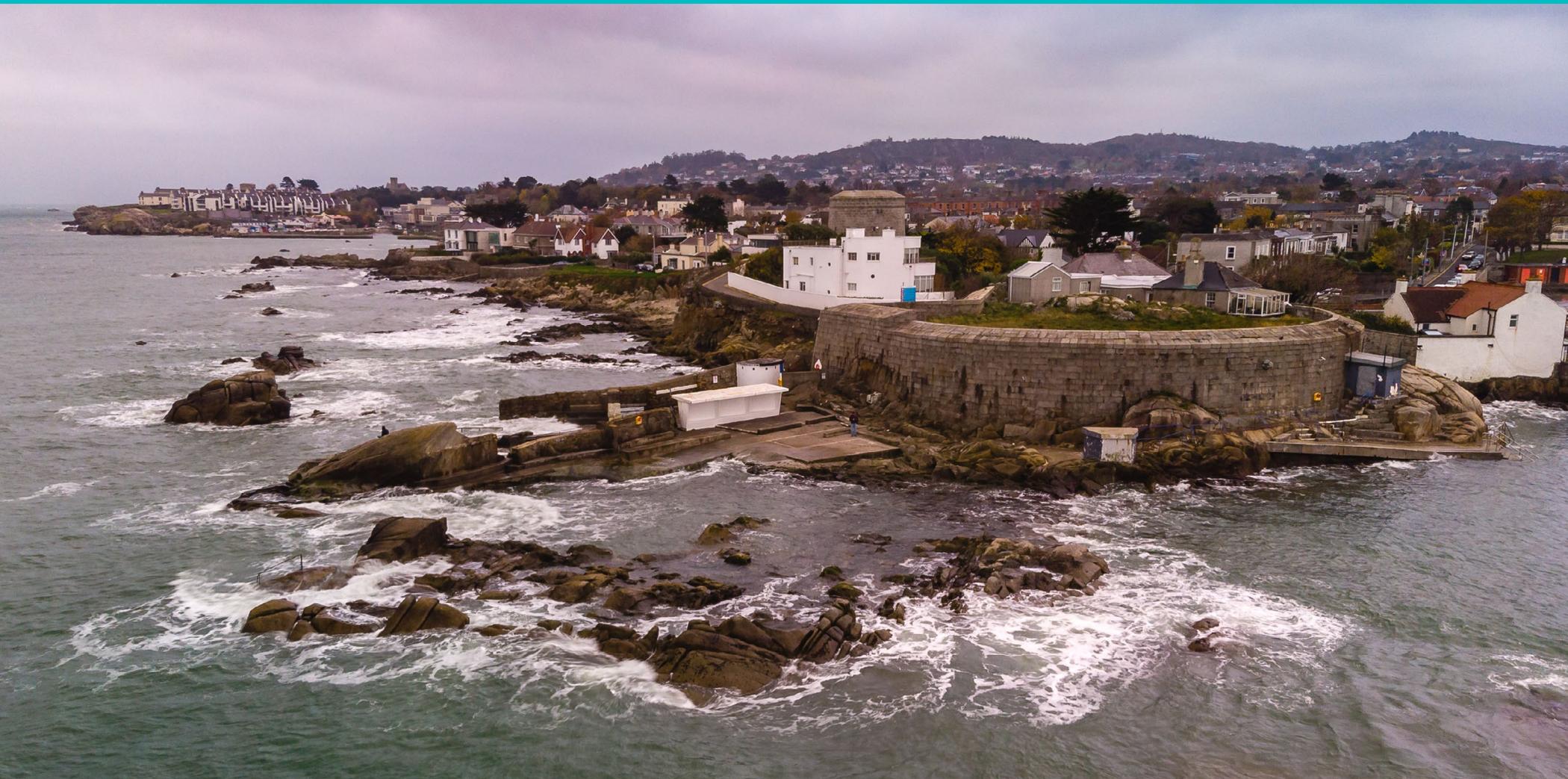


Bullock and Sandycove Harbours
MASTERPLAN

2020





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An aerial, top-down view of a body of water characterized by intense turbulence. The water is a deep, vibrant blue, interspersed with large, frothy white foam patches that create a complex, swirling pattern. The foam appears to be the result of a strong current or a vessel's wake, with eddies and vortices visible throughout the scene. The overall effect is one of dynamic energy and movement.

Introduction

1.0 Introduction

Masterplan Purpose

Bullock and Sandycove Harbours comprise two unique amenities of the Dublin Bay coast. They are valuable cultural and recreational assets that perform different functions and have different characters despite their proximity. There is a sense of belonging to the Harbours that has been passed down through generations, juxtaposed with pressures of modern city life with new users and ideas for these spaces. The Harbours have a role as public spaces, social and cultural hubs, natural amenities and recreation for water sports ranging from swimmers to paddle boarders. They are seasonal places, commercially valuable. They are destinations for fishermen and multitudes of teenagers on warm summer evenings. They are also places where people live and want to enjoy the residential amenity.

This attractiveness and enjoyment of these small spaces brings challenges such as security, management, access, maintenance and cleanliness. Given that these are small Harbours the intensity of activity is perhaps heightened, and issues condensed.

The primary challenge of this Masterplan is to capture all the wonderful and unique characteristics of the Harbours, define what is important (and why) and consider what role and potential these places have. The second challenge is to find a medium of communication to engage with the multiple actors so that discussion about the future can be a positive engagement, where all voices are respected.

Finally, the Masterplan articulates a shared vision for the individual Harbours that encapsulates all these factors and will help guide future development.



Masterplan Brief

Dún Laoghaire-Rathdown County Council have commissioned this Masterplan to provide a context for any future place making and public realm enhancements of the Harbour lands within public ownership, as well as providing a wider context and guidance that could influence the future function and operation of both places.

The Masterplan process was initiated on foot of Policy OSR15 of Dún Laoghaire-Rathdown County Development Plan 2016-2022:

"It is Council policy to formulate Masterplans for Bullock Harbour and Sandycove Harbour. The Council will formulate - in conjunction with all the relevant stakeholders - a Masterplan for both Bullock and Sandycove Harbours in order to provide for the effective management of the entirety of the County's 17km long coastline."

It is not possible for the Masterplan to be afforded a statutory footing under the Planning Acts, which only make provision for national, regional, city/county, and local area plans, with prescribed remits and processes for each. For this reason, the guidance and proposals contained in this document only relate to relevant Harbour lands in public ownership and/or control. The Masterplan is intended as a non-statutory guide to the potential future use and enhancement of these lands, as well as providing context and guidance for the future functions of both places.

The Masterplan has been undertaken by Future Analytics Consulting Ltd in conjunction with Nicholas de Jong Associates (urban design and landscape architecture consultants), Altemar (marine and environmental consultants) and Anello architects.



The Council will formulate - in conjunction with all the relevant stakeholders - a Masterplan for both Bullock and Sandycove Harbours in order to provide for the effective management of the entirety of the County's 17km long coastline.



2.0 Ownership and Control

Bullock Harbour is owned and managed by Dublin Port Company. Dublin Port Company have given consent for the preparation of a Masterplan for Bullock Harbour and comprised a key stakeholder in the plan-making process. The public road to the west of the Harbour is owned and managed by Dún Laoghaire-Rathdown County Council, as shown in Figures 1 and 2.

Sandycove Harbour, Otranto Park and the pavements and roads linking these areas and leading up to the Forty Foot are owned and managed by Dún Laoghaire-Rathdown County Council, as shown in Figures 3 and 4.

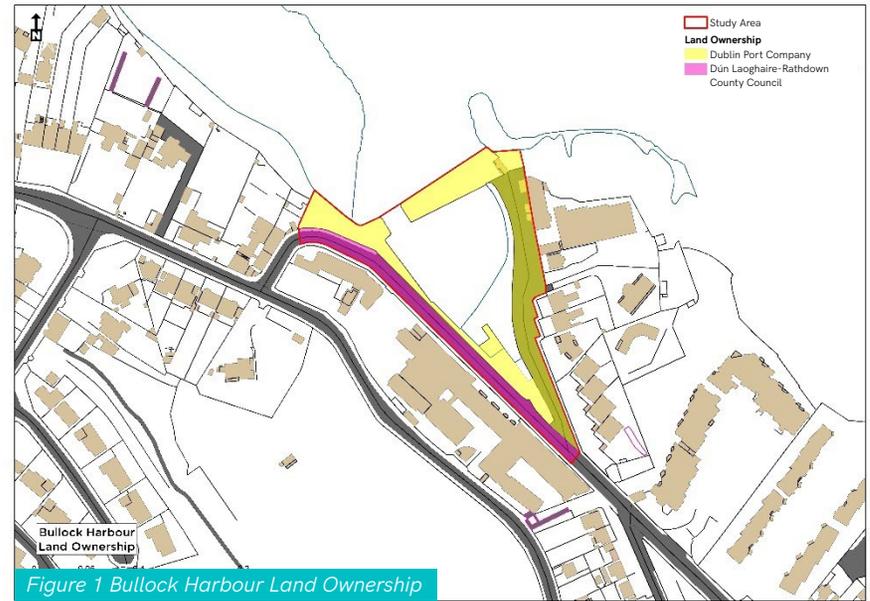


Figure 1 Bullock Harbour Land Ownership

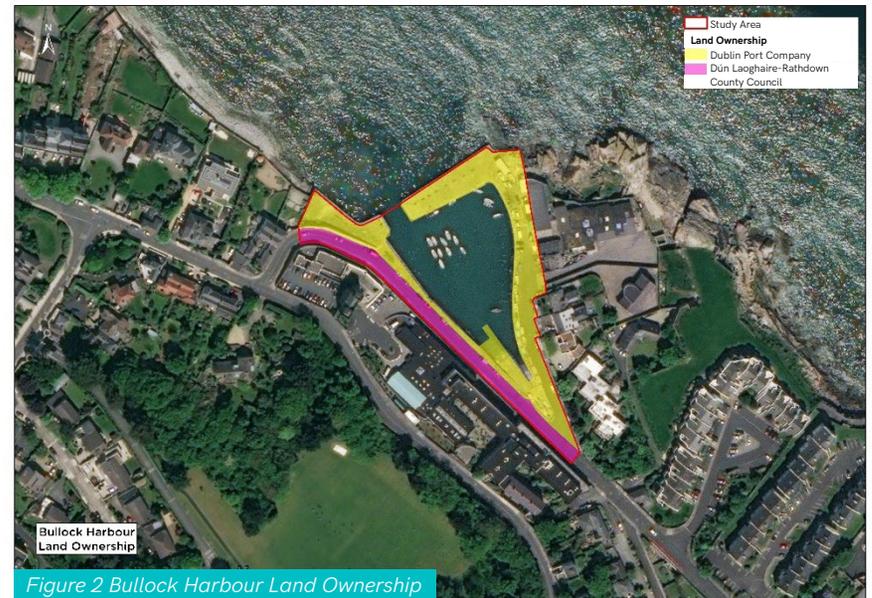
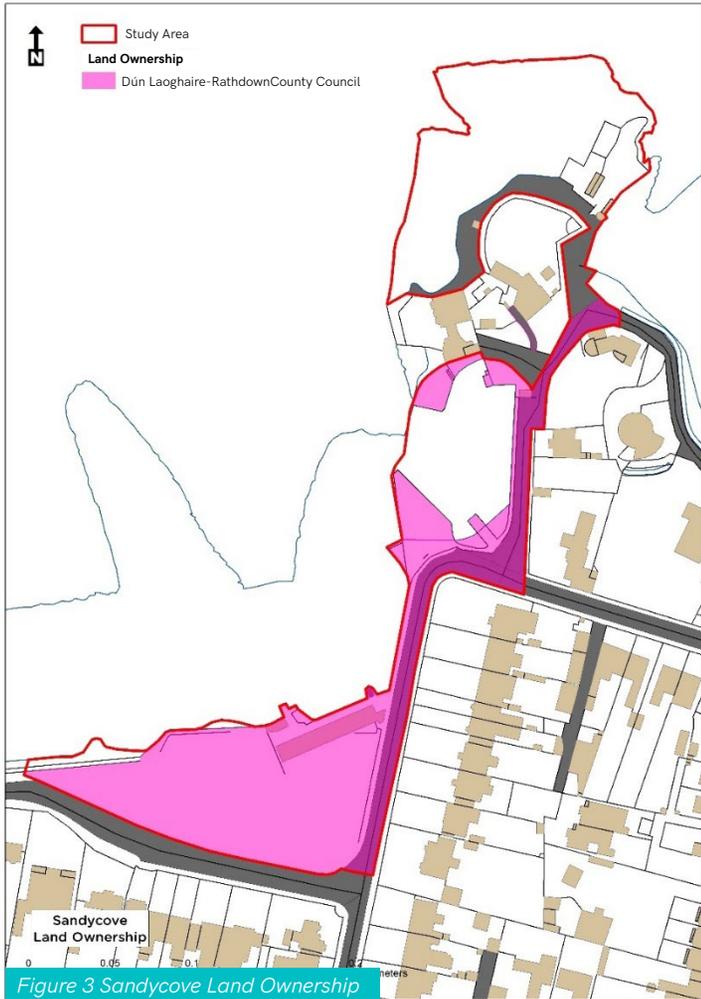


Figure 2 Bullock Harbour Land Ownership



3.0 Policy

National, Regional and local policy measures and objectives that should inform the Bullock and Sandycove Harbours Masterplan include the National Planning Framework, the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly (EMRA), any forthcoming Marine Spatial Plan, Dún Laoghaire-Rathdown County Development Plan 2016-2022, Dún Laoghaire-Rathdown Local Economic and Community Plan 2016-2021, and the Dún-Laoghaire Rathdown Tourism Strategy & Marketing Plan 2017-2022.

National Policy

The **National Planning Framework (NPF)** is the Government's flagship strategic plan which sets out a series of objectives that aim to enable the sustainable growth and development of our economy and our society. The NPF includes relevant policies to provide more attractive, liveable, well designed and high-quality urban spaces, to support the maritime economy, to manage our coastal locations in order to both protect their current physical character and quality, and to mitigate and adapt to any future impacts of climate change. This Masterplan aims to enhance the environment of the Harbours as places for a range of users, consider and protect the heritage of the Harbours, maximise the potential for traditional uses, and consider future risks posed by climate change.

Regional Policy

The **Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly (EMRA)** is one of three such strategies that have been prepared by each of the Regional Assemblies, and they aim to translate the higher-level objectives of the NPF to a Regional level. The Draft RSES offers a long-term strategic and economic framework for growth and development in the region and addresses the location and provision of a range of amenities, infrastructure and services. Regional Strategic Outcomes contained in the Strategy can be translated to the need for a focus on maximising access, protecting heritage, protecting the marine environment, building climate resilience, protecting green infrastructure and biodiversity, provision of better walking and cycling facilities and a safe and attractive street environment, enabling better visitor experiences, and catering for universal access and an ageing population.

Local Policy

The **Dún Laoghaire-Rathdown County Development Plan 2016-2022** provides a development framework for the Masterplan. This includes the identification of zonings, Specific Local Objectives (SLO's), and Protected Structures. In addition, there are specific policies which are of relevance to this Masterplan process including those that relate to; the upgrading of recreational and tourism related amenities in public parks and Harbours (LHB9); the promotion of beaches for recreational and amenity use (LHB10); realising the potential of water-sports for tourism growth (OSR12); preparation of a Masterplan for Bullock and Sandycove Harbours (OSR15) and the protection of coastal heritage (AR1 and AR10).

Policy AR10 states: It is Council policy to:

- i. *"Encourage and promote the retention of features of the County's coastal heritage where these contribute to the character of the area.*
- ii. *Have regard to those items identified in the Coastal Architecture Heritage Survey when assessing any development proposals."*

SLO22 for Bullock Harbour states: *“That any residential development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the special nature of the area in terms of the height, scale, architecture and density of built form.”*

Specific Local Objectives for Sandycove include the development of the area between the East Pier and Sandycove, including the open space at Otranto Park (SLO21), and the promotion of the Sutton to Sandycove (S2S) cycleway (SLO93). The Strategic Flood Risk Assessment prepared for the County Development Plan indicates that both Harbours are at risk from coastal flooding.

The **Dún-Laoghaire Rathdown Local Economic and Community Plan 2016-2021** highlights the importance of tourism to the County with coastal assets considered significant economic strengths in this regard. There is an emphasis on the protection of heritage (objective 5.6), to maintain and extend Blue Flag status for DLR area beaches (objective 5.10) and to invest in accessible recreational facilities and the public realm (objectives 4.1, 7.11 and 15).

The **Dún-Laoghaire Rathdown Tourism Strategy & Marketing Plan 2017-2022** defines Dún Laoghaire-Rathdown County Council’s vision for tourism across the County. The vision for Dún Laoghaire Rathdown as a tourism destination is as a highly attractive and accessible tourism destination, steeped in culture and maritime heritage, combining a breath-taking coast, inviting villages and towns, and Dublin Mountains adventures, delivering memorable and distinct experiences for visitors.¹ A key objective is identified as the enhancement of the visitor journey, the sense of arrival and information at key arrival points to raise awareness of what is on offer to encourage visitors to stay, explore and return.

Some key priorities include harnessing the potential of the County and positioning the destination as a compelling and distinctive proposition; making the offer accessible i.e. enabling easy decision making; curating a series of signature experiences which showcase the distinctive characteristics of the destination and provide opportunities for visitors to ‘consume the product’; and to provide an integrated offer.

The Tourism Strategy highlights the needs to focus on distinct (and distinctive) places which make sense as standalone destinations for the visitor.

A key issue identified in the Strategy is ‘Gaps in continuity of pedestrian infrastructure e.g. between Seapoint and Sandycove’.² A corresponding opportunity is identified for an East Coast Trail ‘specifically the section linking Seapoint and Sandycove (or meanwhile low-cost interventions along proposed route)’.³

Objective 3 of the Strategy identifies three thematic experience areas of ‘Urban Splash!’, ‘Between the Lines’, and ‘Well Worth the Climb’. Of these the Urban Splash! theme most strongly links to this Masterplan. The key project identified for this theme is The Blue Line project. This is a project to ‘further develop a stunning coastal connection focussing on Seapoint to Sandycove, linking all of the options to experience the Urban Splash! proposition. This will include opportunities to get onto and into the water, enjoy the atmosphere, get up close to the maritime heritage, act as a venue during festival time and pave the way for forthcoming sea front projects.’

¹ Dún-Laoghaire Rathdown Tourism Strategy & Marketing Plan 2017-2022, page 18

² Ibid, page 18

³ Ibid, page 23

4.0

Conservation and Heritage

Bullock and Sandycove harbours are places of significant character based on the high quality built form and natural environment. The significance is reflected in the statutory designations and protections that are in place to protect built and natural heritage.

Sandycove

Sandycove is a highly desirable place to live with an attractive variety of built heritage including Victorian era terraced and villa style residences, built for the middle class merchants and professions who wished to reside by the coast. In summer months, and some more modern homes, such as the striking International Modernist house 'Geragh' designed by Irish architect Michael Scott as his own residence in 1936. There are also structures that can be defined as period public works, such as the Harbour walls, the battery walls, and the Martello tower, now in use as a Joycean museum. There are structures to facilitate bathing at the popular Forty-Foot bathing place including seating areas, screen walls and ladders. The recently landscaped Otranto Park incorporates a large red-brick structure that was built originally as Walsh's Baths and then subsequently known as Sandycove Ladies Bath House.

Bullock Harbour

The form and character of Bullock Harbour differs from Sandycove with a V-shaped Harbour bordered on one side by the busy Harbour Road, and on the other side edged by low-lying light-industrial structures and refurbished cottages giving way - as the constructions rise up the headland along the sea - to more modern single and multi-family dwellings. The quality and richness of the period architecture of Sandycove is mostly not matched at Bullock Harbour, where the remaining buildings were not built for leisure or holiday purposes but instead were occupied by people working in nearby marine activities. The east

pier at Bullock Harbour was significantly damaged during Storm Emma in 2018. Dublin Port Company has recently completed the necessary restoration and conservation of the pier structure based on extensive LIDAR surveys undertaken in 2015, 2016 and 2017.

Recurring Elements

Recurring elements identified within the Sandycove Architectural Conservation Area (ACA) include:

- **Stone:** The predominant material used in footpath edging, sills, steps, walls and piers is granite as it is the natural stone of the area and was quarried in Dalkey. In some cases, walls and steps have been rendered over with cement. In many cases stone steps or walls require re-pointing with a suitable mortar.
- **Brick:** Chimneystacks have been constructed out of brick and in many cases rendered over with cementitious mortar to prevent against weathering. It has been used in the construction of structures such as the Bath House and others, but in many cases the brick structures have been rendered over for extra protection from the harsh seaside elements.
- **Slate:** A variety of different materials are seen used for roof coverings in Sandycove including slate, which was used commonly during the construction of the terraced houses during the 19th century. The slate was imported from Bangor in Wales and was blueish in colour lending them the name Bangor Blues.
- **Timber:** Most windows in the ACA comprise timber sash windows, commonly single or double panes set into timber frames. Canted-bay and oriel windows are seen but in many cases were a later addition to the houses. Timber is still widely used and replacement of sashes with timber replica windows is more common here than the insertion of inappropriate uPVC windows.
- **Cast-iron:** Evident in rainwater goods including hoppers, gutters and downpipes. It is also used for railings surmounted on granite plinth walls seen bounding sites to the road sides and for pedestrian and vehicle gates. Some cast-iron work is decorative as well as functional. In cases where the cast-iron has suffered heavy exposure to the elements, especially salt present in the sea air, it has corroded.
- **Concrete:** Prominent in the construction of structures such as 'Geragh' and the bathing shelters of the Forty Foot which were constructed in the first half of the 20th century. Cast concrete can also be seen in footpath and road surfaces. Many houses and boundary walls throughout the area are also rendered with cement-based renders.
- **Steel:** Metal windows at 'Geragh', while not all original, are representative of the material and style prevalent during the modernist era, where metal windows were much sleeker and more functional compared to heavier timber.

Conservation Designations

The Sandycove study area is part of the Sandycove ACA, shown outlined in red with a darker green shading on Figure 5. The DLR County Development Plan includes the following policies with regards to ACA's;

- i. *Protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA).*
- ii. *Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.*
- iii. *Seek a high quality, sensitive design for any new development(s) that are complimentary and/or sympathetic to their context and scale, whilst simultaneously encouraging contemporary design.*
- iv. *Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.*
- v. *Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.*

The County Development Plan identifies several layers of protection and designation for the Sandycove and Bullock Harbour areas as indicated in Figures 5 and 6. These include:

- » Proposed Natural Heritage Areas for the coastlines on both areas.
- » No increase in the number of buildings permissible for part of Sandycove only (the 'o/o' zone).
- » Protected Structures within the ACA are indicated in solid orange.
- » Bullock Harbour: "That any residential development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the special nature of the area in terms of the height, scale, architecture and density of built form" (Specific Local Objective 22).

Protected Structures

Designated structures in or near the study area for both Harbours that are listed as being on the Record of Protected Structures (RPS) or National Monuments on the Record of Monuments and Places (RMP) include:

- » Sandycove Harbour (RPS 1899)
- » Geragh Haus (RPS 1015)
- » Martello Tower (Joyce's Tower) (RPS 1027 and RMP 023-019)
- » Battery Wall - Sandycove (RPS 980 and RMP 023-062)
- » Bullock Castle - tower house (RPS 1367 and RMP 023-020001)
- » Quay at Bullock Harbour (RMP 023-020004)
- » Well at Bullock Harbour (RMP 023-020003)
- » Town Defence at Bullock Harbour (RMP 023-020002)



Figure 5 Sandycove Harbour Objectives and Designations



Figure 6 Bullock Harbour Objectives and Designations

5.0 Ecology and Biodiversity

The Masterplan area is located along the southern coastline of Dublin Bay, at the interface between marine and terrestrial environments. There are no significant freshwater inputs in the vicinity of the Masterplan area. As such, the biodiversity recorded in the area is a mixture of both marine and terrestrial species. However, given the nature of its location in suburban Co. Dublin, beside the coast, the area has undergone significant development, thus reducing the potential areas for terrestrial species and habitats of conservation importance. In addition, both areas undergo significant continual human disturbance, particularly during the summer months.

Data from the National Parks and Wildlife Service rare and protected species database show no rare or protected species records within the Masterplan areas but, identifies numerous records of a common frog in the vicinity. The closest location to the

Masterplan area is a record from a garden in Sandycove. Frogs were also indicated as being possibly present in the small flooded quarry near Bullock Harbour, just outside the Masterplan area. No terrestrial mammals of conservation importance have been recorded by NPWS data in the vicinity of the Masterplan areas. The nearest sightings of European Otter on the National Biodiversity Data Centre (NBDC) database were on the west side of Dún Laoghaire Harbour and in Dalkey Sound. In addition, the nearest badger record is in Shankill. Despite this, badgers and otters may be present in the area, in the larger gardens and along the coastline respectively.

The landscape conservation for Irish bats classified Ireland based on a bat favourability index which ranges from 0 to 100, with 0 being least favourable and 100 most favourable for bats. The Masterplan areas are deemed to be moderately favourable for Leisler's bat (38 - 46), Common pipistrelle (31 - 38), Soprano pipistrelle (31 - 38) and Brown long-eared bat (29 - 38), with lower favourability for Nathusius' pipistrelle (16 - 29), Whiskered bat (10 - 20) and Natterer's bat (14 - 26) and low favourability for Daubenton's bat (0 - 12) and Lesser horseshoe bat (0 - 4).

Grey seals are present in the vicinity of both Sandycove and Bullock Harbour with the species actively being fed at Bullock Harbour. Bullock Harbour is only 1km from the Rockabill to Dalkey Special Area of Conservation which has been designated for Harbour Porpoise (*Phocoena phocoena*) and Reef, under the Habitats Directive. Numerous sightings of Harbour Porpoise and Common Bottlenose dolphin have been recorded year-round by the Irish Whale and Dolphin Group sightings on the stretch of coastline from Dún Laoghaire to the Dalkey Islands.



Boats and Birds - Sandycove

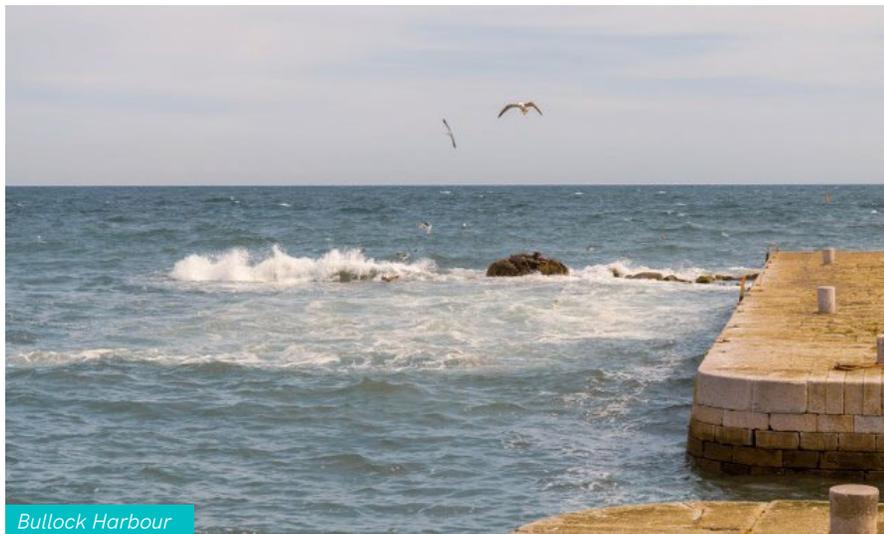


View to Sandycove

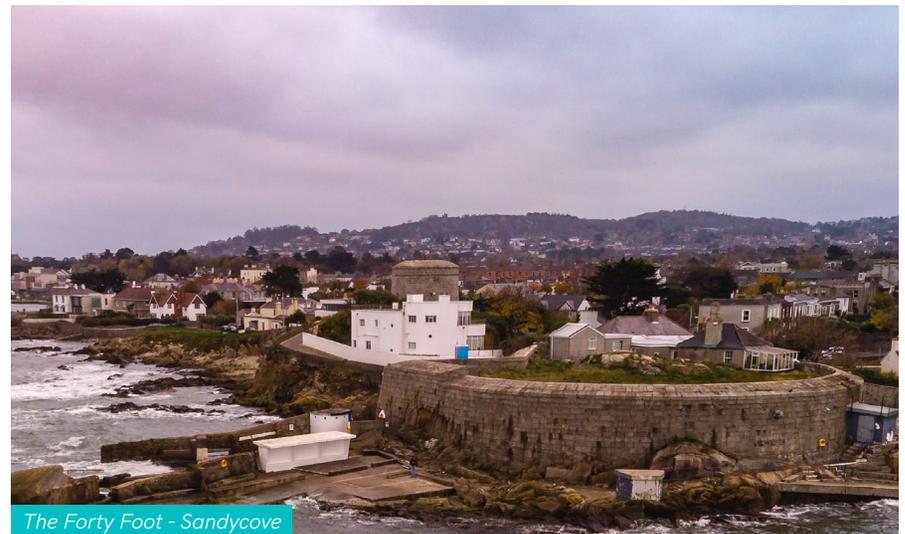
Based on data from the Infomar mapping survey, the rocky granite coastline off Bullock Harbour and Sandycove continues into the marine environment and the rocky reef is observed to extend to approximately 200m offshore, where it changes to a coarse gravel and sand-based seabed at approximately the 10m contour. Based on Inland Fisheries Ireland data the fish species available just offshore include mackerel (in season), dogfish, plaice, dabs, codling and whiting. The coastline around the Masterplan areas does not contain true seacliffs, as defined by NPWS data. However, the steep rocky coastline would be moderately important to seabirds in the vicinity.

In winter, the stretch of coastline from the east pier in Dún Laoghaire to the beach at Sandycove is one of the best areas for finding Mediterranean Gulls in Ireland from late summer to spring. In summer terns can be seen feeding in shallow bay offshore. As outlined by Birdwatch Ireland data, from autumn to spring the sea and Harbour holds small numbers of Great Northern and Red-throated Divers. Black Redstart is a regular winter visitor to this area. In summer large numbers of terns can be seen well offshore. Black Redstart found in the vicinity tend to be site-faithful, with birds returning to the same sites each year. Information from Irish Birding also indicates that Black Redstart, Mediterranean Gull and Purple Sandpiper, in addition to Iceland Gull, also visit Bullock Harbour. Black guillemot have been noted further along the coast towards Dalkey.

Dalkey Islands SPA is located 900m to the east of Bullock Harbour. As outlined in NPWS conservation site information, Dalkey Islands SPA is of importance as a post-breeding/pre-migration autumn roost area for Roseate Tern, Common Tern and Arctic Tern. The site also has breeding Great Black backed Gull, Shelduck and Oystercatcher. Herring Gull bred in large numbers in the past but is now very scarce. The site is known to be frequented in winter by Turnstone and Purple Sandpiper.



Bullock Harbour



The Forty Foot - Sandycove

6.0 Consultation Process

Engaging with Harbour Stakeholders

Consultation and engagement was carried out with key stakeholders and local community groups, as well as comprehensive research of comparator case studies. This has enabled an evidence-based approach to guide the vision and recommendations contained in this Masterplan.

Key stakeholders and recognised community groups associated with the two Harbours were contacted and separate stakeholder workshops took place in February 2019. In this way it was hoped to develop a mutually agreed vision for the two Harbours. A further formal public consultation process was undertaken in July and August 2019 to obtain the views of the wider public in relation to the future vision for Harbours. The Masterplan for Sandycove Harbour and Bullock Harbours has found a place for and, where possible, addressed issues and concerns raised by those with an interest in the two Harbours.

SWOT Analysis

The following section sets out an overview of the main points raised through the stakeholder consultation process, set out in the form of a SWOT analysis for each Harbour.

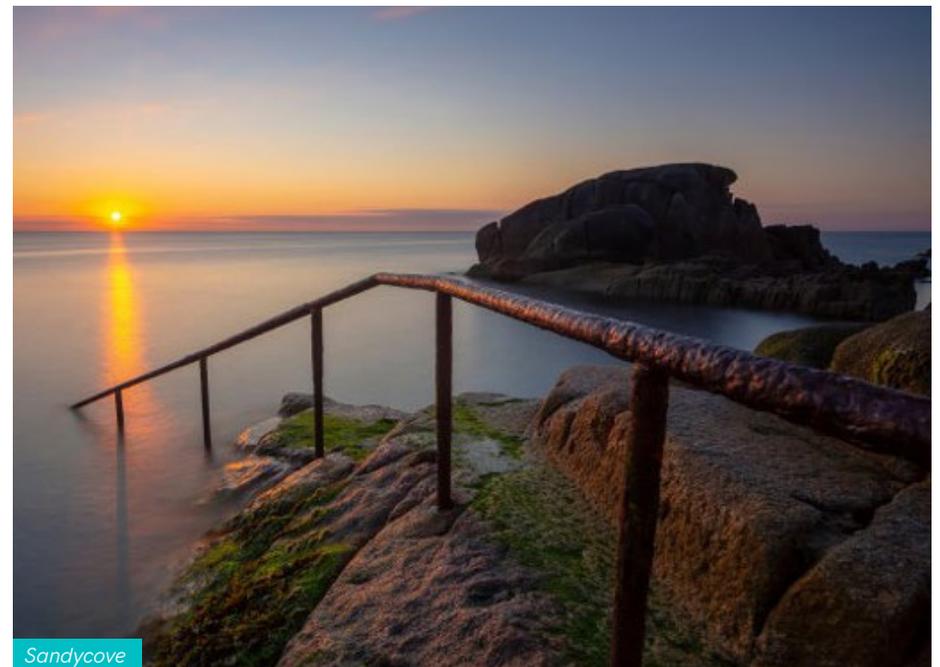
Sandycove Harbour

Strengths	Weaknesses
<p>Accessibility</p> <ul style="list-style-type: none"> The area is easily accessible by a wide range of users for a variety of water-based activities Sandycove is easily accessible by public transport and by car, which is important for the carriage of sporting equipment (scuba/kayaks) The water is easily accessible with a history of infrastructure and slipways being created Sandycove is a well-planned piece of infrastructure with universal access by design Sandycove is the southern terminus for the S2S. <p>Community of Users</p> <ul style="list-style-type: none"> There exists a good balance of uses that should be maintained. Users include two kayak clubs, Sandycove Bathers Association and swimmers, Curragh Sub-Aqua club and other scuba clubs, paddleboarders, walkers, families, Dalkey Sea Scouts, Dún Laoghaire Sea Scout and visitors accessing Joyce Tower (45,000 visitors each year) <p>Heritage</p> <ul style="list-style-type: none"> Sandycove is a sophisticated piece of public infrastructure and it is easy to overlook its complexity of construction e.g. north south wall to protect peninsula from worst north-westerly storms Natural and built heritage is essential to the character of the area. Sandycove has a history dating back to 1803 when the first lifeboat operated, though quarrying and fishing took place prior to this. Built heritage includes the Martello Tower, Bath House, 40ft bathing area and Joyce Tower There is a culture of bathing places across Dublin, but Sandycove is now only one of 3 that are publicly accessible <p>Social Atmosphere</p> <ul style="list-style-type: none"> Sandycove is a traditional place to gather, meet and converse. It is a natural eco-system of people coming together, an amenity place and a social space. Sandycove has a fine balance which should be protected - 'a beautiful accident', a quiet well-loved place to meet with little traffic It is popular at all times of the day and year with strong traditions such as the Christmas swim <p>Environment</p> <ul style="list-style-type: none"> Sandycove has a very attractive landscape setting and a sheltered Harbour with beautiful views Pollution free water means use of Dublin Bay and Sandycove has increased Sandycove has significant natural heritage including herons and other birdlife and seals. Schools make use of the area for nature walks <p>Economic Benefit</p> <ul style="list-style-type: none"> Brings visitors who spend in the area with the 40ft being a 'must see' in Dublin for many Events like Ironman bring visitor revenue <p>Well-being/Health Benefit</p> <ul style="list-style-type: none"> Existing use of the area benefits physical and well-being 	<p>Infrastructure</p> <ul style="list-style-type: none"> There is a lack of toilet facilities. Visitors and lifeguards use the toilets in the Joyce Tower, which are not designed for such a level of use. There could be an option for temporary toilets in peak season or for multiple small toilets rather than one big block. <p>Lack of Investment</p> <ul style="list-style-type: none"> There has been ad hoc and unplanned investment with inconsistent design language There has been a lack of maintenance of bathing areas following handover to Council with railings broken/decayed and not replaced. The seaward side of the Bath House is in poor condition with a dangerous pathway There is erosion along the shoreline near the 40ft Ramps are not thought to have been cleaned which can be dangerous <p>Inappropriate Materials</p> <ul style="list-style-type: none"> Regeneration of the baths building used materials inappropriate for its location e.g. wooden doors that were damaged in bad weather, steel fittings that rust There needs to be a use of common design language from the East Pier to Scotsman's Bay Storm damage must not be under estimated and rising sea levels could accentuate this in the future <p>Lack of Understanding of Place and Users</p> <ul style="list-style-type: none"> There is a lack of understanding of how severe weather can be There is an unknown quantity of users. There is a need to understand numbers and patterns The area comes under considerable pressure during the summer, and improved facilities at Bullock and Colliemore Harbours may help to relieve this. Sandycove is popular year-round and from dawn to midnight there are few places in Ireland that are similar. On some weekends there can be 4-5,000 people in the area. Many people come by foot from the DART. There is some anti-social behaviour, particularly around the Bath House and the beach. Operation Irene is undertaken by the Garda through the summer months, but there needs to be more uniformed presence in the summer evenings. The new baths are considered unlikely to take pressure off Sandycove There are thought to be safety issues with two lifeguards not considered enough in peak season/days The Harbour is not considered suitable for coach tours

Opportunities	Threats
<p>Recreational</p> <ul style="list-style-type: none"> Diversify recreational uses and foreshore access while retaining current uses and balance Enable new users Provision of public toilets, changing facilities for divers and food/drink outlets Create a necklace of Dublin coastal experiences The whole of Scotsman's Bay should be the arrival point, which needs to be communicated to visitors. <p>Access</p> <ul style="list-style-type: none"> Capitalise on enhanced cycle access (S2S) Develop a boardwalk from Marine Parade to Sandycove beach improving access for visitors, kayakers and divers. This would enable a better user experience, take pressure off the beach, and provide an opportunity for visitors to be nearer to the sea. Improve access to maximise use e.g. slipways for boats and to enable more than swimming at Sandycove Provide directional signage to other attractions/orientation signage that describes the experiences that can be had and linkages to other attractions in the DLR area Important to retain existing access road and parking <p>Appearance</p> <ul style="list-style-type: none"> Whole seafront needs unified design palette of paving, lighting, seating and design Visual appearance of mass concrete needs to be considered in relation to any future interventions Inconsistent maintenance of bathing area, ramps and around the Bath House should be addressed Signage clutter should be reduced Consider use of anti-fouling (self-cleansing) concrete on slipways <p>Experience</p> <ul style="list-style-type: none"> Improve walking and cycling provision Provide more seating to slow people down Shared surface on Sandycove Avenue West would make pedestrian experience safer 	<p>Environmental Impacts</p> <ul style="list-style-type: none"> Attrition of environment - maintenance, repair and renewal essential, life-cycle approach needed for public assets Rising sea levels & increasing storm damage Pollution from high rainfall events and lack of capacity in drainage infrastructure. There must be regular water quality testing <p>Management</p> <ul style="list-style-type: none"> There has been a lack of informed and coordinated planning for the future and piecemeal approach Sandycove should be kept as it is, or an improved version of what it is There needs to be better management of anti-social behaviour and dogs on the beach



Consultation workshop



Sandycove

Bullock Harbour

Strengths	Weaknesses
<ul style="list-style-type: none"> Bullock Harbour is a popular amenity used by a range of activity clubs It remains a working Harbour that hasn't been gentrified It provides one of the few opportunities for accessing the water Watching wildlife from the pier and buying shellfish on a Sunday morning are essential ingredients The Harbour has centuries of heritage and is overlooked by Bullock Castle Dalkey is a mixed community which is reflected in the Harbour The Harbour remains a working amenity for the community and should continue as a working Harbour. There are 75 boats in the Harbour Bullock Harbour is a beautiful, natural asset that remains relatively undeveloped, and a location where a person can be mindful and enjoy the scenic beauty The Harbour is a great place for storm-watching 	<ul style="list-style-type: none"> The heritage character needs to be more fully recognised and retained Lack of car parking, particularly in the summer, can be problematic, restricting emergency access during peak periods The combination of a working Harbour, clubs and visitors can sometimes be difficult to balance Harbour Road used heavily by schools There is some anti-social behaviour on the rocks - but generally this is not a problem



Bullock Harbour

Opportunities	Threats
<ul style="list-style-type: none"> Improved facilities for changing and public toilets would benefit all users Improved access (universal) from Harbour Road would allow greater use of the East Pier More seating is required and places for people to enjoy the location There is scope for a heritage centre with information on the Harbour's history and the Dublin Bay Biosphere The marine function should be emphasised and enhanced with regular trips available by boat to the Islands or across to Howth If the link between Bullock and Sandycove could be improved that would be a valuable development - currently people need to walk along the road, or at low tide across the rocks. Creating a more coherent link would benefit both places Harbour activities and leisure uses could be more effectively separated by encouraging more visitor use along the east side of the Harbour Use of the East Pier should be maximised during the summer The breakwater could be enhanced to help protect the old pier and the recent investment made in its restoration The Harbours heritage and history should be emphasised more A place to land, a place to park, and a place to change would be a major benefit as a marine user facility Surfacing should be upgraded in line with the Dublin Port Company conservation plan Visitor access to the rocky foreshore could be improved (e.g. for school/specialist trips) Land near the Council's pumping station could be considered for community use 	<ul style="list-style-type: none"> Rising sea levels and increasing storms may require improved coastal protection Significant redevelopment may detract from the Harbour character and be incompatible with traditional uses Additional uncontrolled vehicle traffic could cause unwanted congestion



7.0 Case Studies

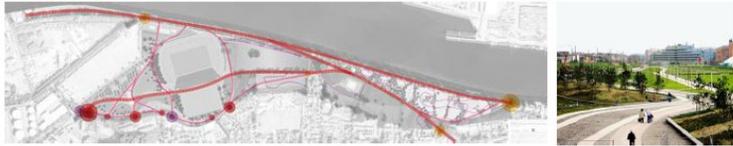
The purpose of this section is to illustrate examples of similar Harbours that have a mix of uses and users to Sandycove and Bullock Harbours. The approach to development and facilities provided at each inform the proposals in this Masterplan.

Marina Park, Cork

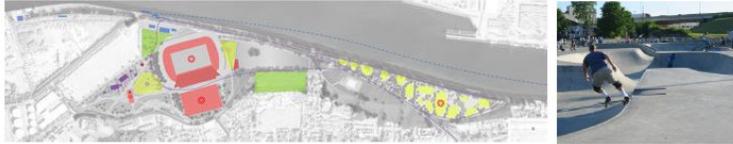
Cork County Council commissioned a Masterplan for Marina Park in Cork which was completed in 2013. While of a different scale to either Sandycove or Bullock Harbours there are elements which are of interest and are transferable. These include a theme base approach of accessibility (The Accessible Marina Park), Activity (The Active Marina Park), Ecology (The Blue and Green Marina Park), and Culture (Architectural Heritage and Arts & Culture strategy).

The focus is on the use of the space which means different things to different people at different times. The same could be considered for Sandycove and Bullock Harbours, for example active, community, heritage and defining character areas for each.

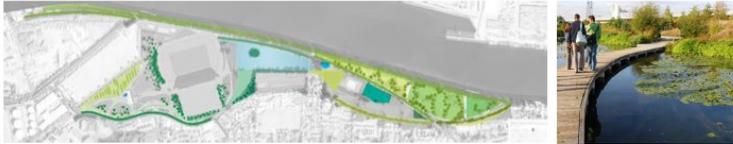
ACCESSIBLE



ACTIVE



ECOLOGICAL



CULTURAL



Howth, Dublin

Howth, located on the east coast of Ireland, is a major fishing port which also provides for marine leisure enterprises. Howth Fishery Harbour Centre (FHC), situated on the north side of Howth Peninsula, is managed by the Department of Agriculture, Food and the Marine.⁴

Howth provides for a range of marine leisure enterprises including Howth Yacht Club, Howth Sailing and Boating Club and Dublin Bay Cruises. Howth Yacht Club and Howth Sailing and Boating Club notably provide a range of sailing courses for both members and visitors and Dublin Bay Cruises offers seasonal sailings⁵. There are numerous benches in the vicinity of the Harbour, however there are no public toilet or shower facilities.

Howth is an example of a busy traditional fishing Harbour that has retained its commercial character, while enabling tourism and recreational uses.



Howth Harbour (Source: Fingal County Council 2019)

⁴Department of Agriculture, Food and the Marine (2019) Howth Fishery Harbour Centre. Available at: <https://www.agriculture.gov.ie/seafood/fisheryHarbours/howthfisheryHarbourcentre/>

⁵ Fingal County Council (2019) Visit Howth Activities. Available at: <http://www.visithowth.ie/activities/>



Dunmore East (Source: W.M.Nixon 2017)

Dunmore East, Waterford

Dunmore East, located on the southeast coast of Ireland, is a major fishing port which also provides for marine leisure enterprises. Dunmore East Fishing Harbour Centre, situated at the southern end of Dunmore Bay, on the western side of the entrance to Waterford Harbour, is managed by the Department of Agriculture, Food and the Marine⁶.

Dunmore East notably provides for an array of marine leisure enterprises, such as Dunmore East Adventure Centre, Waterford Harbour Sailing Club and South Coast Sailing. Dunmore East Adventure Centre is a purpose-built centre which supplies land and water-based adventure sports including kayaking, sailing courses, windsurfing and powerboating. Waterford Harbour Sailing Club is a member's club with an active sailing and boating community which provides a range of training courses. South Coast Sailing is a sailing tour business offering daily trips of the estuary and bay area of Waterford⁷. There are public toilets and seating areas at the Harbour.

⁶ Department of Agriculture, Food and the Marine (2019) Dunmore East Fishery Harbour Centre. Available at: <https://www.agriculture.gov.ie/seafood/fisheryHarbours/dunmoreeastfisheryHarbourcentre/>

⁷ Dunmore East Tourism (2019) Dunmore East Things to Do & See. Available at: <http://www.discoverdunmore.com/see-do>



Dunmore East Harbour

Dingle, Kerry

Dingle, situated on the southwest coast of Ireland on the northern shore of Dingle Bay, is one of the major fishery Harbour centres in Ireland. Dingle Fishery Harbour Centre is owned and managed by the Department of Agriculture, Food and the Marine⁸.

Dingle is first and foremost a working fishery Harbour which also provides for marine leisure enterprises including the Dingle Marina Centre and Dingle Boatmen's Association. The Dingle Marina Centre is a purpose-built centre which provides marine leisure facilities including a sailing centre and rowing club. The Dingle Marina Centre additionally comprises of a café/restaurant and provides showers and toilets for the marina. The Dingle Boatmen's Association operates daily trips to see the dolphins⁹.

Conclusion

The case studies illustrated here offer a range of transferable approaches and opportunities that could be considered in developing an approach for Sandycove and Bullock Harbours. These include the use of a themed approach, as in the case of the Masterplan for Marina park, Cork; the synergy between traditional marine uses and community and recreation activities at Howth, Dunmore East and Dingle; and the provision of dedicated marine activity centres at Dunmore East and Dingle.

⁸ Department of Agriculture, Food and the Marine (2019) Dingle (An Daingean) Fishery Harbour Centre. Available at: <https://www.agriculture.gov.ie/seafood/fisheryHarbours/dingleandaingeanfisheryHarbourcentre/>

⁹ Department of Agriculture, Fisheries and Food (2009) Development of Business Plans for the Fishery Harbour Centres. Available at: <https://www.agriculture.gov.ie/seafood/fisheryHarbours/businessplanforthevelopmentofthefisheryHarbourcentres/>

8.0 Site Appraisal

Sandycove and Bullock Harbours are both located to the south-east of Dún Laoghaire Town. Sandycove Harbour is located at the intersection of Sandycove Avenue West and Sandycove Avenue North, near Joyce's Tower. Sandycove is located around 1.5km east of Dún Laoghaire Town Centre.

Bullock Harbour is located to the south-east of Sandycove, off Harbour Road and around 500m to the south-east of Sandycove Harbour and 700m north of Dalkey Heritage Town. Sandycove is approximately 10 minutes walk from Sandycove and Glasthule DART station, while Bullock Harbour is less than 15 minutes walk from Dalkey DART station.

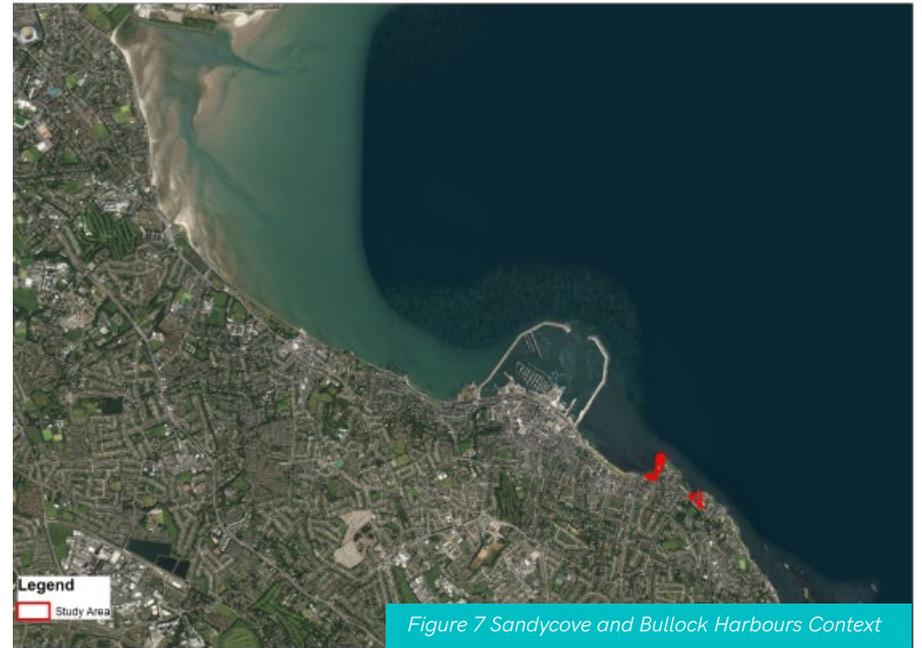




Figure 9 Context Plan

KEY

-  Site extents
-  Proposed Natural Heritage Area
-  Record of Monuments and Places
-  Architectural Conservation Area
-  No Increase in Building Numbers
-  Protected Structures
-  Open Spaces



8.1 Bullock Harbour

Bullock Harbour has a long history with a standing stone circle said to have been built by Pre-Christian Druids, the stones of which now form part of the nearby Martello Tower. The land at Bullock was given to Cistercian Monks from St Mary's Abbey in Dublin and developed into a walled village around the Harbour, then Dublin's main port. By the 12th Century the Harbour was being used to send fish to Dublin markets and to receive cargo from the city – with every vessel using the port paying a toll of one fish. To protect this trade the monks had Bullock Castle built in the 12th Century, around 1150, and a small town grew up around the Castle.

The town had a peaceful history until the Castle was taken over by the Crown in the 16th Century following the dissolution of the monasteries, followed by tragedy in 1641 when fifty-six men, women and children were attacked and drowned by Royalist troops. The waters near the port were often dangerous and Pilot's Cottages were built at the Harbour in 1807 to house pilots who guided boats out to sea and into the port. One of the original Pilot Cottages still remains today. New Harbour quays, pier and road were constructed in 1818/1819 using stone cut from outcrops to the east of the natural inlet. The name Bullock is derived either from a Scandinavian word for Blue Haven or a Gaelic term for a tidal blow hole in rocks.¹⁰

Bullock Harbour has evolved over the years from a bustling commercial Harbour to a hub for recreational activity and for passive recreation. Bullock is today a small working Harbour with a range of users including commercial fishing, boat rental, marine leisure and residential. Much of its character stems from vibrant marine activities such as crab and lobster fishing, small boat moorings and boat rental. It is tidal with a slipway in its southeast corner that dries out at the lower portion of the tide, along with most of the moorings.

Along the eastern side of the Harbour are several houses and other structures. On the northeast side of the Harbour is the former premises of 'Western Marine', a marine chandlery that closed in recent years. A home for older people, Our Lady's Manor, was built alongside the Castle on the west side of the Harbour in the 1980's by the Carmelite Sisters for the Aged and Infirm. Other surrounding uses are predominantly residential. Relatively recent development includes Pilot View and Bailey View Apartments, located to the south-east of the harbour.



Bullock Harbour Dalkey (Source www.askaboutireland.ie) via The Collectors Shop, Blackrock

The external north-eastern corner of the Harbour sustained damage during Storm Ophelia in October 2017. This area and lands in the immediate vicinity experience overtopping in high seas. Dublin Port Company has recently completed detailed conservation work to restore the Harbour pier.

The light commercial/industrial nature of the Harbour facilities are presently rather run down and somewhat outdated and lack facilities that many recreational and community users require. Some parts of the Harbour, particularly the west pier area, are underutilised and poorly accessible. The Harbour is accessed from Harbour Road, which falls steeply from the junction with Ulverton Road around the Castle. There is a two-way vehicle traffic and linear parking along the Harbour side. Access to the waterfront from the road is limited by the change in level. There is seating at two locations along the south-western edge of the Harbour, but surfacing is poor and there are no other public realm features of note.

There are a wide range of commercial and community groups using the Harbour, these include:

- » Commercial fishing operators
- » Boat hire businesses
- » Anglers (boat and shore including Dublin City Sea Anglers, Dalkey Angling Club, Bar Bream & Shellfish Club)
- » Activity providers including kayak and sub aqua (Irish Sea Kayaking Association, Shearwater Sea Kayaking, East Coast Sea Kayaking Club, Kayaking.ie, Trident Sub-Aqua Club) and The Adventure Project
- » Dalkey Sea Scouts
- » Local community and residents

Each of these users have different needs and requirements at different times.

¹⁰ <http://www.dalkeyhomepage.ie/bullockages.html>



Bullock Harbour

Bullock Harbour Local Character Areas

General Characteristics

Bullock Harbour was constructed from a small rocky cove in 1819, using cut stone from outcrops to the east of the natural inlet. Cranes were installed on the pier to facilitate the transport of stone, and later for importing coal. The coal yard later became a soap factory and then subsequently a boat-building yard.

The Harbour is over-looked from the east by the impressive presence of Bullock Castle (12th Century) and, extending along Harbour Road, by the linear mass of a contemporary Nursing Home. Other surrounding uses are predominantly residential. The character of Bullock Harbour can be described as comprising three different zones, each with their own identity and uses.

Much of the area falls within Local Authority Zone: Objective W: 'To provide for waterfront development and Harbour related uses'.

Bullock Harbour is also the subject of a Specific Local Objective (SLO22): "That any residential development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the spacial nature of the area in terms of the height, scale, architecture and density of built form."



Figure 12 Aerial photo of Bullock Harbour and surroundings



Figure 11 Plan of Character Areas

Character Area 1: Harbour Road

Bullock Harbour is accessed from Harbour Road, which falls steeply from the junction with Ulverton Road and around the Castle. At one time the road was owned by the Dublin Ballast Office and was known as Ballast Office Road. It now provides for two-way vehicle traffic and linear parking along the Harbour edge. There are footways along both sides of the upper northern part of the road, and a narrow path continuing southwards on the western side of the road only.

A grass verge extends along the eastern edge, sloping towards the Harbour. Concrete steps at the northern end provide pedestrian access to a level stone-paved seating/viewing area, enclosed to the north and west by high stone walls, overlooking the Harbour and with panoramic sea views. The area becomes very exposed during the winter months. Access to the waterfront from the road is otherwise limited by the change in level and stone bollards with chains.

Bullock Castle, which overlooks the Harbour, was built in the 12th Century by the Cistercian Monks of St. Mary's Abbey to protect the fisheries granted to them. Following the dissolution of the monasteries by Henry VIII in 1539, the Castle was taken over by the Crown and leased to private occupiers. An institution for older people was set up adjoining the Castle by the Carmelite Sisters for the Aged and Infirm, which is now a large nursing home (Our Lady's Manor).

Key Features:

1. Bullock Castle
2. Seating/viewing area
3. Panoramic viewpoint



Impressive views of Bullock Castle above Harbour Road



Seating area at northern end of road



On-street parking and limited public access to Harbour-side



Wide road with poor pedestrian environment

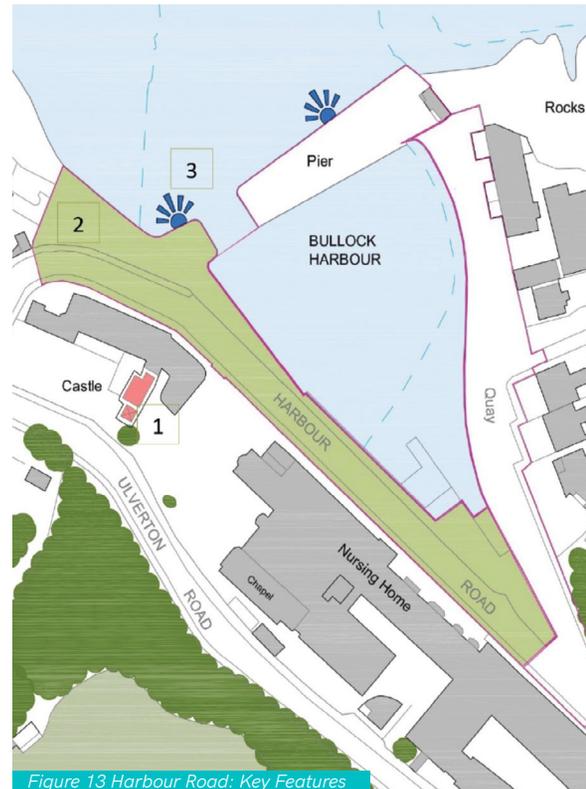


Figure 13 Harbour Road: Key Features

Character Area 2: The Quay

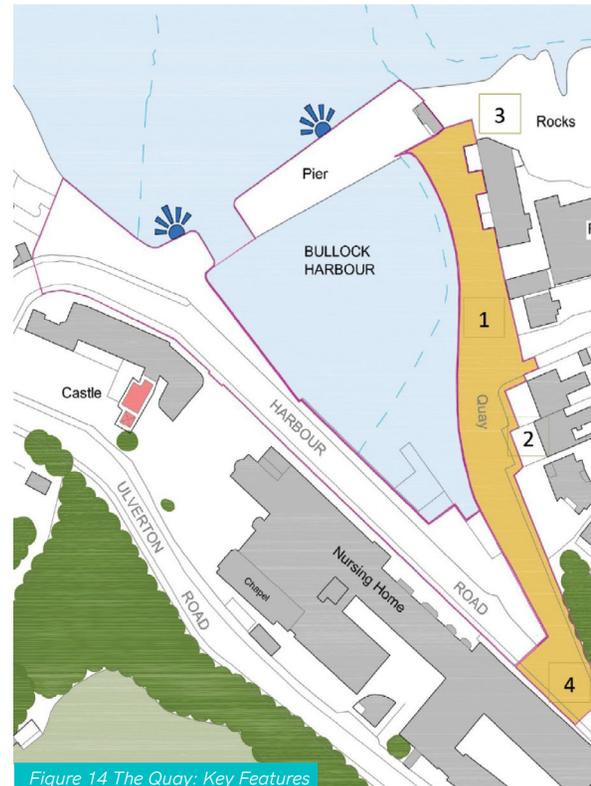
The Quay provides access to mixed marine-related uses and to the Pier. It retains a working character of vehicles, boat storage and marine related paraphernalia.

Bullock Harbour was once a renowned breeding ground for pilots, and along the Quay there was a terrace of dwellings known as Pilots Cottages, one of which remains. Other existing uses include temporary container space for fishing and community purposes. To the north of the Quay, the rocky coastal outcrops are accessible to the public, via a narrow passageway, and provides one of the few opportunities to access the seashore in Dalkey.

At the southern end of the Quay, there is a small open space with a heritage winch and recently installed interpretation board. The area was once the site of Cullen's Cottage, whose tenant in the days of the Ballast Office ownership was in charge of a gate which debarred entry to all but those with business in the Harbour.

Key features:

1. Marine-related Harbourside activities
2. Former Pilots Cottages
3. Pedestrian access to rocky foreshore
4. Harbour entrance and heritage features



Character Area 3: The Pier and Harbour

The Pier provides the essential defence to the inner Harbour area and is an impressive structure of large cut stone blocks dating back to the early 19th Century. The external north-western corner of the pier sustained considerable damage during Storm Ophelia in October 2017 but repairs have recently been completed. The area remains highly exposed to winter storms. Although mainly used for fishing and boating purposes, the pier has several seats from where visitors can experience the panoramic sea views.

The area continues to function as a small working Harbour and much of its character stems from vibrant marine activities such as crab and lobster fishing, small board moorings and boat rental. It is tidal, with a slipway in its south-eastern corner that dries out at the lower portion of the tide, along with most of the moorings.

The Harbour is home to Dalkey Sea Scouts. Other recreational uses include sea angling and kayaking.

Key features:

1. Fishing-related activities
2. Seating areas, and expansive sea views.
3. Moorings, slipways and boating activities.



Harbour and slipway



Stormy conditions at Bullock Harbour



The Pier



Our Lady's Manor Nursing Home



Figure 15 The Pier and Harbour: Key Features



Harbour at high tide

8.2 Sandycove Harbour

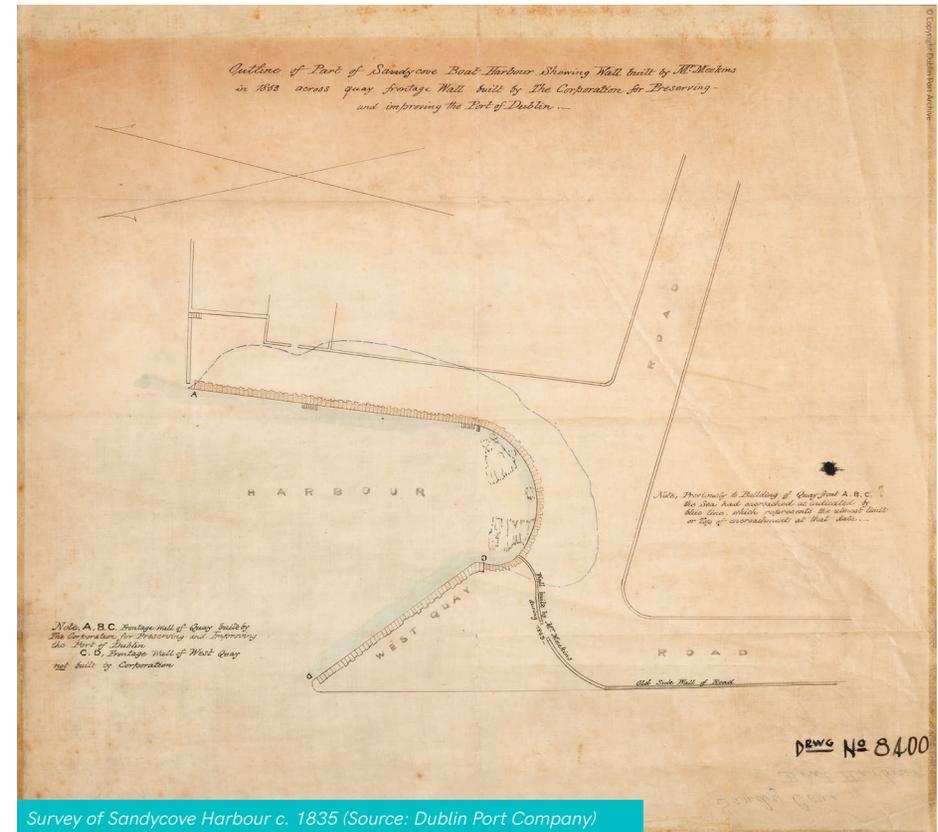
Sandycove, before the 19th Century, was mostly uninhabited with disused quarries and rocks popular as a local fishing place. A few cottages existed in sheltered locations with timber fishing boats nearby. A lifeboat service was established at Sandycove in 1803 with the lifeboat housed in a boathouse, now part of Neptune House. The Martello Tower was built between 1801 and 1804, one of 74 around the Irish coast, to resist an expected attack by Napoleon's navy. The Sandycove Tower was made famous by association with one-time resident James Joyce, with the opening scene of Ulysses taking place on the Tower's gun platform. The Tower is now known as Joyce's Tower and houses the James Joyce Tower & Museum visitor attraction, established by architect Michael Scott and friends in 1962.

The Harbour was built in 1864 to facilitate fishing and boating activities but was no longer in use by the 19th Century. The area has been a popular bathing destination since the 19th Century, first popular with soldiers based at the nearby fort, which is now part of a private residence. The Sandycove Bathers Association has been in existence since 1883. The Forty Foot is now a renowned deep-water year-round swimming spot. The 19th Century red-brick building adjacent to the coast on the north side of Otranto Park was built to facilitate bathing and was first known as Walsh's Baths as they were owned by a John Walsh, and later as Sandycove Ladies' Baths. The extension of the railway to Dalkey in 1844 and the construction of a station at Sandycove facilitated residential development of the area, with many houses built for lease to summer visitors to enjoy the fresh coastal air.

The Masterplan study area covers Otranto Park, Sandycove Beach, the Forty Foot swimming area and the public roads and pavements that link these areas. Sandycove today is no longer a working Harbour and its primary function is recreation and leisure.

The landscaping of Otranto Park was completed by DLR County Council in 2018 and includes new paving, planting and seating. While DLR's no new building policy is preserving the scale and character of Sandycove there is an increasing need to manage the volume of visitors and visitor-related traffic in peak season and to balance public and private needs in the area.

There are a variety of user groups at Sandycove Harbour including those engaged in active and passive recreation. The beach is a very popular family bathing destination, as well as a launch area for kayaks and scuba divers, with seasonal lifeguards in place. Curragh Sub-Aqua Club and Sandycove Kayak Club are based in the former Bath House at Otranto Park. The hardy members of the Sandycove Bathers Association can be seen heading off into the coastal waters year-round from the Forty Foot bathing area which has direct access to the open waters of Dublin Bay. Sandycove is popular year-round, with many local walkers attracted by the tranquillity, views and sociable atmosphere.



Survey of Sandycove Harbour c. 1835 (Source: Dublin Port Company)

Sandycove Harbour: Local Character Areas

General Characteristics

Much of the area falls within the Sandycove Point Architectural Conservation Area, designated for its distinct character and intrinsic qualities of the historic built form and layout. Although most of the houses overlooking the coast date from Victorian times, there is a wide variety of architectural styles, which contribute importantly to both the visual and heritage character of the area.

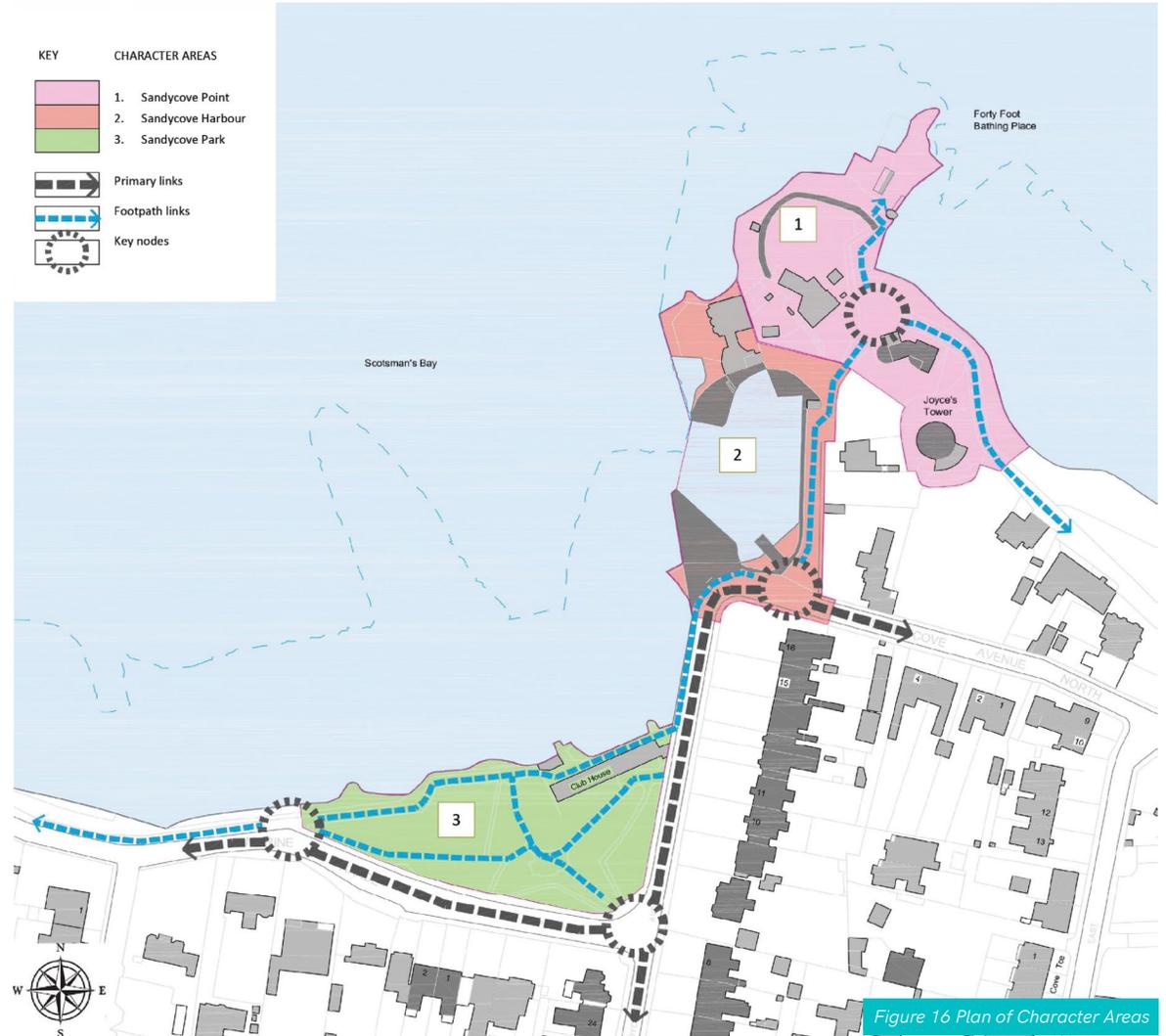
The area includes two sites of archeological interest, as listed in the Record of Monuments and Places in the County Council's Development Plan 2016-2022. Other Development Plan Objectives that apply within the area are:

- Proposed Natural heritage Area
- 'To preserve views'
- 'Public Right of Way'
- 'No increase in the number of buildings permissible' (northern part)

Given the small land area involved, and the combined context of the sea, the heritage buildings and public open spaces, the area is high in visual amenity and visitor appeal. It is made up of three Local Character Areas, each with their own special identity and sense of place.



Figure 17 Aerial photo of Sandycove and surroundings



Character Area 1: Sandycove Point

The area around the headland has an outstanding collection of built heritage comprising varied maritime, defensive and bathing-associated structures, an acclaimed international Modernist House by Irish Architect Michael Scott and a Martello Tower (now a Joycean Museum). The Battery forms a massive cut stone bulwark, with the bedrock rising up to form its highest point, and was constructed shortly after the Martello Tower. The Forty Foot is still a popular bathing area for hardy swimmers and remains in generally good condition (apart from some deteriorating concrete surfacing). There are impressive views out from the Point to Dún Laoghaire and Howth, and eastwards to Bullock Harbour. The rock outcrops are particularly attractive features between the high and low water tide marks. Around Forty Foot steps have been cut into the rock and retaining features built into their natural profile.

There are very few trees due to the exposed location, apart from stunted specimens around the Tower. Shrubs and hedges are more common in the front gardens of private properties. Vehicular access from the south is restricted by removable bollards. Surfaces are utilitarian, mostly concrete in average or poor condition. A proliferation of signs, road markings and overhead cables detract from and undermine the scenic quality.

Key features:

1. Battery Wall - Protected Structure
2. Forty Foot Bathing Place
3. Panoramic viewpoints
4. Geragh Haus - Protected Structure
5. Martello Tower (Joyce's Tower) - Protected Structure



Battery Wall and Forty Foot Bathing Place



Geragh Haus



Forty Foot Bathing structures



Entrance to Joycean Museum within Martello Tower

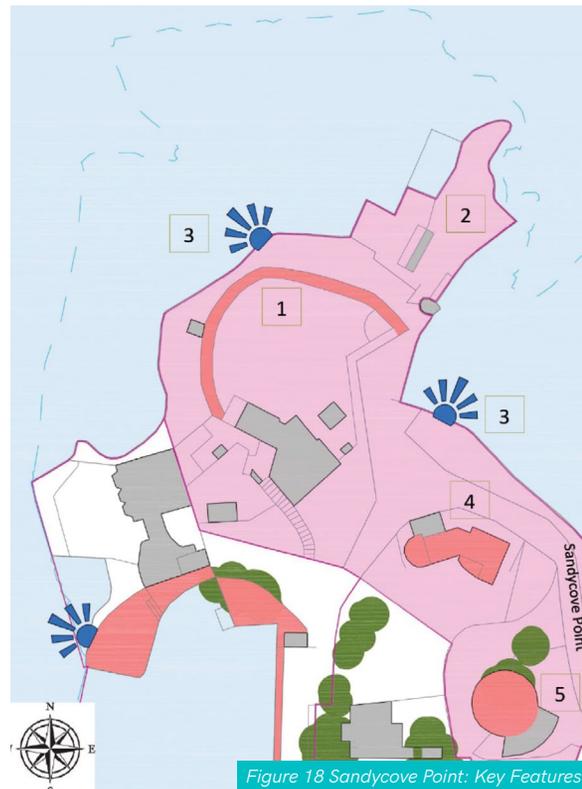


Figure 18 Sandycove Point: Key Features

Character Area 1: Sandycove Point - Negative Features



Signage and poor visual road surface and markings



Unnecessary clutter detracts from main entry point



Deteriorating and unsightly concrete surfaces

Character Area 2: Sandycove Harbour

The Harbour with its two piers and slips was established on a small sandy inlet in 1864, providing a sheltered cove from where, together with Bullock Harbour, rock was shipped to Dublin, around Ireland and to Britain. Rock outcrops were integrated into the construction of the Harbour, reinforcing its visual qualities. The first lifeboat station in Ireland was built here in 1803. The Harbour ceased to function in the late 19th Century, and is now a popular venue for recreational uses, such as swimming, kayaking and scuba diving.

The north pier comprises large granite blocks and in-situ concrete surface with created granite seating features. Stainless steel ladders offer access to the water. In contrast, the southern pier has a soft grass surface and a collection of seats orientated towards the spectacular seaward views. To the north of the beach is a small shower structure, changing area and lifeguard hut, maintained in good condition. The former granite block slip-ways have recently been resurfaced with in-situ concrete.

Sandycove Point provides residential access to a few coastal properties. Apart from three disabled bays, the road has double yellow lines on both sides. Removable bollards restrict vehicle access onto the Point.

Key features:

1. Heritage stone features (Protected)
2. Sheltered sandy beach with shower block and lifeguard hut
3. Contrasting hard and soft piers
4. Panoramic viewpoints



Sandycove Beach



Sandycove Beach



South Pier



View towards Dún Laoghaire Town



Figure 19 Sandycove Harbour: Key Features



Martello Tower and Lifeguards Hut

Character Area 2: Sandycove Harbour - Negative Features



Narrow footpaths, overhead cables and utility street lights



Proliferation of clutter in and around the south pier



Incongruous stone and concrete features and re-surfaced slipways



Poor quality concrete surface finishes and intrusive signage

Character Area 3: Sandycove Park

This open green area ('The Maze') at the junction of Otranto Place and Sandycove Avenue West was refurbished in 2018 as an informal recreation space with meandering walkways and grass mounds. Paths have been resurfaced in buff resin and in parts realigned, a viewing/seating area created as a central feature, and planting added to help reinforce the existing shrubs and trees.

The former Bath House is a prominent structure on the north edge of the Park, backing onto a small beach. Pedestrian access to the beach from the Park is restricted by sea walls in variable condition, while the frontage of the Bath House is poorly presented and with limited pedestrian space. A new toilet kiosk is located on the eastern side of the Park, and signboards display the rich natural and built heritage of the area. Sandycove 'Castle' is located on the eastern side of the junction.

Otranto Place is a two-way road between Marine Parade and Sandycove Avenue West, with double yellow lines each side. Footpaths in-situ are concrete and mostly narrow, and the junction is dominated by traffic movements.

Key features:

1. Panoramic views of Sandycove Point, Howth and seawards
2. Former Bath House with secluded beach
3. Seating areas



View of park from Marine Parade



Former Bath House - seaward elevation



Resurfaced walkway



Resurfacing and seaward views



Figure 20 Otranto Park - Key Features



Former Bath House

Character Area 3: Sandycove Park - Negative Features



Character Area 3: Sandycove Park - Linkages

Sandycove Park links westwards to the Marine Parade Park, which in turn connects to People's Park in Dún Laoghaire, providing a continuous linear seafront of high recreation appeal. It is a Specific Local Objective of the County Council to promote the development of the S2S Promenade and Cycle way as a component part of the National East Coast Trail Cycle Route.



Entry to Marine Parade park



Footpath and parking bay north of Sandycove



Recently installed exercise equipment



Sea defences



Traditional Skiff Race, Sandycove

9.0 A Vision for the Harbours



Strategy Development

A Thematic Approach

The Masterplan concepts for Bullock and Sandycove Harbours have been developed in the context of the larger Dún Laoghaire seafront and Scotsman's Bay, with the overall aim of creating an enhanced seafront experience extending from Dún Laoghaire Baths and People's Park to Sandycove and Bullock Harbour, based around the following themes:



Urban Centre Seafront

There is scope for the high quality design treatment of the refurbished Dún Laoghaire Baths and People's Park to be continued along the entire length of the seafront to Sandycove



Marine Parade

Future promenade improvements would strengthen the vitality and character of the seafront and more effectively connect Dun Laoghaire Town Centre to Sandycove and Bullock Harbours



Sandycove Harbour

Intimate scale provides exceptional seaside recreational opportunities, reinforced by high quality natural and built heritage



Bullock Harbour

The working uses are an integral part of its character, providing an interesting contrast to the other amenity areas along the seafront

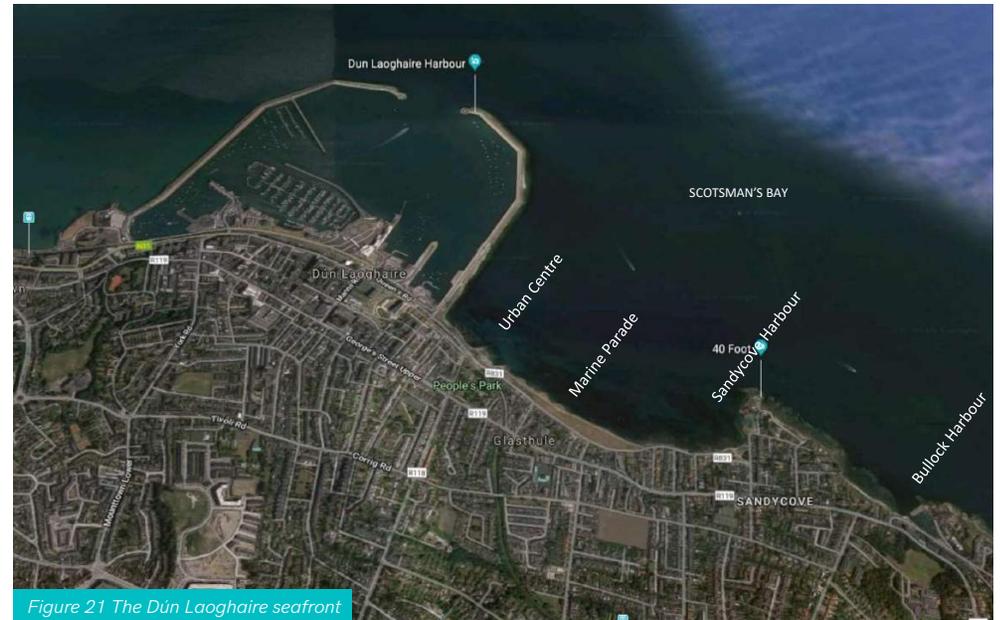


Figure 21 The Dún Laoghaire seafront

Compatible: Complimenting the existing seafront amenities and attractions

Accessible: Emphasising ease of pedestrian and cycle priority

Cultural: Building upon the natural and built heritage of the area

Respectful: Relating to the existing Harbour uses in line with community aspirations

The following pages explore in further detail each of these guiding themes.

Compatible

Complimenting the existing seafront amenities and attractions

The proposals for Bullock and Sandycove Harbours should be developed in the context of the entire Dún Laoghaire seafront. The Masterplan process is initiated in response to Policy OSR15 of the County Development Plan (2016-2022) which states:

'The Council will formulate - in conjunction with all the relevant stakeholders - a Masterplan for both Bullock and Sandycove Harbours in order to provide for the effective management of the entirety of the County's 17km long coastline.'

The Harbours at Bullock and Sandycove are seen as two of several key destinations along the County's coast line which need to be more fully recognised as standalone attractions for the visitor, linked to other destinations on offer. A key issue identified in the Dún Laoghaire Rathdown Tourism Strategy & Marketing Plan (2017-2022) is *'Gaps in continuity of pedestrian infrastructure, e.g. between Seapoint and Sandycove'*. A corresponding opportunity is identified for the National East Coast Trail *"specifically the section linking Seapoint and Sandycove (or meanwhile low cost interventions along proposed route)"*.

The Tourism Strategy identifies three thematic experiences, and the one most strongly linked to this Masterplan exercise is the 'Urban Splash!' theme. The key project identified for this theme is 'The Blue Line', which aims to: *'Further develop a stunning coastal connection focussing on Seapoint to Sandycove, linking all of the options to experience the Urban Splash! Proposition. This will include opportunities to get into the water, enjoy the atmosphere, get up close to the maritime heritage, act as a venue during festival time and pave the way for forthcoming sea front projects'*.

Both Harbours need to be considered as important parts of the 'suite of signature experiences' where it is essential to showcase the unique characteristics of the destination, meet the needs of its target markets and substantiate the overall brand proposition.

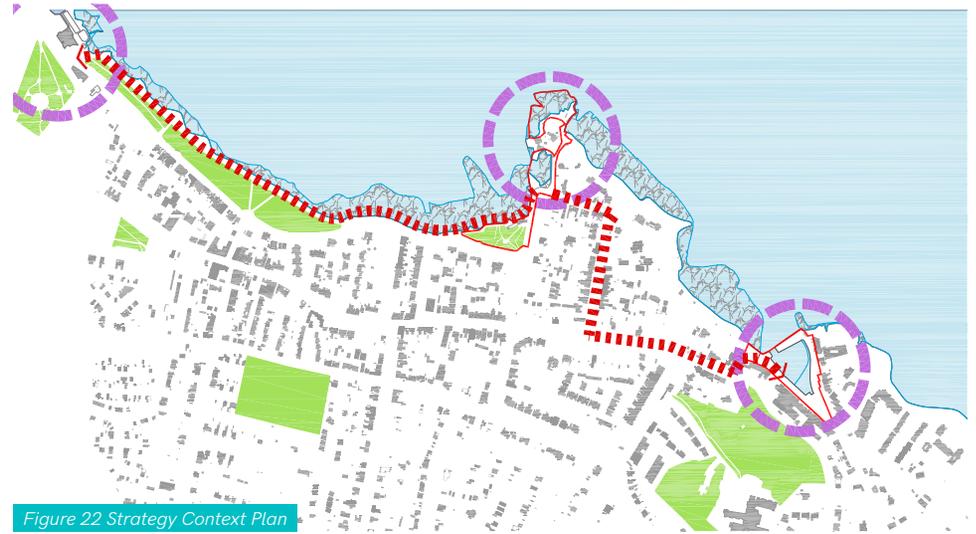


Figure 22 Strategy Context Plan



Urban Centre Seafront

Active and passive urban centre amenity uses within high quality setting of refurbished Dún Laoghaire Baths and People's Park



Marine Parade

Provides important linkage function between Dún Laoghaire and Sandycove - the 'Blue Line' - and for active strolling, viewing, cycling and jogging uses



Sandycove Harbour

Passive water-based recreation within intimate setting of high natural and built heritage appeal



Bullock Harbour

Working Harbour activities combined with active water-based recreation and community uses

Accessible

Emphasising ease of pedestrian and cycle priority



Dublin DART

The seafront is well-served by train services between Dublin City and outlying eastern residential areas, via Sandycove and Glashule Station



Bus

A regular bus service (No. 7) operates along Glashule Road, with frequent stops less than 3 minutes walk from the seafront



Promenade

Improved facilities for walkers, joggers and cyclists would optimise the potential for alternative means of access to the seafront, reinforced by the future S25 Promenade and Cycleway objective of the Council



The Harbours

Sandycove and Bullock are dominated by the needs of private vehicles, with restricted on-street parking that detracts from the use and character of the Harbours

Traffic congestion is a growing problem at both Sandycove and Bullock Harbours, with competing needs of visitors, residents and vehicle access requirements for water sports, especially during the summer months. The roads serving the Harbours are narrow and on-street parking is limited. There are currently limited facilities for cyclists. The appearance of parked cars, and the influence of drivers looking for somewhere to park, detracts from the overall experience of the seafront amenities, and during peak periods restricts essential emergency vehicle access.

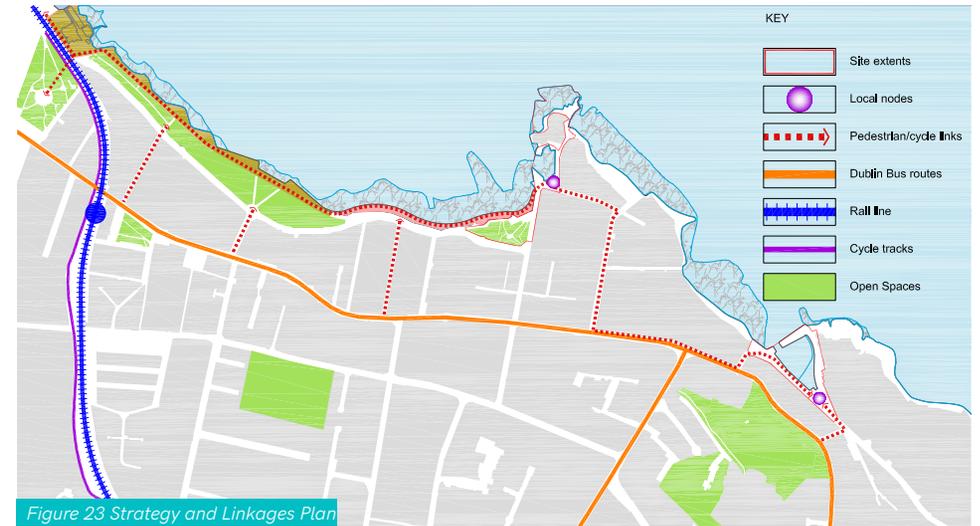


Figure 23 Strategy and Linkages Plan

Whereas many visitors arrive on foot and by public transport, and a few by bicycle, greater emphasis needs to be placed on limiting access to the Harbours by private vehicle. The area is well-served by public transport, including DART stations at Sandycove & Glashule and Dalkey, and regular bus services with frequent stops along Glashule Road, all within 3-5 minutes walking distance of the seafront, and Ulverton Road, within 5-10 minutes walking distance of Bullock Harbour.

The urban centre of Dún Laoghaire is less than 1km from Sandycove Harbour, no more than 15 minutes walking time, while Bullock Harbour is also less than 1km from Dalkey Village with its numerous cafes and restaurants.

The connection between the two Harbours, along Sandycove Avenues North and East to Ulverton Road, is presently ill-defined by narrow footpaths and continuous on-street parking.

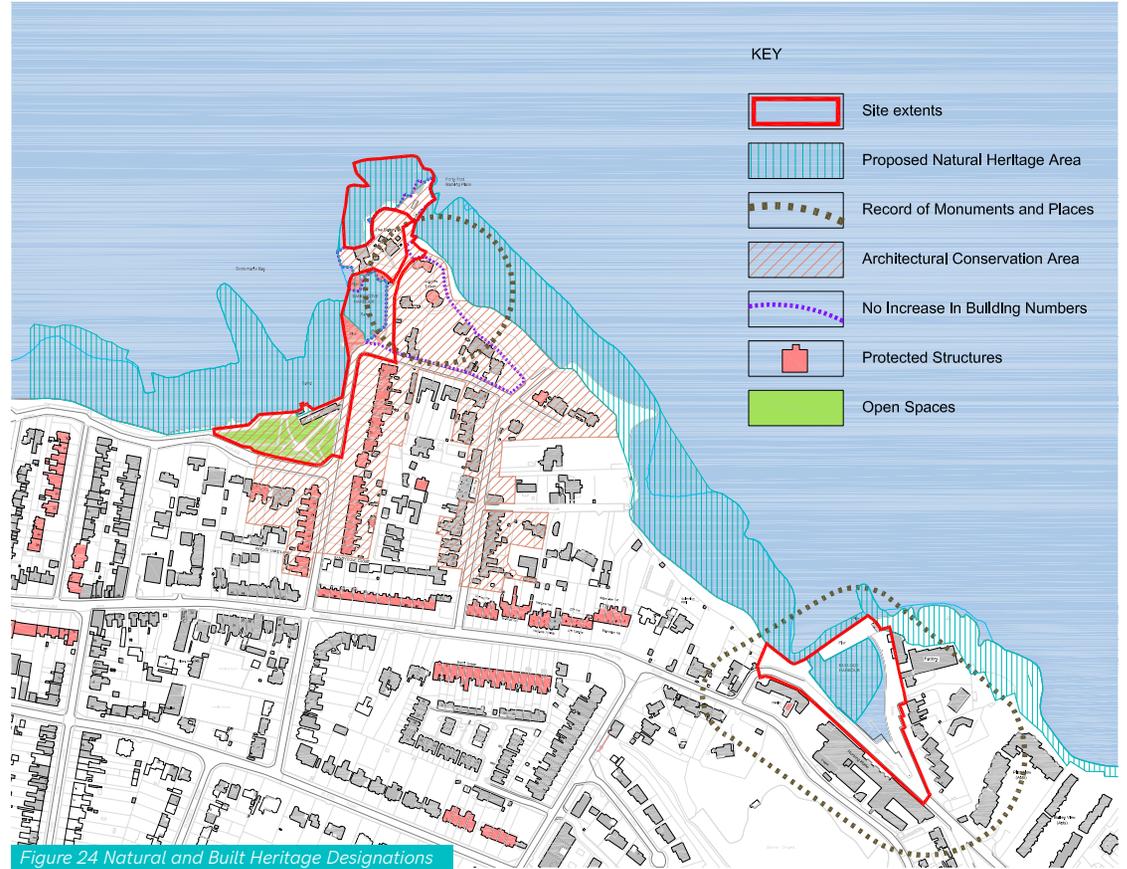
Increased awareness of the alternative means of visitor access to the Harbours should therefore be pursued through improved directional pedestrian/cycle signage and interpretation material. Traffic calming measures in the vicinity of the Harbours would help to alleviate the current dominance of vehicles and, during peak periods, consideration could be given to restricting private vehicle access to resident/essential traffic only.

Cultural

Building upon the natural and built heritage of the area

Both Bullock and Sandycove Harbours are well-endowed with natural and built heritage that have been taken into account as part of the Masterplan process. The zonings and map based policies for the two Harbours are shown on the adjacent plan and summarised as:

Policy/Strategy	Bullock Harbour	Sandycove Harbour
Protected Structure	Bullock Castle	Harbours + several buildings in vicinity
Architectural Conversation Area	No	Sandycove ACA
Specific Local Objectives - 'To Preserve Views'	No	On all seaward frontages
Proposed Natural Heritage Area	Dalkey Coastal Zone + Killiney Hill/Rocheshill	Dalkey Coastal Zone + Killiney Hill/Rocheshill
Record of Monuments and Places	023-20 - Ulverton Road, Settlement, Tower House, Bawn Site, Well, Harbour, Town Wall Site, Tower Site	023-019 - Sandycove Point, Martello Tower 023-062 - Sandycove Harbour, Battery



Bullock Castle

Respectful

Relating to the existing Harbour uses in line with community aspirations

Sandycove Harbour:

Responding to stakeholders views and aspirations, with particular emphasis on retaining and enhancing the natural and built heritage of the area, and exploring the key opportunities discussed during stakeholder consultation.



Bullock Harbour:

Responding to stakeholders views and aspirations, with particular emphasis on the Harbour as a working amenity for the local community, and exploring the key opportunities discussed during stakeholder consultation.



Vision Statement

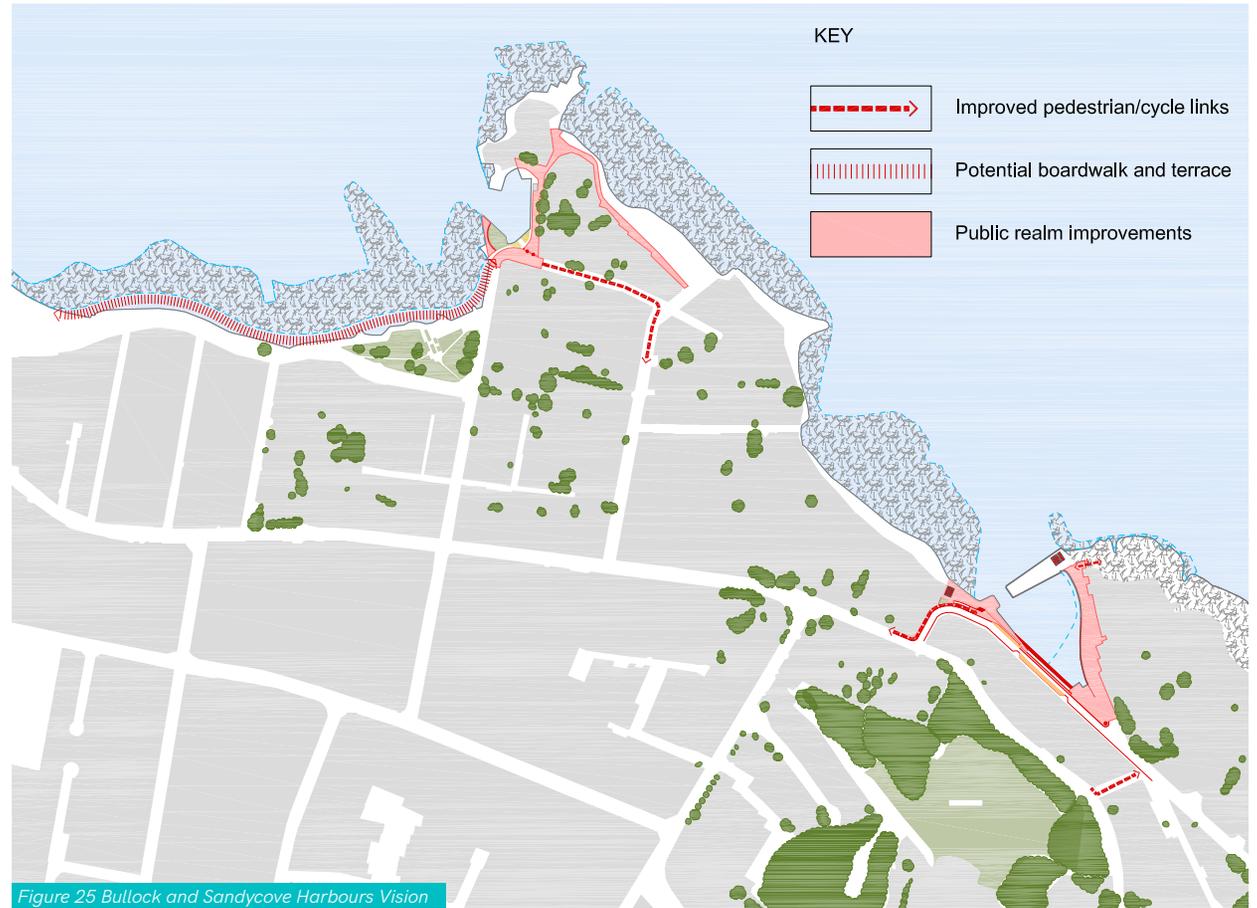
The four guiding themes previously described, combined with the feedback on stakeholders views and aspirations, visions and key opportunities (as summarised by the SWOT analysis of this report), have led to the adoption of the following Vision Statements for guiding the Concept Development proposals of the Harbours:

Bullock Harbour

To adopt a Masterplan approach that respects and reinforces the character and traditions of the working Harbour, while incorporating active seafront recreation, boating and water sports facilities, and enhanced community uses and linkages.

Sandycove Harbour:

To adopt a Masterplan approach that respects and reinforces the natural and cultural heritage of the area, while enhancing the opportunities for passive seafront recreation, amenity/leisure uses and linkages to the Dún Laoghaire seafront and Sandycove Point.



Concept Proposals

The following section sets out a suite of concept development proposals for both Bullock and Sandycove Harbours. While the concept proposals may provide a guide for future development at these lands, they are not considered prescriptive and it is acknowledged that there may be alternative means of enhancing the future use of these lands. It is further highlighted that there is no budget allocated for the concept proposals and the advancement of any proposals would be subject to ongoing budgetary constraints.

Bullock Harbour Concept Plan

Main Features:

1. Re-surfacing in local, characteristic materials
2. Quay wall coping raised to allow full re-surfacing
3. Cycle hub and interpretation point
4. Future consideration given to acquiring one of the cottages for community/heritage/café/toilet uses
5. Improved access via steps from Ulverton Road - signage, lighting and pedestrian crossings
6. Harbour Road traffic calming - linear parking staggered both sides of road, requiring on-coming traffic to give way through single lane section
7. Road narrowing allows continuous footpath to Harbourside, while retaining existing grass embankment
8. Steps and ramp providing access to re-surfaced eastern pier and quay
9. Incorporation of age-friendly benches
10. Shipping containers converted for pop-up refreshment and toilet/changing uses - either permanent or seasonal (stored on site or removed by crane)
11. Current leisure and fishing uses of western pier retained, granite surfaces existing as part of ongoing pier refurbishment
12. Shipping containers converted for active water sports and community uses
13. Improved pedestrian access and signage to rocks
14. Link to Sandycove Harbour, with widened footpaths where possible, safer road crossings, good quality surface finishes and coherent signage and street lighting



Figure 26 Bullock Harbour Concept Plan

General:

- Under-grounding of cables
- Reduction in signage clutter
- Improved directional and interpretation signage
- Consistent street lighting

Main Features:

1. Re-surfacing in local characteristic materials— a. granite setts (re-used), b. asphalt with granite aggregate dressing and granite kerbs/footways
2. Cycle hub and interpretation point
3. Automatic bollards - resident access only
4. Existing low concrete wall removed or replaced by granite block up-stands (incidental seats)
5. Raised table shared priority
6. Incorporation of age-friendly benches
7. Opportunity for future boardwalk, subject to feasibility study. Route options to be explored for the future delivery of the Sutton to Sandy Cove cycleway. Note: dashed line is symbolic only and does not indicate the preferred route option.
8. Possible future conversion of Bath House to café and retail uses, with toilets and outside seating areas, subject to agreeing relocation of sub-aqua club (e.g. to Bullock Harbour)
9. Footway widened on north side of Sandy Cove Avenue North (road narrowed, but parking retained)
10. Footway widened on east side of Sandy Cove Avenue East, with consideration given to rationalisation of west side parking to allow improved provision for pedestrians and cyclists
11. Link to Bullock Harbour, with widened footpaths where possible, safer road crossings, good quality surface finishes and coherent signage and streetlighting

General:

- Under-grounding of cables
- Reduction in signage clutter
- Improved directional and interpretation signage
- Consistent street lighting



Material Palettes

The following sets out a palette of materials that form part of the concept development proposals set out above.

Structures



Large unit granite blocks for resurfacing of piers and retaining walls, with historic features retained



Typical converted shipping containers

Surface Finishes



Granite setts for around the piers and along Sandycove Point (as far as the Geragh Haus)



Asphalt with granite chipping, granite setts channel and kerb for other roadway in vicinity of the Harbours



Contemporary seafront terrace to be combined with traditional stone steps and interspersed with natural rock outcrops

Street Furniture



The style of the recently installed interpretation board at Bullock Harbour can be used for all similar signage in the vicinity of both Harbours



Simple bollard type, as used at Sandycove Park



Existing heritage artefacts should be retained and restored as necessary

10.0 Next Steps

The next steps for Sandycove and Bullock Harbours are to:

- » Consider the incorporation of specific policy recommendations with respect to the Masterplan as part of the review of the forthcoming review of the Dún Laoghaire-Rathdown County Development Plan.
- » Pursue both national and other funding opportunities to facilitate the phased implementation of the concept proposals included in the Masterplan.

Appendix 1: Consultation

The Project Team have engaged with a range of stakeholders during the development of the Masterplan. These have included telephone and face-to-face interviews with:

- » Dún Laoghaire-Rathdown County Council - Parks
- » Dún Laoghaire-Rathdown County Council - Environment
- » Dún Laoghaire Rathdown - Tourism
- » Dublin Port Company
- » Fáilte Ireland
- » An Garda Síochána
- » Sandycove Bathers Association
- » Dalkey Tidy Towns
- » Dalkey Community Council
- » Sandycove and Glasthule Residents Association
- » Sandycove Kayak Club
- » Curragh Sub-Aqua Club
- » Trident Sub Aqua Club
- » Dalkey Sea Scouts
- » Dalkey Rowing Club
- » East Coast Kayak
- » The James Joyce Centre

In addition, two stakeholder workshops were held in February 2019.

Sandycove	Bullock Harbour
18th February 2019, Magpie Inn, Dalkey	19th February 2019, Magpie Inn, Dalkey
<ul style="list-style-type: none"> » Kay Gleeson, Sandycove and Glasthule Residents Association » Robert Nicholson, James Joyce Tower » Donal Hickey, Sandycove Bathers Association » Donal Colfer, Sandycove bathers Association » John Langan, 12th Port Sandycove Canoe Club » Tony Broderick, 12th Port Sandycove Canoe Club » Ronan Browne, 12th Port Sandycove Canoe Club » Ronan Greany, 12th Port Sandycove Canoe Club » Martin Mahon, 12th Port Sandycove Canoe Club » Fergal Trant, 12th Port Sandycove Canoe Club 	<ul style="list-style-type: none"> » Brian Meyer, Sea Scouts » John Earl, Trident Scuba club » Paul McNamara, Trident scuba club » Frank Dillon, Tidy Towns » Susan McDonnell, Community Council

Bullock and Sandycove Harbours
MASTERPLAN

2020



Comhairle Contae County Council