

Stillorgan

Draft Local Area Plan 2018 - 2024



4. Local Area Plan Strategy

4.1 Introduction

The strategy for the Local Area Plan focusses on a number of key objectives, which have been framed having regard to the overarching County Development Plan Policy for the area, an objective analysis of Stillorgan's strengths and weaknesses and by the recent process of public engagement and feedback.

There has been extensive engagement with the residents and stakeholders in Stillorgan over recent years, during various public consultation exercises relating to Stillorgan in recent years. The making of the Local Area Plan in 2007, the subsequent County Development Plans in 2010 and 2016 and the Pre-Draft Public consultation for this Draft Local Area Plan have all seen a number of issues emerge strongly.

The key objectives which will inform the overall planning framework for the area are:

- To seek a comprehensive improvement in the public realm and the pedestrian/cycle environment supporting an Age Friendly Village environment.
- To encourage high quality redevelopment in the area through Site Framework Strategies for key sites in Stillorgan.
- To reinforce and enhance the commercial and retail vitality of Stillorgan, reflecting its position in the planning hierarchy as a 'District Centre'.
- To improve and enhance community facilities in the area.
- To improve accessibility to Stillorgan in particular by promoting the use of public transport, walking and cycling.

These Strategic Objectives are further developed in the following Chapters of the LAP. The Objectives will be secured through the phased implementation of the Stillorgan Village Area Movement Framework Plan, through the implementation



Map 9: Strategy Map

of the Site Framework Strategies for the Key Development Sites and through the implementation of policies aimed at upgrading the provision of Community Facilities (outlined in Section 4.8).

The Strategy Map (Map 9) shows the overarching planning framework for Stillorgan. The LAP lands have 'mixed-use' zonings and therefore, a variety of uses will be encouraged throughout the Village, in order to facilitate a vibrant District Centre where residents can live, work, and play.

As part of developing a planning strategy for a mixed-use 'District Centre', it is necessary to map out the 'Core' areas of retail activity and to promote these areas as the central focus for retail/retail services-type activity. Supporting, 'Secondary Areas' are also identified.

The 'Retail Core' is identified as comprising both the Shopping Centre site and the lands focussed broadly around the main crossroads of the Lower Kilmacud Road/Old Dublin Road/The Hill. This area will be the focus for the higher order retail/retail service development and, through the implementation of Objectives in the Stillorgan Village Area Movement Framework Plan, will create a civic core to Stillorgan, traffic calmed with substantially improved pedestrian facilities and a high quality public space.

The 'Secondary Retail Area' comprises the 'Neighbourhood Centre' zoned lands, including the Overflow Car Park, the MillHouse Site and environs and the shopping area at the Old Dublin Road.

The Strategy Map is schematic in nature and shows the indicative location of proposed primary land uses in Stillorgan. The Map shows the N11 Corridor boundary to the LAP as a focus, primarily, for new residential development. The Strategy also includes a number of key objectives, such as the designation of areas for taller buildings, at the Gateway sites of LeisurePlex and Environs and the former Blakes development. The Strategy also includes a number of site specific objectives including one for the comprehensive redevelopment of the Library site and enhancement of 'pocket parks' at Lower Kilmacud Road and The Hill to support an age friendly village environment.

The Local Area Plan Strategy is elaborated upon in this Section of the document and specific Objectives are provided in relation to:

- The Public Realm/Urban form
- Movement and Transportation
- Public Transport
- Retail
- Regeneration Sites
 - Shopping Centre
 - LeisurePlex, Library and Environs
 - Blakes/Esmonde Motors
 - Overflow Carpark
 - Millhouse
 - Stillorgan Mall
- Sustainable Infrastructure

- Built Heritage
- Community facilities

4.2 Public Realm/Movement

4.2.1 Introduction

An issue that has arisen repeatedly in public consultations in Stillorgan over the last decade has been that, while residents appreciate and value the village 'feel' of Stillorgan, the dominance of the car in the public realm is a serious problem. There are a number of elements, characteristic of 1960's-style road engineering, that combine to create this problematic public realm, namely;

- the excessive widths of the carriageways, running to five lanes in some places
- the number of car lanes including turning and slip lanes
- the limited number of pedestrian crossings
- extensive surface car parking
- disconnected village sections
- inadequate cycle facilities

All of these factors combine to create an area that is difficult, and sometimes unpleasant, to navigate as a pedestrian. More vulnerable road users, such as children, the elderly and people with disabilities are particularly disadvantaged in this car-dominated environment.

4.2.2 Public Realm Issues

4.2.2.1 Overriding Impression of Car Priority

The road network passing through Stillorgan Village features multi-lane carriageways with surplus to requirement widths, oversized junctions and limited pedestrian and cycle facilities. Pedestrian footpaths are, for the most part, poorly maintained. No cycle lanes are provided through the core village area. There are high levels of congestion through Stillorgan Village. There is also a high parking provision, with no access or turn restrictions on car parking access points, encouraging vehicles to make erratic manoeuvres to travel the shortest route to their preferred destination. This further reinforces the village's impression of car priority and creates an intimidating environment for both cyclists and pedestrians to navigate.

4.2.2.2 Wide Traffic Lanes

Wide traffic lanes are a prominent feature of the Stillorgan Village core area. The carriageway layout on the section of Lower Kilmacud Road, between the N11 and its junction with Old Dublin Road/ The Hill comprises between four and five traffic lanes.

4.2.2.3 Inadequate Cycle Facilities

There are no cycle lanes provided in the study area, with the exception of a short section on the east approach to the junction of Lower Kilmacud Road, South Avenue and the R826.

4.2.2.4 Unattractive Public Realm

The Plan area is dominated by expansive areas of concrete/ hard surfacing with little planting or aesthetically pleasing features such as street furniture, water features, high quality paving (e.g. granite paving), etc. through the village core. Such features often act as a signal to drivers that they are driving through a high pedestrian activity zone. This, in turn, improves safety by encouraging lower speeds through the area.

4.2.3 Public Realm Objectives

The 'Stillorgan Village Area Movement Framework Plan', which accompanies this Draft LAP as an Appendix, seeks to positively influence the improvement of the public realm. While many of the proposed interventions in the Framework Plan are road-engineering focussed, the overall Framework has positive 'Placemaking' at the centre of its objectives.

The purpose of this study was to create an environment that will promote and sustain a rich and vibrant village where people living and working in Stillorgan can walk, cycle and access public transport via a network of safe, pleasant and well-connected streets, civic spaces, green links and benefit from a much enhanced environment around the village core.

The 'Stillorgan Village Area Movement Framework Plan' provides a suite of proposed interventions, which will have a transformative effect on the public realm in Stillorgan including:

- New public 'plazas' and civic spaces at Lower Kilmacud Road/Old Dublin Road/The Hill junction
- Significantly improved and wider footpaths, pedestrian crossings, pedestrian 'refuges' and central verges
- Significantly reduced and narrowed road cross-sections
- Extensive tree planting
- Public art and sculpture
- Public seating
- High quality paving materials and street lights

Public Realm Objectives	
PR1	It is an objective of the Council to implement the 'Stillorgan Village Area Movement Framework Plan'.
PR2	It is an objective of the Council to ensure that pedestrian, cycle, public transport, car and delivery vehicle networks are designed to maximise connectivity, permeability and ease of movement for soft modes.
PR3	It is an objective of the Council to create multi-functional streets that balance 'movement' and 'place' and safety for all users, within a traffic calmed environment.
PR4	It is an objective of the Council to promote high quality urban design with particular reference to the '12 Criteria' outlined in the 'Urban Design Manual - A best practice guide' (2009)

4.2.4 Movement

Since the original LAP was published in 2007, the wider strategic transport planning policy context nationally has changed considerably with the emergence of a series of higher level policy and guidance documents, as well as new State agency structures and responsibilities, including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). The key policy documents emerging since 2006 include, inter alia:

- Government's Smarter Travel - A Sustainable Transport Future', (2009) and
- 'National Cycle Policy Framework 2009-2020';
- NTA's 'Greater Dublin Cycle Network Plan' (2013).
- 'Transport Strategy for the Greater Dublin Area 2016-2035' (NTA) and the
- Accompanying 'Integrated Implementation Plan 2013-2018'.



Photo 6: Lower Kilmacud Road Potential (Looking West)

Although the overarching transport objectives of the previous LAP remain robust and valid in terms of promoting sustainable transport patterns predicated on (i) the proximity of the Stillorgan QBC and the Luas Green Line and (ii) walking and cycling as sustainable modes of transport. The development of the 'Stillorgan Village Area Movement Framework Plan' now sets a more cohesive and considered context for the delivery of many of these Objectives.

The Stillorgan Village Area Movement Framework Plan was informed by a detailed analysis and assessment of the existing urban structure, public space, and movement patterns, in combination with a detailed analysis of the planned and likely future land use and movement requirements within and surrounding the Study Area

A number of surveys were conducted to obtain relevant data to inform the study including Topographical Surveys, Land Use and Planning Surveys, Origin Destination Surveys, Traffic Surveys, Public/ User Attitudes Surveys and Parking Surveys. Accident data was also collated as part of this comprehensive data collection process.

4.2.5 Pedestrian/Cyclist Facilities

Stillorgan today remains a legacy of late 20th century planning and development, and continues to manifest itself as a car-centric suburban retail and residential centre. It was designed for high levels of vehicular access with scant regard for pedestrian and cycle infrastructure. Despite increased awareness and uptake of walking, cycling and public transport, Stillorgan retains its vehicle dominant character which continues to undermine any potential 'sense of place'.

The 'Stillorgan Village Area Movement Framework Plan', which should be read in conjunction with this LAP, offers a detailed design specification for the redesign of Stillorgans roads and streets, with a particular focus on:

- Incorporation of cycle tracks throughout the centre of Stillorgan
- New pedestrian crossings
- Reductions in road widths and cross sections, to single carriageway in key locations
- The establishment of a strong pedestrian link along an upgraded streetscape from the Shopping Centre eastwards directly to QBC bus stop on N11.
- Re-location of southbound N11 bus stop northwards to be opposite the northbound bus stop, and incorporating an at-grade pedestrian crossing as an alternative to the underpass.
- Removal of slip lanes onto Upper Kilmacud Road to minimise cyclist / vehicular conflict.

The 'Stillorgan Village Area Movement Framework Plan' provides overarching guidance on the redesign of the public realm in Stillorgan. As the Framework moves toward implementation, there may be some necessary variation or flexibility applied to the detailed implementation of the Plan – however any detailed design approach must accord with the overall objectives of the Framework, as specified above.

As part of the development management process, proposals for any new development in the Plan Area must demonstrate how the proposal will positively contribute to the network of pedestrian and cycle linkages within the Plan Area.

4.2.6 Public Transport

4.2.6.1 Bus

The LAP Area is presently well-served by bus infrastructure with a significant number of Dublin Bus Routes providing access to both the City Centre and Dún Laoghaire Town Centre. The N11 QBC is the premier bus corridor in the Dublin Metropolitan Area with the 46A operating the highest frequency service on the overall Dublin Bus Network with 8-minute headways during daytime. This service offers a journey time from Stillorgan to Stephens Green of approximately 25 minutes.

The National Transport Authority (NTA) plans to redesign Dublin's bus system with continuous bus corridors, a redesign of the network of buses, cashless fare payments and a redesign of the bus livery. This project, 'BusConnects', will

have implications for the Stillorgan QBC, which has been designated for improvement.

'BusConnects' aims to overhaul the current bus system in the Dublin region by:

- Building a network of "next generation" bus corridors on the busiest bus routes to make bus journeys faster, more predictable and reliable.
- Introducing Bus Rapid Transit, a higher quality of bus system, on three of the busiest corridors.
- Completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers.
- Developing a state-of-the-art ticketing system using credit and debit cards and/or mobile phones to link with payment accounts and making payment much more convenient.
- Implementing a cashless payment system to vastly speed up passenger boarding times.
- Revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty.
- Implementing a new bus livery providing a modern look and feel to the new bus system.
- Rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters.
- Transitioning to a new bus fleet using low-emission vehicle technologies.

At the heart of the BusConnects project is the proposal to develop continuous bus lanes, as far as is practicable, along the busiest bus corridors. The Transport Strategy sets out a network of bus corridors forming the "Core Bus Network" for the Dublin Region. There are eleven radial bus corridors planned in addition to the Bus Rapid Transit routes, as well as three orbital bus corridors. The Stillorgan QBC is one of the eleven corridors identified.

The Council will continue to work with and support the NTA in planning and implementing improvements on the Stillorgan QBC, specifically as it moves toward rolling out new bus stops with better signage, information and ticketing facilities.



Photo 7: Lower Kilmacud Road Potential (Looking East)

4.2.6.2 Luas

The Luas Green Line is within walking distance to Stillorgan, with the Stillorgan Station at St Raphaela's Road a 20 minute walk from the centre of Stillorgan (1.6km). While this falls beyond the five to 10 minute walkband usually associated with good accessibility, it still presents an option, with a Park and Ride facility also available. The Luas journey time from Stillorgan to Stephen's Green is 19 minutes. Significant improvements in the Green Line are in the process of being delivered. The Luas Green Line Capacity Enhancement Project will shortly see an additional 8 no. trams being added to the fleet and the lengthening of the existing 26 no. Green Line trams.

The new trams will have capacity for 60 additional passengers to be carried per tram - a total of 369 people per tram. This is a follow-on project from the Luas Cross-City project, which opened in December 2017. The Luas Green Line has been extended to Broombridge station in Cabra. It has added 13 new stops, with eight of these in core city centre area. This extension significantly improves the connectivity of Stillorgan, offering a light rail linkage to and from the north of the City Centre, for the first time.

4.2.6.3 Road Network

The NTA's Transport Strategy 2016-2035 addresses the road network in the Greater Dublin Area in the context of a series of principles for road development which include, inter alia:

- That there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway.
- That any proposed road scheme is consistent with the NTA Strategy and Government policies related to transport.
- That the travel demand and development needs giving rise to any road proposal are in accordance with Regional and National policies related to land-use and development planning.

Dún Laoghaire-Rathdown Council will co-operate and liaise with both the NTA and TII in relation to securing appropriate improvements to the road network within the Plan Area in accordance with the Stillorgan Village Area Movement Framework Plan, the County Development Plan and the detailed provisions of the Design Manual for Urban Roads & Streets (DMURS) (2013).



Photo 8: View to N11 Junction at Stillorgan

Movement Objectives	
MV1	Dún Laoghaire-Rathdown Council will co-operate and liaise with the NTA and TII in relation to securing appropriate improvements to the road network within the Plan Area in accordance with the Stillorgan Village Area Movement Framework Plan.
MV2	It is an objective of the Council to promote sustainable transport forms such as walking, cycling and public transport as set out in the Government's 'Smarter Travel, A Sustainable transport Future 2009- 2020'.
MV3	It is an objective of the Council to provide for high quality pedestrian and cycle network within the LAP Area with high levels of permeability, passive surveillance and supervision where feasible and to ensure that this network will provide attractive, legible and direct links to the District Centre, Bus Stops, Stillorgan Luas Stop and the wider area outside the Plan Boundary.
MV4	It is an objective of the Council to provide for safe and secure cycle parking at appropriate locations within the LAP Area and in particular close to recreational or community facilities, residential units, transport nodes, shops and services.
MV5	It is an objective of the Council to ensure that all proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) which focuses on the needs of pedestrians, cyclists and public transport users.

4.3 Retail/Commercial

4.3.1 Introduction

Stillorgan's primary commercial function has been and continues to be retail and leisure. There are approximately 150 no. retail units in Stillorgan, ranging from large supermarkets/department stores (Lidl, Tesco and Dunnes at the 1000 to 2000sq.m range) to a wide range of smaller units. There have been continued improvements and upgrades to the Stillorgan Shopping Centre in recent years, refurbishment and extensions of the Centre and the introduction of 'niche' new tenants which have increased the overall footfall in the Centre. The Shopping Centre contains approximately half of all of the retail units in Stillorgan and clearly has a crucial and ongoing role in ensuring the overall retail vitality of Stillorgan. There are a growing number of restaurants and coffee shops reflecting a national trend toward combining retail with leisure and dining activity.

The Valuation Office carried out a revaluation of all commercial and retail properties in Dún Laoghaire-Rathdown in 2012. As part of this project, data was provided on gross retail floor areas of all retail/retail services property in Dún Laoghaire-Rathdown in mapped format and it is now possible to more forensically analyse spatial retail floor area trends.