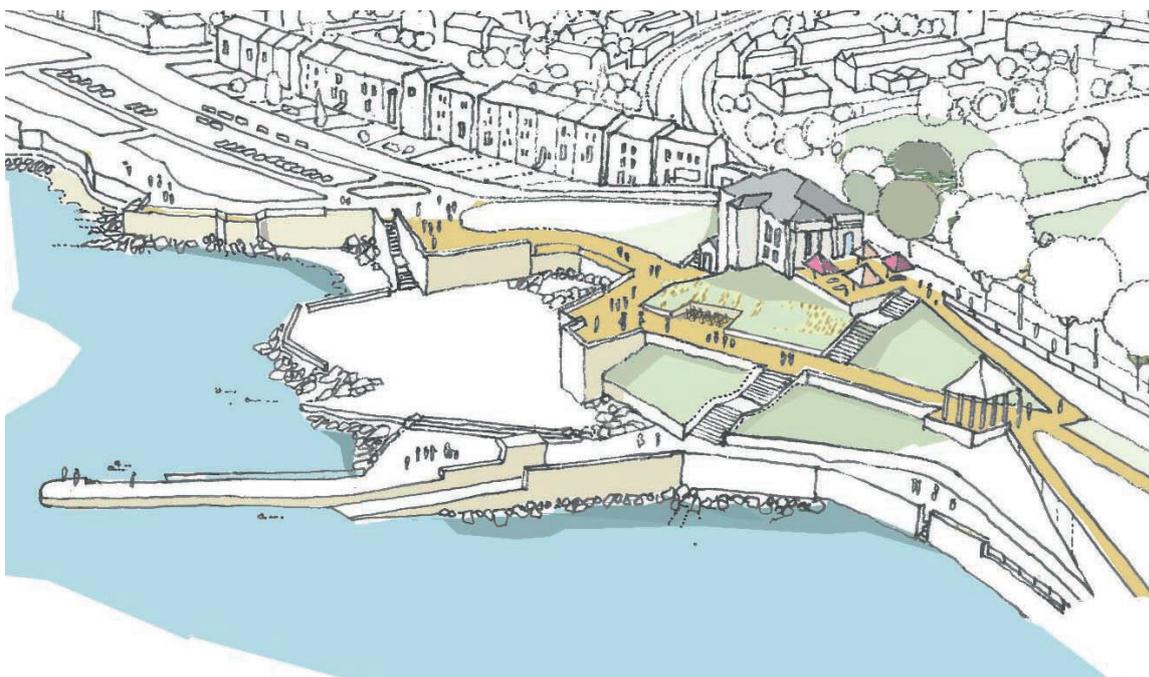
17.6.10 The Gut/West Pier

The Gut and the adjoining area at the West Pier is considered to be a key site within the Harbour and is currently an important location for watersports. It has the potential to provide for uses and activities that would enliven this area of the waterfront. The redevelopment of this site should be carefully scaled and employ a low-key architectural language reminiscent of traditional seaside settlements. It should be subordinate to the scale of the terraces along Seapoint Avenue in Salthill. Any redevelopment proposals

should provide excellent public access to the water's edge, increased passive surveillance and add to the variety of activities in this area. In addition proposals should examine how better connections for pedestrians and cyclists can be made across the DART line. This will properly link any development at The Gut into an improved neighbourhood centre at Old Dún Leary and create linkages between the West Pier and the adjoining residential areas at Monkstown. Alternatively, the existing access to The Gut from the Coal Quay Bridge needs to be upgraded. Any significant re-development of The Gut/West Pier area is entirely predicated on much improved vehicular, cycle and pedestrian access arrangements being facilitated. This strategy also anticipates the sensitive redevelopment of the adjacent Tedcastle site. The greatest potential for development will be to the northern part of the site. The effects of overshadowing on Dunleary Road must, however, be carefully considered in any design. Commercial development on this site should be concentrated on Dunleary Road and should create an appropriate streetscape and frontage that engages with and enlivens the streets that border the site. Residential uses should be prioritised along the Dunleary Hill frontage.

17.7 Strengthening Links with Adjoining Areas

It is an objective of the Interim Framework Plan to continue the process of strengthening and promoting improved connectivity between Dún Laoghaire and its adjoining Villages for all modes of transport – but in particular for pedestrians and cyclists. This would assist in the regeneration of the Town by enabling and encouraging increased footfall into the Town from surrounding villages and residential areas thus increasing the retail potential and economic development of the town. In a north-south direction the Waterfront is a key asset in helping create these connections. The development of a coastal pedestrian/cycle route through this area as part of the proposed Sutton to Sandycove (S2S) Cycleway which is a component part of the proposed National East Coast Trail Cycle Route should be progressed. As set out above there is potential to build on the temporary works that have been carried out as part of the Covid 19 emergency which would strengthen cycling and walking links along Crofton Road and Seapoint Avenue, thereby connecting Dún Laoghaire to Blackrock, and along or parallel to Queen's Road and the Old Bath's Site which would improve linkages between Dún Laoghaire and Sandycove and Glashule Villages. In an east-west direction it is an objective of the Interim Framework Plan to identify and develop further corridors linking Dún Laoghaire Town Centre with emerging neighbourhoods in the immediate hinterland, and to build on the new links to Honeypark and Cualanor and existing links along the metals to Dalkey, so as to allow greenway connections to the wider hinterland. A coordinated, cohesive and unified landscaping framework will be sought to emphasise the importance of links and this will be complemented by appropriate signage and wayfinding across this network.



17.8 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 this Interim Urban Framework Plan.
2. To review this Interim Urban Framework Plan based on the findings of the 2 forthcoming studies on the harbour and the town.
3. Enhance the range of uses along the waterfront and encourage activities which create increased attraction for the general public.
4. Improve physical linkages and accessibility between the Town Centre and the Waterfront.
5. Encourage and provide for increased pedestrian and cycle permeability between George's Street and Crofton Road.
6. Identify and encourage redevelopment of key sites at present under-utilised e.g. Hospital Lands and the Boylan Centre, sites at the Harbour and the site of the Dún Laoghaire Further Education Institute.
7. Encourage development of buildings of the highest architectural quality that are appropriate to their context.
8. Provide a network of attractive and green urban spaces and public realm to enhance the user experience while also tacking climate action to create a low carbon, climate resilient and sustainable town.
9. Improve and enhance existing visual amenity and streetscape including lighting within the Interim Framework Plan area.
10. Encourage a mixed use development at the ferry terminal site (St Michaels Wharf) which incorporates a balance of uses (to be informed by the Economic and Strategic Review of Dún Laoghaire Harbour). Design must be at a scale and form that is appropriate to both the waterfront and urban setting of the site and must ensure public access to the water.
11. Seek a building of noteworthy design on the site to the west of the coastguard cottages.
12. Any redevelopment of the Boylan Centre shall ensure some element of community facility uses (This should be informed by the community audit).
13. Plan and implement a coherent landscaping scheme along both the Waterfront and along Marine Road and its environs.
14. Build on the temporary Covid 19 emergency works and strengthen cycling and walking links between Dún Laoghaire, Blackrock and Monkstown along Seapoint Avenue and Crofton Road and between Dún Laoghaire, Glasthule and Sandycove along Queen's Road and Newtownsmith.
15. 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.
16. Explore in association with Irish Rail and the NTA how better connections for pedestrians and cyclists can be made across the DART line to link any development at the Gut into a more defined neighbourhood centre at Old Dún Leary and create linkages between the West Pier and the adjoining residential areas at Monkstown.
17. 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.
18. To implement a co-ordinated street tree planting and soft landscaping programme, where feasible, , to improve air quality, encourage biodiversity and attenuate surface water within the Interim Framework Plan area.
19. To seek the incremental rationalisation and consolidation of the principal Town Centre Quarter on George's Street between Bloomfield's Shopping Centre and Corrig Avenue.
20. To seek the development of a low scale café restaurant building of the highest architectural design addressing the new public space between the dlr Lexlcon and the Mariners' Church. The redevelopment of this site should respect the vista of the Mariners' Church.
21. To develop a high quality Civic space at 35 – 37 Georges Street Lower (Bloomfields) that is central to the regeneration and vitality of Dún Laoghaire Town.

22. It is an objective of the Interim Framework Plan to seek to upgrade the existing landscape and environs of the Royal Marine Hotel to compliment the design standard achieved at the dlr Lexlcon.
23. It is an objective to embrace 'Smart' cities initiatives to improve traffic management and include appropriate variable Message Signage (VMS) and smart car parking technologies within the Interim Framework Plan area.
24. To implement the DLR Cycle Network objectives within the Interim Framework Plan area.
25. To undertake a Road User Audit and support the application of DMURS, together with environmental improvements, on Cross Avenue - (Old Victorian Street) and interconnecting streets.
26. To promote the expansion of 30 km/hr limit zones in Dún Laoghaire and Environs in accordance with best practise and speed guidance documents.
27. To seek the creation of an improved pedestrian environment and the rationalisation of car movements at the entrance to the dlr Lexlcon and the Pavilion carpark's through the implementation of the Council's adopted Part 8 scheme PC/06/10.
28. To seek to provide for improved sight lines, forward visibility, road and pedestrian safety improvement works at the north and north- western frontages of the Tedcastle site.

