

# **Appendix 12:** Dún Laoghaire Urban Framework Plan



# 1. Introduction

This Urban Framework Plan is intended to set out a clear and coherent vision to assist and guide the ongoing development that will contribute to the physical regeneration of Dún Laoghaire Town. The Plan encompasses an area from Sandycove to 'The Gut' at the West Pier and to the laneways that run parallel with George's Street. It extends the length of George's Street from Park Road to Clarence Street taking in the retail and commercial core of Dún Laoghaire Town Centre. The 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.

Considerable progress has been made in recent years in realising the strategic objectives of the Dún Laoghaire Urban Framework Plan and this has provided ongoing impetus for the rejuvenation of the area. Notable recent achievements have included the construction of dlr Lexlcon which has been sited and designed to strengthen the links between the Town Centre and the Waterfront. The Metals Projects Phase 1 and 2, when completed, will create a linear park linking dlr Lexlcon and the Town Hall with the recently refurbished People's Park. The combined input of these projects, which also anticipates the proposed works at the Old Dún Laoghaire Baths site being implemented soon, is the first step in reconnecting the Town Centre to the amenities of the Harbour and the Waterfront.

Concurrently the Harbour itself is undergoing a significant period of transition as it repositions itself from its previous role as a freight port to a marine, leisure and tourism destination of international calibre that is fully integrated with the wider Town. Significant recent investment in the Town has also

been evident with the renewed redevelopment of the former Iceland site and the conversion to apartments of an office block in George's Place. These schemes will help expand the resident population of the Town and, in turn, create demand for local services.

Notwithstanding these achievements, challenges remain. The Plan will seek to develop the residential population of the area creating demand for local services and will also build on the cultural, leisure and educational opportunities with the completion of dlr Lexlcon. Future opportunities within the historic Harbour area must also be directed and nuanced to benefit and strengthen both the Town Centre and the wider area.

Future initiatives will emphasise strengthening the Town Centre by creating new or improved physical links for cyclists and pedestrians to the Waterfront, to Blackrock, Monkstown and Glasthule Villages, and to the wider residential hinterland, including the new residential development at Honeypark. Emulating the success of the 'Metals' this will encourage greater footfall into the Town Centre from the surrounding villages and hinterland, building on a growing culture of cycling and walking, will help create a unique identity and ambience for Dún Laoghaire.

Three themes underpin this Framework Plan:

- Reconnecting the Town Centre to the Waterfront
- Creating Vitality
- Strengthening Links with Adjoining Areas



## 2. Reconnecting the Town Centre to 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, has now been overcome by a series of public realm projects along the Metals and at the People's Park. The adjoining network of streets and public spaces will continue to be upgraded to further reinforce the connectivity between the Town and the Waterfront in order to facilitate easier pedestrian movement along Marine Road, Haigh Terrace and Park Road. As opportunities arise new routes will be created through the Old School House Site, St Michael's Hospital and George's Place. The establishment of these links and routes will be a pre-requisite for any planning proposals for new development on these sites. In addition architectural design that provides interest and scale, together with appropriate uses, will be sought to animate these routes.

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

time for pedestrians to cross the heavily trafficked junction of Crofton, Queen's and Marine Roads. 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 sought, and in tandem the strengthening of cycling and walking links along Crofton Road and Seapoint Avenue (N31), thereby connecting Dún Laoghaire to Blackrock, should be further examined. 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. A proposal, where space permits, to help 'bind' the various linear components and to create a strong sense of 'place' along the Waterfront should be examined. This would provide a coordinated and attractive landscaping scheme with a strong, legible and unique design language along these routes.

---

### 2.1 The Waterfront

---

Historically, Marine Road terminated at the water's edge off the Victoria Wharf. This simple and direct relationship between the Town Centre and the 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 patently underused. It is desirable, therefore, that this space be redeveloped to realise its full potential. 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 would benefit from a mix of surrounding uses including marine, leisure, tourism and residential that would bring much needed activity, both during the day and at night and throughout all seasons. Any development within this area, including the development of cruise berthing facilities should connect directly with Marine Road. The primary aim will be to encourage pedestrian footfall from the Waterfront up to the Town Centre. Traffic management measures have been implemented along this link, including increased

---

### 2.2 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. Upgrading of the first section at the junction of Marine and Queen's Road has been delivered as part of the Metals Projects Phase 1. Additional interim interventions have also 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 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. This will create a narrower tree lined carriageway with wider paving, improved surfaces and new public lighting.





**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





---

## 2.3 Public Spaces

---

It has been an objective of the 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 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, a vibrant new civic space that has been developed at the intersection of Marine Road, Crofton Road and Queen's Road that 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 the new Church Pastoral Centre for which planning permission has already been granted and this permission will expire in 2018. 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 re-developed 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.

---

## 2.4 The Royal Marine Hotel, Haigh Terrace and Park Road

---

The first component in creating a 'new' street to the Royal Marine Hotel has been delivered with the redevelopment of Pavilion 2. Permission has recently been granted for the construction of Phase 3 along the northern side of the street. This street, when completed, will link Marine Road to Moran Park and on to the recently completed dlr Lexlcon and the Mariners' Church.

Proposals for the remaining sections of this 'new' street should incorporate ground floor retail units in a development characterised by a mix of use, a tight urban grain and variety in its architectural language. The completed street should also anticipate and 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.

It is an objective of the 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. It is intended to further upgrade and improve Haigh Terrace to emphasise and create a strong link to George's Street. It is also intended to examine the potential of Park Road to create improved linkages between George's Street and the Waterfront along the edge of the People's Park.

---

## 2.5 Crofton Road to Sussex Street

---

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 any redevelopment proposals 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. At Crofton Road, a new pedestrian signal crossing has already 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.

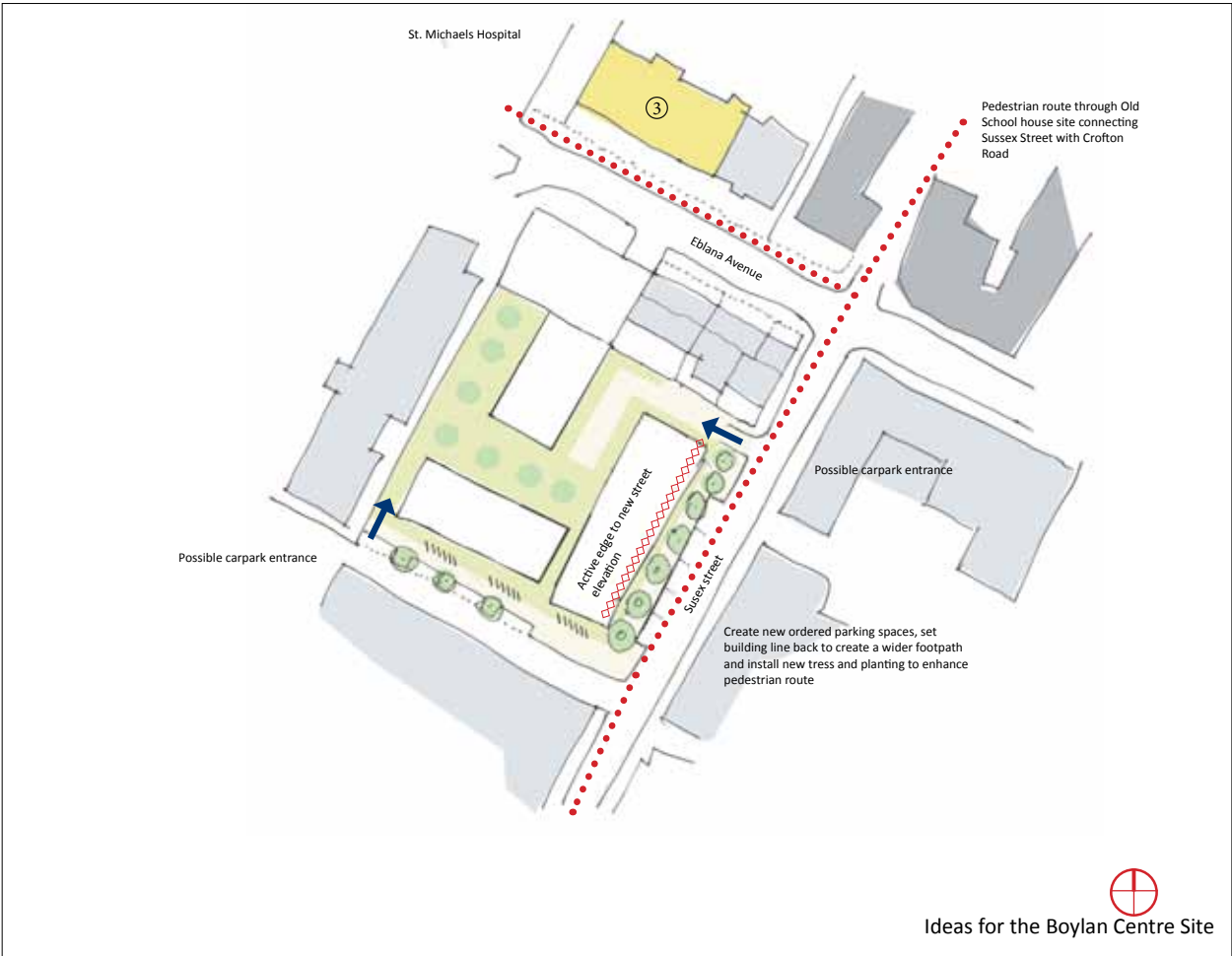
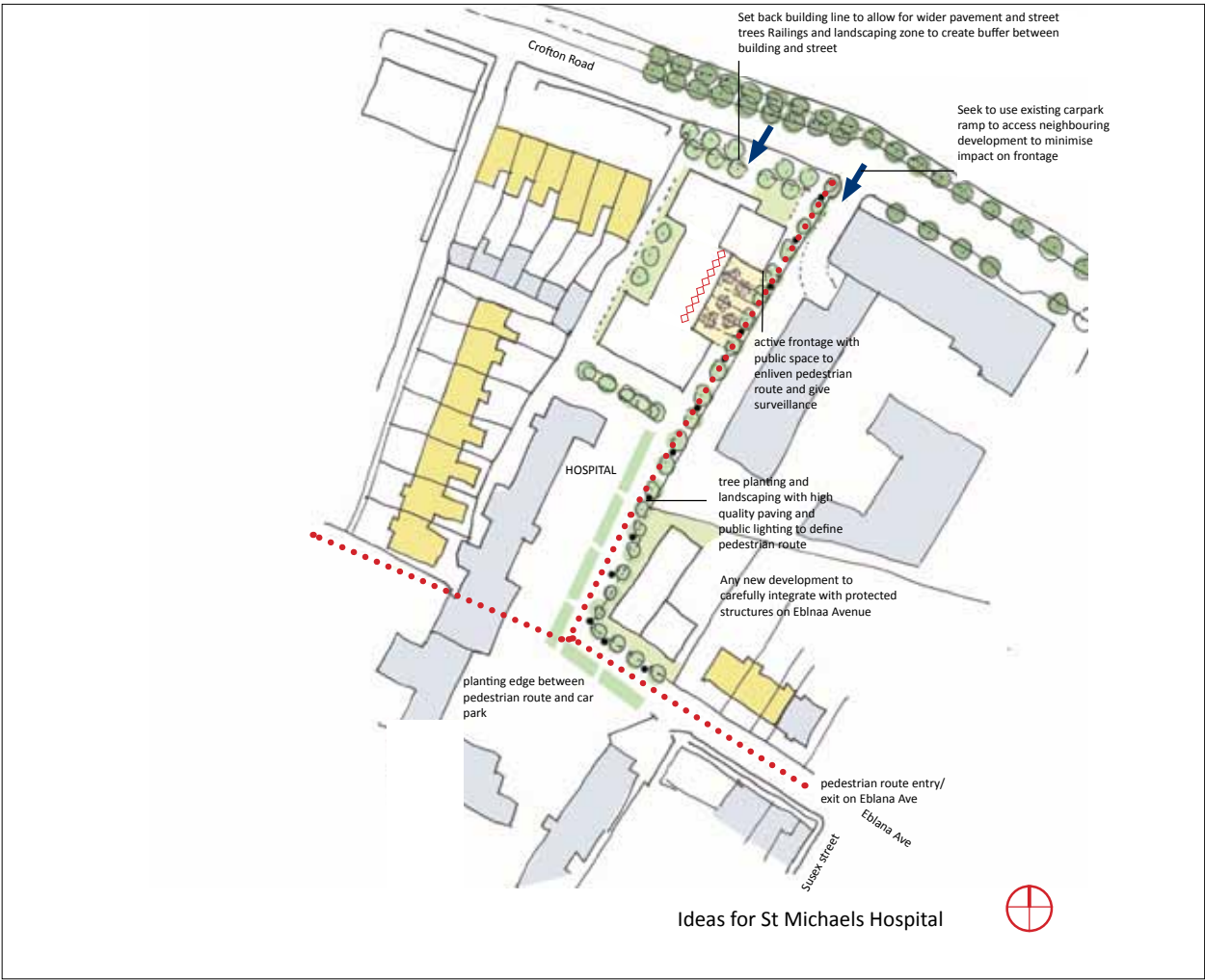
The former Senior College Dún Laoghaire on Eblana Avenue will continue as an educational facility and a comprehensive programme of night classes will be provided.

---

## 2.6 The Hospital and Boylan Centre

---

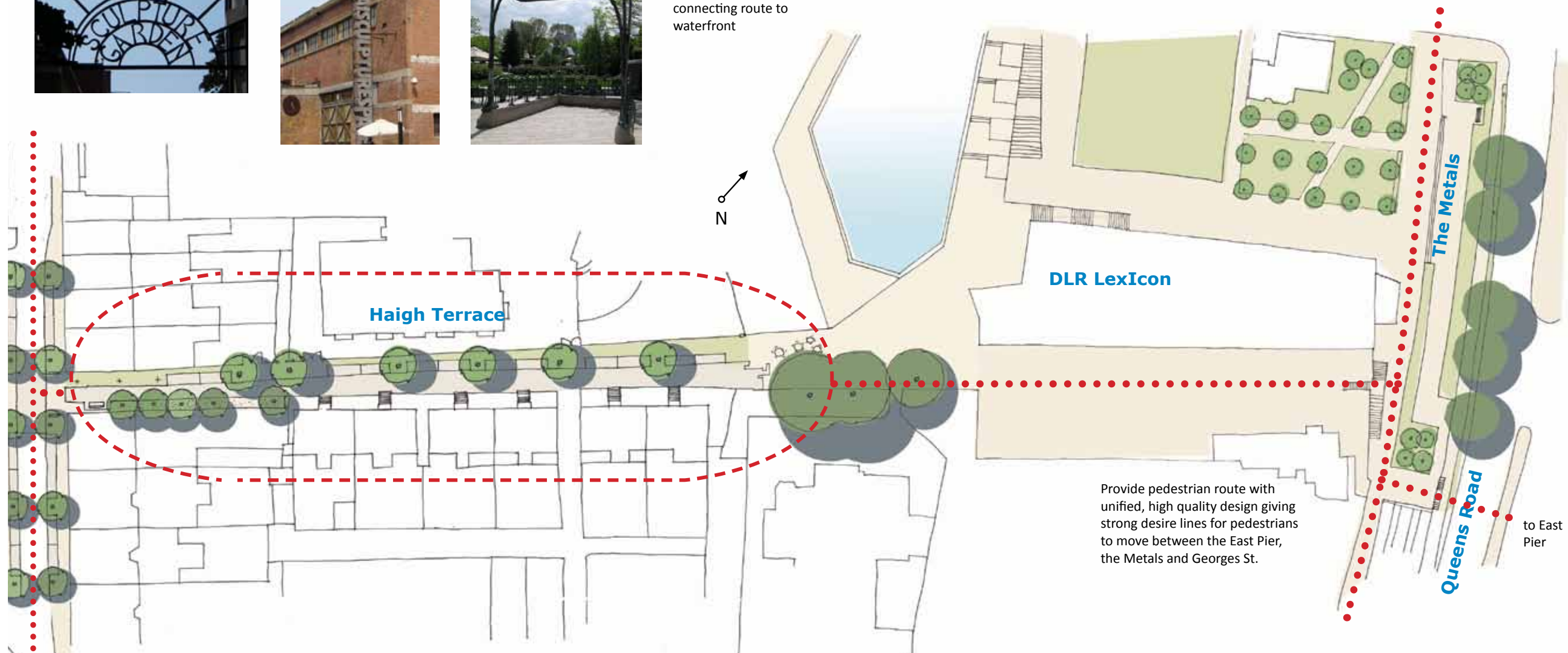
The Hospital lands and the Boylan Centre represent one of the largest remaining potential redevelopment areas within the Town Centre. The Framework Plan will seek to retain the existing Hospital uses on site, together with a mix of complementary uses that will







Feature sculpture at entrance to Haigh terrace to create awareness of connecting route to waterfront



Provide pedestrian route with unified, high quality design giving strong desire lines for pedestrians to move between the East Pier, the Metals and Georges St.

Improve environment of Haigh Terrace to create an attractive route for pedestrians to move between the Waterfront and Georges street.



Georges St. Upper



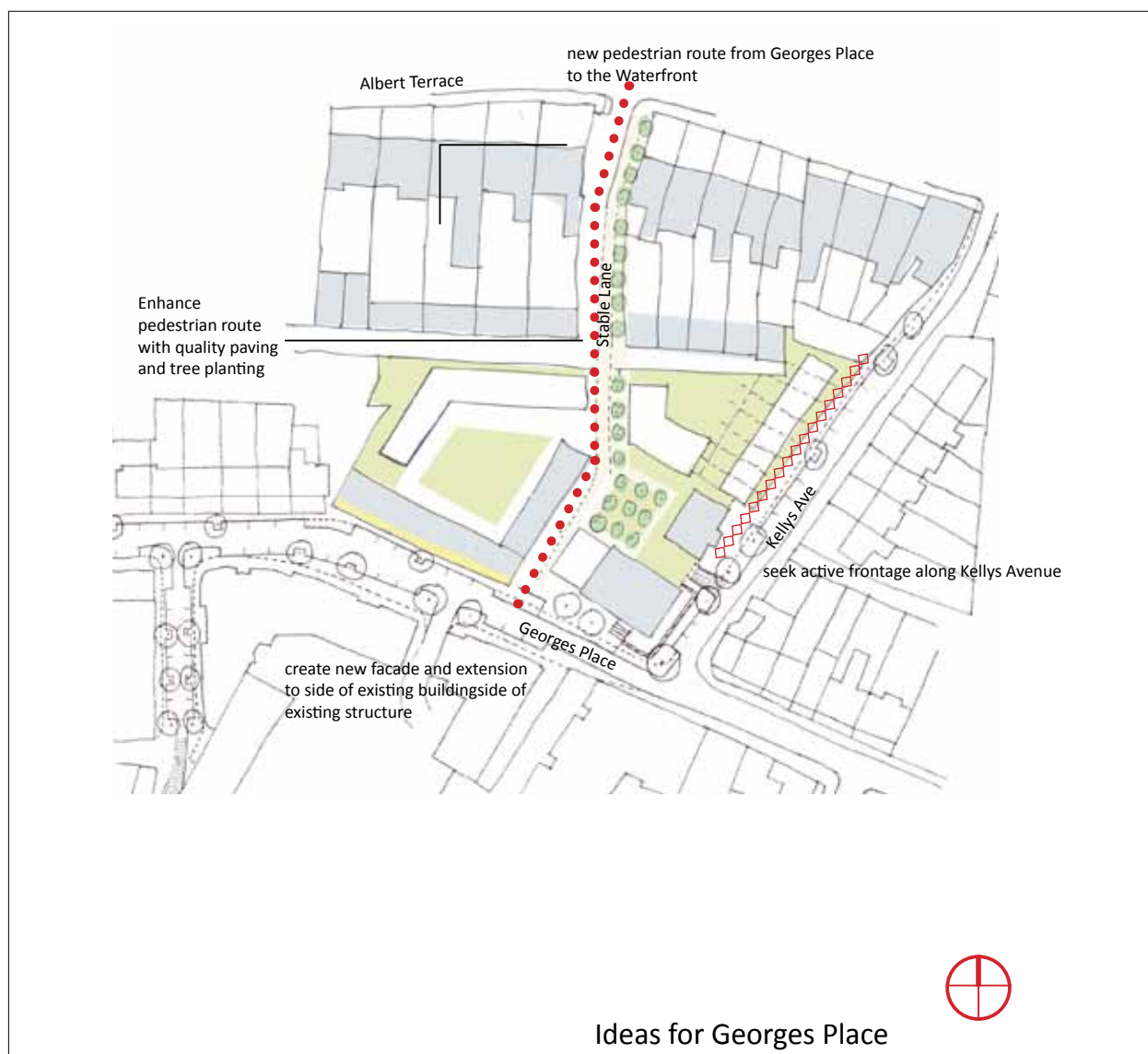
help create and contribute to the vitality of the Town Centre.

Any development on the Hospital lands and Boylan Centre should create a network of new streets and public spaces to foster 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. 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 the Hospital lands directly across the DART Line to the Waterfront and Marina would require further investigation and particularly in relation to the feasibility and optimum location of any potential linkage.

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

## 2.7 George's Place

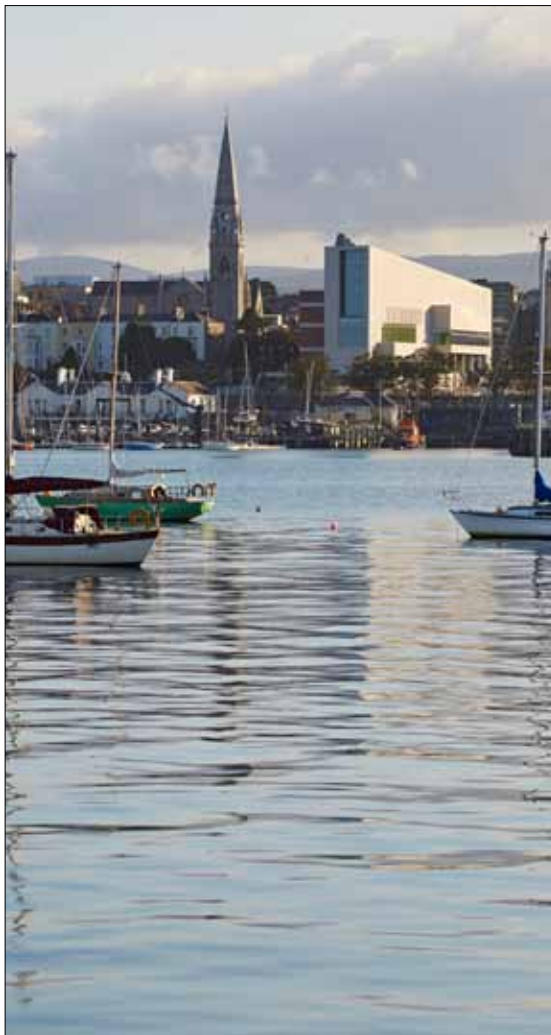
The redevelopment of the former Council Depot at George's Place offers an opportunity to provide a new pedestrian/cycle link between George's Place and Crofton Road without a reduction of parking. This would further strengthen the connectivity between George's Place and the Waterfront. A mixed-use redevelopment at George's Place could also provide opportunities to further expand the residential population of the Town, build on the existing enterprise activities, while adapting and reusing some of the existing buildings on the site where considered appropriate. Any redevelopment of George's Place would be required to take cognisance of the Coastal Fringe Zone provisions of Appendix 9: Building Heights Strategy.



### 3. Creating Vitality

Notwithstanding the natural advantages of, and recent development within, the Framework Plan area, significant tracts of urban land remain underutilised, overall residential density is low and the Town's location beside the sea obviously results in a constrained hinterland. These factors have contributed to a lack of vitality and activity that should be addressed by seeking an appropriate intensity of development and uses in those residual redevelopment lands that still remain.

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 the East and West Piers of the Harbour. 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. Underpinning any new development/redevelopment in Dún Laoghaire should be an objective of increasing the residential population of the Town.



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.

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

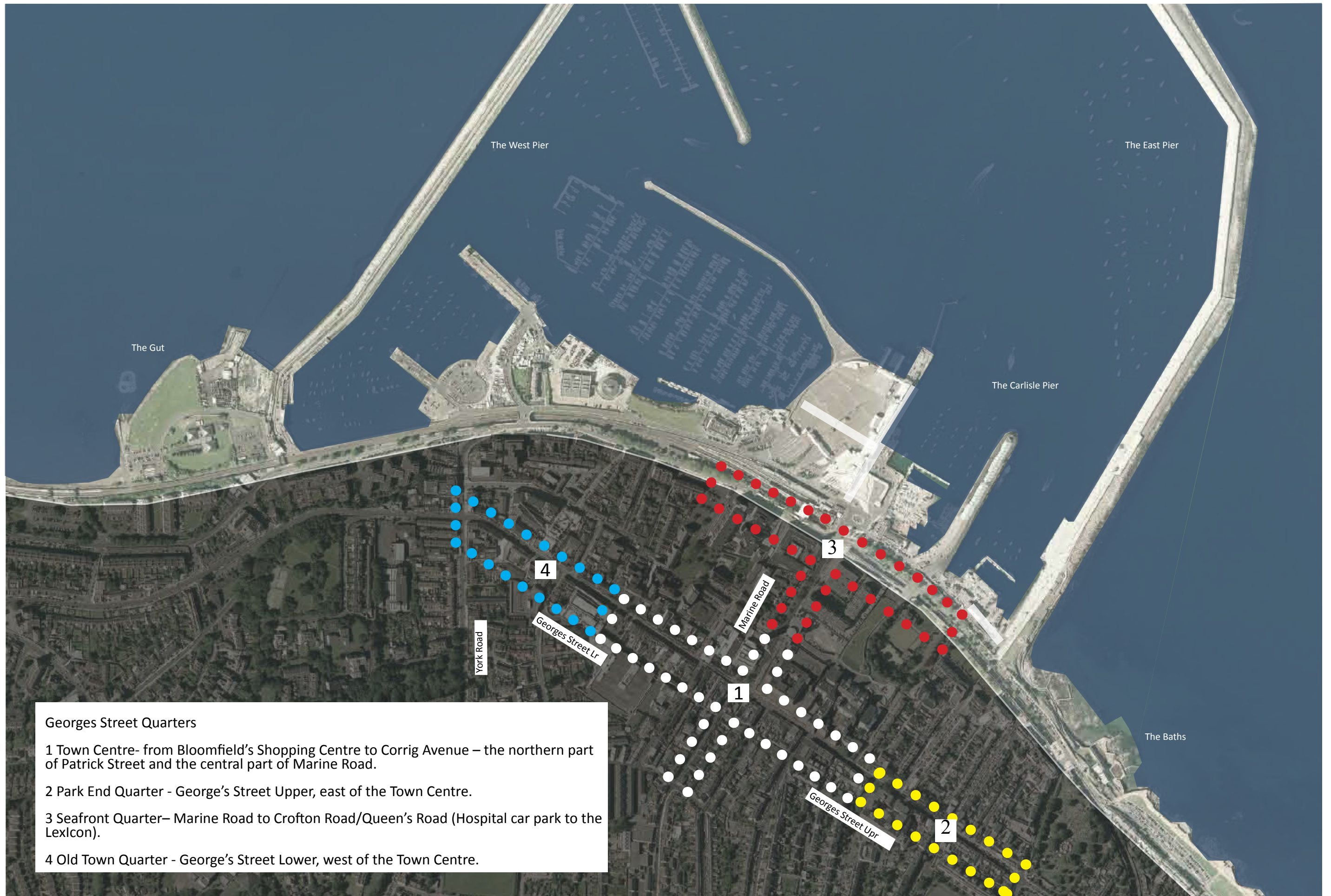
- supporting the commercial activities of the Town, particularly along George's Street,
- the creation of an 18hr economy
- increasing the residential population, including student accommodation, to create demand for local services,
- developing the Waterfront as a marine, leisure and tourism destination and creating a high quality public realm that will support improved social and leisure activities.

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.

In addition the Business Improvement District scheme for Dún Laoghaire should help improve the public realm and appearance of the Town Centre. In 2014 the Council introduced two schemes which will also help to improve the condition and appearance of the Town Centre.:

- The Occupation of Vacant Commercial Premises Incentive Scheme which will encourage the use of vacant commercial premises.
- The Shop-front Improvement Scheme which will support the improvement of the overall appearance of shop fronts and commercial properties.





**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 LexIcon).
- 4 Old Town Quarter - George's Street Lower, west of the Town Centre.





---

## 3.1 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. This has led to a diminished public realm. 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 Framework Plan to emphasise the changes in character along the street by creating distinct 'Quarters'. 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 interventions. Each 'Quarter' could become recognisable destinations for different strands of retailing activity. This is supported in the County Development Plan in Chapter 3.2 - Retailing and Major Town Centres – in which Policy RET4 advocates the following policy approach:

“Given the elongated linear nature of the Major Town Centre in Dún Laoghaire, which extends from Cumberland Street to the People's Park, it is considered appropriate to consolidate the Town Centre Quarter. This Quarter will include George's Street - from Bloomfield's 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).
- Old Town Quarter - George's Street Lower, west of the Town Centre Quarter.”

### 3.1.1 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:

#### a) People's Park to Clarinda Park West

Georges Street Upper, 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 recently redeveloped 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. 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 would also be strengthened by public realm interventions to mark the 'entrance' of the route to the dlr Lexicon 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.

### 3.1.2 Town Centre Quarter

---

#### 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 complementary landscaping, could be considered to help promote additional activity and a softer more appealing environment to this key junction.

It is an objective of the 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

Along the one-way stretch of George's Street Lower, the provision of additional pull-in car spaces could allow easier access to retail units and would enliven the area at night. New street trees and furniture together with improved shop fronts and signage would improve the general character of the area and would help highlight the high quality of the historical facades in this part of the street. Residential activity at first floor level, accessed off the street or from the recently upgraded laneways, will be supported and encouraged to increase the residential population of the Town, bring life and vitality to the area and help to create demand for local services. 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 and mix of the Town Centre.

## 3.1.3 Seafront Quarter

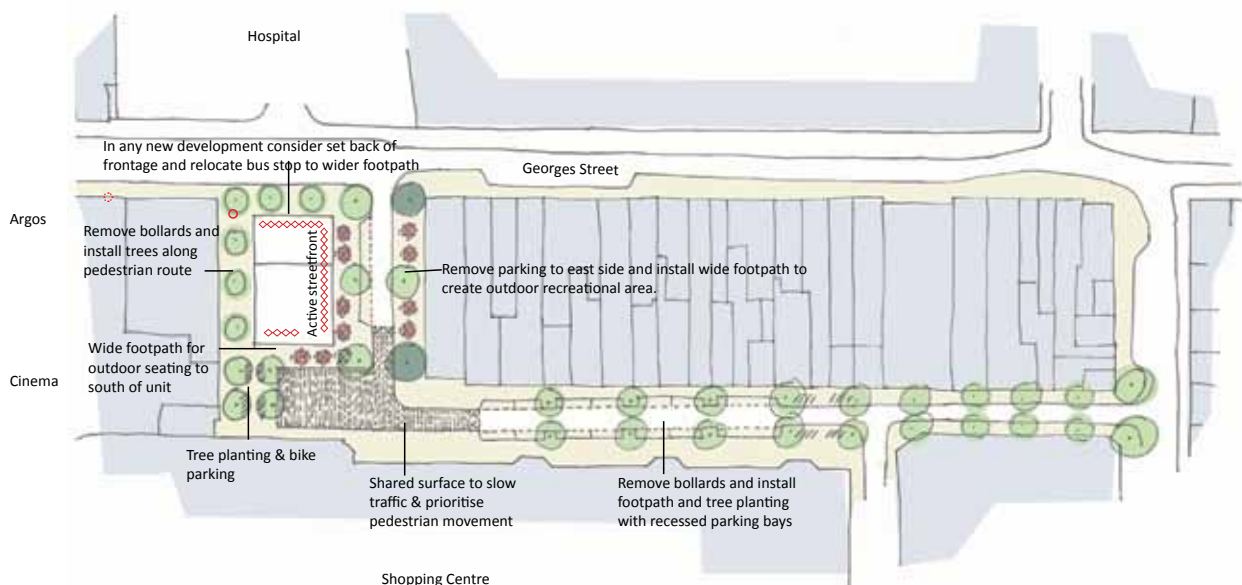
### a) Marine Road to Crofton Road/Queen's Road

The Seafront Quarter comprises the area around the Town Hall, the redeveloped Harbourmaster Square, the DART Station, the Pavilion Theatre and the redeveloped area along the Metals. The role of this area as a 'link' in the connection of the Waterfront and the Town Centre, together with proposed new routes to Sussex Street, has been described above in Section 2.2. 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. This civic activity will be greatly complemented by the new dlr Lexicon. A significant cluster of restaurants has developed and this together with new residential development, has added vitality and life to this Quarter. 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.

## 3.1.4 Old Town Quarter

### a) Bloomfield's Shopping Centre to Library Road

Bloomfield's Shopping Centre is isolated from Lower George's Street by a narrow strip that currently serves as a surface car park and loading bay. The 'island'





block defined by numbers 35-37 George's Street, has undeveloped frontage that restrict life and activity at street level. The site at number 37 does benefit from a recent planning permission in 2013 for a new commercial development. There is an opportunity, through the comprehensive redevelopment or demolition of these units to create a new civic space at this location that will complement the public space proposed at the corner of St Michael's Church. Alternatively, a new civic space addressed by redeveloping the frontage of the existing units would significantly improve the public realm of this area.

Additional tree planting and a narrowing of the carriageway, if considered appropriate, along the stretch of George's Street Lower between Bloomfield's and Library Road will complement the trees along the frontage of St. Michael's 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 create a busy village character and this will be strengthened by the new retail and residential development on the former Iceland site. New street trees and furniture, together with improved shop-fronts 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 Town Centre Quarter.

---

## 3.2 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 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 freight port, but this function has changed over time. The Harbour is now repositioning itself as a marine, cultural, leisure and tourism destination of international standing that is fully integrated with the Town. It is an objective of this 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.

Development that provides surveillance, vitality and a mix of uses, including marine based uses and a strengthening of the residential population of the Town in order to create demand for local services, will be considered, but shall not be to the detriment of the revitalisation of the Major Town Centre. 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 recently completed dlr LEXICON 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.

### 3.2.1 Central Harbour Area

---

It will be an objective of this Plan to preserve the integrity, natural beauty and historical significance of the Harbour by protecting this central area from any cruise berth that would allow cruise ships longer than 250m to come directly into the Harbour. 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. Any development within the Harbour should be low rise, no higher than existing permanent structures, 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, including any new cruise berthing infrastructure, 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 re-used, 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.

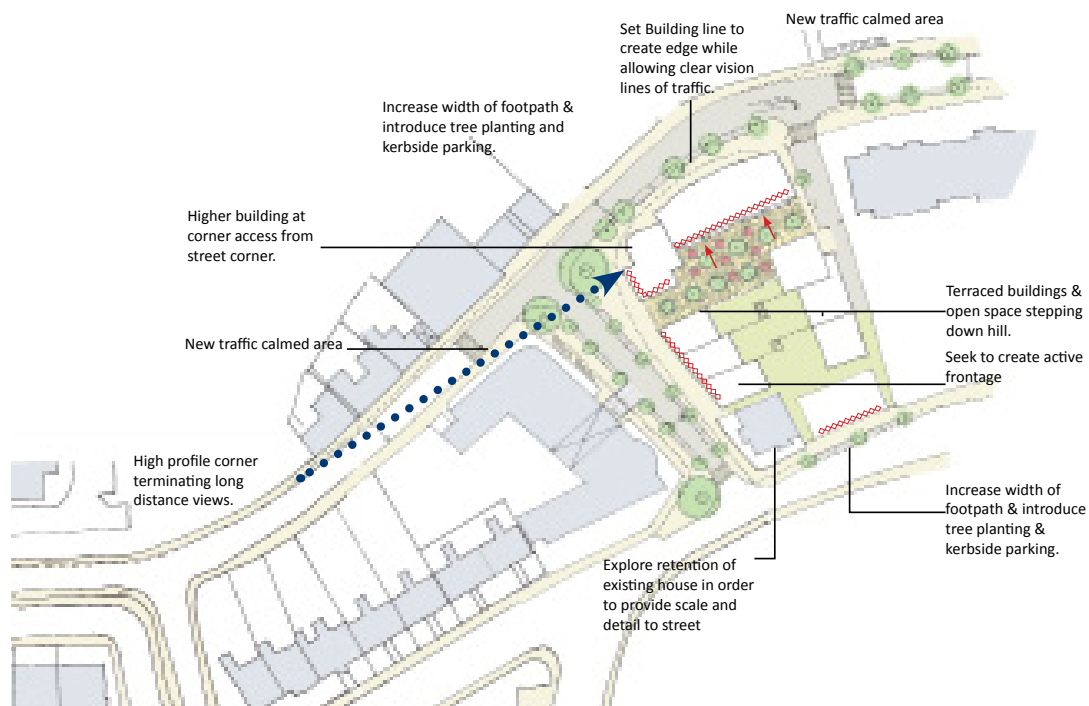
In order that the area achieves its full potential it is considered that car and bus movements serving development, ferry and cruise services must be

carefully integrated into the design. In this regard it is expected that car and bus movement, surface parking and required turning circles will take place within the development block (possibly covered over with landscaped decks) in order to maximise the perimeter for walking, cycling, leisure and recreational uses and to maximise opportunities to engage with the water body in a car-free environment.

### 3.2.2 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 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. Any development should creatively re-use remaining components of the original rail sheds.

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 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.

### 3.2.3 The Gut/West Pier

---

The Gut and the adjoining area at the West Pier is considered to be a key site within the Harbour. 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 waters 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. More residential uses should be prioritised along the Dunleary Hill frontage and retail activity along this edge is not considered appropriate.

## 4. Strengthening Links with Adjoining Areas

It is an objective of the Framework Plan to initiate a 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. In a north-south direction the Waterfront would be 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 sought, and in tandem the strengthening of cycling and walking links along Crofton Road and Seapoint Avenue, thereby connecting Dún Laoghaire to Blackrock, should be examined. Likewise, a strong amenity pedestrian and cyclist connection along or parallel to Queen's Road and the Old Bath's Site would improve linkages between Dún Laoghaire and Sandycove and Glasthule Villages. These links would be developed in tandem with general transportation requirements. In an east-west direction it is an objective of the Framework Plan to identify and develop further corridors linking Dún Laoghaire Town Centre with emerging neighbourhoods in the immediate hinterland, including Honeypark and Mounttown. Further traffic management considerations of traffic flows, through Dún Laoghaire and Environs, would be subject to detailed traffic assessment which may include traffic modelling and options development.

A coordinated, cohesive and unified landscaping framework will be sought, where space permits, to emphasise the importance of these links and this will be complemented by appropriate signage and wayfinding across this network.

A key water side area between the East Pier and Sandycove Harbour is Newtownsmith and the Old Dún Laoghaire Bath's Site. The 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 National East Coast Trail Cycle Route.

The work undertaken by the Dún Laoghaire Bath's Sub-Committee set down an appropriate framework which any re-development of the Bath's Site must have regard to - including the provision of a pool. Interim works 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 also propose the demolition and clearance of all other derelict structures to allow for the provision of a public walkway through the site. This will connect the coastal walkway at Newtownsmith to the East Pier, further strengthening the connectivity between Dún Laoghaire and Sandycove.

To create this link, new defences against coastal erosion will be required on the landward side of the existing swimming pools. Concurrently it is also proposed to refurbish the area between the Bath's Site and the East Pier including the former Bandstand. To allow greater access to the waterside for swimmers at all stages of the tide, a new jetty and an area for changing is proposed. This will connect back to the newly refurbished People's Park and Park Road across the new amenity deck over the railway by means of a series of cascading steps.





## 5. Objectives

It is an objective of the Council to:

1. Upgrade and revitalise Dún Laoghaire Town Centre through the implementation of the vision for the town's future development as set out in the Urban Framework Plan.
2. Enhance the range of uses along the waterfront and encourage activities which create increased attraction for the general public.
3. Improve physical linkages and accessibility between the Town Centre and the Waterfront.
4. Encourage and provide for increased pedestrian and cycle permeability between George's Street and Crofton Road.
5. Identify and encourage redevelopment of key sites at present under-utilised e.g. Hospital Lands, George's Place and sites at the Harbour.
6. Encourage development of buildings of the highest architectural quality and appropriate to context.
7. Provide a network of attractive urban spaces and public realm.
8. Improve and enhance existing visual amenity and streetscape within the Framework Plan area.
9. Plan and implement a coherent landscaping scheme along both the Waterfront and along Marine Road and its environs.
10. Seek to 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.
11. 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.
12. Explore in association with Irish Rail and the NTA how better at grade 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.
13. 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.
14. To implement a co-ordinated street tree planting and soft landscaping programme, where feasible, within the Framework Plan area.
15. To seek the incremental rationalisation and consolidation of the Town Centre Quarter on George's Street between Bloomfield's Shopping Centre and Corrig Avenue.
16. 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.
17. It is an objective of the 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.
18. To explore potential uses for the Assistant Harbour Master's Lodge.
19. 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 Framework Plan area.
20. To implement the DLR Cycle Network objectives within the Framework Plan area.
21. 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.
22. To promote the expansion of 30 km/hr limit zones in Dún Laoghaire and Environs in accordance with best practise and speed guidance documents.
23. 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.
24. 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.

## 6. Specific Local Objectives

In addition to the objectives listed above, Map 3 of the County Development Plan identifies the following Specific Local Objectives relevant to the Urban Framework Plan (Refer to Section 9: Specific Local Objectives of the Written Statement).

- **SLO 13:** To facilitate the continued development of the Harbour, ensuring at all times that the historic significance and natural beauty of this public amenity is protected, in advance of the preparation of the Dún Laoghaire and Environs Local Area Plan (LAP). Following the adoption of the Dún Laoghaire and Environs LAP, the future development of the Harbour will thereafter be guided by the principles and objectives of the Plan and that of Policy E14.
- **SLO 14:** To encourage the redevelopment of 'The Gut' adjacent to the West Pier to include improved access to the area.
- **SLO 15:** Coal Quay Bridge. To improve/upgrade access to Dún Laoghaire Harbour and lands adjacent to the West Pier.
- **SLO 16:** To retain the Carlisle Pier structure and to encourage redevelopment on it that will focus on the historical importance of the pier and will incorporate uses that will bring significant cultural, social, recreational and economic benefits to Dún Laoghaire-Rathdown. Development should regenerate and enliven the waterfront, be sensitive to the setting and should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront paramount. Such proposals should be carefully scaled and should be designed with variety in the massing of built elements to avoid 'slab-like' infilling of the Pier. Any development should creatively re-use remaining components of the original rail sheds.
- **SLO 17:** To manage and enhance The Metals from Marine Road to Dalkey giving due regard to its historic importance while encouraging its use as a walking and cycling route between Dún Laoghaire and Dalkey.
- **SLO 21:** To develop the area between East Pier and Sandycove, including the open space at Otranto Place, in accordance with an approved plan.
- **SLO 64:** To improve pedestrian and cycle permeability to and from the former Dún Laoghaire Golf course lands at Honeypark.
- **SLO 68:** To seek the renewal of the obsolete area at George's Place and the Fire Station in accordance with the objectives of the Dún Laoghaire Urban Framework Plan and the pending Dún Laoghaire and Environs Local Area Plan.
- **SLO 73:** To retain the existing hospital uses at St. Michael's and to develop and upgrade the Hospital and Boylan Centre sites in accordance with the objectives of the Dún Laoghaire Urban Framework Plan and the pending Dún Laoghaire and Environs Local Area Plan.
- **SLO 77:** To prepare a Local Area Plan for Dún Laoghaire and Environs.
- **SLO 83:** To facilitate, support and enhance educational facilities in the County, in particular the activities of Dún Laoghaire Further Education Institute (DFEI) that will foster strong links between education, community and the business sector in the County.
- **SLO 84:** To protect and conserve South Dublin Bay Candidate Special Area of Conservation.
- **SLO 93:** To promote the development of the S2S Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route. It should be noted that these coastal routes will be subject to a feasibility study, including an assessment of the route options. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHAs in Dublin Bay and the surrounding area.
- **SLO 95:** To promote Water Leisure Facilities for public use at the coastal fringe of the Gut and rear of the West Pier, subject to the appropriate environmental assessments including any assessment required under the Habitats Directive in co-operation with the relevant agencies.
- **SLO 107:** That Dún Laoghaire Carnegie Library be retained for public and community use.
- **SLO 128:** To encourage the amalgamation of shop units to allow for the creation of medium (150-300 sq.m.) and larger store sizes (over 300 sq.m.), particularly in the Town Centre Quarter.
- **SLO 136:** In order to promote, preserve and protect the natural, marine and built heritage of Dún Laoghaire Harbour, this Council will review the Dún Laoghaire Harbour Heritage Management Plan 2011, with a view to considering same for inclusion in the County Development Plan 2016-2022, as appropriate.
- **SLO 143:** To encourage and support the Dún Laoghaire Harbour Company in the establishment of a diaspora centre within the Dún Laoghaire Harbour Area.
- **SLO 144:** To retain the lands zoned 'F' 'To preserve and provide for open space with ancillary active recreational amenities' as open space for amenities.
- **SLO 145:** To include a public swimming pool in the development planned for the Baths site.

- **SLO 152:** To enhance the character and ambiance and quality of the environment, historic streetscapes and public realm of the residential streets in the areas adjoining Lower George's Street, Dún Laoghaire and in particular, the areas of early twentieth century social housing, to ensure that the public realm in this older residential area, in close proximity to the core business district of the Town, is enhanced, improved and maintained to the standard provided for other residential and business districts adjoining Upper and Lower George's Street.
- **SLO 153:** That Dun Leary House (Yellow Brick House) and associated boundary be retained in situ and renovated.
- **SLO 154:** To encourage and support the redevelopment and refurbishment of the Dún Laoghaire Shopping Centre Site - in accordance with the provisions of the Dún Laoghaire Urban Framework Plan - in advance of the adoption of the Dún Laoghaire and Environs Local Area Plan (LAP).
- **SLO 156:** In accordance with the National Policy, the Council shall, within the relevant planning frameworks, formulate and implement, where appropriate and applicable, a plan for the future development of Dún Laoghaire Harbour and its curtilage.
- **SLO 157:** To support and encourage the development of a National Watersports centre to facilitate training and participation in a varied range of watersports and activities to provide a focus for national and international watersports events. Site appraisal and analysis of the Harbour environs to identify the optimum locations(s) for such a centre will be expedited as an integral component of the forthcoming Dún Laoghaire and Environs Local Area Plan (LAP).

