

Sandyford Business District Strategic Study and Action Plan

Prepared by:

Manahan Planners, Town Planning Consultants

On behalf of:

Sandyford BID CLG trading as Sandyford Business District

February 2020



Glossary

BID: Business Improvement District

BSQ: Beacon South Quarter

DLR: Dún Laoghaire-Rathdown

DLRCC: Dún Laoghaire-Rathdown County Council

DLRCDP: Dún Laoghaire-Rathdown County Development Plan

Sandyford BID CLG: Sandyford BID CLG trading as Sandyford Business District

SBD: Sandyford Business District (encompassing Central Park, Sandyford Business Park, South County Business Park, Stillorgan Business Park & Leopardstown Racecourse)

SBP: Sandyford Business Park

SUFP: Sandyford Urban Framework Plan



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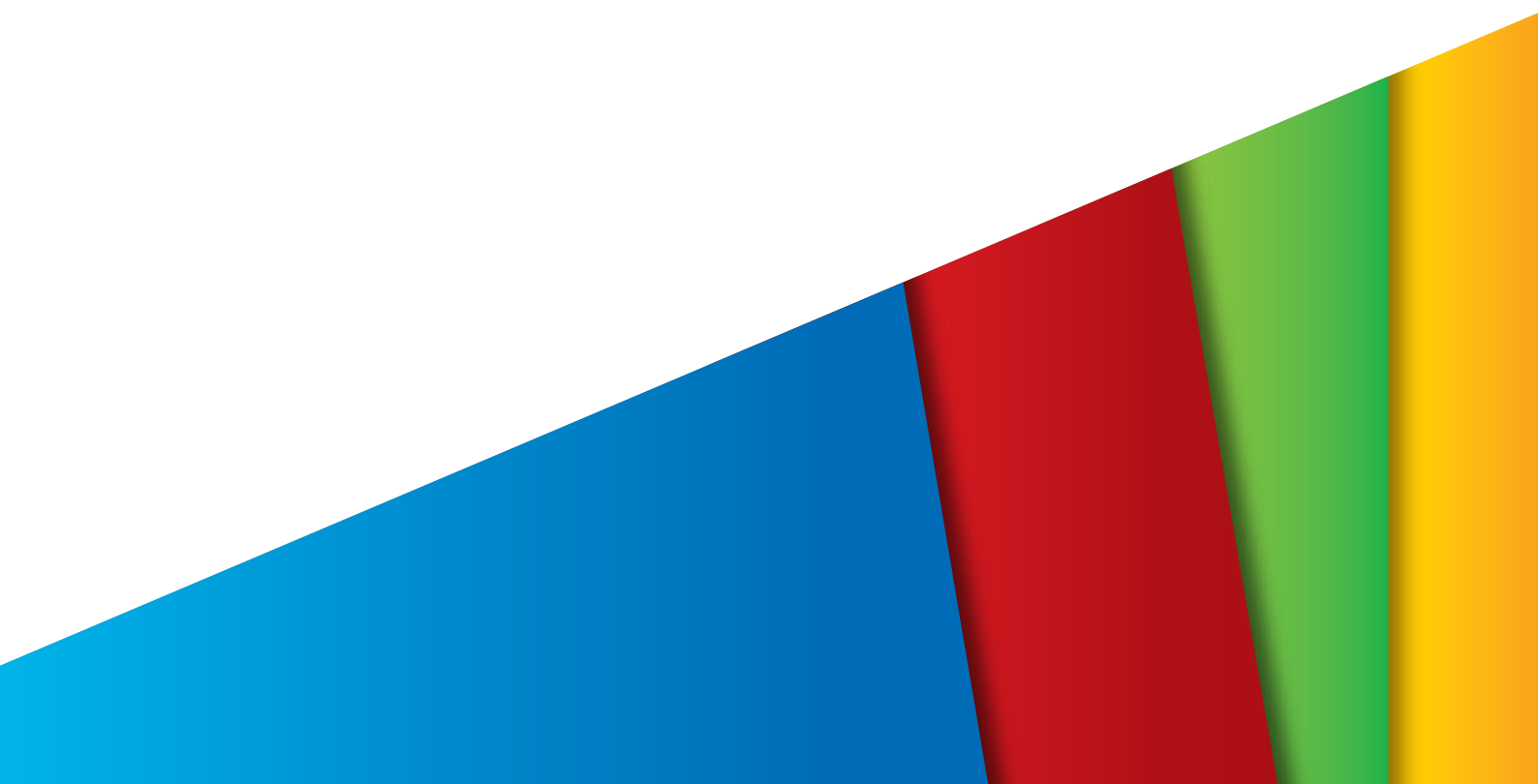
Image: SBD aerial view

1.0 Introduction

This report was commissioned by Sandyford BID CLG. They wish to see Sandyford Business District (SBD) become a world class vibrant integrated mixed use area and that the policies and objectives in the Dún Laoghaire-Rathdown County Plan and the Sandyford Urban Framework Plan reflect this vision. The County Plan begins its review process in 2020 and the preparation of this study is intended as a contribution to that process.

Sandyford BID CLG trading as Sandyford Business District was established in January 2017 to provide support for businesses within SBD and those looking to relocate and invest in SBD. The vision of Sandyford BID CLG is to establish SBD as a world class destination in which to live, work and visit.

Sandyford BID CLG is a not for profit organisation governed by a dedicated pro-business voluntary board of directors. The organisation came into existence when businesses in SBD voted in favour of establishing a BID. Every business, no matter how big or small, has an equal vote. The BID Levy contributions are solely for projects agreed upon by the voluntary task force members and the board of directors.



1.1 The Purpose of this Study

Manahan Planners, Town Planning Consultants, were engaged to prepare this report as a contribution to that process. The report examines the historical evolution of SBD up to its present day layout and land use character.

It also identifies permissions already granted but not yet implemented. Census information was examined which gives a detailed profile of the numbers and nature of people who live in SBD and who work there each day. The report includes the outcomes of a series of public consultation workshops wherein the deficiencies of the area were identified by the people living and working in the area. These workshops provided a valuable resource

in identifying the aspirations for SBD by those living and working there.

Manahan Planners then examined the current DLR planning policies and objectives and how they matched or failed to match these aspirations. In response this report suggests a series of Policy Objectives that should be inserted in the forthcoming County Plan to address the particular issues identified in the workshops. In addition the report identifies a series of practical measures that could be implemented and identifies specific areas within SBD for action. These actions would need to be implemented by different agencies.

In summary, the report seeks to support the vision Sandyford BID CLG has for SBD and how it envisages that SBD could be developed into the future.

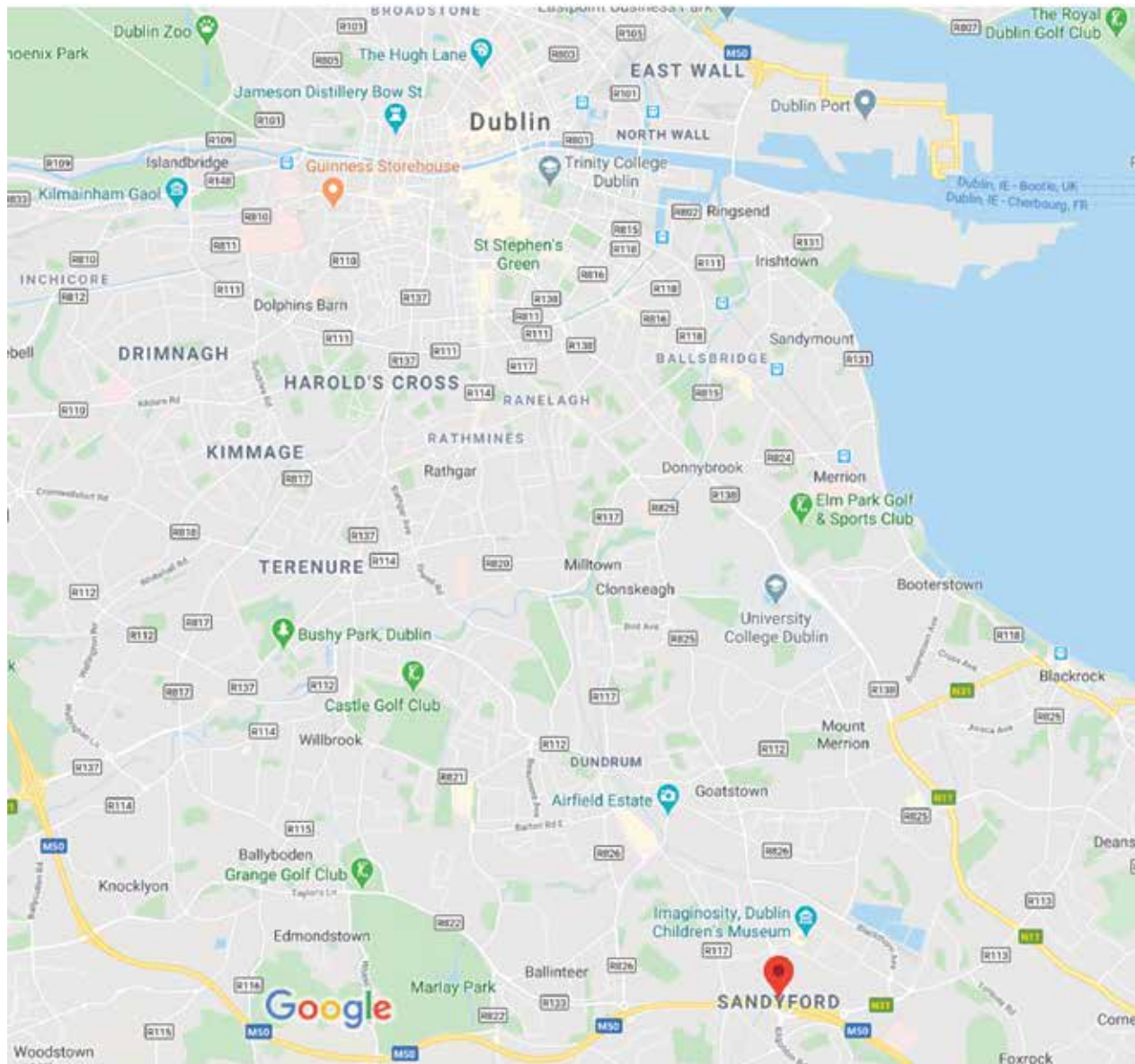


2.0 Overview of SBD

SBD is located approximately 6km west of Dún Laoghaire town centre and 10km south of Dublin City Centre. (see Figure 1).

SBD extends across approximately 190 hectares and is bounded by Dundrum to the west, Kilmacud to the north and Leopardstown in the south.

FIGURE 1



1 km

2.1 SBD's historical evolution

SBD is a unique place which in many ways encapsulates the story of modern Ireland.

Having evolved from a collection of rural farmsteads in the foothills of the Dublin mountains to Ireland's first and most successful industrial estate with over 6,000 workers (1993¹), SBD has now undergone a third wave of evolution. Since the 1990s, SBD has transformed itself from a place of manufacture and warehousing, to a 'mixed use' urban quarter, as well as being one of the most sought after residential areas in the Dublin region. SBD now contains approximately 5,000 residents and 26,000 employees in over 1,000 companies.

Historical timeline

- 1829** Parish of Sandyford consecrated
- 1853** A population of 2,553 recorded in Sandyford Parish
- 1888** The first Leopardstown Race Meeting
- 1950** The Kilmacud Stream and tributaries are culverted to allow development of the Sandyford and Stillorgan Industrial Estates.
- 1977** Sandyford Industrial Estate Officially opened by Senator John Boland. Over 60 hectares of land is acquired on long leases of 250 years
- 1980** Leopardstown Park lands are bought by the IDA to develop the South County Business Park.
- 1993** Approximately 6,000 people employed in the District by 220 companies in the SBD.
- 2007** Concerns about future capacity of SBD are debated by local representatives and An Bord Pleanála claim that the County Development Plan lacked specific guidance on the future form and necessary infrastructure to support the SBD area.

2009-2011 The Sandyford Urban Framework Plan was prepared to form a guidance document for the future development of SBD. This included the renaming of the former Stillorgan Industrial Park and Sandyford Industrial Estate to Sandyford Business Park and Stillorgan Business Parks respectively.

2016 Following detailed consultation and analysis, the Sandyford Urban Framework (SUFP) was adopted through Variation 2, to form part of the Dún Laoghaire-Rathdown County Development Plan

2016-2022 The plan governs the land use of the area with the objective 'to set out the policies and objectives that, when implemented, will transform SBD from a collection of disparate, poorly connected districts, to a co-ordinated, cohesive, business district'.

As can be seen from the sequence of maps in figures 2-5, SBD witnessed a monumental change in character in the 1980s from rural hinterland to industrial and manufacturing lands, resulting in the area becoming one of the largest employment zones in the Dublin region. While this has remained the case, the nature of the employment-based uses changed during the 1990s when a greater mix of uses was introduced in the 1990s and early 2000s, when residential and retail were included.

With over 2,000 existing residential units and 1,000 businesses operating currently within SBD, the area has been subject to unprecedented levels of change and growth. SBD has witnessed the redevelopment and transformation of previously low rise, low density manufacturing or retail park sites to medium-to-high density technology units, office schemes, the development of greenfield sites and, more recently, residential, retail and medical development. Amongst these recent developments, SBD also holds a considerable amount of legacy sites with low rise industrial buildings, designed for vehicle access, which detract from the built form and functionality of SBD.

¹ <http://catalogue.nli.ie/Record/vtlso00354652>



FIGURE 3: Aerial view of Sandyford in 1995 (Source: OSI Geohive)



FIGURE 4: Aerial view of Sandyford 2005-2012 (Source: OSI Geohive)



This move towards mixed use was in line with international trends away from single use zoning. Specialised bulky goods retailing was introduced but that concept has been superseded more recently by economic changes and alterations in the retail trade in the intervening years. The current focus for development is towards the knowledge economy or technology services industry with a raft of multinational tech firms locating here. The Nevin Institute's recent study on changes in the labour market since 1998 demonstrates this shift in economic focus nationally with a 7.5% decrease in employment in the industrial sector, and marked increases in employment in information and communication, as well as professional and technical services.²

The existing built form within SBD comprises six areas with distinctly different built forms as a result of varying stages of development. These differences result from their historical development, land ownership and changing economic demands. Until recently, development has been provided on a piecemeal basis and the broad land use zonings in the previous County Development Plans. The development of SBD is now 'plan-led' and guided by the Sandymount Urban Framework Plan (SUFP). The role of the SUFP is described in the DLRCDP (Section 1.3.5.2) as follows:

The SUFP puts forward a coherent Plan-led strategy to ensure the considered development of SBD - primarily as an employment area but with complementary mixed-uses including residential, commercial, retail and open space. The Plan-led strategy will ensure that development takes place in a manner that will attract investment and employment and provide for sustainable living. The focus is on developing the heart of SBD. Land uses in the Plan have been allocated based on a logic and rationale that examines the quantum of development which can realistically be carried on the Plan lands. Considerable infrastructural investment has occurred in SBD and it is important to ensure optimal return from that investment - there is a need therefore, to develop more than just a 'nine-to-five' dynamic in SBD³.

FIGURE 5: Aerial view of Sandymount in 2019 (Source: Google maps)



Sandymount BID CLG endorses this intention by DLRC and this study is intended to evaluate the development of the area since publication of the SUFP. In this way it recommends sustainable planning measures to develop SBD into a truly integrated working and living centre.

² https://www.nevinstitute.net/download/pdf/labour_market_trends_in_the_republic_of_ireland_2019.pdf

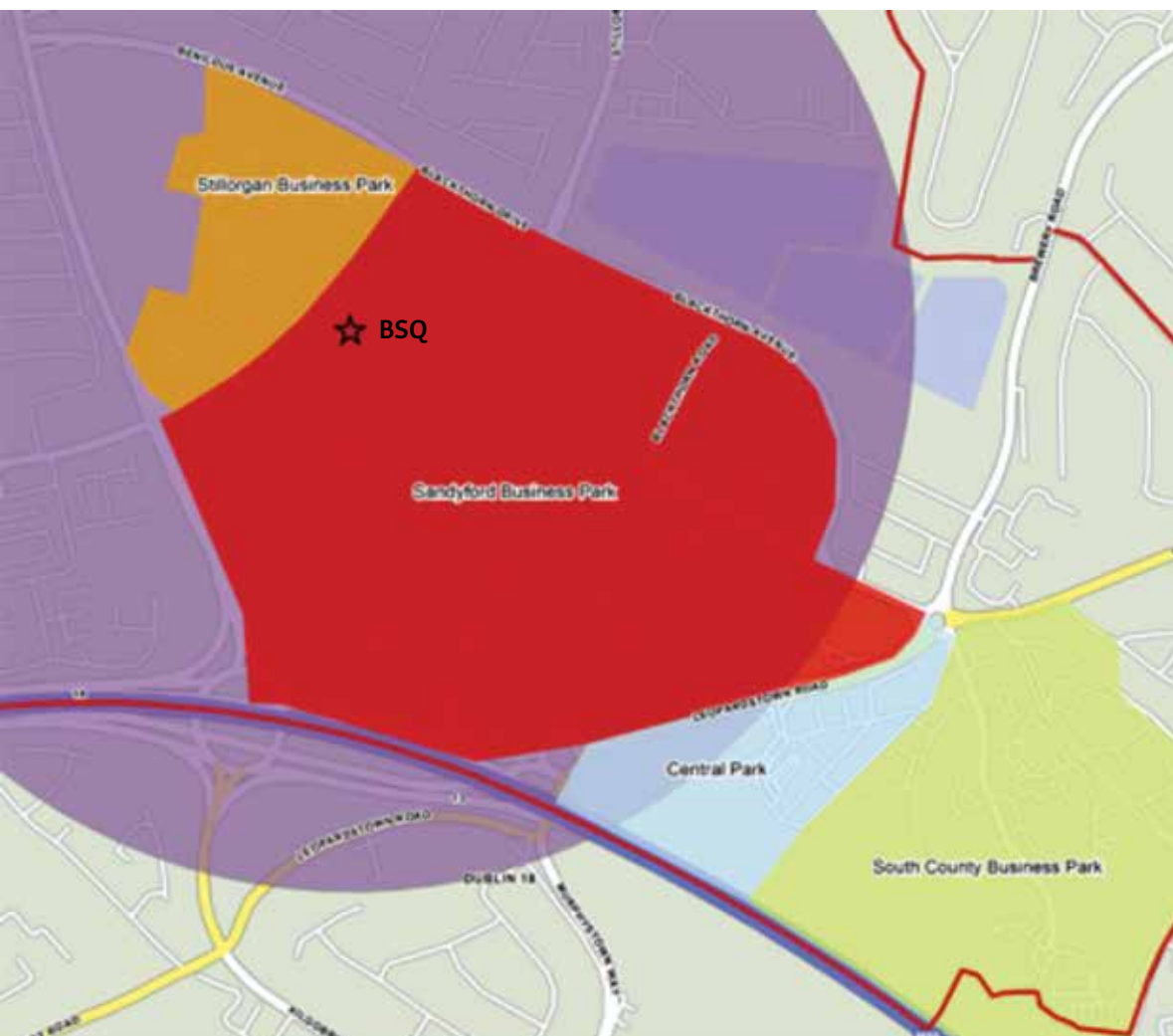
³ https://www.dlrcoco.ie/sites/default/files/atoms/files/cdp2016_section1.pdf

2.1 Sandyford 2020

The transition to a plan-led integrated mixed-use district has been hugely positive for SBD and welcomed on the whole, however Sandyford BID CLG is keenly aware that the area remains in transition from its industrial legacy, not least with poor connectivity between the various iterations of development area as seen in Figure 6. In addition, there are many key sites still containing low rise industrial-type units, served by an internal road network ill-suited to pedestrian

and cycle connectivity. Sandyford BID CLG believe that these legacy elements are holding back SBD's sustainable development, a strongly felt message coming from consultation workshops conducted by Sandyford BID CLG in 2018. Sections 3 and 4 of this report recommend proactive solutions in addressing these concerns for the future benefit of the area and the sustainable development of Dún Laoghaire-Rathdown as a whole.

FIGURE 6: Distinct areas within Sandyford Business District (Source: SUFP).



2.2 Sandyford’s Demographic and Socio-Economic Trends

Having given a brief overview of SBD’s historic evolution and ongoing transformation towards a fully integrated mixed-use district, it is useful to examine the predominant socio-economic changes that have occurred in recent history. The following section sets this out thematically from residential and workplace population growth to car ownership and commuting patterns, setting this in context with national trends.

Continuing Resident Population Growth

Analysis of the Electoral Division of Dundrum-Balally, in which SBD predominantly lies, shows that the period 2006 to 2011 was one of immense residential population growth, outstripping the national average by over 35% (see Table 1 and Figure 7). Residential growth post 2011 has remained, albeit at a much lower rate up to 2016.

TABLE 1: Residential Population change in Dundrum-Balally ED (Source: CSO)

Population Change	Dundrum-Balally	Dundrum-Balally DED % change	Ireland % change
Total Population 2002	5,054	-	-
Total Population 2006	4,894	-3.17%	8.24%
Total Population 2011	7,049	44.03%	8.22%
Total Population 2016	7,851	11.38%	3.78%

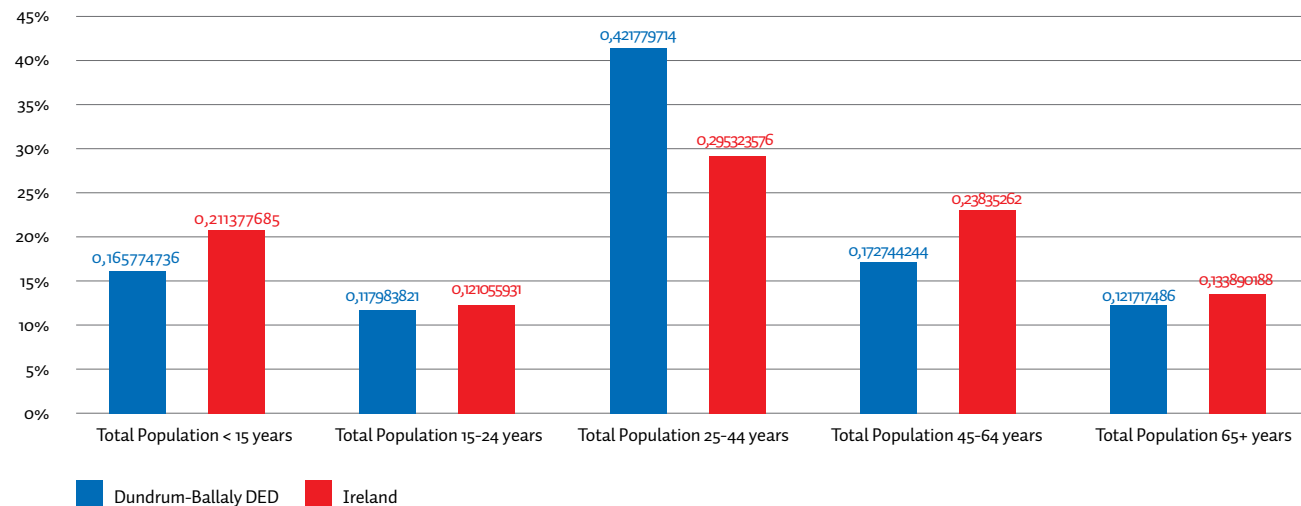
A Younger Resident Population

In assessing the population growth in SBD it is useful to examine the particular age cohorts that this is attributed to (see Figure 7). For SBD, it is clear that

there has been a marked increase in the 25-44 age cohort along with a moderate increase in the younger age cohorts when compared with the state average. This is a positive trend for SBD as it ensures a vibrant and sustainable community is emerging in SBD.

FIGURE 7: Residential Population change in Dundrum-Balally ED and Ireland (Source: CSO)

Age Profile, Census 2016



A Diverse Community

SBD's vibrancy is further underlined when the proportion of non-Irish residents in SBD is considered. Table 2 shows that the resident population in SBD contained almost 14% less Irish nationals than the state

average, with a high proportion of 'new Irish' residents recorded in Census 2016 as being from the 'rest of the world'. Clearly SBD's transition to an integrated mixed use district is attractive to new residents from a variety of cultures – another indicator of a sustainable and vibrant community.

TABLE 2: Sandyford's ethnicity profile as recorded in Census 2016 (Source: CSO)

	Dundrum-Balally	Dundrum-Balally DED %	Ireland %
Ireland	5,743	73.15%	87.05%
UK	120	1.53%	2.20%
Poland	257	3.27%	2.61%
Lithuania	50	0.64%	0.78%
Other EU28	652	8.30%	3.13%
Rest of the World	957	12.19%	2.70%
Not Stated	72	0.92%	1.53%
Total	7,851	100.00%	100.00%

A Highly Qualified Population

In analysing the employment status of residents in SBD as recorded in Census 2016, it is clear SBD is home to a markedly higher proportion of 'professional workers' as well as 'managerial and technical' employees, while there was a lower proportion of 'skilled manual', 'semi-

skilled' and 'unskilled' workers in the area (see Figure 8). This indicates that the area is attractive to residents with higher levels of education and training. It also correlates with the availability of these job types in SBD as it transitions from industry and manufacture to the knowledge and technical services economy.

FIGURE 8: Types of workers resident in SBD recorded in Census 2016 (Source: CSO)

Social Class, Census 2016

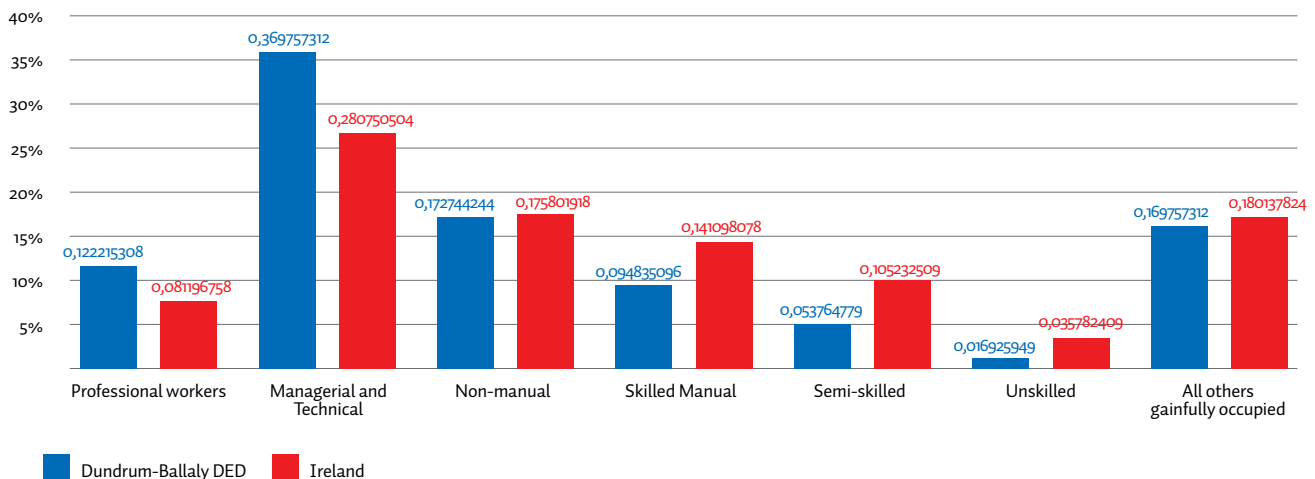




Image: 'Luas Tram Stop At Sandyford', by William Murphy is licensed under CC BY 2.0

Comparatively Shorter Commuter Journeys

With SBD transitioning to a live-work destination, it is useful to examine residents' journey times to their place of work or study. Table 3 shows that the predominant (31%) journey time to work for residents of SBD was between 15 and 30 minutes, while another large cohort of residents (21.5%) recorded under 15 minutes journey time to work or study in Census 2016.

While over 40% of residents recorded journey times of over 30 minutes – suggesting commuting outside of SBD, recorded journey times for SBD residents in Census 2016 were well below the State average of 28.2 minutes. In addition, many of the 15-30 minute journeys can be attributed to a sustainable transport mode in the form of the LUAS tram. While there is some room for improvement on these commuting times, the fact that over half of the resident population have a journey time less than 30 minutes is a validation of the ambition of Sandyford BID CLG to transition to a fully integrated and sustainable live-work district.

TABLE 3: Journey to work times for Dundrum-Balally ED (Source: CSO)

Journey time to place of work or study	Persons	%
Under 15 mins	1,164	21.5%
15 mins - under 1/2 hour	1,684	31%
1/2 hour - under 3/4 hour	1,350	25%
3/4 hour - under 1 hour	531	10%
1 hour - under 1 1/2 hours	324	6%
1 1/2 hours and over	89	1.5%
Not stated	271	5%
Total	5,413	100%

Ever-increasing Daytime Population

As outlined previously, SBD evolved from a collection of rural farmsteads to a thriving industrial, manufacturing and warehousing centre, which in 1993 contained over 6,000 workers. Since then the area has transitioned away from single use zoning and contained almost 8,000 residents in the Sandyford area as recorded in Census 2016.

The CSO has also released a new category of data from Census 2016, known as 'workplace zones'. This captures daytime population, which includes 'everybody who indicated they worked or studied in the area, along with persons in that area who do not work or study (and so are there during the day)'. Figure 9 shows the SBD

area's daytime working population within each 'small area' as defined by the CSO. Excluding the residential estates at the Chase and Silverpines east of Brewery Road, the total daytime population of the area was recorded during Census 2016 as being 20,765.

As can be seen in Figure 9, over 40% (8,512) of the overall daytime population of SBD is attributed to the Sandyford Business Park. Another notable feature is the high daytime populations recorded in the workplace zone containing the South County Business Park. With almost 3,500 recorded as the daytime population in 2016, it can be assumed that this has been heavily supplemented with the recent development of Microsoft's Campus, which is estimated to employ approximately 2,000.

FIGURE 9: Sandyford's daytime populations as recorded in Census 2016



Underperforming Central Core Area

Examining the daytime (working) population data in further detail shows that the central core area of the SBD (DR071, DR078, & DR067) to the east of BSQ is under-performing in terms of employment generation. This area is occupied by predominantly low-rise former or present light industrial units. According to Census 2016 this area recorded much lower daytime (working) populations than more recently developed mixed use employment areas. Employment in this area is totalling 904 – less than one eighth of the total daytime population of SBD and only a fraction of the total employment generating uses of SBD as a whole. Given that this area is zoned residential and designated as 'Sustainable Neighbourhood A' in the SUFP, the predominance of under-performing light industrial uses

in this key strategic area adjacent BSQ needs to be proactively remedied in order to facilitate the overall development and connectivity of SBD.

Given the residential land use zoning of this area, and the low heights currently existing and proposed in the County Development Plan, it is recognised that this central core area to the east of BSQ is at present contributing little to the overall development of the area. Sections 5 and 6 of this report provide further detail and recommended actions to revitalise this area as a logical continuation of the BSQ with predominantly residential and open space uses. It is an obvious area for a higher density of development and a higher form of development than is currently proposed. We recommend that this be changed in the forthcoming County Development Plan.

3.0 Predominant Land Uses and Current Policy Framework

As we have seen from the historical development of SBD, the District has seen immense change in land use in the 50 years since its development from rural farmland. This evolution has moved from land being used predominantly for industry, manufacturing and warehousing, to a dynamic mix of uses including both residential and employment generating uses, which makes SBD a unique and dynamic focal point for

working and living in Dún Laoghaire-Rathdown. The preferred mix of land uses and urban form in SBD is governed by the Dún Laoghaire-Rathdown County Development Plan 2016-2022, within which the Sandyford Urban Framework Plan (revised and adopted in 2016) sets specific policies and objectives for the area, many of which are detailed below.

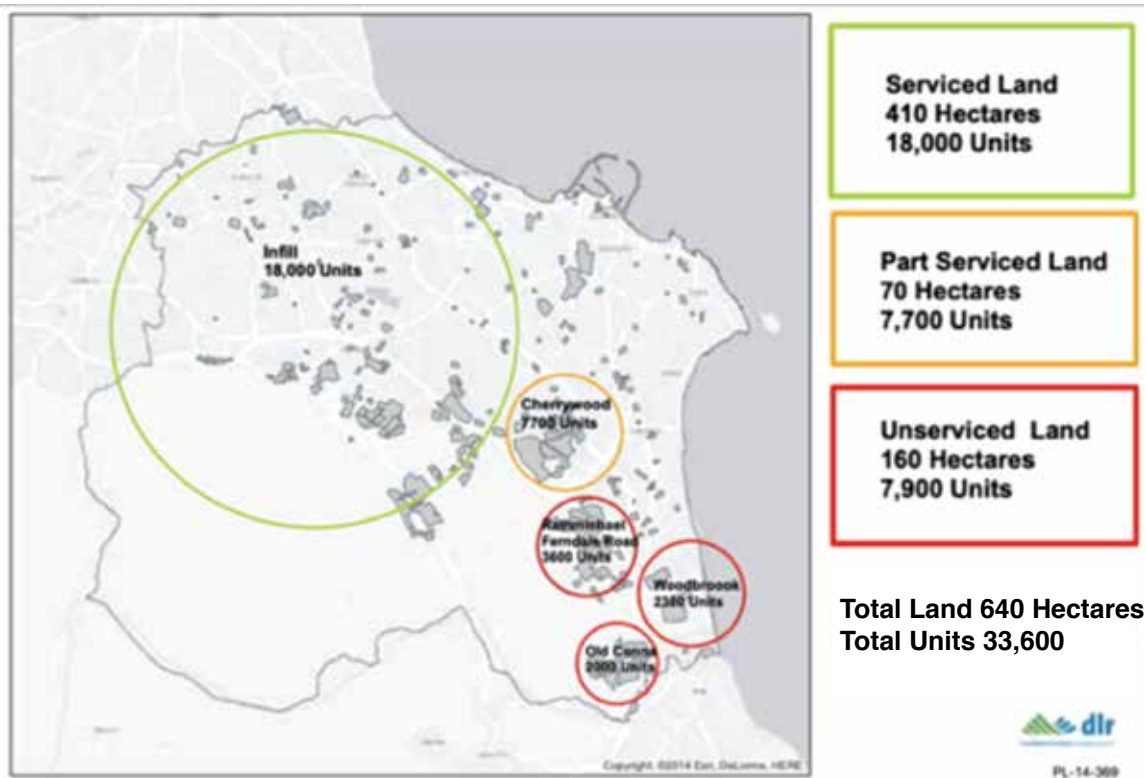
3.1 A Place to Live – Residential Development

In urban planning terms the introduction of residential uses has been the most influential in elevating SBD's status to that of a 'Secondary Centre' as per the Dún Laoghaire-Rathdown County Development Plan 2016-2022. As detailed in Section 2.4 previously, the SBD is now home to over 8,000 people. Figure 10 shows SBD in the settlement hierarchy beneath Dún Laoghaire and Dundrum. Testament to SBD's growth as a residential centre, it is notable that its residential population in Census 2016 exceeded that of Dundrum. Sections 5 and 6 of this report make recommendations for SBD to be

elevated to 'Major Centre' status. Figure 10 overleaf shows the capacity that the county holds in serviced land for residential development, including significant serviced land parcels in SBD.

The SUFP espouses the co-location of residential and employment uses, however it clearly promotes the employment uses as being the primary focus of the area in Section 2.2 as follows:

FIGURE 11



Sandyford BID CLG believes that SBD should be given due recognition in the settlement hierarchy as a place with the capacity for a significant increase in residential population. While there should be a focus on employment uses also, this should not be at the expense of residential development as this approach has had knock-on effects on the quality of life of the existing and future residential community in SBD. This has led to date to a shortfall in community services essential for vibrant centres. For example, while there has been a primary and post primary school planned for lands along Benildus Avenue since the SUFP publication, this has not materialised. It is noted that a temporary primary school has been granted permission at Grafton House on the Ballymoss Road. However, SBD as a place with a population fast approaching 10,000 residents desperately requires adequate educational services. Overall, while SBD is a success story in many ways it may fall victim of its own success without adequate recognition by authorities. More emphasis needs to be given to providing for the SBD community and recognising it as a place to live and recommendations on ways of addressing this are given in Sections 5 and 6 of this report.

The table below lists the most significant residential permissions due for commencement in the coming years including a number of Strategic Housing Developments as sourced from the Dún Laoghaire-Rathdown online planning portal in September 2019. This indicates that SBD is due for an additional 1,749 residential units, translating to almost 4,500 new residents with the average household size in the area being approximately 2.5 per unit. Should these permitted housing developments be constructed, this will place SBD's resident population over 10,000 – a larger population than many provincial towns in Ireland. While SBD is at a distinct advantage in absorbing this growth with its proximity to a sustainable public travel mode, this will not be sufficient to provide for such a large population and increased supporting services are required. Sandyford BID CLG believes that there needs to be far greater emphasis on provision of community services including basic health, recreation and education to provide for this established and growing community. The shortfall in community services and sense of community was a strongly expressed deficiency during stakeholder consultations conducted in 2018. This is set out in Section 4 following.

Recent residential permissions are indicated in the table below.

Reg Ref.	Decision	Site Location	Proposed development
ABP30440519	Granted 19-Aug-2019	Site of c. 2.02 ha Rockbrook, Carmanhall Road to the south and Blackthorn Drive to the west and north, SBP, Dublin 18	428 no. apartments comprising two blocks arranged around two courtyards ranging in height from five to fourteen storeys (including ground floor mezzanine, all over three existing part-constructed basement levels) comprising 32 no. studio apartments; 122 no. 1 bedroom apartments; 251 no. 2 bedroom apartments and 23 no. 3 bedroom apartments. The development will also include a crèche (486sqm) with ancillary outdoor play areas; 4 no. ground floor local/ neighbourhood retail units (862sqm).
ABP30142818	Granted 17-Jul-2018	Former Aldi Site of 1.542ha, Carmanhall Road, SBP, Dublin 18.	Demolition of all buildings and structures on the site and the construction of 460 no. apartments in 6 no. 5 to 14 storey blocks above podium. Ancillary on-site facilities including gym, yoga / spin studio, crèche, lounge / café and communal meeting room.
ABP304965	Case due to be decided by 23/09/2019	Former Aldi Site, Carmanhall Road, SBP, Dublin 18.	575 Build to Rent apartments and associated site works.
ABP30346719	Granted 30-Apr-2019	Carmanhall Road, SBP, Dublin D18 E024 (a corner site with Blackthorn Road, SBP, Dublin 18).	Student Housing development providing a total of 817 bedspaces plus the provision of 2 no. commercial units fronting Blackthorn Road - a café/lounge (119sqm) and a laundrette (85sqm) at ground floor level fronting Blackthorn Road.
D16A/0158	Granted 29-Jul-2016	Carmanhall Road, SBP, Dublin D18 E024 (a corner site with Blackthorn Road, SBP, Dublin 18)	147 apartments crèche, gym, cafe. (29 one-bedroom apartments, 102 two-bedroom units and 16 three-bedroom homes on a 0.81 hectare (0.24 acre) site.
D17A/0337	Granted 24-Aug-2017	Site of c.1.65 ha at Annaghkeen & Dalwhinnie, Leopardstown Road (R113), Dublin 18.	139 no. residential units (133 no. apartments and 6 no. houses) all in a scheme of 2 to 5 storeys.
D18A/1210	Granted 23-May-2019	A new primary school (c.822.10sqm) at Grafton House, Ballymoss Road, SBP, Dublin 18.	822.10sqm Primary School opening in September 2019 and this start-up accommodation is required to enable the school to commence operation. The development will consist of the temporary change of use of the existing building to a temporary two storey primary school.

In the context of the National Planning Framework setting population targets of 290,000 new residents in Dublin City and suburbs with 50% of that being required to be located in existing built up areas, Sandyford BID CLG believes it would be a missed opportunity not to regard SBD with its sustainable transport connection as a ready-made location for higher density mixed use living.

Recommendations on ways of making SBD a better place to live, including appropriate recognition of SBD in the DLRCC County Development Plan and SUFP are given in Sections 5 and 6 of this report.

In summary, it is considered that the upcoming County Development Plan should designate SBD for continued growth in its residential population.

3.2 A Place to Work

SBD presently contains a widely diverse range of employment-based land uses, the most prominent of which are offices (encompassing research, science and technology and the 'knowledge economy'), medical (care centres and associated suppliers), retail (convenience and comparison) and light industry or warehousing. The SUFP provides for many of these land uses in its land use zoning map.

In regard to office development the SUFP describes SBD as having 'regional importance' as an employment centre, with growth capacity of an estimated 350,000sqm of office floorspace, including development of existing sites and taking into account transport provision. While the recent high density high technology office developments of South County Business Park will have absorbed some of this capacity,

SBD is beginning to realise some of its potential as an attractive alternative to locations such as Grand Canal Docks. The table on next page details some of the most significant recently permitted employment-generating developments. Sandyford BID CLG and DLRCC have worked hard to attract such investment, however it is also obvious through consultation workshops, that new employees require new homes and many businesses in the area struggle to retain staff given the lack of local available dwelling units and residential amenities. Because of this, Sandyford BID CLG believe that SBD must have the twin priorities as a major employment centre and a major residential centre. Recommendations on ways of achieving this, including better recognition of SBD in the DLRCC Development Plan Settlement Strategy are given in Sections 5 and 6 of this report.

Image: One South County



The table below identifies recent grants of permission for commercial development in the area.

Reg Ref.	Decision	Site Location	Proposed development
D14A/0351	Granted 31-July-2014	Site located to the east and south-east, of roundabout no. 1, (adj. the 'ICON' building), South County Business Park, Leopardstown Road, Dublin 18.	A new office development (Microsoft Ireland Dublin Campus), comprising a 4 to 5 storey building over 2 levels of basement (undercroft). Total floor area c.34,554sqm over basement area of c.13,738sqm.
D15A/0827	Granted 06-Jul-2016	(0.6755Ha) 3 Arkle Road, SBD, bounded by Blackthorn Road to the east, Blackthorn Avenue to the north, Arkle Road to the west and Microsoft Offices to the south.	Office development of 21,099sqm over six floors each 3,250sqm.
D16A/0991	Granted 11-Oct- 2017	.195 ha site comprising a substantially constructed building known as the Sentinel, Block C at the former Allegro Site, (now known as "Rockbrook"), Blackthorn Drive, SBP, Dublin 18.	294 office suites and 28 meeting rooms.
D17A/1060	Granted 21-May-2018	Carmanhall Road, SBP, Dublin D18 E024 (a corner site with Blackthorn Road, SBP, Dublin 18.)	Student Housing development providing a total of 817 bedspaces plus The provision of 2 no. commercial units fronting Blackthorn Road - a café/lounge (119sqm) and a laundrette (85sqm) at ground floor level fronting Blackthorn Road.
D15A/0695	Granted 11-Feb-2016	Site located at Infinity House and Media House at South County Business Park, Leopardstown, Dublin 18.	A new campus office development comprising 3 no. 5 storey Grade A office buildings including undercroft with a total gross floor area of 26,525sqm. The development will also include ground floor cafés and ancillary facilities.

The medical industry is also a major employer in the area with the most notable and well-known example being the Beacon Hospital. The SUFP notes the potential to grow the medical industry in SBD while maintaining an environment that does not undermine recuperation. It notes that the medical industry tends to employ workers based on shift work, which contributes less to the peak hour transport trips. The County Plan states that future expansion of this use will be dependent on the applicants being able to demonstrate that the schedule of shift work is such that it will not impact on peak hour trips.

SBD has also emerged as a significant retail centre with furniture and design shopping alongside a growing convenience offer to serve an ever-increasing growing residential population. The table overleaf outlines the current provision of retail use in the vicinity of the SBD as sourced from the Dún Laoghaire-Rathdown online planning portal in September 2019.

TABLE: Estimate of Total Retail Floor Areas (Source: DLRCC Online Planning Website)

Store	Location	Store Type	Net Floor Area (sq.m)
Centra	Central Park, Leopardstown, Dublin 18.	Convenience Shop	60
Londis 1	1 & 2 Unit Carmanhall Road.	Convenience Shop	75
Londis 2	Beacon Court Blackthorn Drive.	Convenience Shop & Takeaway	75
ALDI	Lower ground floor, Blackthorn Drive, SBP.	Supermarket	1,133
Dunnes Stores	C2-C5, The Courtyard, BSQ.	Supermarket	2,051
TOTAL	3,394		

Retail development is rightly controlled by a planned approach that quantifies the required retail floorspace during the plan period. The DLRCC County Development Plan 2016-2022 designates SBD as an ‘Established Neighbourhood Centre’ in retail planning terms alongside Ballybrack and Ballinteer. This places SBD as a third tier centre in terms of priority for retail floorspace. Policy RET3 aims to:

‘Promote mixed-use potential of neighbourhood centres as appropriate, subject to protection of local amenities. Limited incremental growth in retail floorspace in response to population levels.’

As noted SBD’s population growth place it on a par with that of Dundrum, however Dundrum’s status is one of ‘Major Town Centre’ in the DLRCCP Retail Strategy – two levels above that of SBD. This restricts retail floorspace quantum for the centre and inhibits services to this large and growing resident population. Sandyford BID CLG is concerned with this low ranking status in the Retail Hierarchy and believes this ranking does not reflect SBD’s greater resident population comparative to other centres that are ranked above it. This is most clearly demonstrated by the DLRCC’s own Settlement Hierarchy, which places SBD as a ‘Secondary Centre’, higher than centres such as Cherrywood. The Retail Hierarchy is clearly out of sync with the Settlement Strategy as it places SBD lower than Cherrywood – a centre that is further from the city and with only a burgeoning population, far less than

SBD. This does not appear to be in line with sustainable planning principles. The presumption in favour of other retail centres is borne by the inclusion of Objective MC2 of the SUFP as follows:

‘It is an objective of the Council to require that all Retail Impact Assessments should demonstrate that the scale and nature of retail proposed caters only for the employment population within Sandyford Business District and the residential catchments within walking distance and that it will not have a negative impact on adjacent retail centres.’

Sandyford BID CLG believes the current retail policy framework restricts new retail floorspace and investment in the area. In the context of SBD having a resident population comparable with Dundrum, due recognition should be given to it as an established and significant residential community. A much higher level of community services should be provided including a vibrant local retail offer. Recommendations on ways of achieving this, including better recognition of SBD in the DLRCC Development Plan Retail Strategy are given in Sections 5 and 6 of this report. It is considered that SBD’s “neighbourhood” retail status needs upgrading.

The presence of light industry and warehousing is a ‘legacy’ land-use from the previous phase of SBD’s development during the 1990s. While there has been a notable decline in the predominance of this use,

there remains large blocks of light industrial uses in the central core area to the east of BSQ. The SUFP in Section 2.2.1 notes that this type of use typically provides low levels of employment as a ratio of floor area. This is borne out in this area with only 904 people recorded as a daytime population in Census 2016, a fraction of the 20,000 plus overall daytime population of the area. Given that the zoning of this area is Zone 5 'Residential', the re-development of the area to the east of BSQ, including open space provision, is considered to be a major priority for the growth and development of the area. Recommendations about the form, massing and use of this redevelopment are given in Sections 5 and 6 of this report.

All of the above-referenced employment sectors, as well as the leisure and hospitality sectors have proven to successfully operate in SBD. Overall, while much work has gone into attracting and supporting enterprises to invest in the area by Sandyford BID CLG and DLRCC alike, it is felt that SBD is being held back by a planning policy framework, which emphasises its employment function over existing and future residential needs. This demoting of SBD as a residential community is encapsulated by Policy E9 of the DLRCDP as follows:

'...it is considered appropriate to allow for continued development of residential uses and the associated uses required to serve this population in order to create a coherent urban form. However, it is also considered that the SBD should remain the primary employment centre in Dún Laoghaire-Rathdown and, while the policies and objectives for the future development of Sandyford contained in the Urban Framework Plan allow for a mix of uses, the emphasis remains on promoting the area as a major employment node'

This overall policy framework sets the tone for the development of the area. On the one hand it acknowledges the residential population growth that has occurred in the area, but on the other hand demotes this existing community in favour of promoting the area as an employment centre first and foremost. This is reflected in the poor public service provision that exists in the area, the lack of dedicated schools and a community services hub, as well as restrictions on residential development quantum and retail floorspace. It is the view of the Sandyford BID CLG that both residential and employment uses should be promoted and provided for equally in order for SBD to become a truly integrated mixed use district. Recommendations on ways of achieving a greater balance of employment and residential, including better recognition of SBD in the DLRCC Development Plan Retail Strategy, are given in Sections 5 and 6 of this report.

3.3 Transport and Movement

SBD is well served by sustainable transport modes, notably through the LUAS green line tram route. The LUAS line connects SBD to Dublin City Centre, extending along Sandyford's northern boundary with three stations serving SBD. The LUAS is a sustainable transport mode and in high demand for SBD residents and workers. The LUAS line is supplemented by several bus routes which utilise the internal road system within SBD.

Despite this accessibility, Sandyford BID CLG is keenly aware that the internal area within SBD is presently not well served by public transport. With regular congestion on the LUAS line, the SBD Urban Framework Plan (SUFP) proposed to develop a 'Bus Priority Scheme', utilising the existing radial Blackthorn Drive along with a bus interchange on Blackthorn Avenue (see Figure 12). The bus priority scheme would allow for carriageway alterations that prioritise bus movements ahead of private vehicle movements, which is welcomed by Sandyford BID CLG. It is noted that this scheme does not account for the increased daytime population in South County Business Park. Since the opening in 2018 of the Microsoft Campus, employing over 2,000 people, it is clear that the bus priority scheme should be extended across the Leopardstown Road to new employment areas in the east of SBD.

FIGURE 12: Bus improvement measures proposed by the SUFP (Source: SUFP)

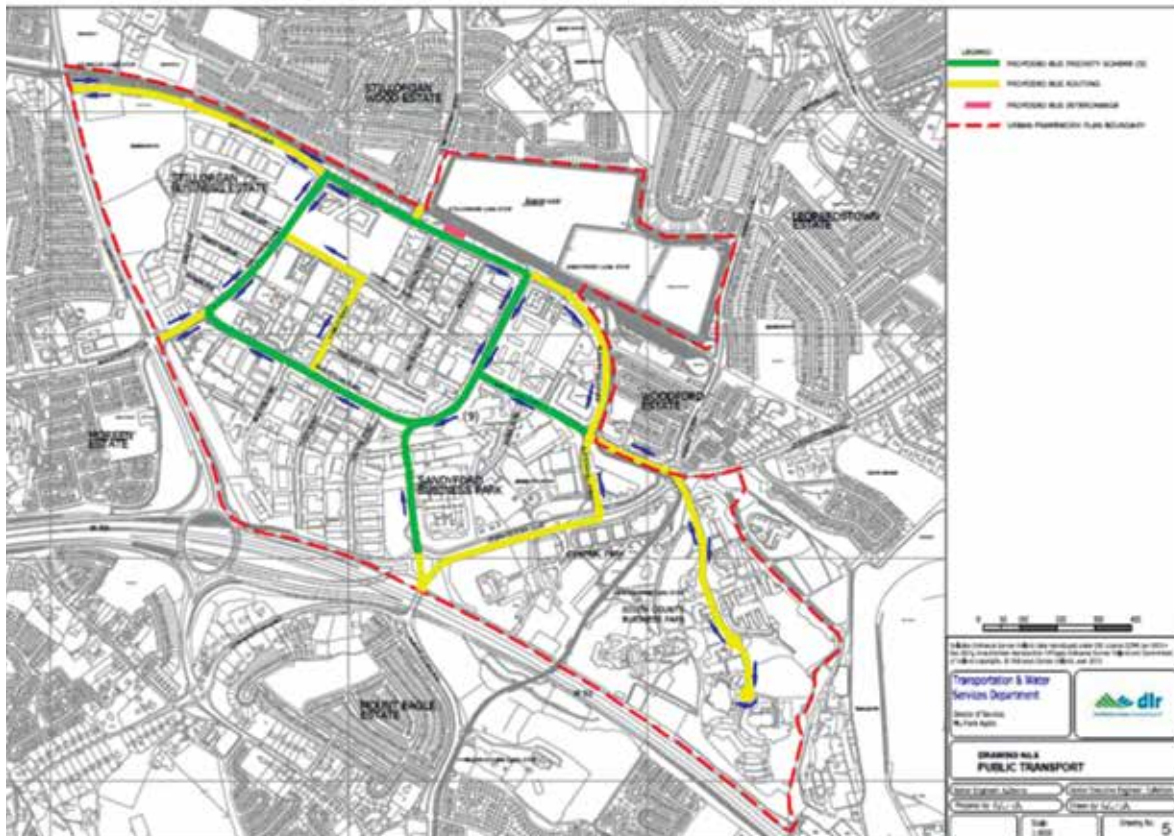


TABLE 4: Mode share targets set by the DLRCC's Sandyford Business District Areawide Mobility Management Plan 2011

Sandyford Business District Smarter Travel Targets			
Mode	Traffic Count 2011	Sandyford Business District target 2020	Smarter Travel 2020
PRIMARY TARGET			
Car incl. Taxi	63%	45%	45% as per Smarter Travel
SECONDARY SUB TARGETS			
Pedal Cycle	2%	10%	10% as per NCPF
All sustainable travel modes	37%	55%	55% as per Smarter Travel

The overall objective of providing sustainable transport infrastructure including provision for bus, tram, cycling and pedestrian is to increase sustainable transport mode share and decrease unsustainable modes, in particular use of private vehicles. The DLRCC Sandyford Business District Areawide Mobility Management Plan 2011 set targets to achieve by 2020 of a reduction to 45% of total mode share of car use, and increase to 10% in cycle mode share and increase to 55% in all other sustainable modes. Sandyford BID CLG is keen to collaborate with DLRCC to evaluate these targets along with the stated actions of the Mobility Management Plan Action Plan 2011 (See table 4 above).

With SBD's increasing popularity as a residential and employment destination and its proximity to the M50, traffic congestion remains a significant constraint for SBD. The planned Bracken Link Road will alleviate congestion at Blackthorn Drive, however it is submitted that more investment is needed in cycle and pedestrian infrastructure in order to encourage modal shifts from private vehicle use. The planned 1.5km cycle path from Kilgobbin Road across the M50 to the Drummartin Link Road to connect with the planned Bracken Link Road is a welcome development in this regard. Further, the Bracken Link Road itself will become a new entrance to SBD and will not only alleviate vehicle traffic congestion but also allow cyclists and pedestrians direct access to the rear service lane of BSQ via Bracken Road (see Figure 13).

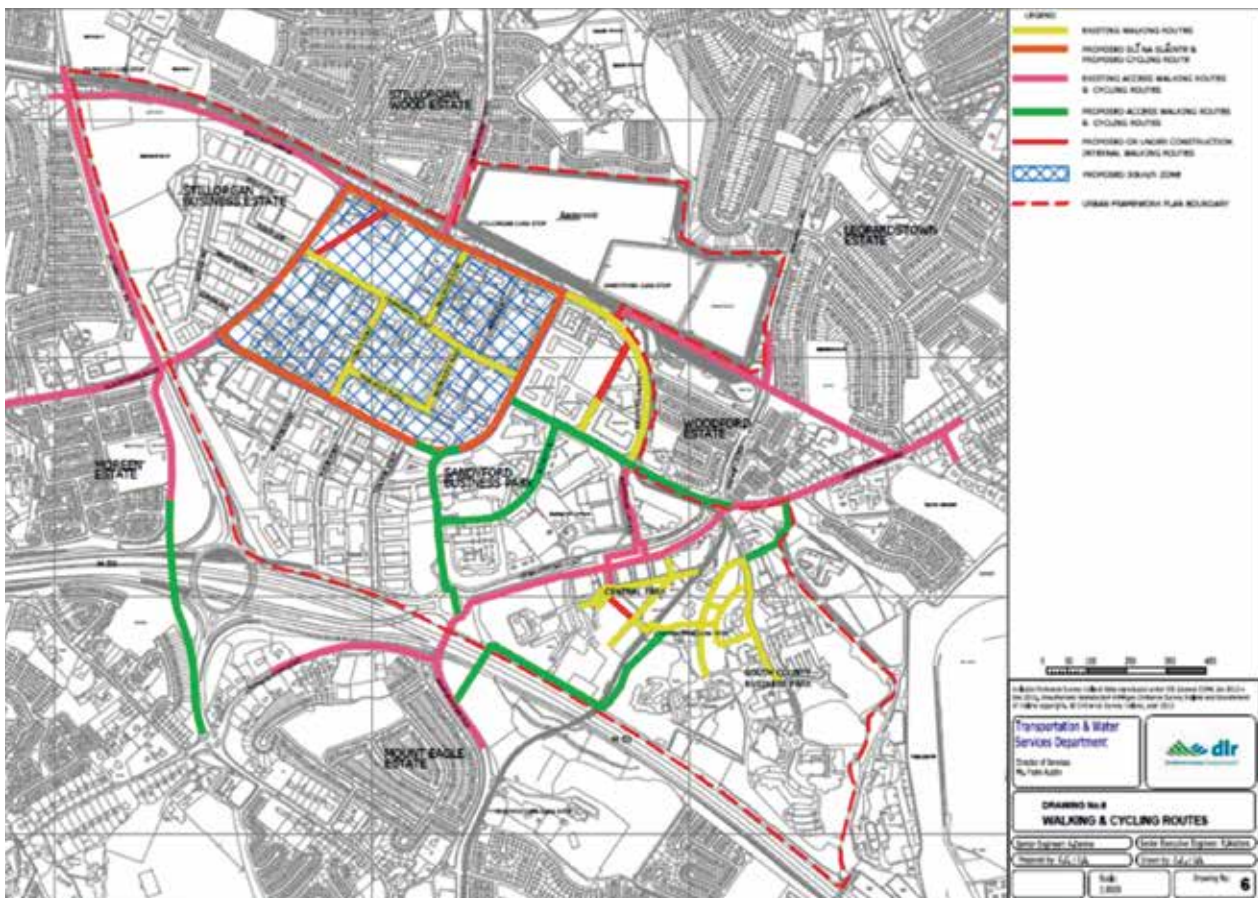
FIGURE 13: Bracken Road-Drummartin Link Road and ESB Link Road Part 8 proposals as yet unimplemented (Source: DLRCC, Bracken Road Part 8 Drawings, 2017 & DLRCC ESB Link Road & Link to Arena Road Part 8 Planning Environmental Report, 2013)



This scheme is particularly welcomed as it will introduce a new pedestrian and cycle entrance to SBD, which is presently limited or vehicle dominated. Pedestrian and vehicle connectivity within SBD remains a significant constraint with poor connections between each of its six areas identified by the SUFP. The SUFP sets out the existing and planned walking and cycling routes in SBD (see Figure 14). This highlights low levels of permeability through SBD overall, with particular

challenges in the SBD as well as connecting across Leopardstown Road. The plan as shown in Figure 14 also proposes new routes to allow better connectivity within SBD including the planned ESB (M50/Junction 14) link road south to the Leopardstown Road roundabout. Sandyford BID CLG is keen to see this scheme implemented, however it has, along with the majority of the pedestrian and cycle infrastructure projects in the SUFP, not yet been implemented by DLRCC.

FIGURE 14: Existing and Planned Pedestrian and Cycle Infrastructure (Source: SUFP)



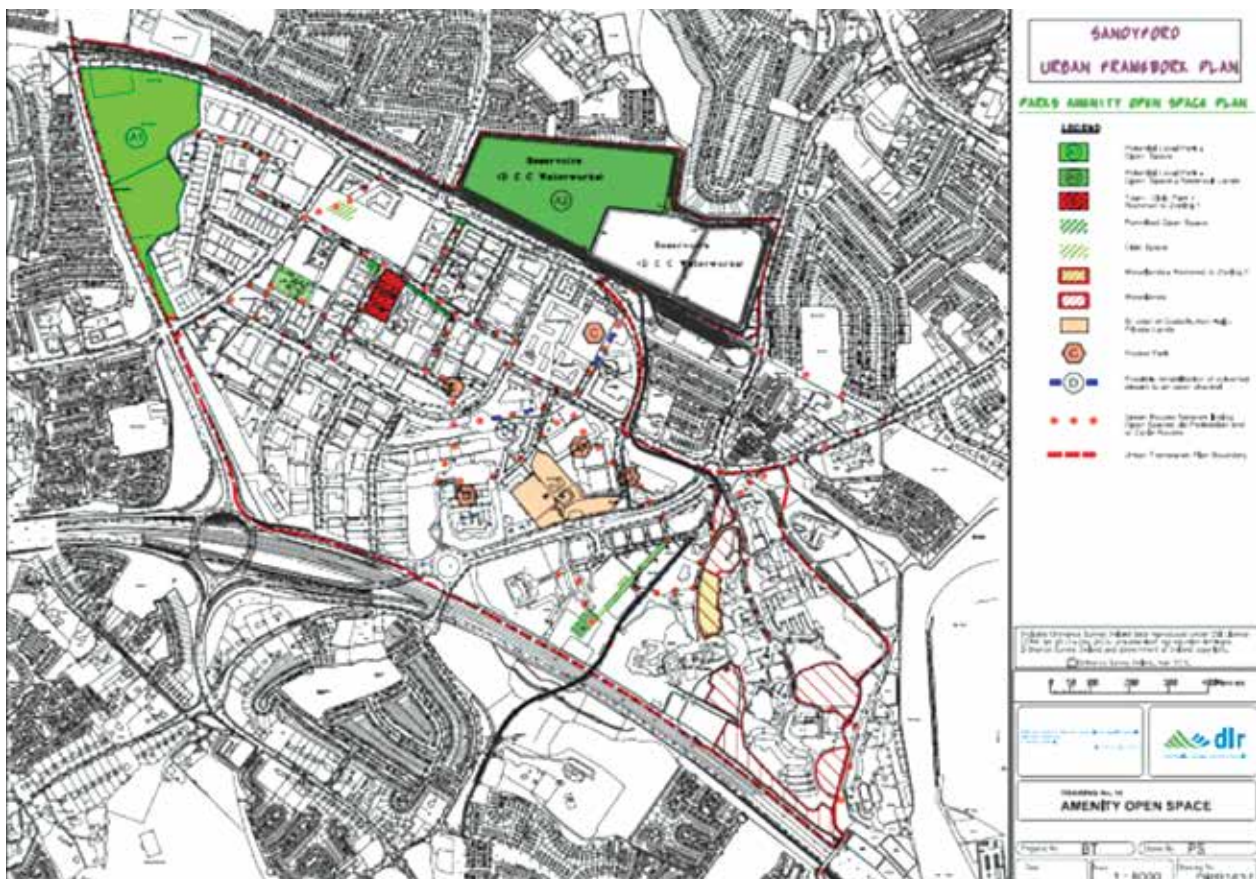
Without proactively implementing planned interventions and urban design measures, SBD as a district will remain in disparate parts, thus adversely impacting attractiveness and investment in SBD. There needs to be a continued and proactive focus on reducing traffic movements and increasing sustainable mode share. Prioritising cycling and pedestrian movement within SBD should also be the primary focus of active uses in the area. The road network within SBD is

a legacy from previous iteration of SBD as single-use industrial and warehousing area. Despite the introduction of some cycleways at BSQ and along the LUAS for example, there are significant challenges in integrating the new developments at Central Park and South County Business Park with the wider SBD area, given the physical barrier of the vehicle carriageway. Sections 5 and 6 of this report make recommendations to achieve this.

In transitioning from an industrial to a mixed use zone, SBD also has challenges in formal open space provision. As can be seen in the SUFP mapping, there are large areas of SBD devoid of open spaces (see Figure 15). In the central areas of SBD, there are landscaped car parking areas, which somewhat mitigate the overall

deficiency. BSQ is an exception to this with high quality open spaces throughout, albeit mostly in hard, un-landscaped surfaces. It is considered that SBD is relatively poorly provided for in terms of green space landscaping and that it should be a priority to soften the urban form and support a human-centred place.

FIGURE 15: Existing and planning open spaces in Sandyford (Source: SUFP)



To the east of BSQ there is an area identified for a 'Civic Park' marked in red above. While the location of this presents challenges in integrating to BSQ, Sandyford BID CLG is keenly aware of the overall deficiency in public open spaces and would support initiatives to create green spaces to improve the overall experience of residents and daytime populations. It is suggested, however that a more logical location for this Civic Park would link with the existing pedestrian corridor leading to the existing pocket park at the rear service

lane of BSQ. It is considered that a Civic Park in the southwestern portion of Zone 5 'Residential' in order to continue southwards the strong existing pedestrian connection from BSQ to neighbouring areas to the east. It is noted that there will be increased footfall using this pedestrian connection with the new Bracken Link Road with cyclists and pedestrians accessing BSQ. Sections 5 and 6 of this report make recommendations to achieve this.

4.0 Community Consultation Outcomes

Sandyford BID CLG conducted a series of community consultation workshops to gain insights from the established business and residential community and to feed into the strategic direction

of SBD. The consultation process was undertaken with the aim of capturing views on the following seven key indicators:

Community



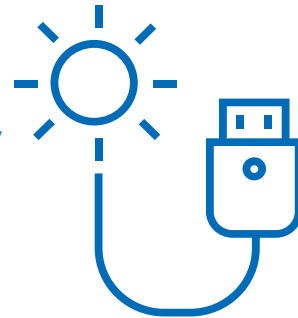
Planning



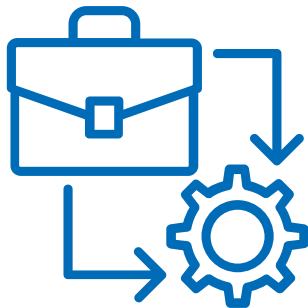
Environment and
Public Realm



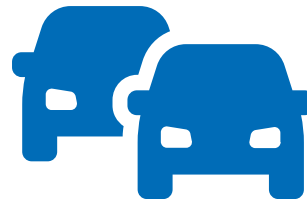
Connectivity
and energy



Business
Development



Mobility



Relationship
with Council



Each of these themes is summarised with views expressed outlined for each.

4.1 Mobility

The mobility themed workshop explored issues around physical permeability, movement and legibility of the urban form. This theme elicited the most responses from participants with 48 responses in total. The following outlines the views expressed by participants on the theme of mobility:

Analysis of this theme raises many issues and underlines the overall concern from local people around transport and movement to, from and within SBD. While this reflects to some extent the attraction of SBD as a place to work and live, it should be noted that experiences of inefficient transport and movement will impact negatively on views of the area and long term attractiveness.

The main challenges around the theme of mobility to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

Challenges to address:

1. Traffic congestion gaining access to SBD
2. Internal movement restrictions within SBD
3. Congestion on LUAS tram line
4. Vehicle parking within SBD
5. Poor public transport within SBD

Participants stated that:

'SBD presents extreme vehicle traffic congestion in the morning and evening'

'SBD's urban form restricts internal movement through SBD'

'SBD has poor internal signage and wayfinding'

'SBD has poor cycle infrastructure'

'the LUAS tram service cannot meet demand'

'SBD has a lack of vehicle parking'

'SBD's M50 motorway exit/ entrance cannot meet demand'

'SBD has poor public transport connections'

'traffic lights at Stillorgan are slow and inefficient'

'SBD has no shuttle bus to enable internal movement'

'SBD is car-centric'

'there has been an increase in waste collection impacting traffic'

'SBD is lacking in a park and ride facility'

'SBD is lacking in jogging infrastructure'



4.2 Community

The community themed workshop explored issues around a sense of community, belonging and neighbourly interaction. This theme was the one which generated the second most responses from participants, generating 45 in total. The following outlines some of the views expressed by participants on the theme of community:

Analysis of these responses confirm that a sense of community and interaction is a significant concern, which revolves around an absence of facilities to meet and engage with local people, as well as urban design deficiencies inhibiting interaction. Recommended measures to address this are set out in subsequent sections.

Challenges to address:

The main challenges around the theme of 'community' to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

6. No clear and accessible community focal point.
7. Better community services and opportunities to interact.
8. Low levels of evening time and weekend activity.
9. Sense that SBD is a transient residential district.
10. Unsafe or unconnected urban environment.
11. Sense that SBD is not a recognisable centre.

Participants stated that:

'SBD lacks a sense of community'

'SBD has no central hub or community focal point'

'SBD lacks community interaction'

'SBD has a dead atmosphere outside of work hours'

'SBD has no iconic draw or unique selling point'

'SBD's residential accommodation is only suitable for transient, rental population'

'SBD lacks a town status to empower lobbying'

'SBD's public realm feels unsafe'



4.3 Planning

This workshop included the theme ‘planning’, an area that covers many of the other themes but primarily focussed on issues around land use, urban form and activation. This theme generated 16 responses in total, which are detailed below.

Analysis of this theme underlines the strength of feeling around inadequate land use mix within SBD, in particular the lack of community services, including adequate shopping and community services to encourage a self-sustaining centre. Responses around inflexibility of the planning system and density are noted and discussed in more detail in later sections with a focus on the SUFP.

Challenges to address:

The main challenges around the theme of ‘planning’ to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

12. Insufficient shopping for self-sustaining centre.
13. Insufficient community services for self-sustaining centre
14. Better strategic thinking needed around land use and density
15. Inflexibility of the planning system

Participants stated that:

‘SBD lacks sufficient shopping and services’

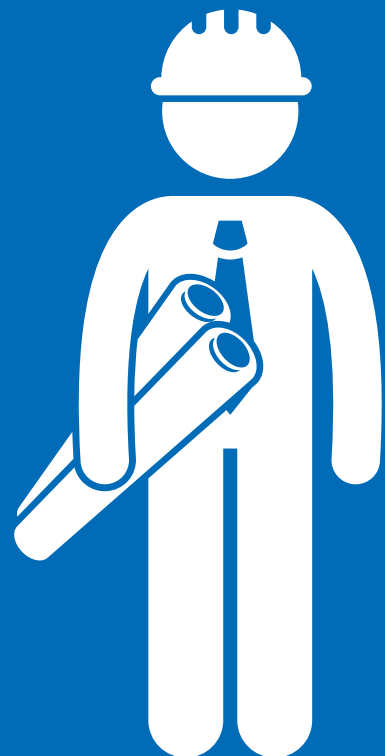
‘SBD lacks a petrol station’

‘SBD contains too many empty buildings’

‘inflexibility of the planning system restricts development’

‘SBD needs more high density buildings’

‘SBD lacks a police station’



4.4 Environment and Public Realm

The environment and public realm themed workshop tackled issues around public spaces, biodiversity, the urban realm, aesthetics and cleanliness. This theme generated 14 responses in total, which are detailed below:

Analysis of these responses confirm that the public realm in SBD is a significant concern, in particular the recognised deficiency in green space, as well as outdoor recreation facilities and outdoor areas for rest. Recommended measures to address this are set out in subsequent sections.

Participants stated that:

'SBD lacks green spaces'

'SBD lacks outdoor amenities for young people'

'SBD is physically unattractive'

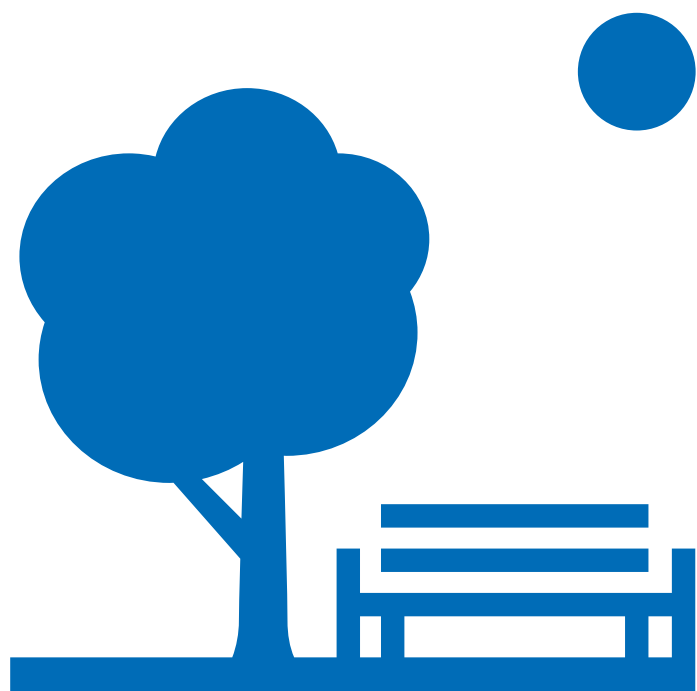
'SBD lacks sufficient bins for a clean environment'

'SBD lacks public seating'

Challenges to address:

The main challenges around the theme of 'Environment and Public Realm' to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

- 16. Deficiencies in green spaces and outdoor amenities
- 17. Better provision of amenities for young people
- 18. Poor and unattractive built form
- 19. Better street furniture



4.5 Business Development

The business development themed workshop addressed issues around council rates, staff attraction and sustainable economics. This theme generated 11 responses in total, which are detailed below:

Analysis of the responses from this theme underlines the importance of quality urban design and services to attract and retain workers, as well as innovative support networks and spaces for employees to connect. Recommended measures to address these are set out in subsequent sections.

Challenges to address:

The main challenges around the theme of 'Business Development' to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

- 20. Low rates of staff retention
- 21. Better spaces or services to encourage community business innovation
- 22. Restricted housing market for local employees
- 23. A level playing field for ratepayers

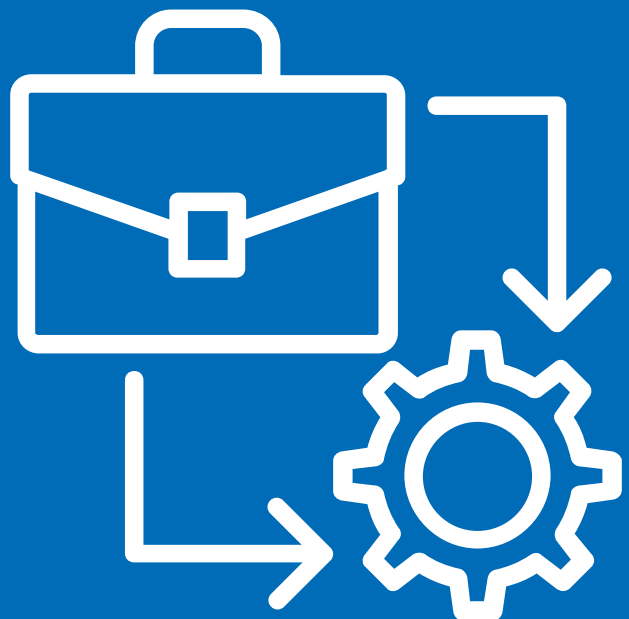
Participants stated that:

'SBD businesses struggle to retain staff'

'SBD lacks a co-working space'

'SBD lacks peer to peer business support'

'SBD lacks sufficient accommodation for workers'



4.6 Relationship with Council

This theme was focussed on the interactions and provision of services by Dún Laoghaire-Rathdown County Council (DLRCC). This generated 6 responses in total, which are detailed below:

Analysis of responses from this theme raises concern that the local residents and workers would like the local authority to be engaged and understanding of their needs. Recommended measures to address this are set out in subsequent sections.

Challenges to address:

The main challenges around the theme of 'Relationship with Council' to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

- 24. Better community engagement by DLRCC
- 25. Provision of DLRCC services commensurate with high rates

Participants stated that:

'DLRCC are disconnected from issues in the area'

'DLRCC rates are too high with little evidence of value for money'



4.7 Connectivity and Energy

This theme explored issues around digital connections and sustainable energy use. The theme yielded 3 responses as set out below.

Participants stated that:

‘SBD lacks high speed broadband’.

‘SBD lacks electric vehicle charge points’.

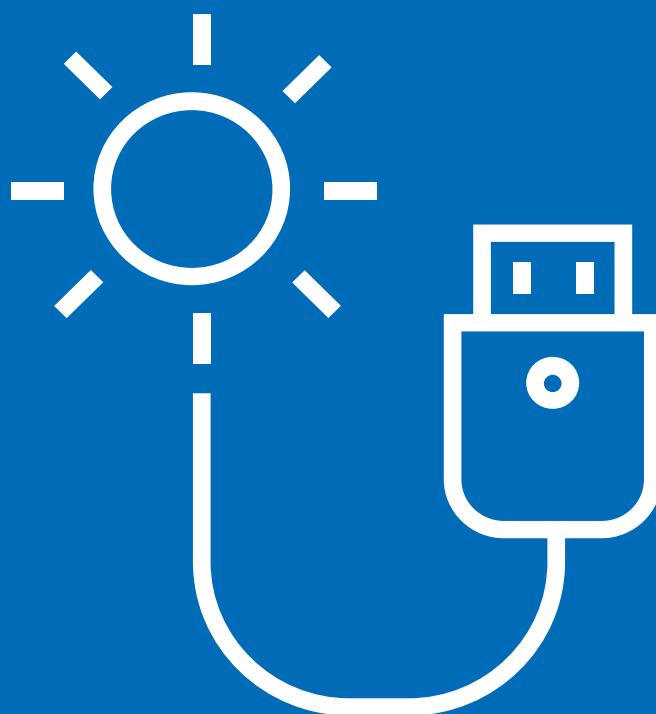
Analysis of this theme is limited to low responses, however the issue of broadband and electric vehicle charge points are noted as critical to the area’s short to medium term sustainable development. Recommended measures to address this are set out in subsequent sections.

Challenges to address:

The main challenges around the theme of ‘Connectivity and Energy’ to come from this consultation are set out below. Recommended measures to address these are set out in subsequent sections.

26. Better access to high speed broadband

27. More electric vehicle infrastructure



4.8 SBD's Challenges Summarised

No.	Challenge
1	Traffic congestion accessing SBD
2	Internal movement restrictions within SBD
3	Congestion on LUAS tram line
4	Excess vehicle parking within SBD
5	Poor public transport within SBD
6	No clear and accessible community focal point
7	Better community services and opportunities to interact
8	Low levels of evening time and weekend activity
9	Sense that SBD is a transient residential district
10	Unsafe or unconnected urban environment
11	Sense that SBD is not a recognisable centre
12	Insufficient shopping for self-sustaining centre
13	Insufficient community services for self-sustaining centre
14	Better strategic thinking around land use and density
15	Inflexibility of the planning system
16	Deficiencies in green spaces and outdoor amenities
17	Better provision of amenities for young people
18	Poor and unattractive built form
19	Better street furniture
20	Low rates of staff retention
21	Better spaces or services to encourage community business innovation
22	Restricted housing market for local employees
23	A level playing field for ratepayers
24	Better community engagement by DLRCC
25	Provision of DLRCC services commensurate with high rates
26	Better access to high speed broadband
27	More electric vehicle infrastructure



5.0 The Sandyford BID CLG Ambition for SBD

The following section sets out the Sandyford BID CLG vision for SBD. As a community, Sandyford BID CLG members are proud to be from SBD. They state “As residents, workers and employers of SBD we know that it is a unique place to live, work and

do business and we are energetically ambitious about our district”. The vision statement below encapsulates this pride and sets out in simple terms the ambitions for SBD’s future.

5.1 Vision Statement

The following vision has been articulated for SBD.

‘That the area becomes a world class mixed use centre that is truly connected, safe and promotes a sense of belonging to SBD. A place that allows its community including residents, employers and workers to thrive.’

5.2 Key Principles

To achieve this ambition, Sandyford BID CLG is committed to the three key principles set out below. They recognise this cannot be done alone and they seek the support of DLRCC to collaborate and work towards the following:

SBD to be recognised as a “Major Town Centre” in the County Development Plan.

SBD is fast approaching a residential settlement of 10,000 people with the daytime (working) population exceeding 20,000. This level of population is on par with Dundrum, and as such SBD’s status in the DLRCDP’s Settlement Hierarchy should reflect this in order to adequately provide it with the requisite infrastructure and services. Alongside this SBD’s designation in the retail hierarchy as a Level 3 Neighbourhood Centre is constraining the provision of local services required by its ever-growing population. It is submitted that the success of SBD is of critical importance to Dún Laoghaire-Rathdown.

Presently SBD is designated as a Secondary Centre below Dún Laoghaire and Dundrum. Sandyford BID CLG is keen to work with DLRCC to ensure SBD’s continued success as a sustainable mixed use centre for living and working. True recognition of SBD’s significance as a Major Town Centre in the settlement strategy of the DLRCDP and a District Centre in the Retail Strategy is essential to enable SBD to become a clearly identifiable centre of excellence for both living and working. Alongside this, a well considered branding and marketing strategy for the area should be implemented, emphasising the area’s attractions and unique selling points. In this regard, opportunities exist to leverage the Children’s Museum connection with ‘playful city’⁴ urban design measures in central areas.

A Strategic Approach to Land Use and Density

Sandyford BID CLG welcomed the adoption of the revised SUFP in 2016 as part of the DLRCDP in setting the land use zoning objectives for the district. While this is broadly successful in guiding established regenerated areas such as BSQ and as noted previously development of the lands to the north are subject to high quality development proposals, there are areas where the SUFPs objectives are not being achieved. Also noted previously, lands to the east of BSQ Zoned 5 ‘Residential’ remain tied up as light industrial units, under-perform in terms of employment generation and are not consistent with the SUFP zoning objective. It is considered that that the development of these lands as a residential neighbourhood is a key enabler to the continued regeneration of the whole district.

The key to the development of this residential zone is to integrate these lands with BSQ, connecting this vibrant mixed use area with neighbouring lands with civic spaces and high density living. As described in Section 3 it is proposed that the existing pedestrian connection and pocket park at the rear service lane of BSQ be leveraged to create a world class Civic Square open space in the southwest corner of Zone 5, which will reinforce this link and provide a strong visual incentive for eastern movement. This could continue as a green corridor along Three Rock Road and potentially breaking through to Blackthorn Road to connect with the ESB Link Road.

The current Zone 7 ‘Open Space’ to the north could be reduced with a smaller pocket park linking with Ballymoss Road pedestrian movement. Sandyford BID CLG is cognisant that the land use zoning along with form and massing controls guide potential development of these lands and believes that re-framing the height limits as set by the SUFP will unlock the potential of these lands to become a high density and sustainable residential neighbourhood. It is requested that all

⁴ <https://www.aplayfulcity.com/>

height limits in this area be removed and instead place a minimum height of 8 to 10 storeys in this area rather than the current 4 storey suggested for development. This is in line with the Department of Housing Planning and Local Governments removal of height limits across the state. This would enable the extension of the residential densities established in parts of BSQ to continue eastwards and meet the demand for local residential accommodation generated by continuing large employment generating developments, particularly in South County Business Park.

If residential development in this neighbourhood east of the BSQ is developed in a series of high buildings, this would facilitate the creation of a central open space at ground floor level. The ground floor of these buildings could contain restaurants, cafés and shops surrounding the open space which would then have the potential to act as a hub and meeting place for SBD. The existing area earmarked in the County Development Plan (marked in red in the County Development Plan as shown previously) for such an open space is not a realistic proposition. It is occupied by buildings which are not going to be demolished to create an open space. Experience elsewhere has shown that only by allowing adjoining landowners develop their sites densely can they combine to create a useful central open space for public benefit.

A Truly Integrated Movement and Open Space Network

It is recognised that key pedestrian schemes as proposed by the SUFP have only been partially implemented, notably through the lands to the north of BSQ. In addition the Part 8 Bracken Link Road and ESB (M50/Junction 14) Link Road have been initiated, albeit not yet commenced. These are welcome initial developments to an area that is heavily constrained in terms of movement by both its legacy road network designed for single use industry accessed by private vehicles, with a low provision of cycleways, as well as continued heavy vehicle mode share.

It is considered essential to provide a network of cycleways and widened footpaths within SBD so as to encourage and facilitate the easy movement of people around SBD at all times of the day. It should be an important objective to design and implement a fully integrated network of cycleways and footpaths.

It is considered the aim should be to provide easy access on foot and bicycle to the BSQ centre and the new adjoining residential neighbourhood to the east, from the rest of SBD. Sandyford BID CLG believes that there are some key measures that would improve movement through the area that will enable a truly integrated and safe mixed use neighbourhood to thrive. A focus on east-west movement to and from BSQ to the Zone 5 'Residential' area to the east could be reinforced with a Civic Park and green corridor along Three Rock Road connecting across Blackthorn Road to the planned ESB (M50/Junction 14) Link Road. These cycle/ pedestrian routes should run alongside green verges and pocket parks and thereby provide a "green" network throughout SBD.

It is recognised that developing a cycle/pedestrian route to the South County Business Park area would be difficult so it is proposed that a shuttle bus service be provided instead. This service would provide a frequent fast service so workers in the east of SBD could more easily use the retail and social facilities of BSQ. It is envisaged that this service would be run by Sandyford BID CLG. Additional opportunities exist to link eastern parts of SBD with continuous bus or shuttle bus connections to and from South County Business Park and BSQ. Sandyford BID CLG is looking to work with DLRCC, not only to reduce vehicle mode share but to make SBD a more pleasant and human-centred place through high class urban design measures throughout SBD.

The Stillorgan LUAS stop is seen as a key opportunity area to improve the identity of SBD at this key transport node. The development of an inviting shared surface pocket park and branded entrance signage at the northern end of Ballymoss Road is seen as a key enabler to movement and legibility through the area. With the removal of some on-street car parking at this location, Ballymoss Road could be redesigned as a high class pedestrian corridor linking to the planned residential zoned area to the east of BSQ. The other side of this LUAS also holds potential to add vibrancy and visual interest to commuters and visitors to the area. There is scope for a café/ kiosk development at the southwestern corner of the reservoir lands. In partnership with Irish Water, this could be combined with a secured viewing platform of the reservoir/ Dublin mountains providing a unique and viable point of interest for SBD. Vehicular access from outside to SBD, especially at peak hours, continues to be a problem and is largely beyond the scope of this study.

Our clients are aware however, that workers within SBD are different in profile from, for example, younger tech workers in Dublin city centre and Docklands who are happy to use public transport to get to work. In SBD employees are older, living in the southern suburbs and North Wicklow, with families needing to be dropped to crèche and so must drive to SBD. They cannot easily transition to public transport and need access to parking within SBD.

The key consideration here is to design and provide a network of walkways and cycleways and a shuttle bus service so as to provide continuous and easy access through SBD and all times of the day.

5.3 International Case Studies Inspiring the Vision for Sandyford

The Sandyford BID organisation has had regard to examples of “best practice” from other countries in developing integrated office and residential areas that operate successfully to create attractive

places to live work and recreate. Some of these examples are set out below. Their success clearly illustrates what could be achieved in SBD.

Zuidas Innovation District, Amsterdam



Image: 'Zuidas pano', by Arthema is licensed under CC BY 2.0

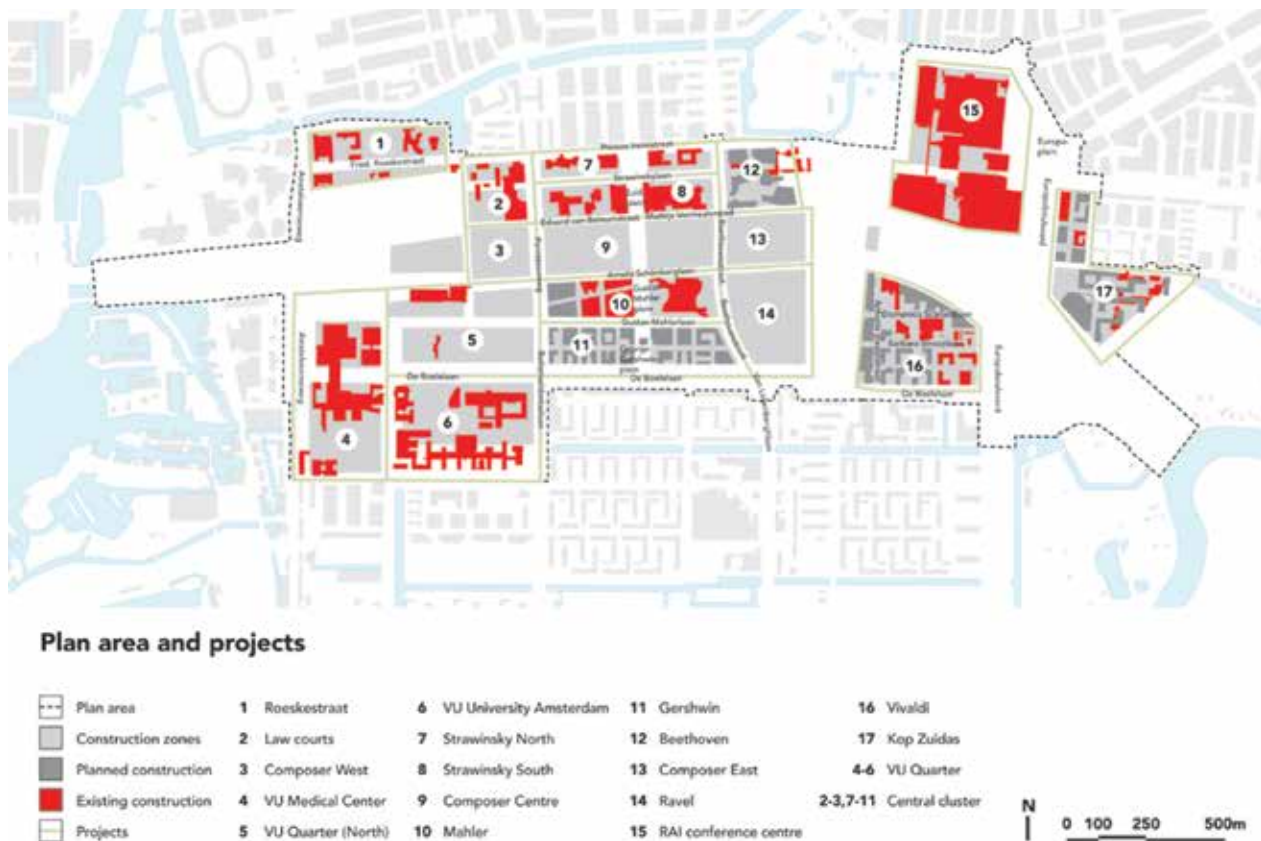
Zuidas Innovation District, Amsterdam



Description and Vision (Zuidas Vision Document 2009) and (Zuidas Vision Document 2016)

Since its first master plan in 1998, Zuidas has developed as a unique commercial hub on Amsterdam's southern axis, offering high-tech offices, modern housing and high-quality facilities. The vision is to shift away from work and more to residential and to improving accessibility by bicycle and public transport. In the next 10 years (to 2030) the area is going to change into a mixed urban district with more than 7,000 homes. The residential programme is strongly represented in Gershwin and the adjacent subareas of Knowledge Quarter (VU) and Ravel. Amsterdam Zuid Station is growing into the gateway to Amsterdam.

Master plan (Approved by Amsterdam City Council in Sept 2009):



Key Features:

6,000,000 people live within one-hour journey time from Amsterdam's Central Station

130,000 people live within a two-kilometre radius from Zuidas.

Zuidas is 5 km from city centre (Central Station) – 18 minutes with Metro

8 km from Schiphol International Airport (4th busiest in Europe) – 11 minutes with Metro

Existing floor space in 2007 1.5 million m² with space for further office development 1.1 million m²

Capacity for employment = 73,000. Capacity for residential = 20,000. VU students = 30,000

1970 – Single use industrial lands 2007 – Financial district high-rise developments

Central cluster with MNC HQs in financial, legal and tech sectors

RAI International Conference Centre

Vrije Universiteit (VU)

University Hospital and Medical Centre

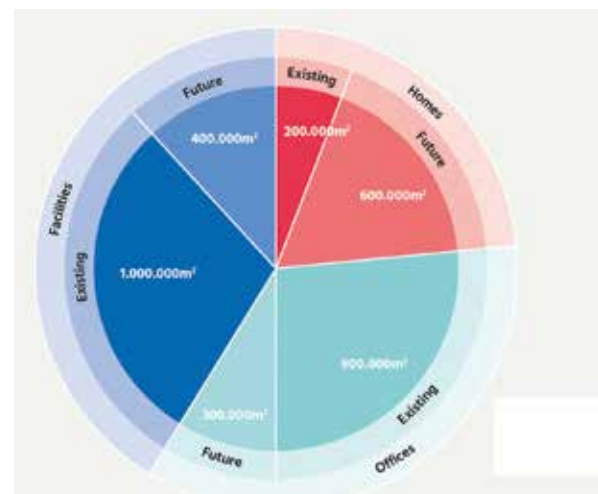
The following are located in Zuidas Innovation District: European Medicines Agency (relocated from London); a 650-bed 25 storey Koolhaas designed Hotel; and the Kraft Heinz Innovation Centre Strategic location



Image: 'Zuidas Amsterdam', by John Gundlach. Source: Visie Zuid, published by Gemeente Amsterdam



The cycle network



Floorspace analysis

22@Barcelona Project

The Barcelona City Council approved the 22@Barcelona Project in 2000 to transform 200 hectares of industrial land in the Poblenou Quarter centred around the Avinguda Diagonal (picture below) into an innovation district where the obsolete industrial fabric will be transformed into a diverse environment of production centres, social and affordable housing, public facilities and green spaces.

The aim is to redevelop old industrial lands and create 3.2 million m² of new commercial space, 4,000 new residential units and 114,000 m² new green spaces. The urban fabric of the Eixample Quarter – the famous Barcelona ‘super blocks’ – is the common spatial template that will be extended in the Poblenou’s re-urbanisation process. See examples below.



Image: Lluçanoves, Llevant area (before) Source: Dossier22@English.Barcelona.pdf



Image: Lluçanoves, Llevant area (present) Source: Dossier22@English.Barcelona.pdf



New social housing



New public amenities



Industrial heritage protection



New green spaces



New advanced infrastructures

The vision is urban renewal signified by the following principles:

1. Density:

The development of a compact city quarter that favours synergies between urban agents and allows for more rational land use.

2. Diversity and Complexity:

The coexistence of different uses that allows people to live near their work and to foster social cohesion with subsidised housing and generous space for amenities.

3. Flexibility:

The emphasis on progressive regeneration where general regulation does not result in a detailed and precise organisation of the area i.e. allowing for varying sizes and buildings of all types together with adaption of the characteristics of parts of Sustainable Building Design while appropriately preserving historical legacies of neighbourhoods

Strategic location

- Reach a population of 4.5 million in the Greater Metropolitan Area (Diputació de Barcelona)
- 4 km from the Plaça de Catalunya (de facto central square of the city centre)
- 16 km to El Prat International Airport
- 20 minutes from Glories metro station to Barcelona Sants Train Station – connection to European High Speed Rail network
- Connected via 7 metro stations to metro network (see below)
- Connected via the Bicing bike-share system



Images source: Dossier22@English.Barcelona.pdf

- 1 The city model vision is for a more balanced, more heterogeneous, more ecologically efficient, more cohesive and more economically powerful city and this frames the 22@ renewal plan for the Poblenou.
- 2 Development of blocks is facilitated by special derived plans of developers for: a. Interior remodelling of existing buildings b. Remodelling of full/half blocks c. Remodelling of minimum 2,000 m2 plot d. Consolidation of industrial buildings e. Consolidated fronts for housing f. Development of public amenities.
- 3 Obligations for developments include: a. 10% land concession for new amenities b. 10% land concession for new housing c. 10% land concession for new green areas d. Contribution levy for Special Infrastructure Plan.
- 4 Higher building index for buildings with more productive uses such as information and communication technologies that 'dynamizes' the economy.
- 5 Significant emphasis on urban design, placemaking and streetscapes to create liveability.

6.0 What is needed to achieve this Vision?

In order to realise the vision described in the preceding chapters, it is important that DLRCC engages with the community and proactively seeks to implement an elevated strategy for SBD.

Sandyford BID CLG believes that the success of SBD is fundamental to the overall vibrancy of Dún Laoghaire-Rathdown and is seeking the proactive implementation of key measures. The following policy changes are required in order to for SBD to grow and develop as a world class mixed use district in the decade ahead.

6.1 A New Policy Framework

The report requests that the Council includes the following in its Policy Objectives section in the County Development Plan.

- It is Council Policy to create a world class mixed use district within SBD.
- Presently SBD is designated as a Secondary Centre below Dún Laoghaire and Dundrum. With Sandyford's resident population fast-approaching 10,000, due recognition of SBD's significance as a 'Major Town Centre' in the settlement strategy of the DLRCDP and a 'District Centre' in the Retail Strategy is essential to enable SBD to become a clearly identifiable centre of excellence for both living and working.
- A branding and marketing strategy for the area should be implemented, emphasising the area's attractions and unique selling points for living, working and doing business.
- Facilitate and encourage a substantial increase in the floor area of office floor space in SBD in buildings of high quality.
- Recognise the need for and provide supporting facilities and amenities for the existing significant residential population in SBD.
- Provide for a significant increase in residential numbers living within SBD.
- Recognise and facilitate the 'Smart Sandyford' programme which has an emphasis on using the opportunities offered by emerging technology and public data to create solution to address SBD's needs.
- Increase the quantum and quality of support services (retail, restaurants, gyms etc.) for the existing and increased numbers of residents and office workers.
- Improve accessibility and movement within the District by re-evaluating the DLRCC Sandyford Business District Areawide Mobility Management Plan 2011, which set targets to achieve by 2020 of a reduction to 45% of total mode share of car use, and increase to 10% in cycle mode share and increase to 55% in all other sustainable modes.

The following Specific Objectives should be included in the Dun Laoghaire-Rathdown County Development Plan 2022-2028 and the revised Sandyford Urban Framework Plan 2022:

- **Introduce high quality cycleways and pedestrian footpaths throughout SBD.**
- **Rationalise the present zoning and height limits of the central core area (Sustainable residential neighbourhood 'A' - Zone 5) bounded by Corrig Road, Carmanhall Road, Ravens Rock Road and Blackthorn Road. Remove the disparate height limits presently in the SUFP and place a minimum height limit of 10 storeys across all land parcels. Promote the development of a masterplan across this block encompassing all land owners as a fully integrated and phased high density residential development with mixed use components at ground floor and a central high quality open space. Remove the present height limit of 3 to 5 storeys and replace with a minimum height requirement of 8 to 10 storeys.**
- **Adjust the open space zoning of the central core block from present location to the full extent of the Three Rock landscaped open space/ movement corridor connecting with Blackthorn Road. An additional open space node to be introduced to the north part of the block at the junction of Carmanhall Road and Ballymoss Road. This open space is to connect directly with the Corrig Road/ Three Rock park.**
- **Develop a 'Three Rock' landscaped open space/ movement corridor eastwards connecting with the SUFP planned pocket park at the western end of Three Rock Road. Develop the SUFP planned pocket park with an entrance to Blackthorn Road. Introduce a new pedestrian/ cycle crossing of Blackthorn Road to connect with the SUFP planned new road connecting to the roundabout adjacent ESB lands.**
- **Provision should be made for increased support services for the increased residential population. This would involve increased floor space in community services and the creation of a community 'hub'. Additional community provision should be made for retail, restaurants, night time entertainment venues, gyms, health clubs, etc.**
- **Re-design Ballymoss Road as a fully shared surface road accommodating pedestrians and cyclists as priority modes. Retain existing street trees and supplement with new landscaping, and seating elements with a lower component of on-street vehicle parking. Include a pocket park at the northern end with branded signage facing the Stillorgan LUAS station leading to another pocket park at the southern end of Ballymoss Road accessed by a raised surface to calm traffic on Carmanhall Road. Encourage increase in late opening cafés along Ballymoss Road.**
- **Proactively seek the development of a new iconic building of 'notable design' with active ground floor frontages, food and beverage uses, and upper level landmark quality design features. Ensure this building accesses Ballymoss Road to integrate with existing food and beverage outlets along Ballymoss Road.**
- **Undertake a feasibility study partnering with Irish Water to investigate the possibility of developing a restaurant/café in the southwestern part of the reservoir sidings (with a secure viewing platform at upper level giving views over the reservoir itself) to be made publicly accessible during daylight hours.**
- **Introduce a free (for residents and employees) Shuttle Bus operating frequently to and from the SUFP planned Bus interchange, eastern areas of Sandyford Business Park, Central Park and South County Business Park to Beacon South Quarter and the new neighbourhood Hub development.**

6.2 Proactively Improving the Public Realm

Alongside the policy changes required to support SBD as a world class mixed use district, there needs to be a focus on targeted improvements in the public realm and built form in order to achieve these goals. Some of these are touched upon in the recommended objectives above. This section illustrates (images sourced from Google Maps) the location and nature of priority projects that can make a real difference to the appearance and functionality of SBD. Following this, the full list of recommended actions are detailed in Table 5.

Action:

Provide a Kiosk Building containing coffee shop or restaurant with elevated viewing platform at roof level over the adjoining reservoir. This would capture the amenity of the reservoir and views of the Dublin mountains without entering on Irish Water lands.

Goal:

To create a unique point of interest and support SBD's distinctiveness and outdoor amenity offer and add vibrancy to this location.
(Action 23 of Table 5).





Action:

Create a pocket park with seating and facilities for alternating mobile street food outlets at the northern end of Ballymoss Road which strongly interfaces with the Stillorgan LUAS station pedestrian crossing. Remove existing boulders at this location and install branded SBD signage facing the LUAS station. Re-design Ballymoss Road as a fully shared surface road accommodating pedestrians and cyclists as priority modes. Retain existing street trees and supplement with new landscaping and seating elements leading to

another pocket park at the southern end of Ballymoss Road accessed by a raised table surface to calm traffic on Carmanhall Road. Encourage cafés and food outlets to locate along this road and stay open later.

Goal:

To strongly connect the SBD central core area with the primary pedestrian entrance to the area, leveraging the existing restaurants along the street and planned hotel development along with the LUAS Stillorgan Station and planned bus interchange (Action 19 of Table 5).





Action:

Develop a high quality landscaped and green open space with public seating and art, extending from the Corrig Road raised area eastwards approximately 250-350sq.m. with a landscaped footpath running east-west along Three Rock Road. Continue the 'Three Rock' landscaped open space/ movement corridor eastwards connecting with the SUFP planned pocket park at the western end of Three Rock Road. Develop the SUFP planned pocket park with an entrance to Blackthorn Road. Introduce a new pedestrian/cycle crossing of Blackthorn Road to connect with the SUFP planned new road connecting to the roundabout adjacent ESB lands.

Goal:

To provide a high quality green space for residents and workers at a strategic location maximising the connection between BSQ and mixed use areas to the east. To make clearer the through-movement possibilities to and from BSQ and strengthen the long term link between future open space and mixed use areas to the east of Corrig Road (Action 15 of Table 5).



TABLE 5

In response the following table sets out the full suite of actions that are considered to be critical to achieving the shared vision of Sandyford BID CLG. Each action is linked directly as a response to specific challenges emerging from Sandyford BID CLG's consultation of 2018 (included subsequently for reference). A detailed description of the action, its location, as well as the rationale for each is set out.

No.	Recommended actions	Rationale	Location(s)	Responding to challenge from Sandyford BID CLG Consultation	Responsible
1	Undertake a feasibility study partnering with Naomh Olaf GAA Club to develop cycle/ pedestrian way extending from Drummartin Link Road across Naomh Olaf GAA Club lands to provide access to Stillorgan Business Park.	To promote alternative, informal routes for pedestrian and cyclists into SBD, away from vehicle roads. To provide more direct access to Stillorgan Business Park.	Naomh Olaf GAA Club lands	2, 1, 10	DLRCC
2	Introduce cycleways throughout Stillorgan Business Park.	To improve the safety of movement within this part of SBD and better connect with neighbouring areas.	Stillorgan Business Park	2, 1, 10	DLRCC
3	Reduce vehicle speed limit to 30km on Orbital Road around Sandyford Business District core area (undelivered objective from SUFP).	To improve the environment on the edges of the core area thus encouraging people to enter the area on foot or bicycle.	Blackthorn Drive, Road & Avenue	1, 2, 10	DLRCC
4	Introduce a new pedestrian crossing of Blackthorn Drive providing access from Stillorgan Business Park to BSQ.	To reduce traffic speeds and provide more and safer crossings at this key entrance point.	Blackthorn Drive	1, 2, 10	DRLCC
5	Change the land use zoning of the narrow long strip of land to the north of Stillorgan Business Park to an active use.	To mitigate for low passive surveillance and improve safety for pedestrians along Benildus Ave.	Benildus Avenue	10, 15, 18	DLRCC
6	Introduce advertising controls of scale and design for south and east-facing facades along Blackthorn Drive.	To improve the aesthetics of this key entrance point.	Blackthorn Drive	18	DLRCC
7	Introduce 'playful city' public realm elements to BSQ to leverage children's museum link and enliven this central core area.	To improve the experience of users of the public realm and reinforce the children's museum link as an attractor.	BSQ (east)	7, 8, 9, 17, 18, 19	Imaginosity Children's Museum & Sandyford BID CLG

No.	Recommended actions	Rationale	Location(s)	Responding to challenge from Sandyford BID CLG Consultation	Responsible
8	Strengthen the existing pedestrian link from BSQ via the service lane to Corrig Road. Redesign the paving to a distinctive surface type from the southeast part of BSQ square through to Corrig Road to identify the route to square users. Accompany with wayfinding signage.	To make clearer the through-movement possibilities and strengthen the long term link between future open space and mixed use areas to the east of Corrig Road.	BSQ (east) to Corrig Road	2, 6, 7, 10, 16, 19	DLRCC & Sandyford BID CLG
9	Strengthen the existing pedestrian link from BSQ to the eastern service lane. Redesign the paving to a distinctive surface type from the northeast part of BSQ square through to the eastern service lane to identify the route to square users. Accompany with branded wayfinding signage. Introduce cycle parking along this route outside presently vacant shop front at the northeast part of the square.	To make clearer the through-movement possibilities to and from BSQ and strengthen the long term link between future open space and mixed use areas to the east of Corrig Road. To provide a projected increase in cyclists using this service lane to access BSQ from the DLRCC planned Bracken Link Road.	BSQ (east) to eastern service lane	2, 6, 7, 10, 16, 19	DLRCC & Sandyford BID CLG
10	Introduce cycleways throughout the SBD.	To promote and provide for sustainable transport movement within SBD.	SBD	2, 6, 7, 10, 16, 19	DLRCC
11	Remove the low retaining wall presently limiting access and visibility (from the west) of the pocket park at the eastern service lane. Introduce an iconic street art or water feature piece visible from BSQ to draw interest towards the route.	To enhance visibility of and visual interest in this primary pedestrian route to and from BSQ.	BSQ eastern service lane pocket park	2, 6, 7, 10, 16, 19	DLRCC & Sandyford BID CLG
12	Introduce a 'raised table' crossing of Corrig Road to extend to the corner of Three Rock Road.	To make clearer the through-movement possibilities to and from BSQ and strengthen the long term link between future open space and mixed use areas to the east of Corrig Road.	Corrig Road and Three Rock Road junction	2, 6, 7, 10, 16, 19	DLRCC

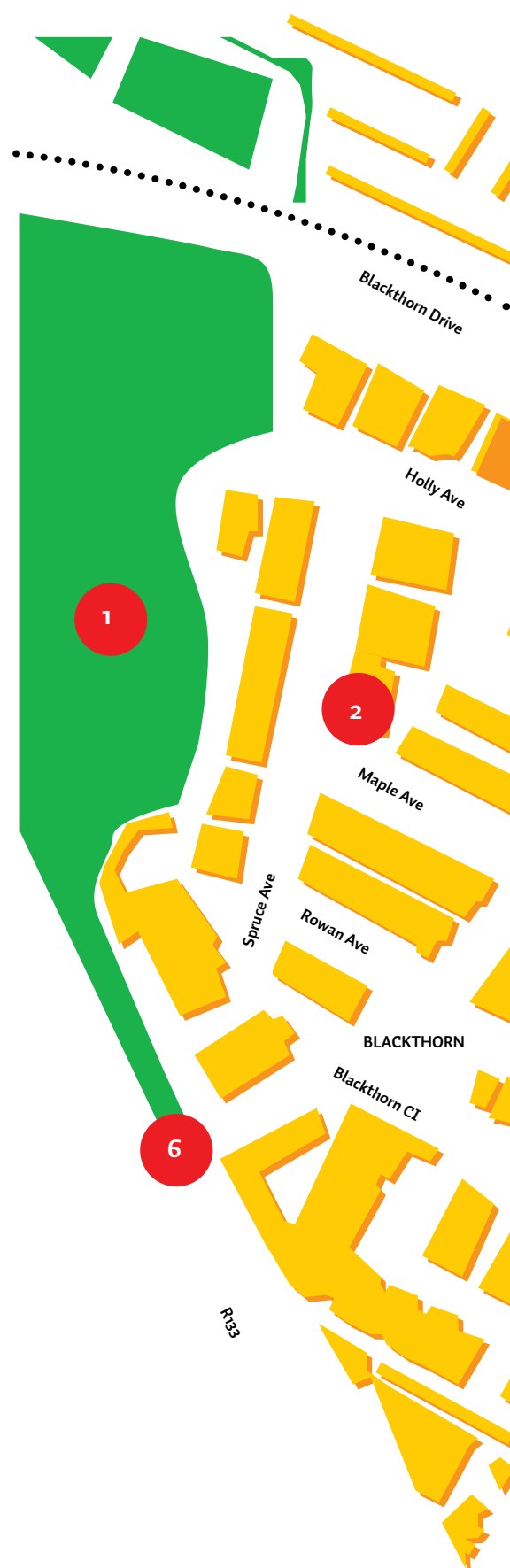
No.	Recommended actions	Rationale	Location(s)	Responding to challenge from Sandyford BID CLG Consultation	Responsible
13	Develop a high quality landscaped and green open space with public seating and art, extending from the Corrig Road raised table eastwards approximately 250-350sq.m. with a landscaped footpath running east-west along the Three Rock Road.	To provide a high quality green space to residents and workers at a strategic location maximising the connection between BSQ and mixed use areas to the east.		2, 6, 7, 10, 16, 19	DLRCC
14	Continue the 'Three Rock' landscaped open space/ movement corridor eastwards connecting with the SUFP planned pocket park at the western end of Three Rock Road. Develop the SUFP planned pocket park with an entrance to Blackthorn Road. Introduce a new pedestrian/ cycle crossing of Blackthorn Road to connect with the SUFP planned new road connecting to the roundabout adjacent ESB lands.	To make clearer the through-movement possibilities to and from BSQ and strengthen the long term link between future open space and mixed use areas to the east of Corrig Road.	Three Rock Road and Blackthorn Road	2, 6, 7, 10, 16, 19	DLRCC
15	Rationalise the present zoning and height limits of the central core area block bounded by Corrig Road, Carmanhall Road, Raven's Rock Road and Blackthorn Road. Remove the disparate height limits presently in the SUFP and place a minimum height limit of 8-10 storeys across all land parcels. Promote the development of a masterplan across this block encompassing all land owners as a fully integrated and phased residential development with mixed use components at ground floor.	To facilitate development of this key central core area block, encouraging landowner feasibility studies and master planning collaboration across land parcels. Leveraging the key advantage of an established grid pattern and wide carriageways, this area has the potential to extend the residential densities established in parts of BSQ eastwards and meet the demand generated by continuing large employment generating developments in South County Business Park.	Sandyford Business District central core area block bounded by Corrig Road, Carmanhall Road, Ravens Rock Road and Blackthorn Road.	2, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 22, 24, 25	DLRCC

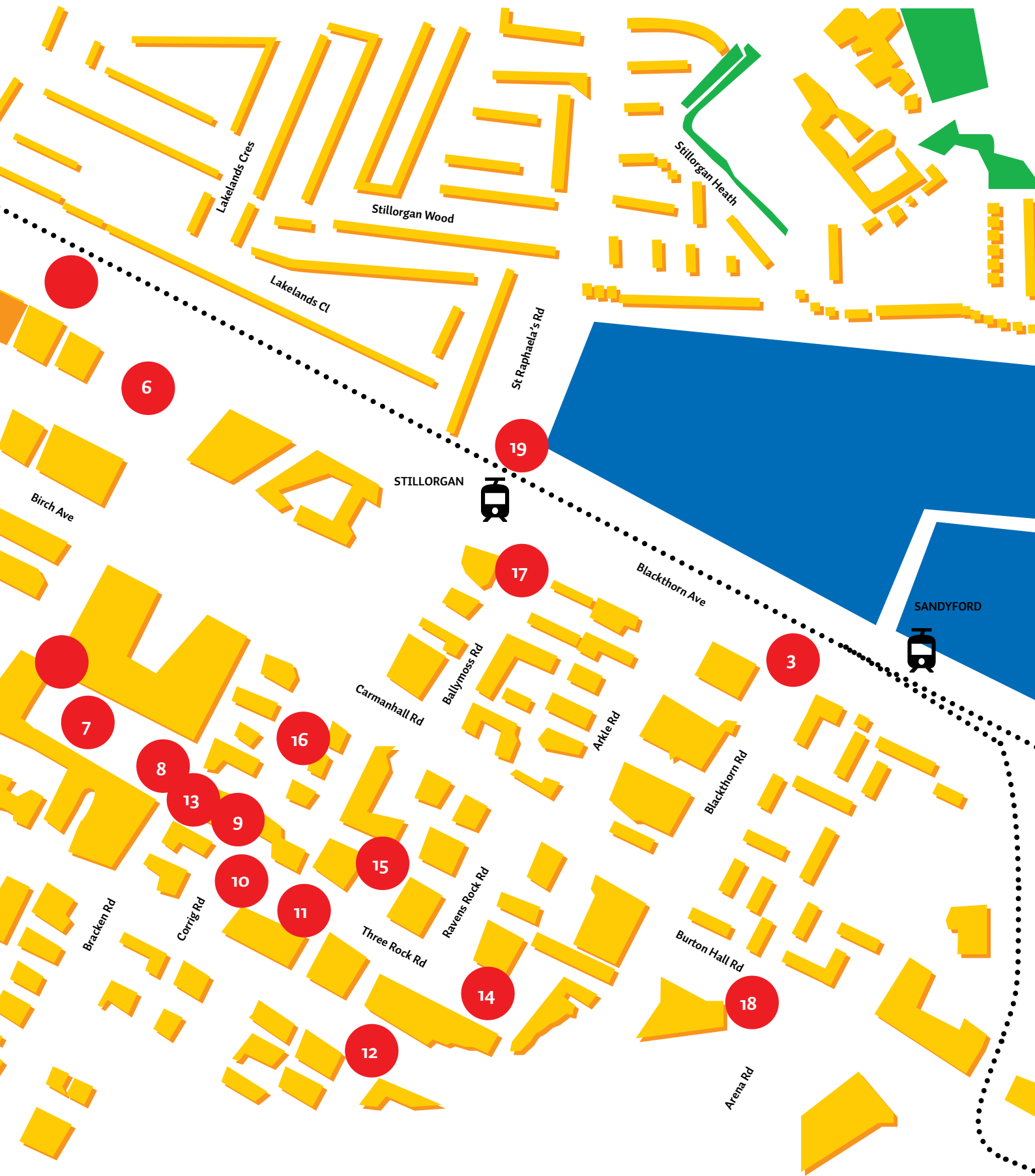
No.	Recommended actions	Rationale	Location(s)	Responding to challenge from Sandyford BID CLG Consultation	Responsible
16	Adjust the open space zoning of the central core block from present location to the full extent of the Three Rock landscaped open space/ movement corridor connecting with Blackthorn Road. An additional open space node to be introduced to the north part of the block at the junction of Carmanhall Road and Ballymoss Road. This open space is to connect directly with the Corrig Road/ Three Rock park.	To provide a high quality green space to residents and workers at a strategic location maximising the connection between BSQ and mixed use areas to the east.	SBD central core area block bounded by Corrig Road, Carmanhall Road, Ravens Rock Road and Blackthorn Road	2, 6, 7, 10, 16, 19	DLRCC
17	Re-design Ballymoss Road as a fully shared surface road accommodating pedestrians and cyclists as priority modes. Retain existing street trees and supplement with new landscaping and seating elements with a lower component of on-street vehicle parking. Include a pocket park at the northern end with branded signage facing the LUAS station leading to another pocket park at the southern end of Ballymoss Road accessed by a raised table surface to calm traffic on Carmanhall Road.	To strongly connect SBD central core area with the primary pedestrian entrance to the area and interface with the LUAS Stillorgan Station and SUFP planned bus interchange.	Ballymoss Road and Carmanhall Road	2, 6, 7, 10, 16, 19	DLRCC & Sandyford BID CLG
18	Remove one-way system on Burton Hall Road to allow west to east cycle movement. Alternatively a contra-flow cycle lane could be introduced.	To provide for and encourage cycle movement through SBD and remove blockages for cyclists.	Burton Hall Road	1, 2, 10	DLRCC
19	Undertake a feasibility study partnering with Irish Water with the aim to investigate the possibility of the south western portion of the reservoir sidings to be made publicly accessible during daylight hours. A coffee/ snack kiosk development serving commuters and visitors could combine well with a viewing platform on first floor level.	To create a unique point of interest and support SBD's distinctiveness and outdoor amenity offer and add vibrancy to this location.	Blackthorn Avenue and St. Raphaela's Road	7, 13, 16, 17	Sandyford BID CLG, DLRCC & Irish Water

No.	Recommended actions	Rationale	Location(s)	Responding to challenge from Sandyford BID CLG Consultation	Responsible
20	Introduce a free (for residents and employees) Shuttle Bus operating frequently to and from the SUFP planned Bus interchange, eastern areas of Sandyford Business Park, Central Park and South County Business Park.	To provide for movement within the SBD by way of public transport.	Throughout	1, 2, 3, 4, 5, 7, 13	Sandyford BID CLG
21	Consider a 50 year anniversary of SBD with a schedule of community events, recognising its history and development and emphasising the established nature of SBD as a residential and business community.	To improve and clarify the SBD brand, thus allowing better recognition of SBD as an established place to live, work and invest.		6, 9, 10, 11, 18	Sandyford BID CLG

- 1** Develop cycle /pedestrian way extending from Drummartin Link Road across Naomh Olaf GAA Club lands to provide access to Stillorgan Business Park
- 2** Introduce cycleways throughout Stillorgan Business Park
- 3** Reduce vehicle speed limit to 30km on Orbital Road
- 4** Introduce a new pedestrian crossing on Blackthorn Drive
- 5** Change the land use zoning of narrow land strip to an active land use
- 6** Introduce advertising controls of scale and design for south and east-facing facades along Blackthorn Drive
- 7** Introduce 'playful city' public realm elements
- 8&9** Strengthen the existing pedestrian link from BSQ to the eastern service lane & to Corrig Road
- 10** Introduce cycleways throughout SBD
- 11** Remove the low retaining wall presently limiting access and visibility of the pocket park at the eastern service lane. Introduce an iconic street art or water feature piece visible from BSQ
- 12** Introduce a 'raised table' crossing of Corrig Road to extend to the corner of Three Rock Road
- 13** Develop a high quality landscaped and green open space with public seating and art, extending from the Corrig Road raised table eastwards with a landscaped footpath running east-west along the Three Rock Road
- 14** Continue the 'Three Rock' landscaped open corridor space/eastwards connecting with the SUFP planned pocket park at the western end of Three Rock Road. Develop the SUFP planned pocket park with an entrance to Blackthorn Road. Introduce a new pedestrian/cycle crossing of Blackthorn Road.

- 15** Rationalise the present zoning and height limits of the central core area block bounded by Corrig Road, Carmanhall Road, Raven's Rock Road and Blackthorn Road. Remove the disparate height limits presently in the SUFP and place a minimum height limit of 8 to 10 storeys across all land parcels. Promote the development of a masterplan across this block
- 16** Adjust the open space zoning of the central core block from present location to the full extent of Three Rock landscaped open space/movement corridor connecting with Blackthorn Road
- 17** Redesign Ballymoss Road as a fully shared surface road accommodating pedestrians and cyclists as priority modes. Include a pocket park at the northern end with branded signage facing the LUAS station leading to another pocket park at the southern end of Ballymoss Road
- 18** Remove one-way system on Burton Hall Road to allow west to east cycle movement. Alternatively a contra-flow cycle lane could be introduced
- 19** Undertake a feasibility study partnering with Irish Water with the aim to investigate the possibility of the southwestern portion of the reservoir sidings to be made publicly accessible during daylight hours





7.0 Conclusions

This report has been prepared by Manahan Planners on behalf of Sandyford BID CLG in order to encapsulate their vision and ambition for the future development of SBD. Its preparation is timely in that Dún Laoghaire-Rathdown County Council is beginning the process of reviewing its County Development Plan in 2020. This report is intended to be submitted to the Council requesting specific changes in the County Plan to assist with achieving the vision outlined in this report. This report has been informed by this vision and by a series of workshops with local stakeholders.

The report requests that the Council includes the following in its **Policy Objectives** section in the County Development Plan.

- ✓ It is Council Policy to create a world class mixed use district within SBD.
- ✓ Presently SBD is designated as a Secondary Centre below Dún Laoghaire and Dundrum. With SBD's resident population fast-approaching 10,000, due recognition of SBD's significance as a 'Major Town Centre' in the settlement strategy of the DLRCDP and a 'District Centre' in the Retail Strategy is essential to enable SBD to become a clearly identifiable centre of excellence for both living and working.
- ✓ A branding and marketing strategy for the area should be implemented, emphasising the area's attractions and unique selling points for living, working and doing business.
- ✓ Facilitate and encourage a substantial increase in the floor area of office floor space in SBD in buildings of high quality.
- ✓ Recognise the need for and provide supporting facilities and amenities for the existing significant residential population in SBD
- ✓ Provide for a significant increase in residential numbers living within SBD.
- ✓ Increase the quantum and quality of support services (retail, restaurants, gyms etc.) for the existing and increased numbers of residents and office workers.
- ✓ Improve accessibility and movement within the District by re-evaluating the DLRCDD Sandyford Business District Area-wide Mobility Management Plan 2011, which set targets to achieve by 2020 of a reduction to 45% of total mode share of car use, and increase to 10% in cycle mode share and increase to 55% in all other sustainable modes.

The following **Specific Objectives** should be included in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the revised Sandyford Urban Framework Plan 2022:

- Introduce a network of high quality cycleways and pedestrian footpaths throughout SBD.
- Rationalise the present zoning and height limits of the central core area (Sustainable residential neighbourhood 'A' - Zone 5) bounded by Corrig Road, Carmanhall Road, Raven's Rock Road and Blackthorn Road. Remove the disparate height limits presently in the SUFP and place a minimum height limit of 10 storeys across all land parcels. Promote the development of a masterplan across this block encompassing all land owners as a fully integrated and phased high density residential development with mixed use components at ground floor and a central high quality open space. Remove the present height limit of 3 to 5 storeys and replace with a minimum height requirement of 8 to 10 storeys.
- Adjust the open space zoning of the central core block from present location to the full extent of the Three Rock landscaped open space/ movement corridor connecting with Blackthorn Road. An additional open space node to be introduced to the north part of the block at the junction of Carmanhall Road and Ballymoss Road. This open space is to connect directly with the Corrig Road/ Three Rock park.
- Develop a 'Three Rock' landscaped open space/ movement corridor eastwards connecting with the SUFP planned pocket park at the western end of Three Rock Road. Develop the SUFP planned pocket park with an entrance to Blackthorn Road. Introduce a new pedestrian/cycle crossing of Blackthorn Road to connect with the SUFP planned new road connecting to the roundabout adjacent ESB lands.
- Provision should be made for increased support services for the increased residential population. This would involve increased floor space in community services and the creation of a community 'hub'. Additional community provision should be made for retail, restaurants, night time entertainment venues, gyms, health clubs, etc.
- Re-design the northern half of Ballymoss Road as a fully shared surface road accommodating pedestrians and cyclists as priority modes. Retain existing street trees and supplement with new landscaping and seating elements with a lower component of on-street vehicle parking. Include a pocket park at the northern end with branded signage facing the Stillorgan LUAS station leading to another pocket park at the southern end of Ballymoss Road accessed by a raised surface to calm traffic on Carmanhall Road.
- Undertake a feasibility study partnering with Irish Water to investigate the possibility of developing a restaurant/café, in the southwestern part of the reservoir sidings (with a secure viewing platform at upper level giving views over the reservoir itself) to be made publicly accessible during daylight hours.
- Recognise and facilitate the 'Smart Sandyford' programme which has an emphasis on using the opportunities offered by emerging technology and public data to create solutions to address Sandyford's needs.
- Introduce a free (for residents and employees) Shuttle Bus operating frequently to and from the SUFP planned Bus interchange, eastern areas of Sandyford Business Park, Central Park and South County Business Park to Beacon South Quarter and the new neighbourhood Hub development.

The report summarised the outcome of the consultation workshops under a number of specific headings. Apart from the overarching Policy and Specific Objectives outlined above, the report identifies a series of specific measures for different areas within SBD in order to meet the matters raised in the workshops. Clearly these may take some years to achieve.

It is considered that the current County Plan is unduly restrictive in its treatment of the SBD, particularly in its designation within the County settlement hierarchy and retail hierarchy. Moreover the new central neighbourhood "A", proposed at 3 to 5 storeys high, is too limited. A much more ambitious approach of greater density and height, with increased residential in particular, is needed to create a world class mixed use location. There is also a need for increased support services for both residents and workers of retail, restaurants and cafés, (including those that open in the evening) as well as open spaces. A network of pleasant and safe cycleways and footpaths, together with a frequent looping shuttle bus is needed to provide for easy movement within SBD.

In conclusion, Sandyford BID CLG seeks the support of the Council in achieving these worthy objectives.

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