

Fingal County Council

Donabate Urban Centre Strategy June 2010



in association with



David O Connor
Transportation Planning

&

KATE McDERMOTT
ARCHITECTS +
LANDSCAPE ARCHITECTS

DONABATE

URBAN CENTRE STRATEGY

ACKNOWLEDGEMENTS

Donabate Urban Centre Strategy was prepared under the direction of:

David O'Connor, *County Manager* and Gilbert Power, *Director of Services - Planning*
and by the following staff:

Una O'Neill *A/Senior Executive Planner, Fingal County Council*
Marjorie O'Shee *Senior Executive Planner, Fingal County Council*

EXTERNAL CONSULTANTS

PLANNING AND URBAN DESIGN:
National Building Agency, Planners and Urban Designers

LANDSCAPE ARCHITECTURE:
Kate McDermott, Architects and Landscape Architects

TRANSPORTATION PLANNING:
David O Connor, Transportation Planner

Adopted by Council on the 14/6/2010

Contents

Chapter		Page
1.	Introduction	1
2.	Policy Context	4
3.	Historical Context and Morphology	7
4.	Character Assessment	9
5.	Urban Design Appraisal	13
6.	Strength, Opportunities, Weaknesses and Threats Analysis	25
7.	Vision for the Urban Centre	26
8.	Traffic Management and Car Parking Strategy	29
9.	Environmental Improvements	37
10.	Site Development Briefs	46
Appendix 1	ILTP Transport Study	81
Appendix 2	Consultation Report	83

1.0 Introduction

1.1 Area of Study

The Urban Centre Strategy relates to the area of Donabate Town Centre defined by a yellow line on Map 1: Fingal Development Plan 2005-2011 Zoning Extract for Donabate. The aim is to provide a development strategy for the town centre, which will examine its future potential and identify development opportunities required to support the significant population growth envisaged for the town and its catchment. Key sites are identified and the strategy examines their future development potential and provides guidance on their future layout and design.

Donabate is located within the Dublin and Mid East Region, approximately 25km north of Dublin city centre, on the Donabate Peninsula. It is bound on the north and south sides by Rogerstown and Malahide estuaries respectively and by the coast at Portrane to the east. The town is surrounded by rural hinterlands mainly of agricultural and recreational uses. The town is well connected by road and public transport; located close to the N1 and the M1, a designated Strategic National Transportation Corridor, and with the northern main rail line running through the centre of the town. Dublin City Airport, the principal gateway to Ireland is also located approximately 5km south west of the town.

The proposed terminus to Metro North will be located at Belinstown some 4 km from Donabate train station.

1.2 Purpose of Study

In accordance with the Fingal County Development Plan 2005-2011 and under Objective UO2 and Specific Development Objective 1 for Donabate, Fingal County Council intends:

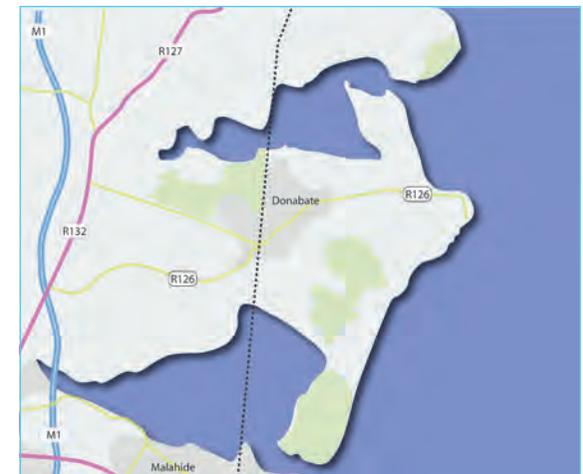
“To prepare an urban centre strategy for Donabate”

In September 2007 Fingal County Council appointed the National Building Agency, in association with Kate McDermott (Architects and Landscape Architects) and David O’ Connor (Transportation Planner) to carry out an Urban Centre Strategy for Donabate. The Urban Centre Strategy is intended to provide non-statutory guidance for future development and public realm enhancements within Donabate town centre.

1.3 The Brief

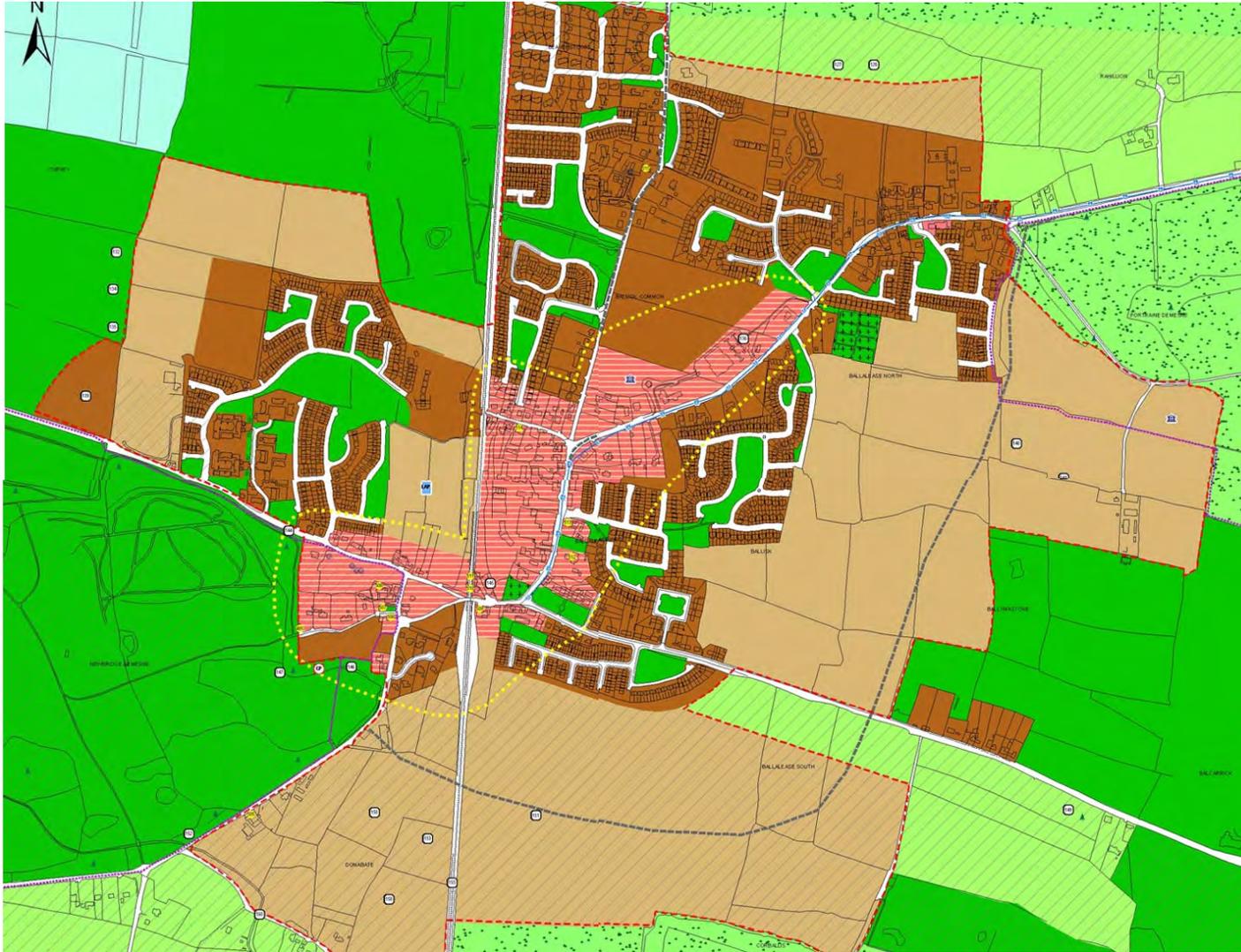
The following issues within the town are investigated and addressed as part of this Urban Centre Strategy:

- A traffic management plan and car parking strategy
- Enhancing the experience of the town centre for pedestrians and cyclists
- Protection of mature trees; Protected Structures and the settings thereof
- Environmental improvements with particular attention to the public realm
- Site Design and Development Briefs for key areas of the town centre which will lay down the parameters for their future development/redevelopment



Donabate in context

1.0 Introduction



Map I: Fingal Development Plan 2005-2011
Zoning Extract for Donabate with strategy area
delineated in a hatched yellow line.

1.0 Introduction

The Donabate Urban Centre Strategy draws on the town's cultural, community, retail and heritage assets as the basis for a detailed programme of investment to create an inclusive and thriving town centre. The strategy seeks to celebrate the culture, environment and heritage of the town and provide a physical and commercial framework to promote and guide development in the area, including the creation of high quality public spaces.

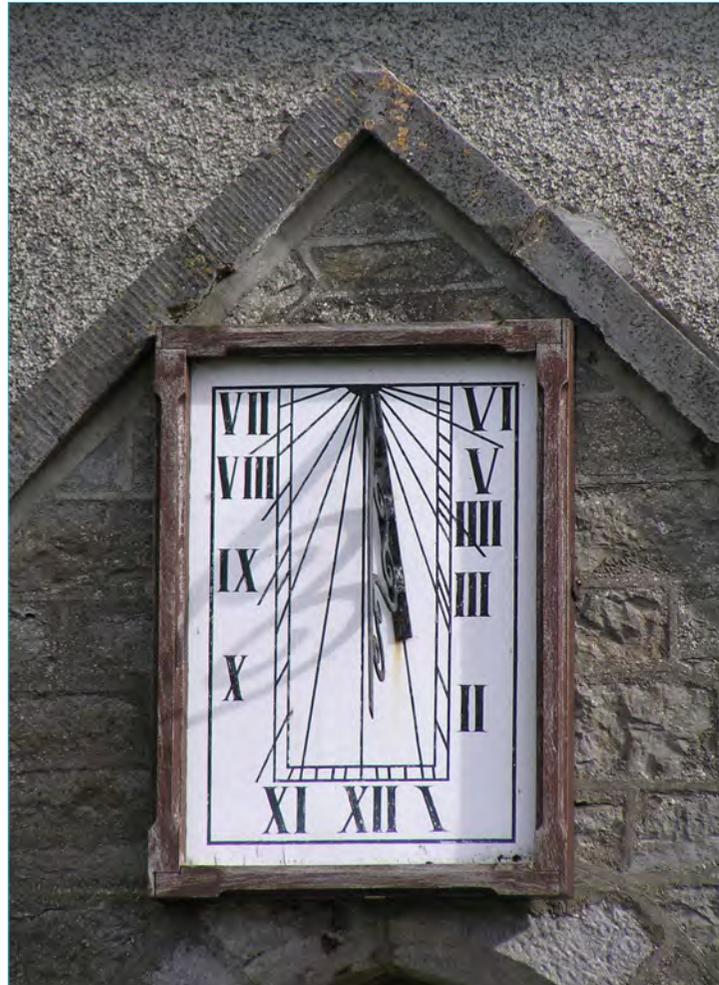
1.4 Consultation

Meaningful consultation is a vital part of any plan making process.

Letters were sent on the 27th November 2007 inviting members of the Donabate Forum and landowners/stakeholders for the key areas, identified in the Donabate Local Area Plan 2006, to attend a 'drop in' clinic on the 4th December 2007 in the Donabate Portrane Leisure and Community Centre. There was also an opportunity to make a written/electronic pre-draft plan submission.

A number of other specific companies/bodies were identified and were also contacted via telephone and/or standalone meetings to discuss the potential development of key areas.

A total of eleven pre-plan submissions were received. A consultation report for the Donabate Urban Centre Strategy and a summary of the comments received are attached in Appendix 2.



Sundial detail at St. Patrick's Church of Ireland

2.0 Policy Context

2.1 Background Documents and Policy Context

The principal background document of relevance to the future development of the town centre is the Donabate Local Area Plan 2006. However, at a National, Regional and County Level, the following plans have relevance:

- The National Spatial Strategy for Ireland 2002-2020.
- The Regional Planning Guidelines for the Greater Dublin Area 2004-2016.
- The Fingal County Development Plan 2005-2011, including the County Retail Strategy.

The key elements of relevance from these plans, guidelines and strategies are outlined below.

2.1.1 The National Level – The National Spatial Strategy for Ireland 2002-2020.

The **'National Spatial Strategy'** is a twenty year strategy which recognises the importance of towns the size of Donabate (i.e. greater than 5,000; Donabate's population was 5499 in 2006) play within the broader context by achieving a balanced pattern of growth between local and regional growth centres.

Fingal as defined within the NSS is located within the Greater Dublin Area (GDA). The performance of the GDA remains pivotal to the overall economic well being of Ireland.

Section 3.3.1 of the National Spatial Strategy, Consolidating the Greater Dublin Area notes that Local Authorities should:

“Encourage the preparation of urban design plans in renewal areas, to establish a framework for buildings and public spaces which can be readily understood by developers

and existing communities. Intensification can be achieved without compromising amenity.”

This urban centre strategy for Donabate offers a clear opportunity to address the aims of the National Spatial Strategy and secure the future success of the town.

2.1.2 Regional Level

The objective of the **'Regional Planning Guidelines'** for the Greater Dublin Area is to provide a better spatial balance of social, economic and physical development throughout the region.

Donabate is identified as a Moderate Growth Town within the Metropolitan Area, and has experienced substantial housing development because of the areas easy access to Dublin (improving roads and the presence of a railway station in the village).

It is envisaged that development within the Metropolitan Area will be consolidated with a much enhanced multi-modal transport system. Towns outside Dublin City are to be consolidated with increased residential densities, particularly in proximity to public transport corridors and are to be separated by local green belts.

2.1.3 Local Level

The overall development strategy for Donabate, as set out in the **'Fingal County Development Plan 2005-2011'** is as follows:

- Protect and enhance the natural amenities and heritage of the Donabate Peninsula.
- Consolidate future development within well-defined town boundaries.
- Provide a high quality living environment for the existing and future population of Donabate.

- Provide for the development of the necessary community, commercial, cultural and social facilities in tandem with residential development.
- Promote the development of a vibrant town core.

Specific Development Objectives for Donabate are as follows:

- **Objective 1:** To prepare an Urban Centre Strategy for Donabate.
- **Objective 2:** To channel and concentrate the development of additional commercial, social and civic facilities within the town centre and promote a high quality of urban design in such development.
- **Objective 3:** To provide for the further development of recreational, community, and educational (primary and secondary level) facilities.
- **Objective 4:** To develop a continuous network of signed pathways around Donabate Peninsula and linking the peninsula to Malahide and Rush via the Rogerstown and Malahide estuaries. In this regard existing rights of way will be established and proposals developed and put in place to secure the pedestrian network.
- **Objective 5:** To provide for a comprehensive network of pedestrian and cycle ways linking housing areas to one another, to the town centre and the railway station.
- **Objective 6:** To promote the development of a shuttle bus service linking Donabate and Portrane to the mainline commuter services on the N1 and/or the Metro in Swords.
- **Objective 7:** To maintain a strong visual and physical separation between Portrane and Donabate.

2.0 Policy Context

The County Retail Strategy provides the strategic policy framework for the spatial distribution of new retail development in accordance with the Retail Planning Guidelines 2005 and the Regional Planning Guidelines for the Greater Dublin Area 2004-2016.

Donabate is designated as an 'Expanding Suburban Village Centre' in the County Retail Strategy. One of the strategic policies in the County Development Plan for the Metropolitan Area including Donabate is:

'To facilitate and encourage the enhancement of shops and services in the expanding Suburban village centres within the Metropolitan Area to ensure needs of the existing and expanding populations are locally met' [SS9].'

A key element of this strategy is 'to channel and concentrate the development of additional commercial, social and civic facilities within the town centre and promote a high quality of urban design in such development' thus retaining the heart of the town within the town centre. (*Development Objective 2: 2005-2011 County Development Plan*).

The '**Donabate Local Area Plan 2006**' states that in order to maximize the accessibility of the Town Centre to existing and future residents direct, safe and attractive pedestrian and cycle links will be provided to connect existing and proposed residential areas and the Town Centre and rail station. The LAP allows for the development of 144 hectares, to comprise of up to 5000 new dwellings and additional uses such as local shops and services, schools and public open spaces.

The Donabate LAP requires that as part of the urban centre strategy specific Site Design and Development Briefs shall be prepared for identified undeveloped or potential redevelopment sites. These shall clearly present a vision for how these areas might be developed/ redeveloped in an integrated manner and provide for additional facilities to serve the expanding town in a manner that will enhance and improve the civic and environmental quality of this village and the vibrancy and vitality of the village core. Please refer to Map 2: Key Areas for Site Design and Development Briefs.

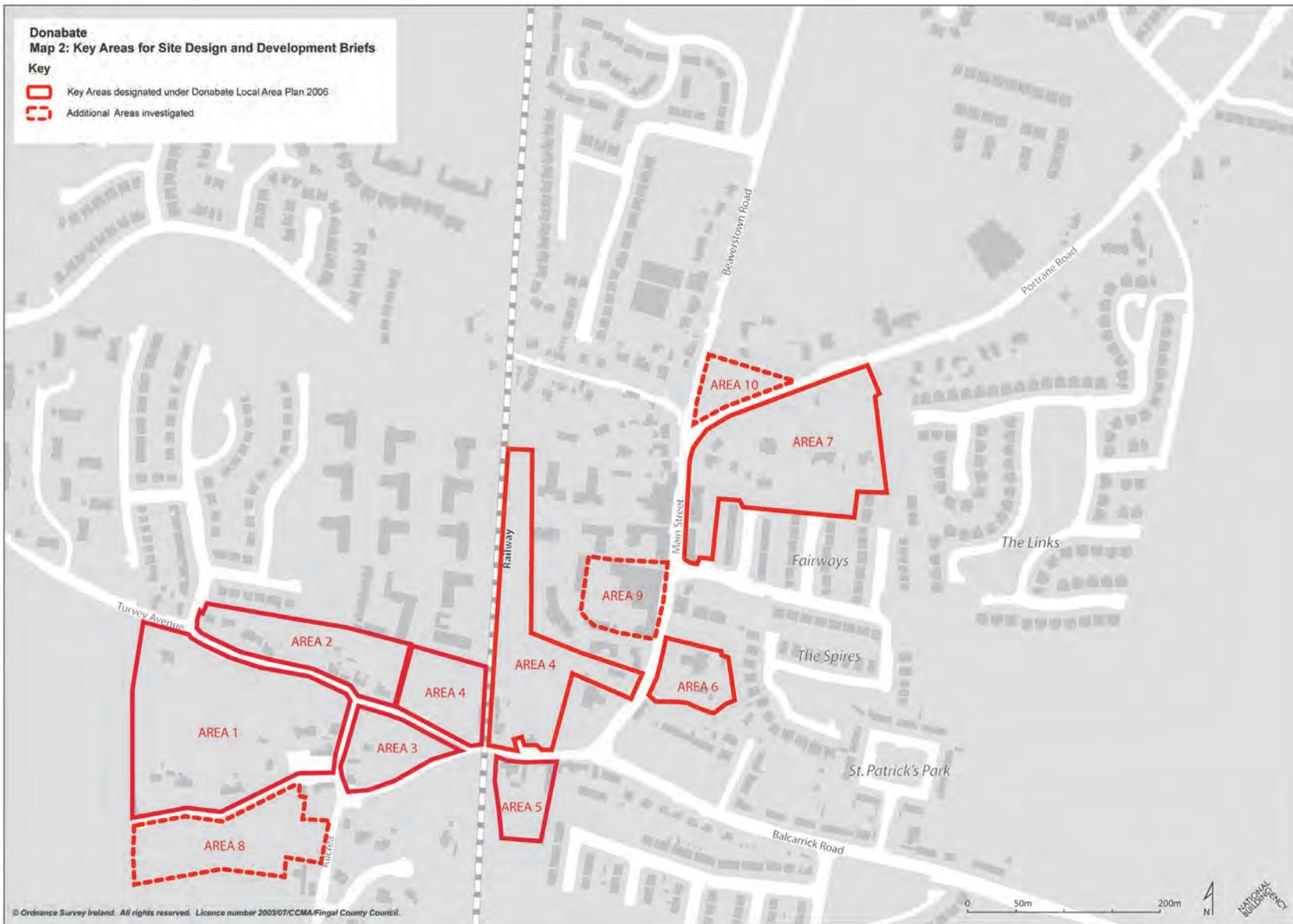
The plan in particular makes reference to the future development /redevelopment of the lands around the railway station (Area 4) ensuring that provision shall be made for:

- additional commuter parking in the form of a multi-storey facility
- bus parking and turning facilities and
- pedestrian and cyclist facilities including cycle parking, to promote greater use of improved public transport facilities as they become available and full integration between the different modes of transport (cars, buses, trains and cycling).



Architectural details within Donabate

2.0 Policy Context



3.0 Historical Context and Morphology

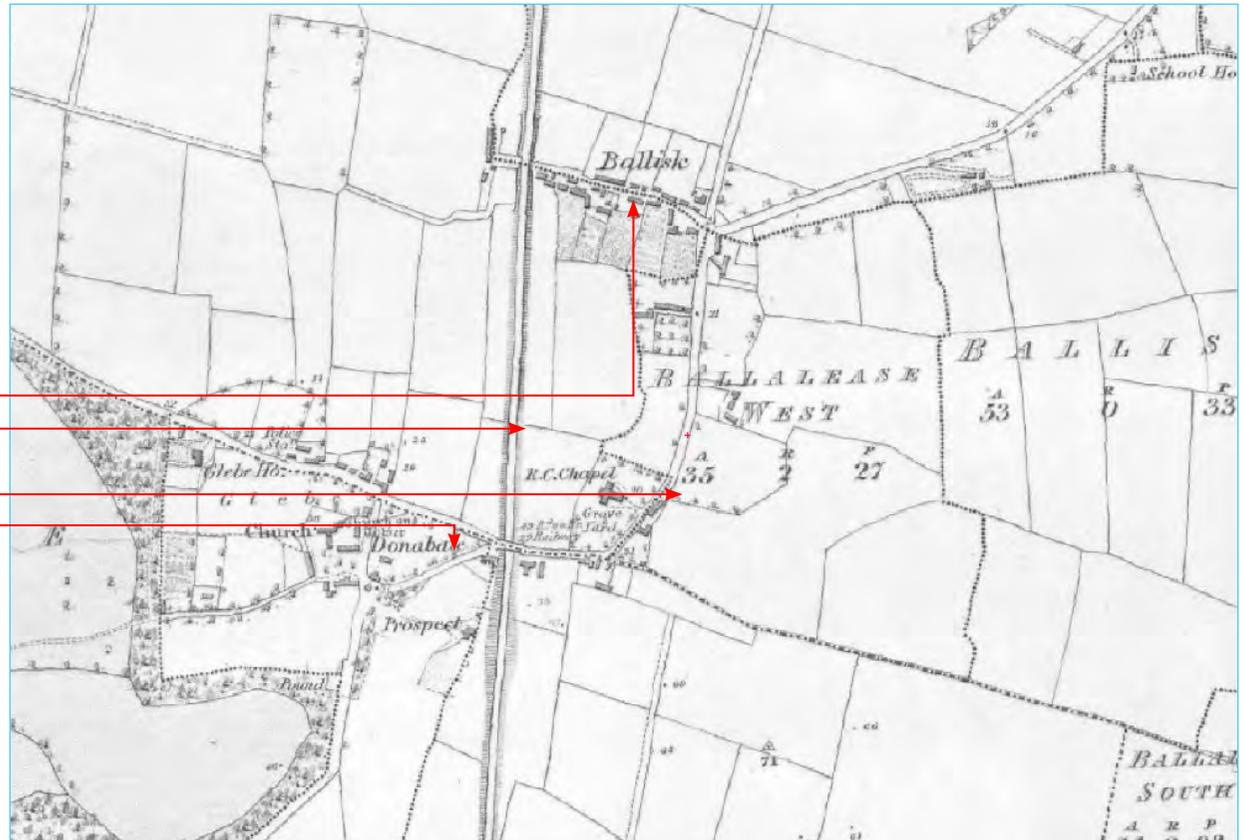
3.1 Historical Context and Urban Morphology

Although there is evidence of human habitation in the area from the Mesolithic period onwards, the present urban structure began to develop around the medieval ecclesiastical foundation in Donabate townland, which was in existence by the early 13th century.

A thriving economy based on fishing and limestone quarrying fuelled a period of significant development in the 18th century. The town underwent further significant change with the construction of the Dublin-Belfast railway line in the mid 19th century.

The 1841 Ordnance Survey six-inch map shows:

- Ballisk village to the north and east
- the newly constructed railway running north-south through the peninsula
- the alignment of the road through the village (now the R126)
- Donabate village to the west of the line

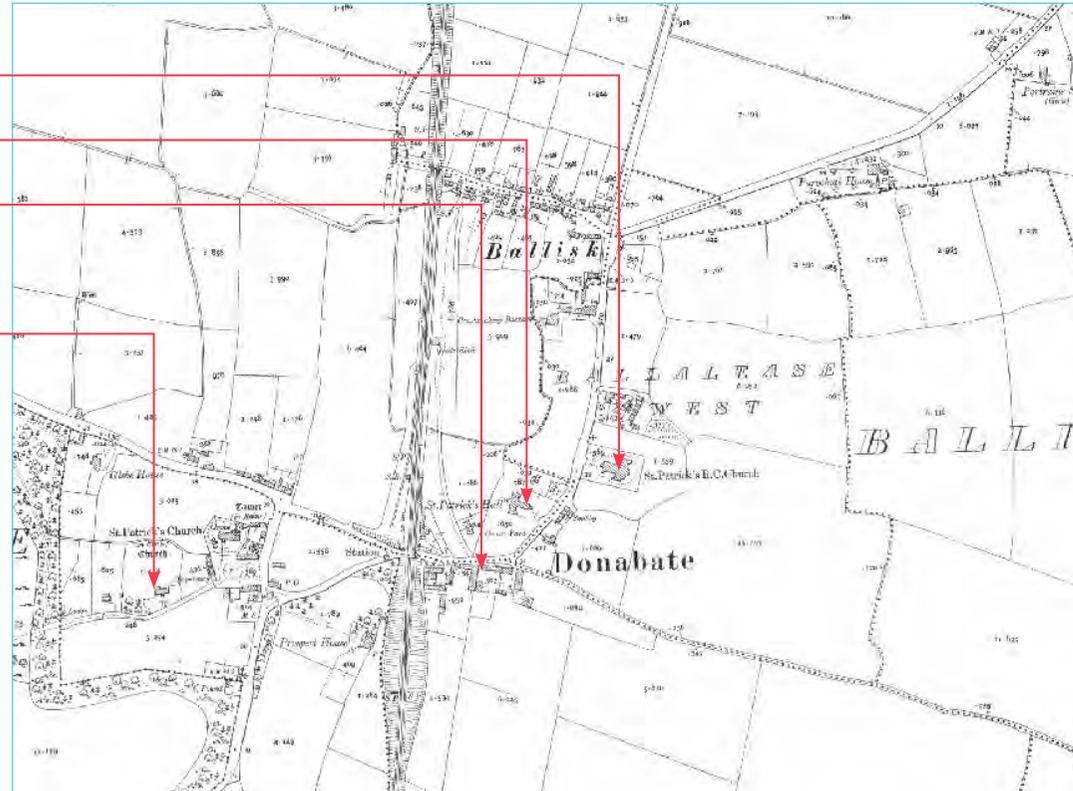


6 inch Historic Map: 1841

3.0 Historical Context and Morphology

The 1913 25 inch map shows:

- St. Patrick's Catholic Church emerging as the recognised centre of the modern town
- The former Roman Catholic Church, now identified as St. Patrick's Hall.
- Development (throughout the 20th century) first consolidated and then expanded around the linear core along the Main Street.
- Commercial development replaced all but a few residential properties lining the street
- Residential development took place on the surrounding previously agricultural lands.



25 inch Historic Map: 1913

4.0 Character Assessment

4.1 Character Areas

Donabate town contains fairly distinctive 'character areas' – these are parts of the town, which are distinctive in their own right or vary from other parts of town. Four character areas have been identified in Donabate town. Please refer to Map 3: Character Areas.

4.1.1 Along Main Street

Main Street as a whole forms the main commercial/retail area of Donabate Town and as such development has followed the linear structure of the main access route through the town. Main Street is composed of a number of modern buildings dating from the late 1980's/early 1990's. Interspersed amongst these are older style detached properties dating from the late 19th century. Land use in this area includes a mix of commercial (retail and services), civic (church) and residential. Density varies depending on the land use. Site coverage is generally high on the commercial properties, low on the civic (church) property and variable on the residential properties.

The shape and size of the plots are differing, depending on their use. Plot widths range on average from 21m to 61m in width on the eastern side of the Main Street. On the western side this varies between 25m to 77m. Plot depths vary considerably between both sides of the Main Street. On average plot depths range from 55m to 80m on the western side and 27m to 80 metres on the eastern side of the Main Street.

The commercial buildings fronting the street generally comprise shops on the ground floor, with offices or restaurants on the upper floor (none of the buildings are more than two storeys). Recent developments have established a strong building line on the street. There is no uniformity in the architectural style or materials of the commercial buildings, and the same is true for the recent residential developments. The one material that is common to both commercial and residential buildings is red brick. This is in reference to the church, the focal point of the

town centre and the town's principal landmark. The distinctive red Portmarnock brick of which it is built is characteristic of the civic buildings of Donabate and the environs. The same (or similar) brick is used in the old school building at Portrane Road and St. Ita's Hospital.

Focal buildings of note along the Main Street include Saint Patrick's Roman Catholic Church and Warington's House.

Saint Patrick's Roman Catholic Church is a detached gable-fronted cruciform plan Roman Catholic church built in 1903, with a tower to the right-hand side. The roof is double pitched of clay tiles and terracotta ridge tiles with cast-iron rainwater goods. The walls are constructed of red brick with decorative buttressing. The openings of the church consist of pointed arched doors with limestone surrounds and tongue and grooved timber doors with cast-iron hinges. The front elevation has an ornate rose window with lancet windows, limestone surrounds and stained glass.

Warington's House is a detached four-bay two-storey house, c.1860, with projecting entrance porch and original fenestration. The roof consists of a double-pitched slate roof with terracotta ridge tiles, two brick chimney stacks with terracotta pots. The walls are coursed rubble stone with tooled limestone quoining. The openings consist of rusticated limestone dressed window openings, granite cills and timber sash windows.

In recent years, the area has experienced some significant development of the backland areas - specifically on the western side of Main Street, between it and the railway line. The emerging pattern is one of freestanding blocks of 3-4 storeys surrounded by areas of surface parking and open space. There may be opportunities for creating a new street network in the area.



View of Saint Patrick's Roman Catholic Church



View of Warington's House

4.0 Character Assessment



4.0 Character Assessment

4.1.2 Adjacent to the Train Station

The area adjacent to the train station is composed of a number of vernacular and standalone buildings dating from the early to late 19th century. On the southern side of Main Street plot widths range on average from 6m to 24m with plot depths ranging from 14m to 24m in width. On the northern side the plot widths and depths remain consistent with widths on average 30m and depths ranging between 46-56m.

The Railway Station with associated parking and infrastructure is located immediately east of the rail line and creates a high level of public activity. Space about the railway buildings is dominated by parking and vehicular movement resulting in a poor public realm with pedestrian access to the train station being restricted. Currently there is inadequate car parking capacity at the train station.

Within the County Development Plan, Protected Structures of note within this character area include the following:

RPS No	Name
509	Smyth's Public House
510	Station Master's House
511	Donabate Railway Station (Railway Station, Signal Box & Pedestrian Bridge)

Buildings and structures of particular interest in the area include the Railway Station and Smyth's Public House.

The Railway Station consists of a detached two-bay two-storey red brick station master's house built c.1890. The roof is double-pitched consisting of slate, terracotta roof ridge tiles, red brick chimney stacks, yellow clay pots and cast-iron gutters. The walls are red brick laid in Flemish bond. The openings are square headed with red brick quoining surrounds, limestone cills with uPVC casement windows.

Smyth's pub is a detached six-bay two-storey former house built c.1840. The roof consists of slate with terracotta ridge tiles and newly rendered chimney stacks and clay pots. The walls are random rubble with unusual round ended quoining to the left of the front elevation. The openings are square-headed with granite cills supported on granite corbels. Associated with its curtilage are a number of outbuildings, the most prominent of which is a two storey stone mill building worthy of retention and reuse. Some significant trees on the site reinforce the sense of enclosure in the area.



View of Smyth's Pub



View of the Railway Station

4.1.3 Adjacent to Newbridge Demesne

This character area is located to the south west of town centre. Part of this character area is located within a designated ACA for Newbridge Demesne in the County Development Plan. The area is dominated by grassland, hedgerow and significant tree groups within which consists a number of protected structures and single buildings. The spaciousness and landscaping of the plots, as well as the large scale and architectural quality of the buildings and their spatial separation creates a unique character within this transitional area, between the town centre and the Demesne. There exists a pedestrian way into Newbridge Demesne which is an important link to be maintained and enhanced.

Within the County Development Plan, Protected Structures of note within this character area include the following:

RPS No	Name
495	Former Lodge to Newbridge House
506	The Cottage
507	Waterpump
508	St. Patrick's (Church of Ireland)

Buildings of particular interest in the area include 'The Cottage' and St. Patrick's (Church of Ireland) Church, which are accessed off 'The Square'.

'The Cottage' is a detached five-bay two-storey house built c.1840, with projecting entrance porch. The roof is double-pitched with terracotta ridge tiles and brick stacks with clay pots. The walls are pebble-dashed with square headed openings with rendered reveals and granite cills. Timber sash windows; timber casements; timber tongue and grooved front door with glazed overlight complete this attractive vernacular composition.

Saint Patrick's (Church of Ireland) Church is a detached church built c.1775, with a gable-fronted projecting entrance porch to the south elevation. A pre-1700 rubble stone square profile tower is situated to the north elevation. The roof is double-pitched consisting of slate and terracotta ridge tiles with cast-iron rainwater goods. The walls are rough-cast render with random rubble walls to the tower element. The openings are round-headed with rendered reveals and granite cills.

Other buildings of note include a single-storey former thatched cottage and a detached three-bay two-storey house to the north of Turvey Avenue and a detached three-bay two-storey former vicarage with gabled dormers to the south of Turvey Avenue. Please refer to Map 4: Urban Design Appraisal.

4.0 Character Assessment

The character area also contains four items on the Record of Monument and Places:

RMP No	Name
DU012-00501-	Church
DU012-00502-	Castle - Tower House
DU012-00503-	Graveyard
DU012-00504-	Memorial Slab

(Note that there are errors in the locational information for sites in the Sites and Monuments Record within the County Development Plan. This has been correctly adjusted within our maps.)



View of 'the Cottage'

To the south of Turvey Avenue plot widths range from 33m to 58m and plot depths range between 38-109 metres. In contrast, to the north of Turvey Avenue plot widths range from between 10m to 33m and plot depths range from between 22m to 58m. These figures along with an average density of 3 dwellings per hectare demonstrates the spaciousness of the character area. Other details of note within this area include natural limestone edge kerbing to the 'green' and a cast iron pump feature which is designated as a protected structure.



View of St. Patrick's Church (Church of Ireland)



View of waterpump

4.1.4 North of Main Street: Ballisk

This character area is located to the north of the town centre primarily along the Portrane Road. The area is dominated by hedgerows and significant tree groups along the road's edge. A restricted vehicular and pedestrian connection exists underneath the railway line connecting existing residential developments to the west with the town centre.

The area is characterised by single use residential plots of low density. This is best illustrated where properties to the south of Portrane Road plot widths range from 30m to 63m and plot depths range between 24-121 metres. In contrast, to the north of Portrane Road plot widths range from between 20m to 147m and plot depths range from between 24m to 121m. Buildings of note include a thatched cottage and Portrane National School. The thatched cottage consists

of four-bays and is single-storey. Its origins date from c.1795. The roof consists of a double pitched thatched roof having curved swept hip ends and a rendered chimney stack. The walls are nap rendered with a high plinth course. The openings are square headed with rendered reveals with stone cills.

The National School is a detached eight-bay two-storey red brick former school built c.1880. The roof is a double pitched slate roof with decorative terracotta ridge tiles and granite coping and corbels to gable ends. The brick chimneys also have granite copings. The walls consist of red brick with high brick plinth. The openings consist of brick arches, keystones, reveals and granite and brick cills.



View of the thatched cottage



View of former Portrane National School

5.0 Urban Design Appraisal

5.1 Distinctive Features of the Streetscape

This section should be read in conjunction with Map 4: Urban Design Appraisal. The most distinctive features in the streetscape include the strong visual landmarks within the town centre by some very fine buildings of distinctive character and architectural merit.

A number of stone walls exist throughout the town, predominantly in close proximity to Newbridge Demesne. Significant mature trees play an important role in the town's streetscape by adding variety and enclosure to the streets and skyline. Where possible these should be maintained and protected. The following provides an appraisal of the key urban design features of Donabate town.

5.1.1 Landmark and Focal Buildings in the town

The town displays a number of notable buildings; some of which are Protected Structures and others which are included in the Fingal County Survey by the National Inventory of Architectural Heritage (NIAH)¹. These particular buildings are indicated as 'Buildings of Character' in Map 4: Urban Design Appraisal.

Landmarks are distinctive buildings or structures, which help to provide reference points and emphasise the hierarchy of a place. Landmarks play an important role identifying a place in the wider landscape (spire, tower, statue, etc.). Landmarks work on a bigger scale and therefore are usually experienced from outside.

Focal buildings are buildings that due to their unique characteristics and location help to provide reference points. Contrary to landmarks, focal buildings work on a local scale. Donabate town centre has 2 landmarks and 6 focal buildings. These include:

Landmark Buildings

- Saint Patrick's Roman Catholic Church
- Saint Patrick's Church of Ireland Church

Focal Buildings

- The Cottage adjacent to Newbridge Demesne
- Smyth's Pub
- Donabate Train Station
- Warrington's House at Main Street
- Thatched House
- Portrane National School (original)

5.1.2 Strong and Weak edges

Strong edges create good definition of streets and spaces with active, lively and attractive frontages. Weak edges present poor frontages to the town and fail to properly define and contain streets and spaces. The strong edges in Donabate town centre are confined to the core of the town, and include the east and west street frontages of the Main Street.

Weak edges are most problematic when they occur in key locations in the town centre because they erode the town's special character and undermine the visual strength of important places. Examples are along Turvey Avenue and Kilcrea Road – a key entrance gateway and major corridor artery to the town, adjacent to the train station fronting onto the Main Street, along the Balcarrick Road and at key sites at the junction of Main Street Portrane Road and Beaverstown Road. Please refer to Map 5: Edges.



View of Main Street with strong edge characteristics



View of the junction at Main Street and the Portrane Road showing a particularly weak edge

¹Please note: The NIAH surveys provide the basis for the recommendations of the Minister for the Environment, Heritage and Local Government to the planning authorities for the inclusion of particular structures in their Record of Protected Structures (RPS). The published surveys are a source of information on the selected structures for relevant planning authorities. As such, structures may or may not be protected.

5.0 Urban Design Appraisal



5.0 Urban Design Appraisal



5.0 Urban Design Appraisal

5.1.3 Barriers to Movement

The railway line is a major barrier to east-west movement. A particular issue for Donabate is safe and easy access for people to walk in from areas close to the town centre. A restricted pedestrian and vehicular underpass exists at Ballisk Lane, however this does not provide an attractive linkage as it is poorly surveillanced and poorly lit. As a result it provides an intimidating environment, which will limit its use and restrict movement across this significant barrier. A suggestion for improvement of this area is described in page 39: Environmental Improvement Area 1.

There are also opportunities to provide new pedestrian friendly east west connections within proposals for the key development areas (no.4) adjacent to the train station.

5.1.4 Gateways to the town centre

Gateways occur where a 'threshold space' punctuates a sense of arrival or departure to and from the town centre. Examples are at the railway bridge (in its elevated position), the 'entrances' to the town coming from the southwest at Kilcrea Road and at key sites at the junction of Main Street, Portrane Road and Beaverstown Road (*Donabate's new pumping station will be located here*). However, as gateways, these are all weak introductions to the town and the Urban Centre Strategy will need to address this. Please refer to Chapter 9 Environmental Improvements.



Pedestrian and vehicular underpass presenting a poorly surveillanced linkage



Gateway to the town centre approaching the railway bridge



Gateway to the town centre at the junction of Main Street Portrane Road and Beaverstown Road (Site of Donabate's new pumping station).



Gateway to the town centre coming from the southwest at Kilcrea Road

5.0 Urban Design Appraisal

5.1.5 Focal Sites

Focal sites are presented where they terminate a view (visual stop) along a strategic route or street. The major existing focal sites in Donabate town centre are identified in Map 4: Urban Design Appraisal. These are located at:

- The key site at the junction of Main Street, Portrane Road and Beaverstown Road, also known as The Hand junction.
- The key site opposite the graveyard at the southern end of the Main Street
- The key site at the junction of Turvey Avenue and Kilcrea
- The key site at on the Kilcrea Road opposite Prospect Hill
- The town centre 'green' at St. Patrick's Terrace

In respect of the junction at Main Street, Portrane Road and Beaverstown Road it is acknowledged that in the short to medium term this site is required to house a waste water treatment pumping station. This does not and should not result in a downgrading of the site potential and the short term landscaping and screening will be critical to maintain and enhance the visual aesthetic of this site.

The Urban Centre Strategy should try to exploit these focal sites in proposals for structuring the town.



Focal Site at the junction of Portrane Road and Beaverstown Road



Focal Site at the junction of Turvey Avenue and Kilcrea Road



Focal Site opposite the graveyard at the southern end of Main Street



Focal Site at the town centre 'green' at St. Patrick's Terrace

5.0 Urban Design Appraisal

5.1.6 Views and Vistas

There are several significant views in the town centre. These should be considered carefully in proposing changes to the spatial structure of the town. Please refer to Map 6: Views and Vistas

The significant views and vistas within Donabate town centre are:

1. View of the tower element of Saint Patrick's Church of Ireland Church and significant tree group from Turvey Avenue looking southeast
2. An historic view of 'the Cottage' and associated landscaping from Turvey Avenue looking due south
3. View of Saint Patrick's Roman Catholic Church across the graveyard from the bridge looking northeast
4. The view looking south into the town centre on arrival from Portrane Road with Saint Patrick's Roman Catholic Church steeple as a background landmark

Promoting, enhancing and protecting these views will reinforce local character, draw people through the town centre, provide attractive settings for development and aid legibility and orientation around the town.



View of Saint Patrick's Church of Ireland Church



View of 'the Cottage'



View of Saint Patrick's Roman Catholic Church



View looking north into the town centre

5.0 Urban Design Appraisal



5.0 Urban Design Appraisal

5.1.7 Building Condition

Building condition varies widely across the Town Centre Strategy area, from very poor to good. The different levels of visual repair exhibit a clear pattern, with poor to fair conditioned buildings being concentrated immediately east and west of the railway bridge. Broadly, there is a correlation here between the age and condition of certain buildings.

Please refer to Map 6: Building Condition.

5.1.8 Quality of the Public Realm

The streets and public realm of the area have a 'placeless' aspect due to their lack of unity and the absence of a consistent or quality design character. The majority of the town centre has active frontage to provide overlooking onto Main Street. However it is inconsistent and lacks enclosure, in particular at the junction of the Portrane and Beaverstown Road. Here, low density residential development begins.

Generally, paving and signage are of standard quality materials, which are by and large fit for purpose.

Also, along Main Street to the western edge planted beds have been implemented as part of the pavement which succeeds in creating a positive visual amenity, an environmental buffer to the road and a comfortable enclosure ratio to the street.

There are numerous areas within the town centre where the road surfaces and footpaths are of poor quality or of narrow widths. These areas are identified in Map 4: Urban Design Appraisal.

When moving away from the town centre there are a number of areas where the footpaths only exist on one side of the road or abruptly end. These areas primarily include the eastern edge of the R126, along the southern edge of the Portrane Road and the northern edge to Turvey Avenue.

Areas along Main Street shows evidence of unsafe parking and poor junction layout which is unattractive. A reorganization of key spaces within the town centre to facilitate delineated parking bays, low traffic bollards and street trees would manage the parking in a more attractive and functional manner.



At the junction of the Portrane and Beaverstown Road where public footpath and active frontage stops.



Provision of planted beds at Main Street



At the Portrane Road the use of red tarmac surfacing to signify the approach to the school



Need for improved planting at entrance to housing estate

5.0 Urban Design Appraisal



5.0 Urban Design Appraisal

5.1.9 Green Spaces

Newbridge Demesne is a regional park owned by Fingal County Council. It adjoins the town centre immediately to the west. The demesne landscape at Newbridge House is a designated ACA (Architectural Conservation Area) in the County Development Plan. The demesne offers a wealth of mature trees and woodland areas that hold a number of vulnerable and locally scarce birds.

There is little structure or continuity to the public open space presently provided within the urban centre of Donabate.

The exception is at the southern entry to the town centre (at the R126 junction with the Balcarrick Road), where a gateway of open space is formed by the old cemetery to the west of the road and a green square as part of St. Patrick's Terrace to the right of the road. The space has some attractive qualities and contains significant tree stands. Where the park is weak is in its role as usable public open space as there are no facilities for seating, refuse collection or lighting provision. This will need to be considered as part of the environmental improvements to the town centre.

Public open space is provided in all of the residential estates surrounding the town centre. These areas are grassed with some trees. There is limited continuity or connectivity between open spaces within estates

and between neighbouring estates. These spaces have no clear function as play/recreation areas (there is no furniture or equipment provided), scenic features (there is limited ornamental planting) or as habitats.

There is potential within the strategy to enable these spaces to contribute to recreational and visual amenity by providing a green linkage to other green open spaces and provide connections back to the town centre.

There are two areas within Donabate town where the grassed verges to the roads edge appear unlandscaped. These are located at the northern and eastern edge of Main Street, opposite *Keelings* pub, and adjacent to *Bunch of Grapes* off-licence, at the Balcarrick Road. There is an opportunity here to introduce street trees and shrub planting to offer a better sense of enclosure to the street. Please refer to Map 7: Green Spaces.



Grassed verge at Balcarrick Road



Grassed verge at northern end of the Main Street



Green square as part of St. Patrick's Terrace



The old cemetery

5.0 Urban Design Appraisal



5.0 Urban Design Appraisal

5.1.10 Other Urban Design Elements

Planted Beds

Throughout Donabate several planted beds can be found, mostly along Main Street and at the junction of Portrane Road and Beaverstown Road. Planted beds are important elements which help define the quality of a streetscape, but in order to positively impact the streets and the town's image, planted beds should have complementary designs and materials that are continuously maintained. They should also be managed throughout the town so as not to pose as an obstacle to the street users and complement the other street furniture.



Planted beds along Main Street

Traditional Water Pumps

A distinctive feature of the streetscape in Donabate are the traditional water pumps which are found outside Warington's House and at the Square adjacent to Newbridge Demesne and within the village green along Main Street. These older streetscape features add character and interest and should be maintained and protected. The pumps are noted on Map 4: Urban Design Appraisal.



Water pump outside Warington's House

Street Lights

A number of different street light designs are evident throughout the town and help to define the character of particular areas. Along Main Street a modern neo-traditional style lamp standard is used that is of a sufficient height so as not to dominate the streetscape. As one leaves the town along Beaverstown Road and Portrane road to the north and Kilcrea Road and Turvey Avenue to the south the street lights become more standardised and utilitarian in nature.



A modern neotraditional style lamp standard along Main Street

Natural Stone

Numerous boundaries in the town reveal the use of local natural stone that are locally distinctive and varying in patterns and detail. This local natural material adds character to the area and helps to create a harmonious streetscape. Stone walls of note within the town are located primarily around the area adjacent to Newbridge Demesne. Please refer to Map 4: Urban Design Appraisal.



Natural stone wall detail

Street Furniture

Donabate town centre has some impressive urban design elements. When people move around by foot there is time to see, to touch and to enjoy all the various elements within the streetscape.

However litter bins, signs and utility boxes are sited randomly on footpaths and these are signals to people visiting the town that there is a lack of coordination in the placing of these elements of street furniture. Within the Strategy there is potential to introduce a local design profile which can create a strong image for Donabate. This can be as simple as choosing one colour for all street furniture elements within Donabate.



Litter bin design within the town centre



Utility boxes placed randomly along Main Street



Signage Detailing



SWOT Analysis

6.1 SWOT Analysis

A SWOT analysis of Donabate town centre was carried out looking at **S**trengths, **W**eaknesses, **O**pportunities and **T**hreats facing the town centre.

STRENGTHS

- Historic buildings
- The 'village green' - in its central location
- Good transport connections
- Residential component within the town centre
- Proximity to Newbridge Demesne

WEAKNESSES

- A lack of cultural / entertainment facilities
- Traffic congestion
- Railway line is a barrier to east-west movement
- Piecemeal development within the town centre
- Lack of activity within the town in the evening
- Lack of footpaths
- Lack of public and community facilities
- Poor car parking facilities
- Unsafe road junction radii (at entrance to 'The Spire's estate)
- Lack of activity and vibrancy west of the railway line
- Lack of permeable walking and cycle routes to the town centre
- Poor retail offer

OPPORTUNITIES

- Promote the historic character of the town
- Improve the pedestrian environment
- Incorporate traffic management measures such as rumble strips etc.
- Develop the retail offer
- Improve cultural and entertainment options
- Develop civic and community uses
- Promote the evening economy
- Develop a positive marketing strategy for the town
- Consider the development of a multi-storey car park fronted by active uses
- Promote the concept of linkages based on natural desire lines to the town centre
- Restore and redevelop old buildings of character
- Promote a local hub of activity to the west of the railway line
- Promote a pedestrian/cycle connection over the railway line
- Promote the removal of utility boxes on Main Street to a more discrete location
- Promote the development of a supermarket within the town centre

THREATS

- The negative appearance of poor and derelict sites
- Competition from out-of-town retailing
- Competition from neighbouring town centres such as Swords, Lusk and Malahide.

7.0 Vision for the Urban Centre

The vision for Donabate crystallises the strengths, opportunities, weaknesses and threats. It consists of the following three key elements:

| **Commercial Donabate** | **Liveable Donabate** | **Cultural Donabate** |

C
O
M
M
E
R
C
I
A
L

D
O
N
A
B
A
T
E

STRENGTHENING MAIN STREET

In order to raise the profile of Main Street and to create an identity, a number of measures could be implemented which include:

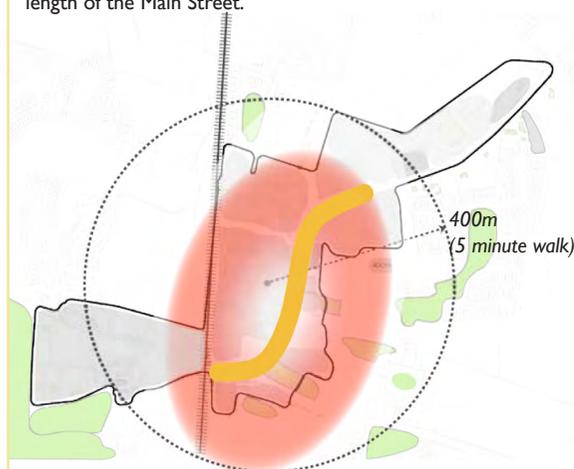
- Seeking to secure environmental improvements to the streetscape
- Working with, and supporting existing retailers to raise the profile of the street
- Seeking to attract niche retailers to locate within Main Street



REVIVING THE BACKLANDS

The lands immediately east and west of the railway station are key areas within in the town centre identified within Donabate LAP 2006 for site development briefs. In order to increase the site's contribution to the revival of Donabate town centre, key urban design criteria will need to be fulfilled. By presenting a positive frontage to the road, improving efficiency of land use, and improving pedestrian linkages, particularly over the railway line, the sites could become an important component of Donabate's retail offer

There is also potential to accommodate an anchor tenant west of the railway bridge. This will create a new focus at this key gateway site and provide a clear incentive for people to walk the length of the Main Street.



PROMOTING EXCELLENCE

In order to enhance Donabate's image with major retail, employment and residential opportunities, a number of measures could be undertaken including:

- Upgrading street furniture and signs in the town centre
- Seeking to improve the maintenance of the public realm
- Developing a clear marketing and branding for the town centre
- Promoting the highest quality architecture for new town centre development



7.0 Vision for the Urban Centre

L
I
V
E
A
B
L
E

D
O
N
A
B
A
T
E

PROMOTING GREEN ROUTES AND LANDSCAPING

As part of the drive to enhance Donabate's image and attractiveness as a town a number of measures could be implemented, including:

- Planting new trees throughout the town centre
- Enhancing existing green spaces such as the town green
- Developing pedestrian and cycle routes to existing green spaces near the town centre, such as to the surrounding demesnes landscapes through improvements to landscaping, lighting and signage
- Encourage enhanced public access from the town centre to the environmental and recreational potential of the coast
- Providing key pedestrian/cycle routes linking LAP lands and the town centre



Green Linkage Strategy

DEVELOPING PUBLIC SPACES

High quality, hard landscaped, public spaces in the town centre can help contribute to an enhancement of Donabate's image and its attractiveness as a place in which people will choose to live, work and to relax. The development of such new urban spaces in the town centre will therefore be promoted where appropriate, and particularly adjacent to the train station.



Public Space Strategy

LIVING IN THE TOWN

New developments in Donabate, such as 'The Gallery' have included residential units, which have proved to be extremely popular. There is potential to develop further residential units in Donabate town centre as a single use or as part of a mix of uses. The key areas for these developments within the town centre are identified within the Donabate LAP 2006. Of particular importance are the lands located immediately east and west of the railway line.



Potential Redevelopment Sites

7.0 Vision for the Urban Centre

ENHANCING DONABATE'S EVENING ECONOMY

The vision for Donabate's Main Street is to ensure that the vitality of the evening economy is promoted further and sustained in a managed way, taking into consideration the impacts on neighbouring land uses.

The evening economy needs to be developed along the Main Street to attract more high quality restaurateurs and café operators to diversify the evening economy offer. The illustration below highlights that the existing Main Street currently presents a low amount of evening economy uses.

The strategy aims to reverse these trends by outlining a balanced pattern of land uses that provides for the needs of commercial users, whilst creating a distinct new Main Street that benefits from a diverse mix of uses, cultural activity and amenities that are available throughout the day and evening.



Existing evening uses in Donabate

BUILDING UPON DONABATE'S HERITAGE

Donabate's cultural and built heritage is an important element of its attractiveness as a commercial, cultural and residential town centre. Measures which could help to enhance Donabate's heritage include:

- Careful consideration of the use of materials and colours for future streetscape schemes. Please refer to page 45 for an indicative material palette
- An assessment of the need for additional measures to give protection to an area, monument or buildings
- A promotional exercise in partnership with Fingal County Council to raise awareness amongst businesses and residents



Proposed evening/cultural focus in Donabate

IMPLEMENTING A DISTINCT SIGNAGE SYSTEM

Legibility of key cultural facilities such as the leisure centre and demesnes within the town centre is low and therefore the profile of these facilities are low. The strategy proposes to implement a distinct signage system that would help to promote a unified identity for Donabate, taking consideration of its historic environment, and improve general legibility. The signage should include:

- Information boards on Main Street, providing a plan of the centre and highlighting places of cultural or historical interest
- Signposting to key sites such as the train station in the centre, to aid way finding and increase legibility
- Gateway welcome signs at key entry points announcing Donabate town centre

8.0 Traffic Management Plan and Car Parking Strategy

8.1 Fingal County Council Development Plan Objectives

The Fingal Development Plan sets out a number of Specific Development Objectives for Donabate which are particularly relevant to transport and access:

- Objective 2 - concentrate civic / commercial activities in a well-designed town centre
- Objective 5 - create strong pedestrian / cycle network from residential areas to centre
- Objective 6 - deliver a shuttle bus service to the NI QBC and, eventually, the Metro

In summary, the Plan envisages an intensified town core serving a growing population catchment. To support this the core needs to be well designed and incorporate strong public transport and non-motorised transport elements. These objectives are carried forward into the Donabate Local Area Plan.

8.2 Donabate Local Area Plan

The Donabate LAP allows for the development of up to 5,000 new dwellings within planned neighbourhoods around Donabate up to 2019. The LAP proposes a distributor road bypassing the town and serving the new neighbourhoods. Strong urban design principles underpin the design of both the distributor road and growth areas.

A key objective of the LAP is to “implement appropriate traffic management measures in the town centre” in conjunction with the distributor road network (Donabate LAP Section 5.5, p. 17). The core transport and access requirements of the LAP are set out in sections 13 and 14 as follows: -

- “To manage traffic movements and car parking demands in the town centre”
- “To implement a traffic management scheme in the town at an early stage”
- “Bus priority measures within the town centre”
- “The development of a local town bus service linking residential areas to the station”
- “Additional commuter parking in the form of a multi-storey facility”
- “Provision for a high degree of permeability, specifically cycling, pedestrian and vehicular permeability both between and within those areas connecting to the town centre”.

In addition, the LAP proposes a bus / rail interchange at the existing rail station with good cycle and pedestrian facilities. Improved car parking including a multi-storey facility is required at the rail station. With the exception of limited development at Ballymastone, no construction traffic for the LAP development areas is to be permitted through the town centre.

8.3 ILTP Transport Study

A detailed transport study was undertaken by consultants ILTP to assist in the design and assessment of transport measures to be included in the LAP. The study, which included a detailed microsimulation model of the town, assessed a number of transport network design options, both with and without town centre traffic management measures. Please refer to Appendix I for more information.

8.4 Traffic Management

The type of environment hoped to be achieved should dictate the type of traffic management measures. Based on the provisions of the County Development Plan and Local Area Plan, alongside surveys of

the town centre and the report of the ILTP study, the following traffic priorities can be determined for Donabate town centre:

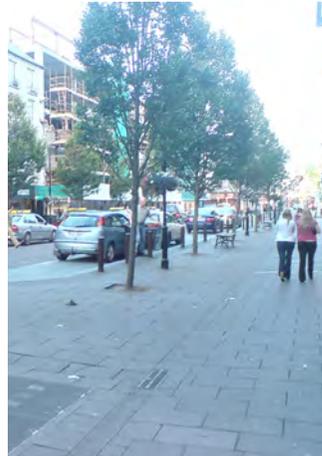
- Improved environmental quality (creation of a “main street”)
- Gateway traffic management treatments on approaches to Main Street
- Improved pedestrian environment through traffic and speed reductions
- Improved cyclist environment especially accessing train station
- “Safer Routes to Schools” environment on main street and on approaches to schools
- Provision for local commercial access

A combination of different types of interventions might be considered to achieve the above priorities: environmental improvements, horizontal deflections, vertical deflections, signal control and traffic restrictions.

8.5 Environmental Improvements.

In addition to creating an attractive “main street” environment, general environmental improvements can also affect traffic behaviour. In conjunction with proper speed restriction measures, textured surface/ high quality surface/cobble-effect or coloured surfacing can signal to drivers that they are in an environment with other road users and should adjust their behaviour accordingly. The implementation of a “high quality” finish can contribute to the creation of a strong town centre or “main street” environment in turn encouraging motorists to seek alternative routes. Given the transition to a town of up to 24,000 people, the creation of a strong “main street” with an investment in a definitive high quality textured surface, such as cobble setts or similar material, is recommended for Donabate.

8.0 Traffic Management Plan and Car Parking Strategy



Examples of main street environments



8.6 Horizontal deflections and road narrowing

Horizontal deflections comprise of measures such as road narrowing, refuge islands, chicanes and build-outs. Horizontal deflections have the combined advantage of lowering traffic speeds and catering for improved pedestrian crossing facilities. On-street parking can be incorporated into such measures. Care must be taken not to inhibit forward visibility with planting, etc. The presence of bus routes through the town centre also needs to be taken into consideration and it is generally difficult for buses to operate in environments narrower than 6.5m two-way carriageways. Realignment may also be appropriate to facilitate improved footpath and bus stop provision and to manage vehicular flows.

For new developments, designing roads with speed limiting horizontal alignments is better than retrofitting any form of traffic calming (horizontal or vertical).

Access to existing estates, retail facilities and transport nodes will also need to be accommodated. It is recommended that swept path analysis be undertaken to assess these locations.

Overall, given the type of town centre environment envisaged, it is recommended to narrow the main street carriageway to a consistent and acceptable level for traffic in order to optimise facilities for pedestrians.

8.7 Vertical deflections

While ramps have been seen to be effective in reducing both speeds and accidents they also present certain disadvantages. Depending on materials, ramps can be difficult to maintain, can cause discomfort especially to passengers carrying back or neck problems and can delay emergency response vehicles. More particular to the Donabate environment, however, ramps are not an ideal solution on bus routes.

While ramps can be incorporated into pedestrian crossing points, alternative solutions, such as rumble strips or intermittent textured surface/high quality surface or cobble-effect can have an equivalent effect on traffic speeds and may be a more appropriate solution for Donabate.

It is recommended that low gradient raised tables or an equivalent speed-reductive measure such as a textured surface/high quality surface or cobble-effect be used at town centre approaches. Please refer to pages 35 and 36 for the locations of these recommended entry treatments.

8.0 Traffic Management Plan and Car Parking Strategy

8.8 Signal control

A crossing point exists in the town centre adjacent to the Catholic Church and local retail centre. In this study, two further potential crossing points have been identified in the town centre: to the north at the junction with Beaverstown Road and to the south at the junction with Balcarrick Road.

The provision of signalised junctions in these locations could provide strong “gateway” features at either main approach to the town. Traffic signals are also a positive traffic control measure, giving safe crossing opportunities to pedestrians and especially vulnerable road users. Crossing points should be a minimum of 2.4m wide, however up to 5m is recommended by the Traffic Management Guidelines where conditions are appropriate.

Various signal layout options may be considered. For example, to the north of the town an all-round pedestrian crossing point may be considered, which would provide improved pedestrian access to local schools. In the town centre a widened (up to 5m) crossing point may be considered. To the south of the town the signal layout would need to be integrated with proposed bus stop layout revisions which can include staggered bus stops, bus boarders and a pedestrian link to the rail station. The detailed design and location of all signals needs to be finalised.



Example of a wide pedestrian crossing point

8.9 Traffic restrictions

Traffic speed restrictions can be a positive instrument towards the creation of a “main street” environment and promoting safer routes to schools and should be incorporated with strong environment measures where appropriate.

Weight restrictions are often applied throughout town centres. While these may be a consideration in Donabate, currently volumes of HGVs are low and some commercial access is likely to be required for increased town centre activities.

It is recommended that a 30kmph zone (subject to approval) be implemented from Hearse Road / Turvey Road (west of the rail crossing) to the junction of Main Street with the Portrane Road and continued past school entrances near the town.

8.10 Bus / Rail Hub

Currently Donabate town centre is served by the 33B Dublin Bus service. There are 9 inbound services between 06.00 and 10.00 daily. The service terminates at Swords where a QBC service operates to Dublin city centre. A number of bus stops are located along the Portrane Road, Main Street and Turvey Road.

The forecasted growth in population and existing latent demand for public transport suggests that the level of bus service to and from Donabate can significantly increase. DTO travel survey data suggests that there are a large amount of trips to the north city areas unserved by public transport. There will also likely be demand for a local bus service between the town centre and new residential areas provided for in the LAP.

The LAP requires that quality shuttle services be in place to serve the planned Metro and existing Swords QBC. However, in reality, a service to the Swords QBC is already provided from Portrane serving

Donabate. It is likely that bus services will likely have to be increased in the future.

In the future development of the lands around the rail station (Area 4 within the Donabate LAP 2006) provision is required for a transport interchange with additional commuter parking in the form of a multi-storey facility, bus parking and turning facilities as well as pedestrian and cycle facilities. Two recommended options to be considered for the short-term and long-term are described as follows:

SHORT-TERM OPTION

Strengthen facilities on existing corridor:

Given the current low level of existing services (maximum 4 per hour) the existing main street corridor is likely to be able to accommodate forecasted increases in services. A safe and direct pedestrian connection should be provided to the station. Bus facilities, including bus boarders, “Kassel” kerbs and “Landmark” shelters should be considered as part of an improved main street layout. A staggered bus stop layout incorporating a signal-controlled pedestrian crossing is recommended. This would afford an improved public realm, better bus priority and minimisation of delays to bus services. Please refer to page 35.

LONG-TERM OPTION

All northbound and southbound services interchange within station area:

This may be achieved by the creation of a loop for southbound services or a right-turn entry exit system as well as a bus stop for services travelling north to Portrane from Swords and south to Swords from Portrane. This option would require additional traffic management to accommodate right-turning buses. Please refer to page 36.

Of both options, the short-term affords the best bus priority, least disruption of services, contributes to an improved public realm and facilitates a strong connection with the rail station. Retaining strong

8.0 Traffic Management Plan and Car Parking Strategy

bus facilities on the main street alignment should foster shorter bus journey times and encourage higher patronage levels. Such a town centre bus priority strategy is already evident in nearby Lusk, which has also had a bypass distributor road put in place.

Adequate bus parking and turning will be required in the future with any development adjoining the train station, as outlined in the long-term option. As the capacity on the northern line increases and the population of the town grows more people in Donabate will access the station by bus.



Examples of 'Kassel' kerbs

Bus boarders (areas built out from the existing kerb line to provide a convenient platform for boarding and alighting passengers) and quality bus shelters should be considered as part of both options. Specifications for standard facilities will be determined at design stage.

It is recommended that for the short-term bus facilities be retained on the main street alignment in its current approximate location and be upgraded to a staggered layout incorporating a pedestrian crossing, strong pedestrian link to the rail station and bus boarder facilities.

8.11 Pedestrian / Cycling Priority

Donabate is dominated by low-density residential development located away from the town centre. High car usage creates a poor environment for pedestrians and cyclists. A core element of the strategy needs to be the creation of strong links from outlying areas to the centre.

In order to achieve this the links themselves need to gain priority, be well designed and follow desire lines. The use of elements such as cut-throughs and off-route cycle tracks can improve cycle priority and safety. A number of cycle routes are proposed in the LAP, including a west-east route, a south-north route and an orbital route linking the educate together school with the Beaverstown Road.

In addition the following routes are highlighted (please refer to Transport Strategy Maps on pages 35 and 36):

- North-south off-road route through council-owned lands and linking to educate together school lands
- East-west route at rail underpass north of town centre
- East-west route crossing rail line north of station accessing the main town centre area

8.12 Additional Town Centre Cycle and Pedestrian Facilities.

"Cyclestations" are the norm in many continental urban areas whereby a small bicycle store, mechanic and managed cycle-park is located next to a rail station.



Examples of cycle priority. (a) cut-throughs, (b) off-road routes, (c) cycle "trains", (d) locker facilities, (e) "cyclestation" and (f) parking at shops

A Walking Bus (Safer Routes to School) linked to Scoil Phadraic Cailini has been pioneered by the Council and the DTO in Donabate.

This can be augmented with a designated Walking Bus Pickup Point, located at the Balcarrick Road. It is recommended that a pedestrian link be provided connecting Beaverstown Road with local schools and community facilities off the Portrane Road. Finally, good quality cycle-parking directly in front of commercial accesses is an important and often over-looked feature in new town centre developments.

8.13 Car Parking

A total of 717 car parking spaces exist in Donabate town centre and vicinity. The majority of these are away from the rail station (for example, the leisure centre) and most are also for private or other restricted use, (for example the shopping centre and church). The most critical issue for parking is at the rail station where park and ride facilities are heavily subscribed. An objective of the LAP is to provide additional park and ride facilities within a multi-storey facility.

Approximately 262 park and ride spaces are available (including a private car park to the south of the rail station) and these are currently oversubscribed. As rail services improve and as the LAP lands are developed demand for park and ride will continue to increase. Given the possible trebling in size of the local population and increased rail services, even a quadrupling of car parking may not cater for potential demand. In addition, this would generate a very large number of vehicle trips during peak hours, negating any investment in traffic management and disrupting other public transport services.

Location	Marked	Unmarked	Disabled	Restrictions
Rail station west	64	8	2	
Rail station east	145	18	5	
South of rail station		20		private
Church	69		2	private
Church & graveyard		14		private
Shopping centre	97			3 hours max
Rear of main street west		48		customers only
Rear of main street east		15		customers only
On-street parking	11			
Credit union	21		3	customers only
Educate together school	10		2	school use only
Leisure centre	159		4	customers only
	576	123	18	

Existing Car Park Facilities at Donabate

8.0 Traffic Management Plan and Car Parking Strategy

An alternate policy may be to provide for a modest increase in car parking (possibly 10-20%) within a multi-storey facility and allow for commercial and residential development near the rail station. This would accord with good land-use and transportation planning and would contribute towards an active and lived-in town centre. Additional residential and commercial development would also require car parking within any facility however some degree of dual-usage would be possible. A growth in public transport patronage should be sourced from walk-to, cycle-to and bus-to rather than drive-to demand. It will be important for the civic development of the town, as its population continues to grow in line with forecasts, to incorporate effective, sustainable and attractive traffic management measures.

A very low level of on-street parking exists. Maintaining this low level would reinforce the development of a pedestrian-friendly and attractive town centre. A number of these could also be dedicated to mobility-impaired users to promote inclusion. Some perpendicular parking exists. It is recommended that this be replaced by parallel parking in order to provide a consistent parking system and maximise the space available to the public realm. No dedicated taxi parking exists. It is recommended that the optimum location for this would be adjacent to the rail station.

Overall, the objective for Donabate town centre is to intensify the core areas through an increase in commercial and civic functions. In addition, it is an objective to foster a safe and attractive environment for all pedestrian and cycling users. This should be matched by a parking policy to placate or provide for existing development and to provide for additional development in line with Council parking standards.

To achieve this, and to optimise use of scarce town centre lands, greater use of multi-storey and underground parking will be necessary. Such a policy may even create development opportunities;

for example, at the existing shopping centre, surface car parking could be placed underground to facilitate increased levels of commercial and civic development.

8.14 Conclusions

The above outline discussions are based on local surveys, research of relevant studies and documentation and various workshops. The resulting recommendations are shown in the Donabate Transport Strategy Maps on pages 35 and 36 respectively.

Given the transition to a town of up to 24,000 people, the creation of a strong "main street" with an investment in a definitive textured surface/high quality surface or cobble-effect or other quality surface is recommended for Donabate. Overall, as part of such town centre environmental improvements it is recommended to narrow the main street carriageway to a consistent and acceptable level for traffic in order to optimise facilities for pedestrians. A consideration for Donabate may be the provision of low gradient raised tables or an equivalent speed-reductive measure such as intermittent textured surface/high quality surface or cobble-effect at town centre approaches. In addition to providing a widened pedestrian crossing point at the town centre, an all-round crossing point is recommended at the northern end of the main street, while a third pedestrian crossing point could be integrated with an improved staggered bus stop layout at the southern end of the main street. However, the detailed design and location of all signals needs to be integrated and agreed with overall Council traffic management policy.

It is recommended that a 30kmph zone be implemented from Hearse Road / Turvey Road (west of the rail crossing) to the junction of main street with the Portrane Road and continued past school entrances near the town.

It is recommended that bus facilities be retained on the main street alignment in its current approximate location and be upgraded to a

staggered layout incorporating a pedestrian crossing, strong pedestrian link to the rail station and bus boarder facilities. Provision will be made for bus turning and layby facilities in the development of Key Area 4 (as identified in Donabate LAP 2006)

A number of priority cycle routes are recommended additional to those designated in the LAP. Other town centre cycle and pedestrian measures are recommended including a "cycle-station" facility at the train station, well-located cycle stands and a designated walking bus pick-up point.

A managed car parking strategy is recommended at the rail station hub which would allow for a modest (up to 10%) increase in car parking within a multi-storey facility and also provide for commercial and residential development near the rail station.

It is vital that the overall Transport and Access strategy for Donabate Town Centre be delivered in tandem with and following the implementation of the Distributor Road. In fact, the initial Distributor Road traffic study included town centre traffic management measures, as set out in this study, as a vital part of its overall strategy.

Overall, the objective for Donabate town centre is to intensify the core areas through an increase in commercial and civic functions. This can be achieved while improving local access and incorporating best practice principles, such as "Safer Routes to Schools" and the "Healthy Towns" initiatives. Donabate is an important commuter rail hub. However, any growth in public transport patronage should be sourced from walk-to cycle-to, and bus-to rather than drive-to demand. It will be important for the civic development of the town, as its population continues to grow in line with forecasts, to incorporate effective, sustainable and attractive traffic management measures.

8.0 Traffic Management Plan and Car Parking Strategy



Example of a town centre environment with strong transport and access design measures; Hillegersberg, Rotterdam, the Netherlands.

8.0 Traffic Management Plan and Car Parking Strategy



Donabate Transport Strategy Map: Short-term Option

8.0 Traffic Management Plan and Car Parking Strategy



Donabate Transport Strategy Map: Long-term Option

9.0 Environmental Improvements

It has been identified that the quality of public spaces in Donabate town centre is generally very good. However, certain areas need to be improved to create a more attractive and inviting centre. The change presented by the redevelopment of key town centre sites opens up opportunities to create an enhanced public realm.

There is a strong need to define the town centre by creating attractive gateways and approaches to the central area. The key principles of the public realm strategy are to:

- Define the eastern and western ends of the Main Street through better connections into public space
- Create a defined civic space and public transport arrival point adjacent to the train station
- Maximise the use of the village 'green' through its integration with the town centre
- Enhance the eastern approach to the town centre by creating a high quality tree lined route to the southern edge of Balcarrick Road
- Enhance the existing Main Street with enhanced street tree planting, furniture and materials.

Materials and Street Furniture

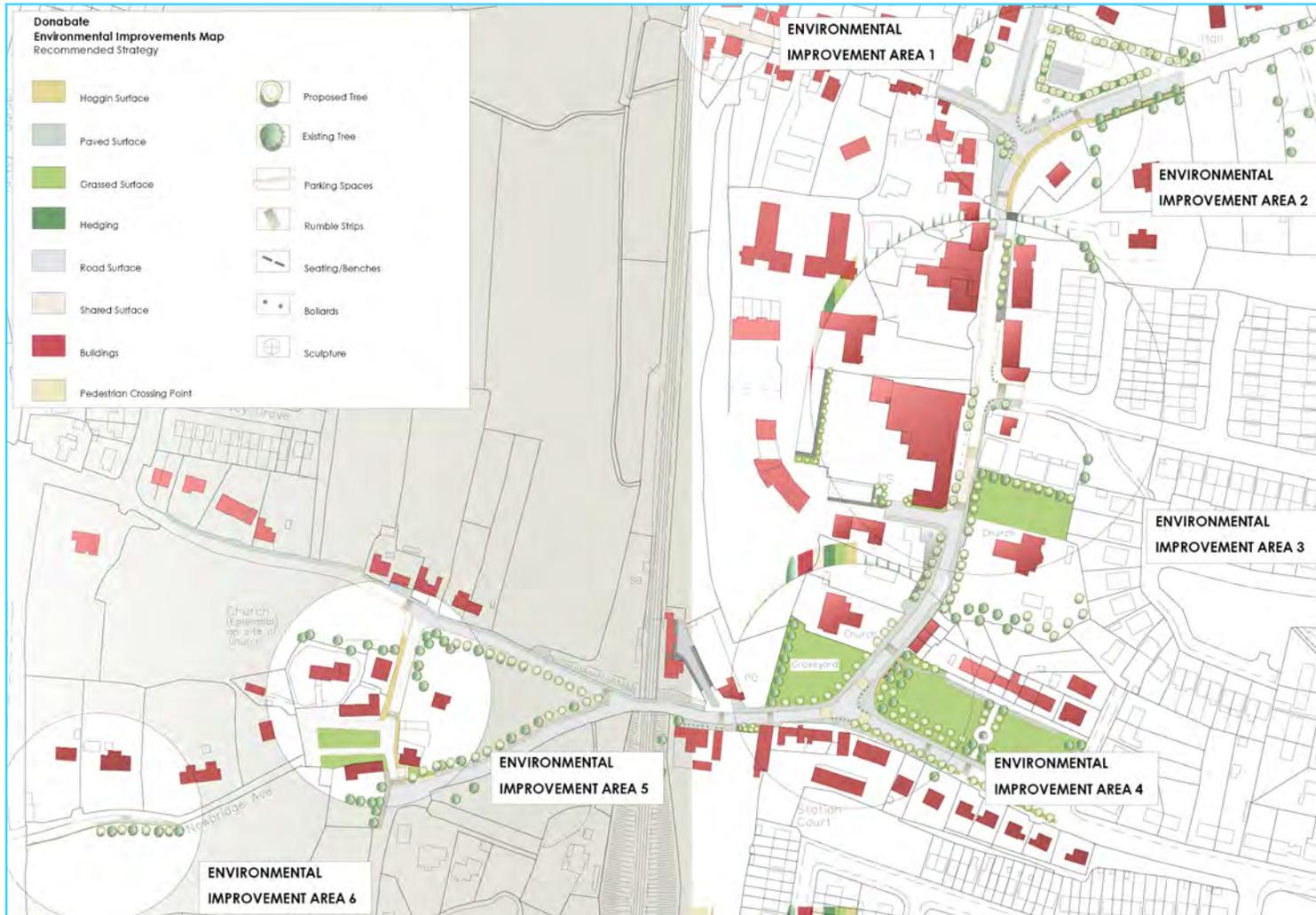
Donabate has many established trees through the Main Street, village 'green' and along the approach routes to the town centre. These will be retained where possible and new trees of similar appearance will be planted in prominent places such as along the western edge of the Main Street to complement the existing.

The materials used within the proposals will be robust and of high quality to create a modern town centre public realm. In order to reduce street clutter some street furniture and landscaping can be combined such as providing circular seating around trees at the village 'green'. Barriers and bollards will only be implemented where vital to maintain traffic management and safety. Cycle parking locations will be created at key locations on the Main Street and adjacent to the train station to prevent the use of alternative street furniture as cycle stands.

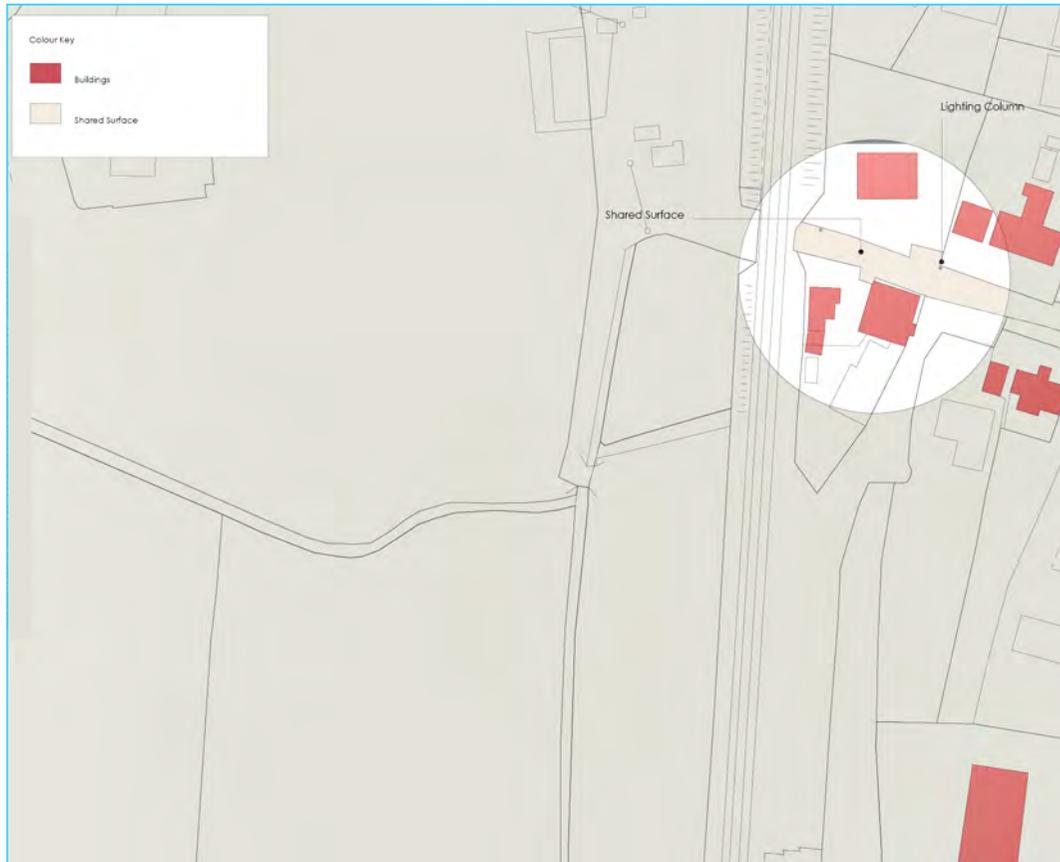


Examples of street furniture and materials

9.0 Environmental Improvements



9.0 Environmental Improvements



ENVIRONMENTAL IMPROVEMENT AREA I

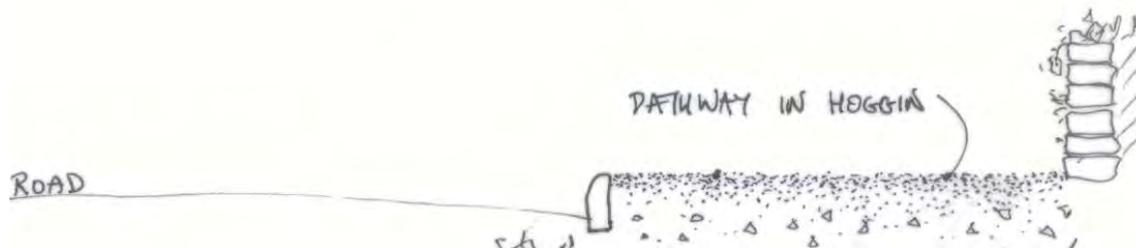
Restricted Pedestrian and Vehicular Link under Rail line

It is proposed to surface the restricted pedestrian and vehicular link connecting the residential estates to the west with the Main Street to the east with a shared surface. The mature planted character of this area will be reinforced by use of a resin bonded surface or a similar permeable material. The bonded surface shall be edged with granite setts and where possible should form an integral part of the SUDS system.

Along the existing link the lighting levels are poor. Generally this area feels unsafe and unwelcome. There is therefore an opportunity to introduce lighting columns along its length to fulfill both a functional role as well as improving overall safety and security. Where possible lighting should explore the possibility to utilise sustainable solutions: Low Power /Long Life / Solar power/Wind Power.



9.0 Environmental Improvements



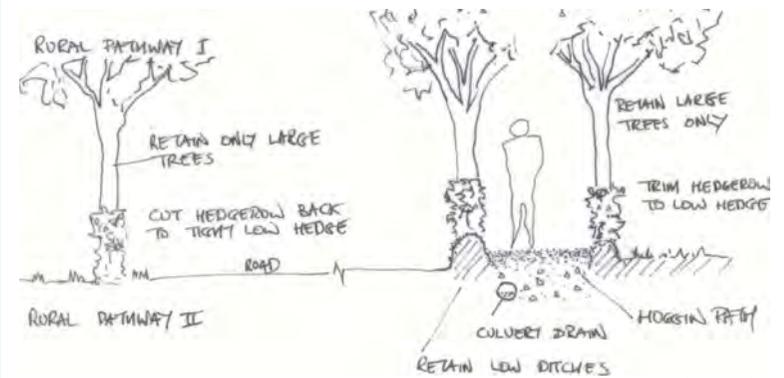
▶ Section BB

ENVIRONMENTAL IMPROVEMENT AREA 2

Northern Gateway - The Hand Junction: Main Street, Portrane Road & Beaverstown Road Junction

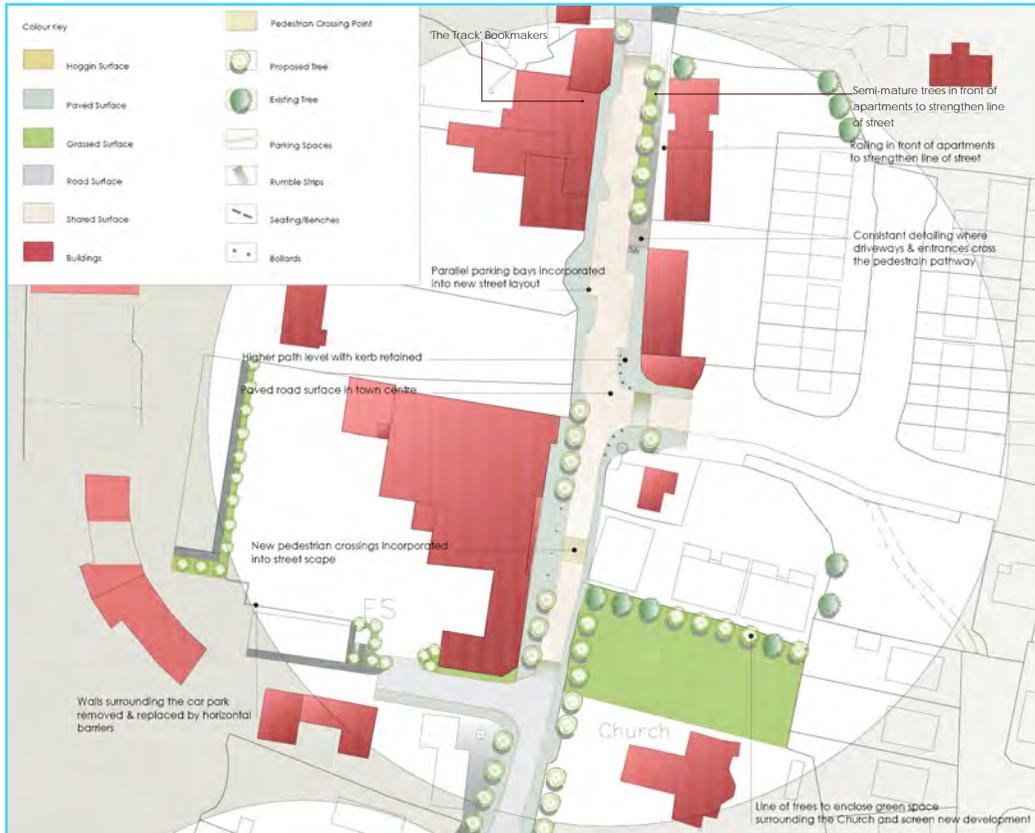
This junction is an important gateway into the town of Donabate. In the short to medium term the site that forms the junction is required to house a waste water treatment pumping station. Landscaping and screening to this pumping station will be critical to maintain and enhance this important focal site.

It is proposed to reduce the width of carriageway to 6.5 metres, widen the footpaths and introduce a pedestrian crossing on the junction. The widened footpath will become a focal point at the end of all three roads approaching the junction, with semi-mature street trees and appropriate street furniture. Rumble strips at regular intervals along Portrane Road and Beaverstown Road will further reduce traffic speed and indicate an arrival at the centre of the town. It is proposed to use stone kerbs defining the new road alignment with good quality stone paving on pedestrian paths. Rumble strips will be rough-cut granite setts set into the tarmac surface. It is also proposed to create a new path on the south side of Portrane Road, leading around the bend to link it with Main Street. This will be 'hoggin' or banded gravel and will run inside the existing trees along this boundary retaining the rural nature of this area.



▶ Section AA

9.0 Environmental Improvements

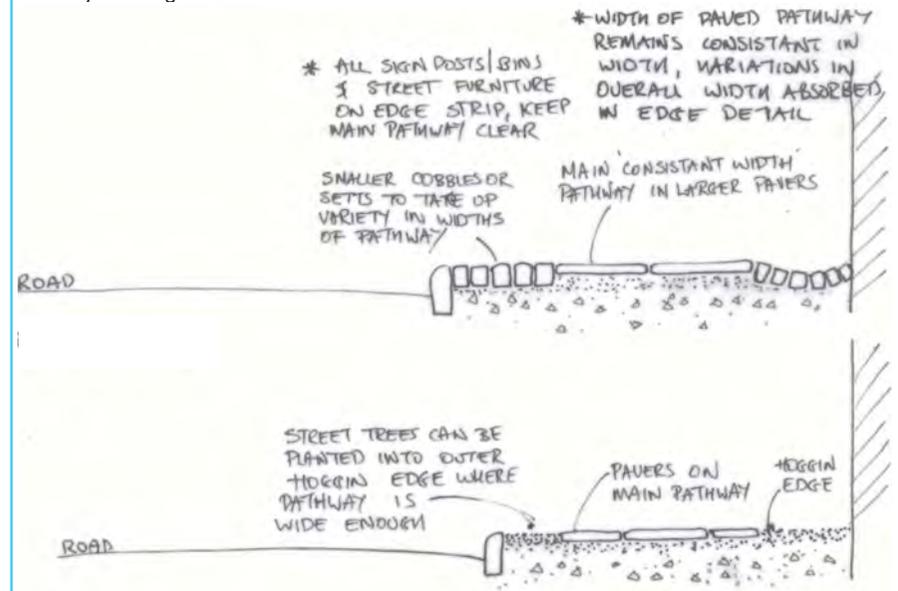


► Indicative materials

ENVIRONMENTAL IMPROVEMENT AREA 3

Town Centre/Main Street

It is proposed that the centre of section of Main Street, running from west of the park as far as 'The Track' bookmakers, is to be re-surfaced to indicate a zone shared by pedestrians and vehicles. The carriageway will be reduced to a consistent width of 6.5 metres. A step up from the road to the footpath at the kerb will be retained. Parallel parking bays will be provided on both sides, and semi-mature street trees planted to reinforce the building line. The ground surface around the cast iron pump is to be restored using river-washed cobbles and stone edging. The road surface will be replaced with good quality stone setts. Granite kerbs will be used, and footpaths paved with stone slabs. Stone setts will be used on the pavement at driveways and entrances indicating a shared use for safety purposes. Hoggin will be used around the base of the street trees, and bollards, tree guards, benches appropriate to the area will be used. Improved planting will be provided at corner of Warrington House and entrance to Fairways housing estate.



► Typical urban pathway sections

9.0 Environmental Improvements



ENVIRONMENTAL IMPROVEMENT AREA 4

Southern Gateway

This area is an important gateway to the town centre. The carriageway will be reduced to a consistent width of 6.5 metres and bus stops rationalised. Rumble strips of rough-cut granite setts will be introduced at regular intervals as a traffic calming measure. The brick wall on the western edge of the park fronting onto the Main Street will be removed, allowing greater permeability. The edge will be reinforced by the reinstatement of a double line of trees, the remnants of which is still apparent. Bollards will prevent traffic entering the park, and a circular planting bed will provide a focal point within the park. Benches along the perimeter will be provided. A new line of street trees will be planted inside the graveyard wall to define the corner, and will extend northwards in the paved surface. Along the boundary wall opposite, low growing flowering cherries will frame views of the church. Further tree planting on the churches northern boundary will screen the recent development. Signage at the junction will be rationalised and appropriate street furniture used.



► Indicative materials



9.0 Environmental Improvements



ENVIRONMENTAL IMPROVEMENT AREA 5

Newbridge Demesne

It is proposed to locate pedestrian crossing points to the north and south of the green, which will help to contain the space as well as acting as a traffic calming measure. The rural character of this area will be retained by use of hoggin surface on the footpaths, stone kerbs, and appropriate street furniture. Existing over-mature trees will be inter-planted with species found in the demesne.



► Indicative materials

9.0 Environmental Improvements



KEY AREA 6 Newbridge Avenue

Proposals for this area are low-key, in order to maintain the rural character of the area. The grassy area running alongside the footpath will be cleaned up, undergrowth removed and re-seeded. The existing laneway will be inter-planted with similar species, maintaining views on the western end. A new run of estate railings to match existing will help reinforce the edge.



► Indicative materials

9.0 Environmental Improvements

A material and furniture palette is proposed for Donabate. The palette is intended to be simple and robust enough to act as a useful, legible tool for designers and to provide the consistency and unity required to create a new identity for Donabate.

Typical Paving and Edges



Natural Stone pavers



Granite setts



Resin bonded gravel surface/Hoggin

Typical Boundary Treatments



Ground cover



Estates gates



Typical Street Furniture



Timber seating



Timber bollards

10.0

Key Site Design and Development Briefs

The Donabate Local Area Plan 2006 has identified seven key strategic development areas (as shown in Map 2: Key Areas for Design and Site Development Briefs) each having a different character and role in the future development of the urban centre. The aim of this section is to present a vision for how these areas might be developed/redeveloped in an integrated manner to provide for additional facilities to serve the expanding town in a way that will enhance and improve the civic and environmental quality of Donabate and the vibrancy and vitality of the village core.

To allow for optimum integration with the existing town centre piecemeal or ad hoc development will not be permitted within the development brief boundaries. The individual landowners will be encouraged to coordinate and integrate an approach for the development/redevelopment of their sites through the use of these development briefs. The heights described in this section of the document are the recommended maximum permissible heights. It will be a key principle that new development will positively front onto the public realm so that they contribute to the activity and thus the safety of public spaces.

Development proposals must demonstrate compliance with:

- County Development Plan standards, objectives and policies relating to private, semi-private and public open spaces, car parking and separation distances
- Relevant Standards relating to daylight, sunlight and overshadowing

For each of the development sites the existing character of the area is described. An analysis of the site is examined under the following key headings:

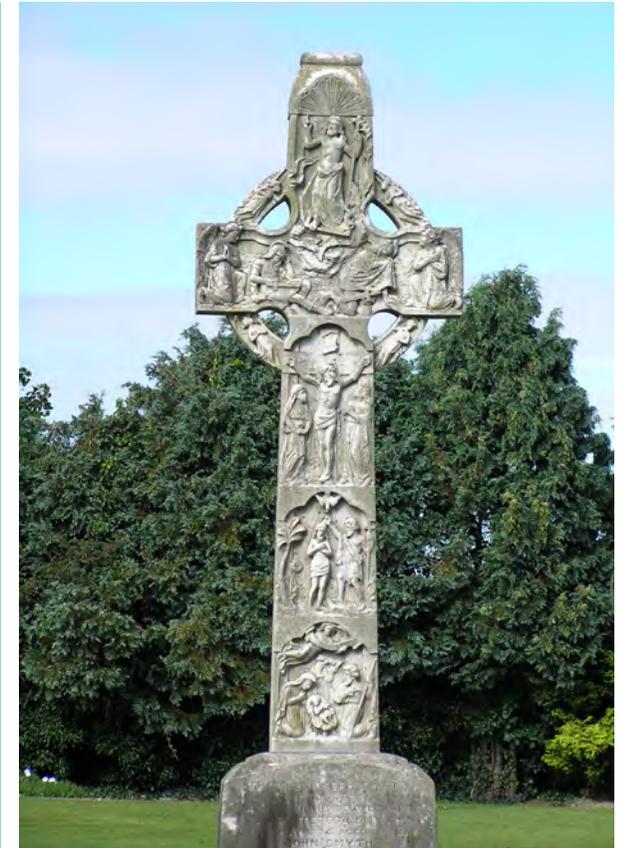
- Existing Character
- Existing Uses
- Topography
- Natural and Manmade Features
- Physical and Visual Connections

Arising from the analysis, key design criteria are formulated to assist in the preparation of indicative site design and development briefs. These briefs typically consist of illustrative block plans and perspectives to help visualise the massing and position of the new buildings and environmental improvements.

Final developments may vary in detailed position from the examples shown, and the drawings are not intended to present their finished appearance and design. They are indicative and for guidance only.

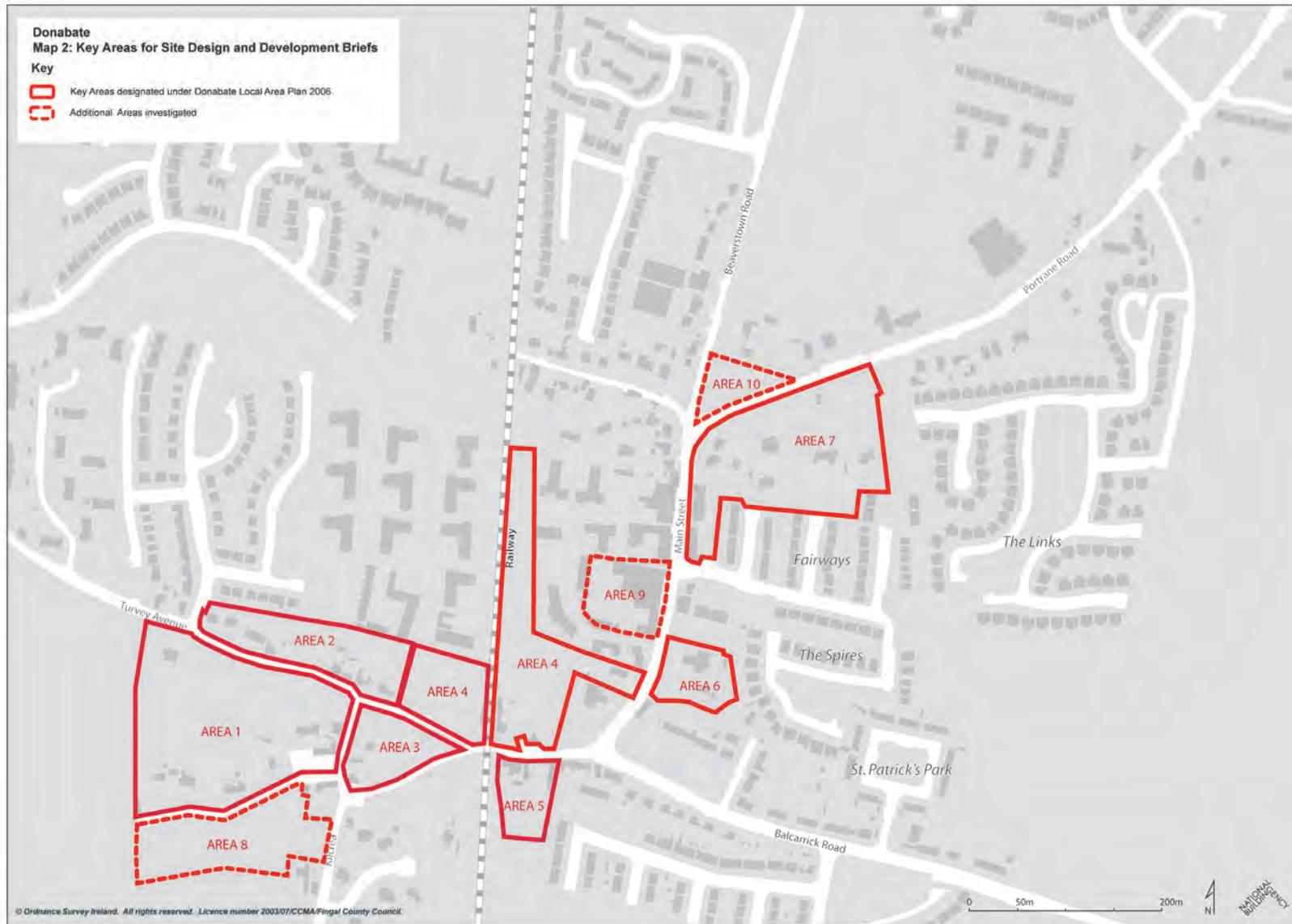
The preparation of Site Development Briefs for Area 2 (row of established detached residential units along Turvey Avenue) and Area 6 (St. Patrick's Roman Catholic Church) were considered inappropriate in light of their current uses. As such, these briefs have been omitted from this section. The preparation of a Site Development Brief for Area 10 was also considered inappropriate as in the short to medium term the site is required to house a waste -water treatment pumping station. Landscaping and screening to this pumping station is proposed to enhance the site and these environmental improvements are outlined in Section 9.0 - Environmental Improvement Area 2.

To allow for optimum integration with the existing town centre, piecemeal or ad hoc development within Area 2 will not be permitted. The individual landowners will be encouraged to coordinate and integrate an approach for the redevelopment of their individual sites in a holistic manner.



10.0

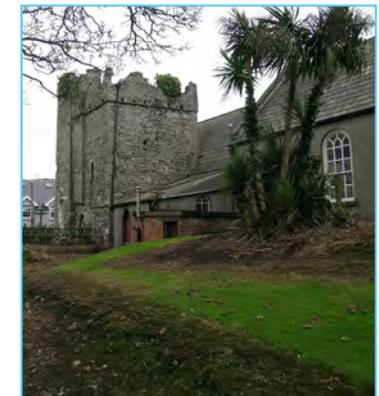
Key Site Design and Development Briefs



KEY AREA 1

Existing Character

- Key Area 1 is located to the southwest of Donabate town centre bounded by Turvey Avenue to the north and Newbridge Avenue to the south.
- The site is located within Newbridge Demesne Architectural Conservation Area.
- There is a pedestrian/vehicular link along the southern boundary of the site into Newbridge Demesne.
- The site is currently dominated by grassland, significant hedgerows and treestands.



10.0

Key Site Design and Development Briefs

KEY AREA 1

Analysis



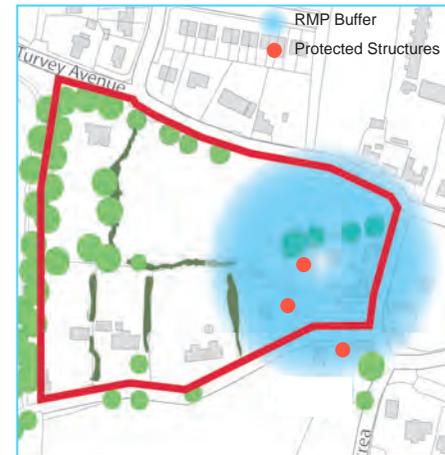
Existing Uses

The lands contained within the area are located on the edge of the built up fabric of the town. Predominantly residential in use the area has a semi rural character to it. The urban structure takes the form of a scattering of detached dwellings on large land parcels. St. Patrick's Church of Ireland Church occupies the highest point surrounded by fallow lands to the north and green open space in the form of a square to the south.



Topography

The land gradually rises eastward from the lowest point along the western edge (10m) towards St. Patrick's Church of Ireland Church, approximately 14m high.

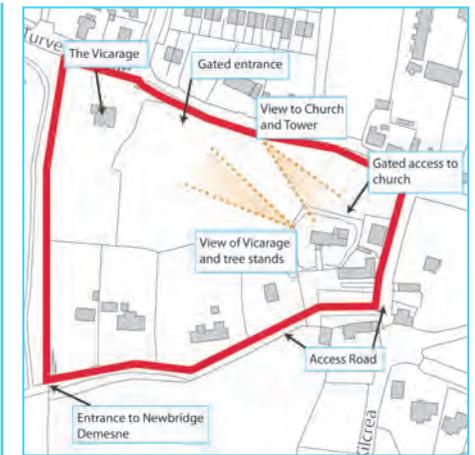


Natural and Manmade Features

The area also contains four items on the Record of Monuments and Places¹. The archaeological buffer zone is outlined in blue in the above diagram.

RMP No	Name
DU012-00501-	Church
DU012-00502-	Castle - Tower House
DU012-00503-	Graveyard
DU012-00504-	Memorial Slab

St. Patrick's Church of Ireland Church and a water pump found within the areas boundary are designated as a protected structures. 'The Cottage' which is located just outside the area's boundary is also a protected structure. Trees and hedgerows are evident on the western boundary. Along the boundary of St. Patrick's Church of Ireland Church there are clusters of mature treestands as well as a distinctive natural stone walls.



Physical and Visual Connections

The survey process identified a number of physical connections into the area. A gated access point is provided from Turvey Avenue into the fallow lands to the north. Also, a gated access exists from within the fallow lands to St. Patrick's Church of Ireland Church and tower.

Views to the surrounding landscape are offered from the higher ground at St. Patrick's Church of Ireland Church to the west towards the vicarage and surrounding treegroups. There is also a strong vista from Turvey Avenue towards the Church and tower nestled in mature treestands.

¹The Record of Monuments and Places are afforded statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. Section 12 (3) of the above Act requires that any interference/work to a known archaeological site and/or within the RMP buffer should be notified in writing to the Minister for Environment, Heritage and Local Government two months prior to the commencement of work. Prior to any development being considered within/proximate to the buffer and Protected Structures, consultation should be undertaken with Fingal County Council's Conservation Office and the Department of Environment, Heritage and Local Government.

10.0

Key Site Design and Development Briefs

KEY AREA 1: DESIGN PARAMETERS

VISION	To establish a cluster of low density housing in keeping with the rural character of the site
Area Character Type	Low density residential development area
Gross Area (excluding roads)	1.12ha
Uses	Detached houses
Maximum Dwellings per Hectare	4 units per hectare
Maximum Total Dwelling Units	5 units
Population Potential*	14
Minimum Affordable/Social Dwelling	up to 20%
Minimum Non Residential Development	n/a
Building Height (Maximum)	1-1.5 storeys
Maximum Landmark Building Height	n/a
Public Open Space	0.4ha in the form of a green link and park
Private Open Space	All dwellings to have a private garden.
Car Parking	1-2 spaces per dwelling
Roof Style	<ul style="list-style-type: none"> • Roofs should be of the pitched variety in the range of 37 to 40 degrees to allow for habitable roofs in the dormer roof space • Flat roofs should be avoided • Lean-to roofs should be of equal or lower pitch than the main roof
Material Finishes	<ul style="list-style-type: none"> • Ensure buildings have a consistent palette of materials in keeping with the existing rural character of the area. • Materials to consider include stone, brick, render, slate and timber • High quality boundary materials such as local traditional dry stone/lime mortared walls or low bank and hedging must be used throughout the scheme • Concrete block walls and brick walls are not acceptable
Building Setback	Consistent set back to building line in the range of 14-16m

*Average household size in Fingal is 2.8 (CSO 2006)

Any future development in this area shall have regard to road widening plans for Turvey Avenue



Indicative building forms and materials (images © rural design)

10.0

Key Site Design and Development Briefs

KEY AREA 1

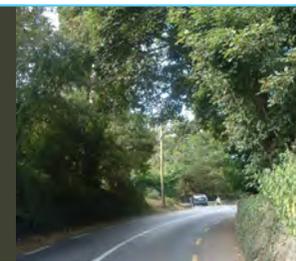
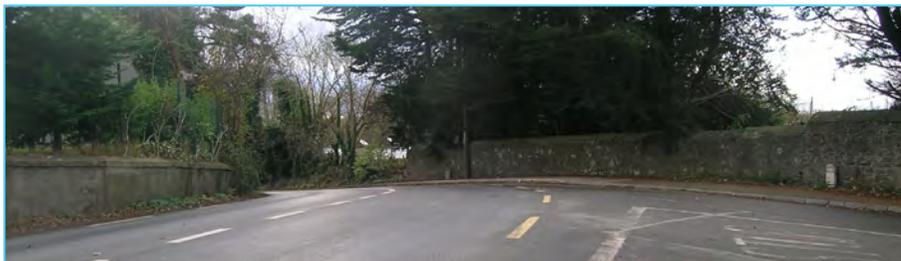
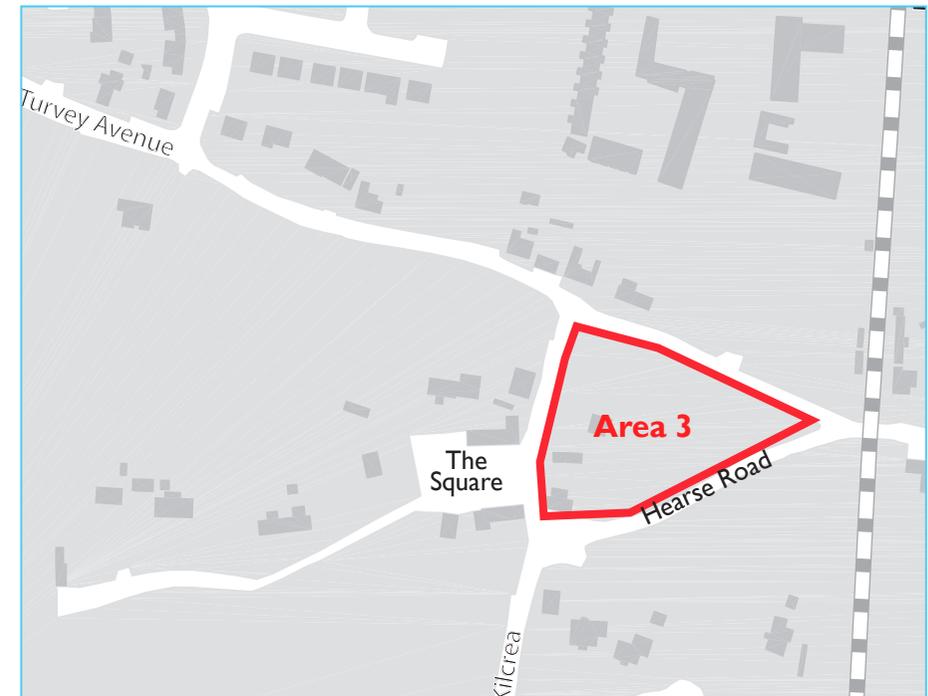


Indicative Sketch Perspectives of Low Density Cluster Housing

KEY AREA 3

Existing Character

- Area 3 is located to the southwest of Donabate Town Centre bounded to the north by Turvey Avenue and to the south by Kilcrea Road
- Area 3 is currently dominated by grassland and significant mature treestands.
- The site is located in close proximity to Newbridge Demesne ACA to the west



KEY AREA 3

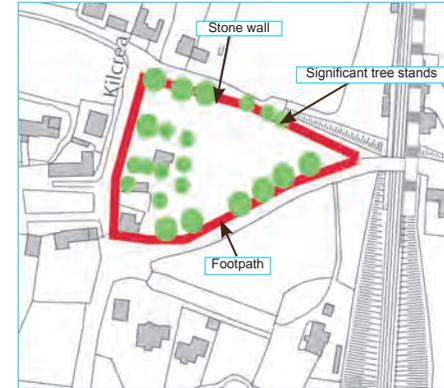
Analysis

**Existing Uses**

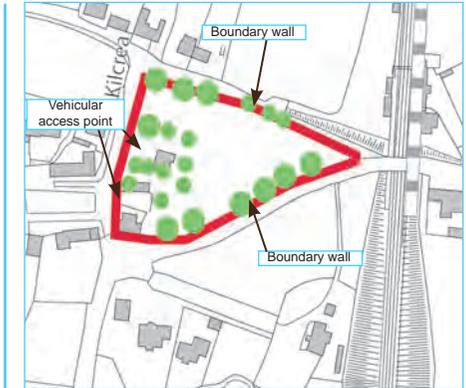
The lands contained within the area are located on the edge of the built up fabric of the town. The existing uses take the form of a scattering of detached dwellings on large land parcels to the western edge of the site. The remainder of the site to the east lies fallow.

**Topography**

The land gradually rises southward from the lowest point along the northern edge (11m) to approximately 15m high.

**Natural and Manmade Features**

The area contains significant treestands to the western and southern boundaries of the site. To the northern and southern edges, remains of stone walls can be seen.

**Physical and Visual Connections**

The main vehicular access points are located to the western edge of the site. Boundary stone walls to the northern and southern edges of the site prevent any direct physical and visual access.

A pedestrian footpath leading towards the town centre bounds the southern edge of the site.

10.0

Key Site Design and Development Briefs

KEY AREA 3: DESIGN PARAMETERS

VISION	To encourage a medium density residential development with a mix of unit types and tenures
Area Character Type	Medium Density Residential Development Area
Gross Area (excluding roads)	0.4ha
Uses	Apartments, Duplexes and Penthouses
Maximum Dwellings per Hectare	50 units per hectare
Maximum Total Dwelling Units	20 units approximately
Population Potential*	56
Minimum Affordable/Social Dwelling	up to 20%
Minimum Non Residential Development	n/a
Maximum Building Height	3 storeys
Maximum Landmark Building Height	4 storeys at junction to act as a focal building
Public Open Space	600 m ² in the form of a sheltered soft landscaped courtyard
Private Open Space	All dwellings to have access to private balconies/terraces
Car Parking	1-2 spaces per dwelling at basement or half-basement level Offices: 1 space per 25m ² gross floor area Restaurant/Cafe: 1 space per 5m ² dining area Shopping Centres and Retail Stores: 1 space per 20m ² gross floor area
Roof Style	<ul style="list-style-type: none"> A variety of roof profiles should be promoted at this location Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards
Wall and Roof Finishes	<ul style="list-style-type: none"> The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade Wall materials to consider include stone, brick, render, metal and wood Roof materials to consider include slate, photovoltaics, green roof and metal sheeting
Building Setback	Predominantly modest set backs to Turvey Avenue and Hearse Road (8 metres)

*Average household size in Fingal is 2.8 (CSO 2006)



Indicative building forms and materials

10.0

Key Site Design and Development Briefs

KEY AREA 3



Indicative Sketch Perspectives of Residential Development

KEY AREA 4 (west of rail line)

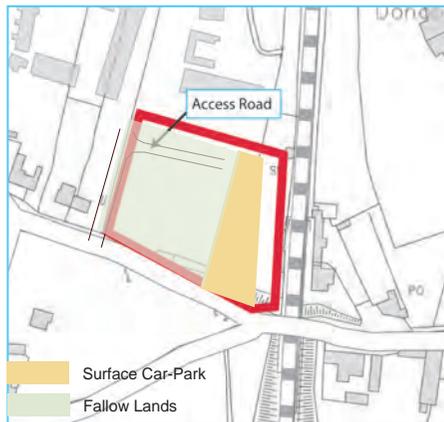
Existing Character

- Key Area 4 forms a key gateway site to the west of Donabate Town Centre.
- The site is bounded to the east by the railway track, to the north by the recently constructed residential development 'The Gallery' and to the south by Turvey Avenue
- Access to the site is from Turvey Avenue
- The majority of the site is currently undeveloped with no established treestands or vegetation
- There exists within the eastern part of the site, immediately adjacent to the railway track, a surface car park and a pedestrian bridge facilitating access to the station
- A new access road has been constructed inside the northern and western site boundaries



KEY AREA 4(west of rail line)

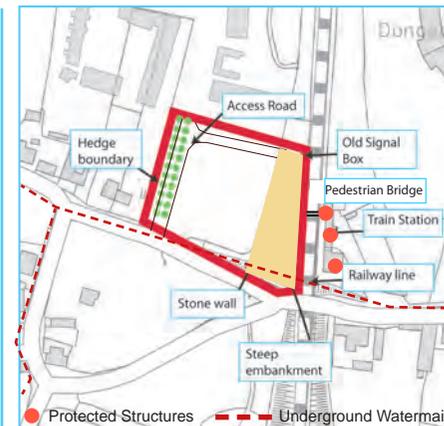
Analysis

**Existing Uses**

This gateway site currently lies undeveloped with no established treestands or vegetation. A railway line reservation exists to the western side of the railway track.

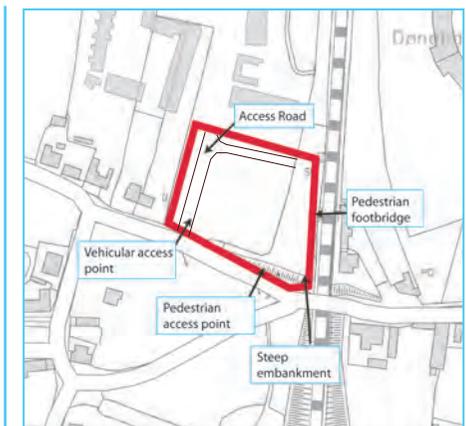
**Topography**

The land contained within the area's boundary is relatively flat rising southward from the lowest point along the northern edge (8m) towards Turvey Avenue at 10m high.

**Natural and Manmade Features**

The signal box and pedestrian bridge are designated under the Record of Protected Structures within the County Development Plan. The Railway Station and Former Station Master's House (also Protected Structures) lie outside the area's boundary.

New treestands line the local access road from Turvey Avenue towards 'The Gallery' development. An existing hedgerow associated with an established residential use lines the boundary to the west. To the southeast of the area a steep embankment meets the junction of Turvey Avenue and Kilcrea Road.

**Physical and Visual Connections**

A number of physical connections exist into the area. A vehicular and pedestrian access point is provided from Turvey Avenue to the area and beyond to 'The Gallery' residential development. A separate vehicular and pedestrian access point exists from Turvey Avenue to the surface carpark associated with the train station.

Because the site is located at low ground, west of the railway line there are no significant views or vistas from within the area.

10.0

Key Site Design and Development Briefs

KEY AREA 4: DESIGN PARAMETERS

VISION	To establish a new hub to generate footfall and create activity and animation west of the railway line with a range of suitable uses including employment, retail, leisure, residential as well as a new civic plaza.
Area Character Type	High Density Mixed Use Development Area
Gross Area (excluding roads)	0.6ha
Uses	Residential (Apartments, Duplexes, Penthouses) over ground floor Retail, Commercial and Civic Uses. As a rail line reservation exists to the western side of the railway track no overground development will be permitted in this area. The existing surface car park currently located along this reservation will remain.
Maximum Dwellings per Hectare	30 units per hectare
Maximum Total Dwelling Units	50 units approximately
Population Potential*	140
Minimum Affordable/Social Dwelling	up to 20%
Minimum Non Residential Development	2500m ²
Building Height (Maximum)	4 storeys
Maximum Landmark Building Height	5 storeys in the form of a 'Gateway' Building
Public Open Space	Minimum 650m ² in the form of a hard landscaped plaza and planted buffer to the southern edge of the site.
Private Open Space	All dwellings to have access to a landscaped internal courtyard of approximately 525m ²
Car Parking	Apartments: 1-2 spaces per dwelling (proposed at basement levels) Offices: 1 space per 25m ² gross floor area Restaurant/Cafe: 1 space per 5m ² dining area Shopping Centres and Retail Stores: 1 space per 20m ² gross floor area
Roof Style	<ul style="list-style-type: none"> A variety of roof profiles should be promoted at this key gateway location. Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards.
Wall and Roof Finishes	<ul style="list-style-type: none"> The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade. Wall materials to consider include stone, brick, render, metal and wood. Roof materials to consider include slate, photovoltaics, green roof and metal sheeting.
Building Setback	Setback of between 3m and 12m due to the steep fall in topography to the southern edge of the site.

*Average household size in Fingal is 2.8 (CSO 2006)



Indicative building forms and materials

10.0

Key Site Design and Development Briefs

KEY AREA 4 (west of rail line)



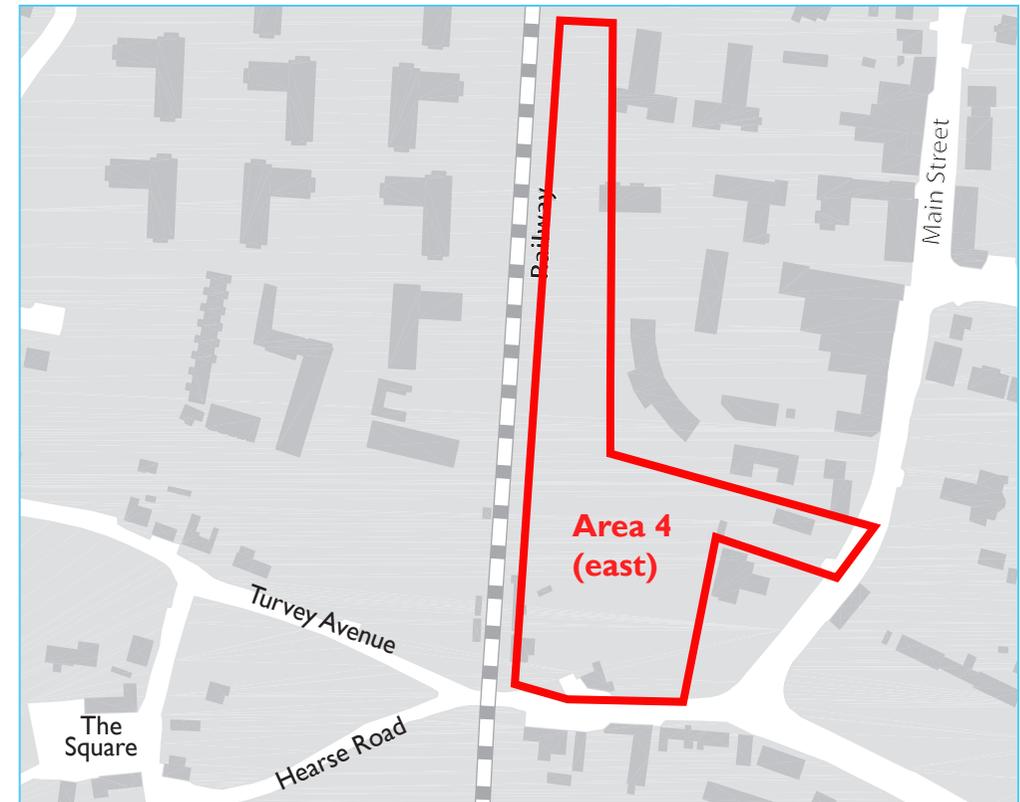
Indicative Sketch Perspectives of Mixed Use Development with Civic Plaza

KEY AREA 4

(east of railway line)

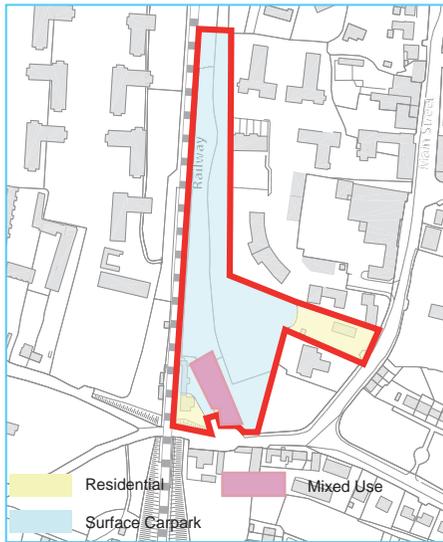
Existing Character

- Area 4 is bounded to the west by the railway line and to the east and south by Main Street
- The site is currently dominated by a large surface car park associated with the railway station
- Significant mature treestands line the eastern edge of the site



KEY AREA 4 (east of railway line)

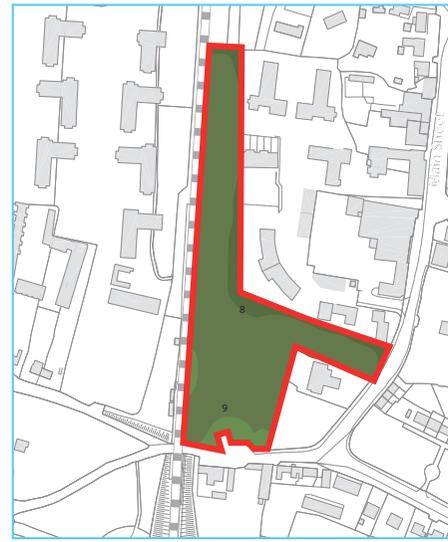
Analysis



Existing Uses

The site immediately to the west currently consists of a former Station Master's House as well as Donabate Railway Station. A mixed use commercial development which housed the Post Office forms the southern boundary of the site. To the eastern boundary of the site lies a detached single storey bungalow.

The majority of the site consists of surface car parking associated with the Railway Station.



Topography

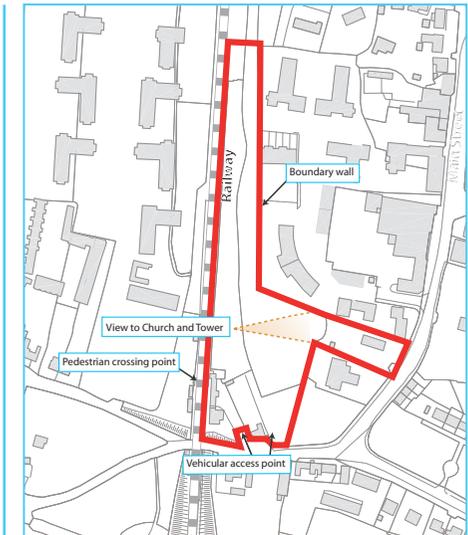
The land contained within the area's boundary is relatively flat rising southward from the lowest point along the northern edge (8m) towards Turvey Avenue at 10m high.



Natural and Manmade Features

The signal box and pedestrian bridge are designated under the Record of Protected Structures within the County Development Plan. The Railway Station and Former Station Master's House (also Protected Structures) lie within the area's boundary.

Significant treestands and hedgerows form the eastern boundary of the site.



Physical and Visual Connections

A vehicular and pedestrian access point is provided from the southern boundary of the site. The railway line to the west presents a significant physical barrier within the site.

There is a significant view eastwards to St. Patrick's Roman Catholic Church.

10.0 Key Site Design and Development Briefs

KEY AREA 4 (east of railway line)

KEY AREA 4: DESIGN PARAMETERS	
VISION	To encourage mixed use development which contributes to the overall character of the town core on this key site adjoining the train station.
Area Character Type	High Density Mixed Use Development Area
Gross Area (excluding roads)	1.64ha
Uses	<ul style="list-style-type: none"> • Apartments, Duplexes, Penthouses over ground floor Retail and Commercial Uses • Offices • Transport Interchange
Maximum Dwellings per Hectare	54 units per hectare
Maximum Total Dwelling Units	90 units approximately
Population Potential*	252
Minimum Affordable/Social Dwelling	Up to 20%
Minimum Non Residential Development	7500m ²
Maximum Building Height	3 storeys
Maximum Landmark Building Height	4 storeys
Public Open Space	Minimum 2500m ² in the form of a civic plaza, planted green verges and grassed areas.
Private Open Space	All dwellings to have access to private balconies/terraces and roofgarden
Car Parking	<p>Provided over 2 basement levels and surface car parking. Approximate capacity of basement car park: 350 spaces (Current capacity: 145 marked spaces, 5 disabled spaces and 18 unmarked spaces)</p> <p>Apartments: 1-2 spaces per dwelling Offices: 1 space per 25m² gross floor area Restaurant/Cafe: 1 space per 5m² dining area</p> <p><i>Having regard to the close proximity of the Train Station a reduction of the car parking development plan standards may be considered subject to consultation with Fingal County Council Transportation Department.</i></p>
Roof Style	<ul style="list-style-type: none"> • A variety of roof profiles should be promoted at this location • Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards
Wall and Roof Finishes	<ul style="list-style-type: none"> • The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade • Wall materials to consider include stone, brick, render, metal and wood • Roof materials to consider include slate, photovoltaics, green roof and metal sheeting
Building Setback	Predominantly modest set backs to main arterial route (8 metres)

*Average household size in Fingal is 2.8 (CSO 2006)

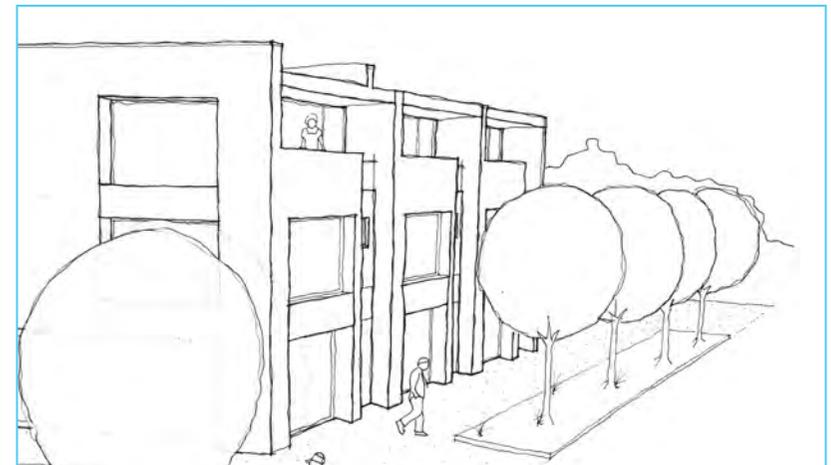
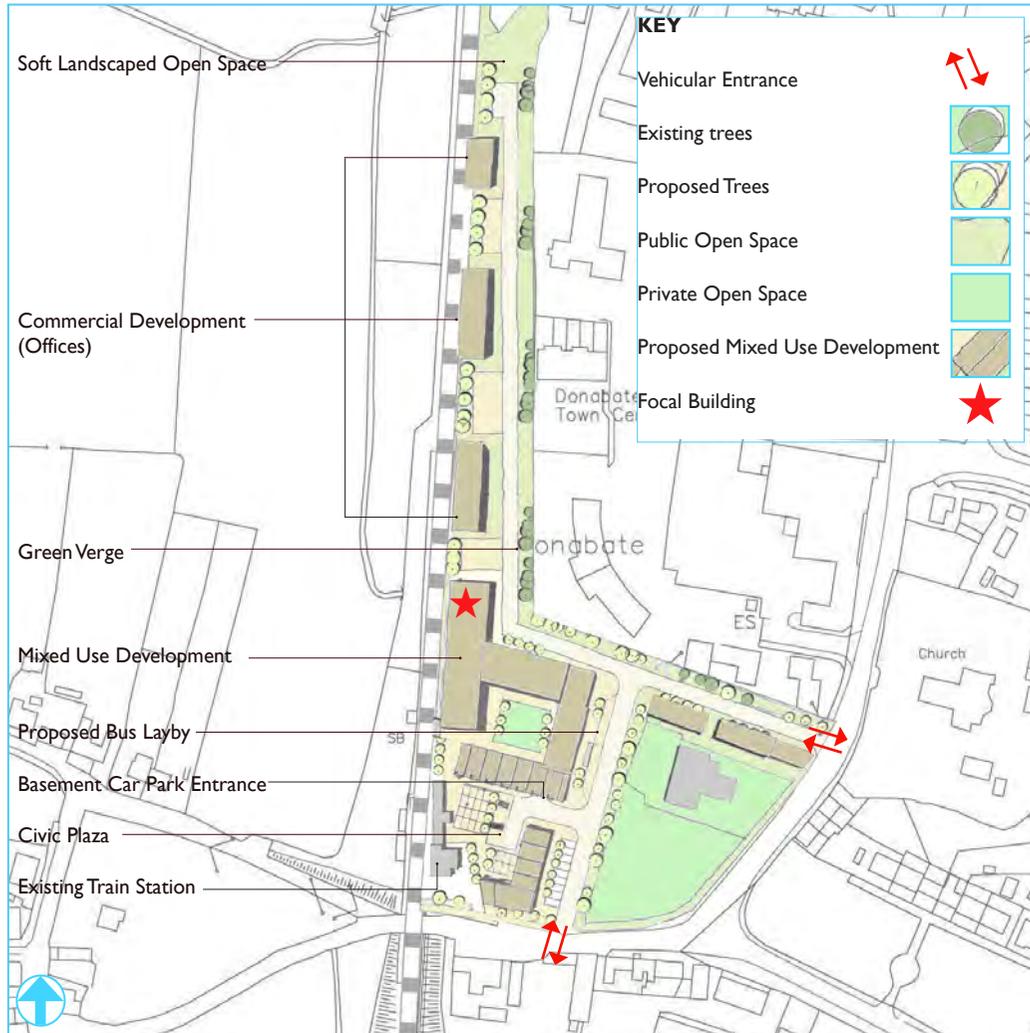


Indicative building forms and materials

10.0

Key Site Design and Development Briefs

KEY AREA 4 (East of railway line)

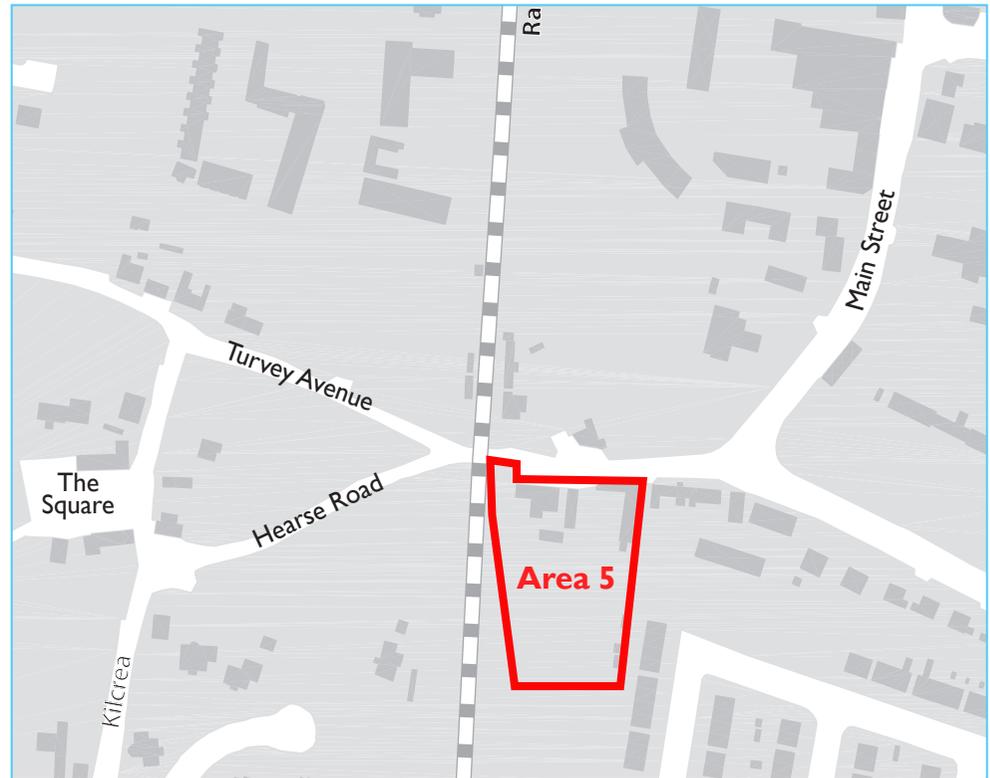


Indicative Sketch Perspectives of Mixed Use Development

KEY AREA 5

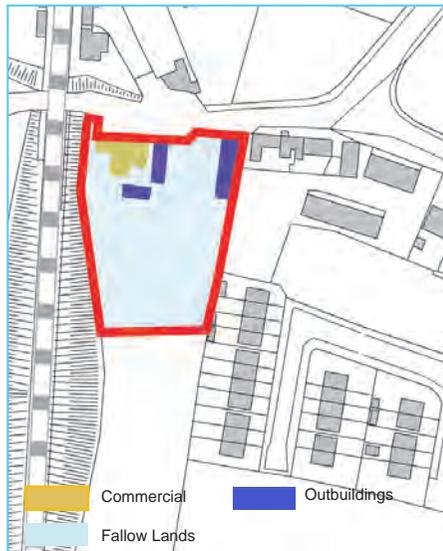
Existing Character

- Area 5 is bounded to the west by the railway line and to the north by the Main Street
- The site currently consists of Smyth's Public House, a protected structure and associated former mill stone outbuildings fronting onto the Main Street and a large surface car park to the rear
- Significant mature treestands line the western edge of the site



KEY AREA 5

Analysis



Existing Uses

The site is located to the southern edge of Donabate Town Centre. The Railway Line bounds the western edge of the site. Smyth's Public House bounds the northern edge of the site onto Main Street. A large surface car park is located to the rear of the Public House.



Topography

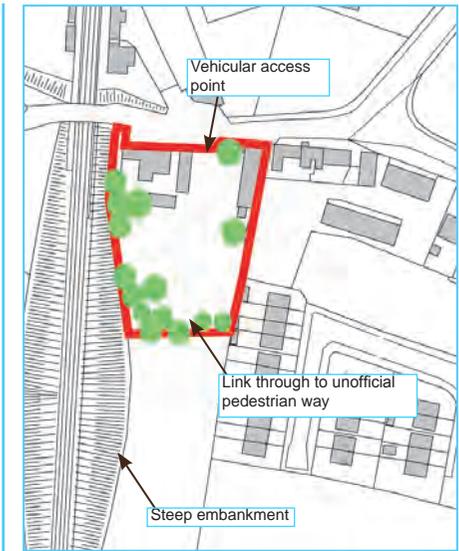
The land contained within the area's boundary is elevated rising southward from the lowest point along the northern edge (12m) to 18m high.



Natural and Manmade Features

Smyth's Public House is designated under the Record of Protected Structures within the County Development Plan. Significant treestands and hedgerows form the western and southern boundary of the site. Stone buildings of character are found to the northern edge of the site.

A steep embankment associated with the railway line bounds the western edge of the site.



Physical and Visual Connections

A vehicular access point is provided from the northern boundary of the site.

An unofficial pedestrian pathway extends southwards through the site and beyond.

The railway line to the west presents a significant physical barrier to east-west connections.

10.0

Key Site Design and Development Briefs

KEY AREA 5

KEY AREA 5: DESIGN PARAMETERS	
VISION	To allow for the redevelopment of the backlands and the re-use of existing buildings of character
Area Character Type	Medium Density Mixed Use Development Area
Gross Area (excluding roads)	0.4ha
Uses	<ul style="list-style-type: none"> • Apartments over ground floor Retail Uses • Offices
Maximum Dwellings per Hectare	15 units per hectare
Maximum Total Dwelling Units	6 units approximately
Population Potential*	16.8
Minimum Affordable/Social Dwelling	Up to 20%
Minimum Non Residential Development	500m ²
Maximum Building Height	3 storeys
Maximum Landmark Building Height	n/a
Public Open Space	Minimum 500m ² in the form of a civic plaza, planted green verges and grassed areas
Private Open Space	All dwellings to have access to rear private open space
Car Parking	Surface car parking organised in perpendicular parking bays. Apartments: 1-2 spaces per dwelling (proposed at basement levels) Offices: 1 space per 25m ² gross floor area Restaurant/Cafe: 1 space per 5m ² dining area
Roof Style	<ul style="list-style-type: none"> • A variety of roof profiles should be promoted at this location • Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards
Wall and Roof Finishes	<ul style="list-style-type: none"> • The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade • Wall materials to consider include stone, brick, render, metal and wood • Roof materials to consider include slate, photovoltaics, green roof and metal sheeting
Building Setback	Predominantly small set backs to main arterial route (Minimum 5 metres)

*Average household size in Fingal is 2.8 (CSO 2006)



Indicative building forms and materials (images © Murray O Laoire Architects)

10.0

Key Site Design and Development Briefs

KEY AREA 5

- Existing Smyth's Public House
- Spill out area for Restaurants/Cafe's
- Reuse of Stone Buildings for Mixed Uses
- Surface Car Parking
- Civic Square
- Green
- Mixed Use Development
- Requirement for Pedestrian/Cycle Linkage southwards
(No vehicular access shall be provided through this site to link into the LAP lands)



KEY	
Vehicular Entrance	
Existing trees to be retained	
Proposed Trees	
Public Open Space	
Proposed Mixed Use Development	
Existing Development	
Focal Building	

KEY AREA 7

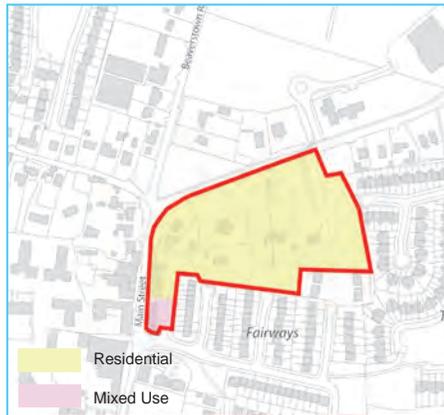
Existing Character

- Area 7 is located to the northeast of Donabate Town Centre bounded to the north by Portrane Road and to the west by Main Street. 'The Links' and 'Fairways' residential estates bound the site to the south and east respectively
- Area 7 is currently dominated by large detached residential units on significantly large plots



KEY AREA 7

Analysis



Existing Uses

This gateway site consists mainly of low density detached housing on large plots with established treestands or vegetation to the northern edge of the site along Portrane Road .



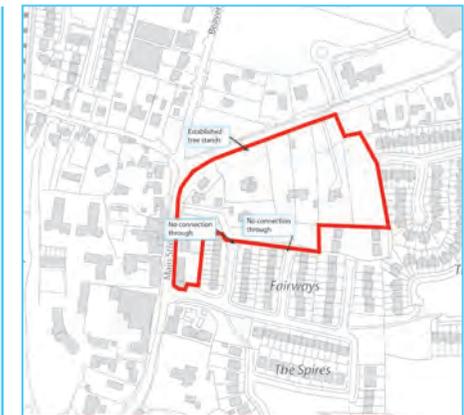
Topography

The land contained within the area's boundary is relatively flat rising southward from the lowest point along the northern edge (6m) to 7m at its southeastern edge.



Natural and Manmade Features

Mature tree stands and hedgerows define the northern boundary along the Portrane Road. Mature tree stands also delineate the plot boundaries within the site.



Physical and Visual Connections

No physical connections exist within the site to the residential estates to the southern boundary. Mature treestands and vegetation to the northern boundary of the site along the Portrane Road restrict any visual connections into the site.

10.0 Key Site Design and Development Briefs

KEY AREA 7: DESIGN PARAMETERS	
VISION	To allow for the mixed use redevelopment of these lands with positive new frontage development onto the Portrane Road, while protecting adjoining residential amenities
Area Character Type	High Density Mixed Use Development Area
Gross Area (excluding roads)	2.79ha
Uses	<ul style="list-style-type: none"> • Apartments, Duplexes, Penthouses over ground floor Retail and Commercial Uses. • Community Facility (or Supermarket)
Maximum Dwellings per Hectare	70 units per hectare
Maximum Total Dwelling Units	Residential Blocks: 129 units Mixed Use Blocks: 68 units
Population Potential*	552
Minimum Affordable/Social Dwelling ⁰	Up to 20%
Minimum Non Residential Development	Mixed Use Blocks: 2000m ² Primary Healthcare Facility (or Supermarket): 2600m ²
Maximum Building Height	3 storeys
Maximum Landmark Building Height	4 storeys at key focal points (<i>Refer to indicative sketch plan overleaf for locations</i>)
Public Open Space	Residential/Mixed Use Blocks: 2100m ² in the form of soft landscaped greens Primary Healthcare Facility: 900m ² in the form of a hard landscaped entrance plaza
Private Open Space	All residential units to have access to private balconies/terraces as well as semi private landscaped greens
Car Parking	1-2 spaces per dwelling at surface and basement level Offices: 1 space per 25m ² gross floor area Restaurant/Cafe: 1 space per 5m ² dining area Shopping Centres and Retail Stores: 1 space per 20m ² gross floor area
Roof Style	<ul style="list-style-type: none"> • A variety of roof profiles should be promoted at this location • Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards
Wall and Roof Finishes	<ul style="list-style-type: none"> • The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade • Wall materials to consider include stone, brick, render, metal and wood • Roof materials to consider include slate, photovoltaics, green roof and metal sheeting
Building Setback	Large set back to Portrane Road (10 metres) to facilitate the retention of existing trees. Please refer to Chapter 9.0 Environmental Improvements: Key Area 1. Modest setback of 5m along Main Street

*Average household size in Fingal is 2.8 (CSO 2006)



Indicative building forms and materials

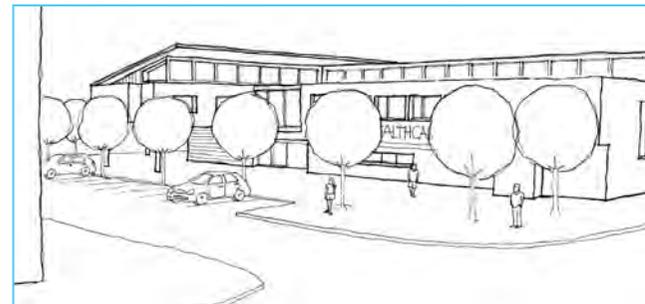
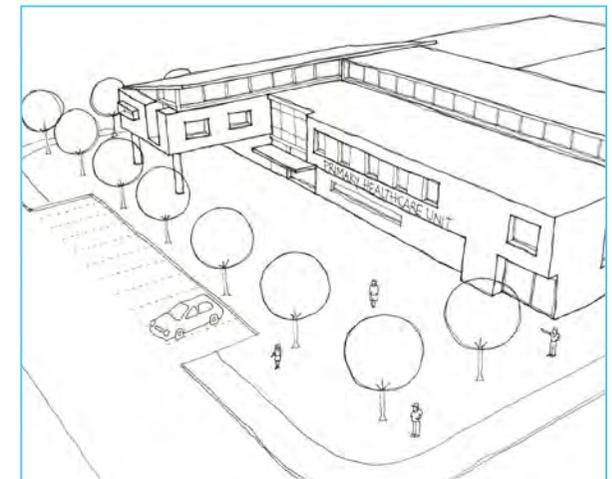
10.0

Key Site Design and Development Briefs

KEY AREA 7



Detail A: Alternative Option for a Supermarket with surface carparking



KEY

- Vehicular Entrance
- Existing trees to be retained
- Proposed Trees
- Public Open Space
- Private Open Space
- Proposed Development
- Focal Buildings



KEY AREA 8

Existing Character

- Area 8 is located to the southwest of Donabate Town Centre bounded to the north by Newbridge Avenue and Kilcrea Road to the east
- The site is located within Newbridge Demesne Architectural Conservation Area
- Area 8 is currently dominated by grassland and significant hedgerows
- Significant mature treestands (as part of Newbridge Demesne) form an effective boundary to the southern and western boundaries of the site
- The Fingal County Development Plan contains the following map based local objectives in relation to the site:
 - Objective 146: To facilitate the provision of a maximum 6 dwelling units on a site of 1Ha/2.6 Acres. The dwellings to be sited in a cluster/terrace formation
 - Objective 147: 147 The front boundary to be enclosed in stone to match that of Newbridge Demesne
- There is no current planning permission pending for the site



KEY AREA 8

Analysis



Existing Uses

The lands contained within area 8 are located on the edge of the built up fabric of the town adjacent to Newbridge Demesne. The lands within the area are currently fallow.



Topography

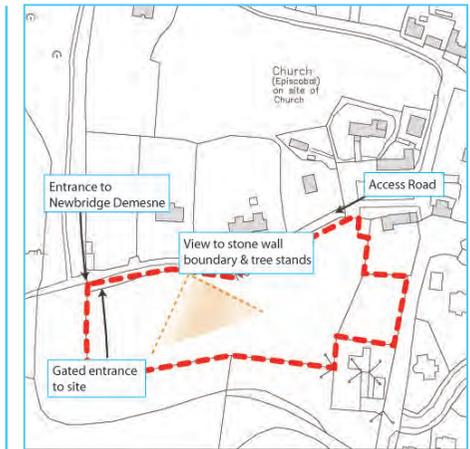
The land gradually rises eastward from the lowest point along the western edge (9m) towards 'the Cottage' at the Square at 15m high.



Natural and Manmade Features

The area is in close proximity to sites recorded in the Record of Monuments and Places'. St. Patrick's Church of Ireland Church, a water pump and 'the Cottage' are also designated as protected structures. The archaeological buffer zone is outlined in blue in the above diagram. However its effect on area 8 is minimal.

Trees and hedgerows occur on the western and southern boundary and are associated with Newbridge Demesne. Along these boundaries also there is an attractive distinctive natural stone wall.



Physical and Visual Connections

The survey process identified a number of physical connections into the area. A gated access point to the area is provided from Newbridge Avenue into the fallow lands to the south.

Views south to the surrounding landscape are offered from Newbridge Avenue to the significant mature tree groups and stone wall associated with Newbridge Demesne.

¹The Record of Monuments and Places are afforded statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. Section 12 (3) of the above Act requires that any interference/work to a known archaeological site and/or within the RMP buffer should be notified in writing to the Minister for Environment, Heritage and Local Government two months prior to the commencement of work. Prior to any development being considered within/proximate to the buffer and Protected Structures, consultation should be undertaken with Fingal County Council's Conservation Office and the Department of Environment, Heritage and Local Government.

10.0

Key Site Design and Development Briefs

KEY AREA 8: DESIGN PARAMETERS	
VISION	To establish a cluster of low density housing in keeping with the rural character of the area
Area Character Type	Low density residential development area
Gross Area (excluding roads)	1.26ha
Uses	Detached houses
Maximum Dwellings per Hectare	5 units per hectare
Maximum Total Dwelling Units	7 units
Population Potential*	19.6
Minimum Affordable/Social Dwelling	Up to 20%
Minimum Non Residential Development	n/a
Building Height (Maximum)	1-1.5 storeys
Maximum Landmark Building Height	n/a
Public Open Space	Minimum 0.16 ha in the form of a planted buffer to the northern edge of the site and informal green areas
Private Open Space	All dwellings to have a private garden.
Car Parking	1-2 spaces per dwelling
Roof Style	<ul style="list-style-type: none"> • Roofs should be of the pitched variety in the range of 37 to 40 degrees to allow for habitable roofs in the dormer roof space. • Flat roofs should be avoided. • Lean-to roofs should be of equal or lower pitch than the main roof
Wall and Roof Finishes	<ul style="list-style-type: none"> • Ensure buildings have a consistent palette of materials in keeping with the existing rural character of the area. • Materials to consider include stone, brick, render, slate and timber • High quality boundary materials such as local traditional dry stone/lime mortared walls or low bank and hedging must be used throughout the scheme • Concrete block walls and brick walls are not acceptable
Building Setback	Consistent set back to building line in the range of 11-15m

*Average household size in Fingal is 2.8 (CSO 2006)

KEY AREA 8



Indicative Site Plan



Indicative building forms and materials (images © rural design)

KEY AREA 9

Existing Character

- Key Area 9 represents a key developed land holding within the town centre
- The site is bounded to the west and north by residential development, to the south by Donabate Cemetary and to the east by the Main Street.
- The existing character of the site is developed and urban in nature



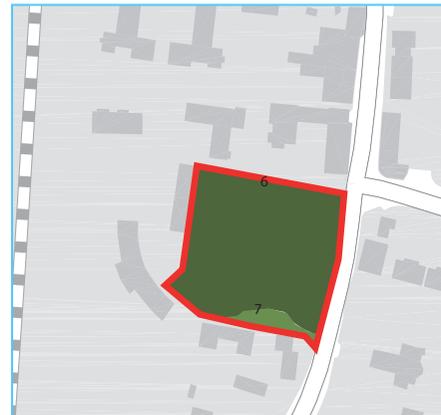
KEY AREA 9

Analysis



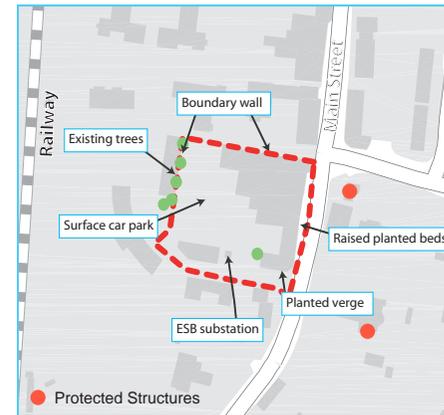
Existing Uses

The site currently consists of a mixed use development with a large retail convenience store fronting onto the Main Street, a commercial building and a large surface car park.



Topography

The land contained within the area's boundary is relatively flat rising southward from the lowest point along the northern edge 6m towards the southern edge at 7m high.

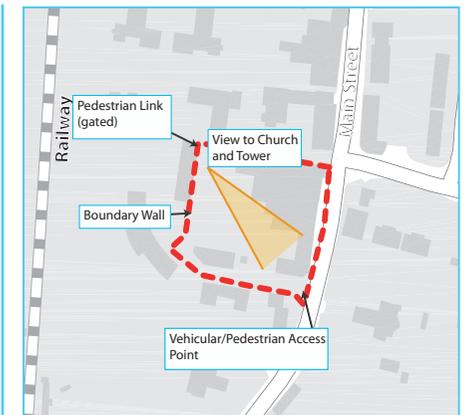


Natural and Manmade Features

Warrington's House and St. Patrick's Roman Catholic Church are designated under the Record of Protected Structures within the County Development Plan. These structures are located outside of the site boundary to the east.

The site contains few established treestands or vegetation. A standalone ESB substation is located to the southern edge of the site and is visible from the public realm.

A high blockwork boundary wall forms the northern edge of the site



Physical and Visual Connections

The main vehicular link into the site is at the eastern boundary of the site from Main Street.

A pedestrian connection, currently locked and gated, exists to the north western boundary of the site. There is a significant view from this point southeastwards to St. Patrick's Roman Catholic Church.

10.0

Key Site Design and Development Briefs

KEY AREA 9: DESIGN PARAMETERS

VISION	To allow for the redevelopment of this key town centre site with a positive frontage to Main Street. Enhance the existing amenity of the town by the creation of a New Town Square within the site
Area Character Type	High Density Mixed Use Development Area
Gross Area (excluding roads)	0.6ha
Uses	Apartments, Duplexes, Penthouses over ground floor Retail, Commercial Uses
Maximum Dwellings per Hectare	73 units per hectare
Maximum Total Dwelling Units	44 units approximately
Population Potential*	123
Minimum Affordable/Social Dwelling	Up to 20%
Minimum Non Residential Development	8000m ²
Building Height (Maximum)	4 storeys
Maximum Landmark Building Height	n/a
Public Open Space	Minimum 1000m ² in the form of a civic plaza
Private Open Space	All residential units to have access to a landscaped roof garden of 800m ² as well as private terraces/balconies
Car Parking	Parking will be accommodated at basement and surface levels Apartments: 1-2 spaces per dwelling Offices: 1 space per 25m ² gross floor area Restaurant/Cafe: 1 space per 5m ² dining area Shopping Centres and Retail Stores: 1 space per 20m ² gross floor area
Roof Style	<ul style="list-style-type: none"> A variety of roof profiles should be promoted at this location Avoid the use of modern box eaves with deep projecting fascias and projecting barge boards
Wall and Roof Finishes	<ul style="list-style-type: none"> The minimum solid is to comprise of 40% of the facade. The maximum void or glazed area is expressed as 60% of the facade Wall materials to consider include stone, brick, render, metal and wood Roof materials to consider include slate, photovoltaics, green roof and metal sheeting
Building Setback	Predominantly modest set backs to Main Street (3-5 metres), increasing with localised variation providing variety and interest.

*Average household size in Fingal is 2.8 (CSO 2006)

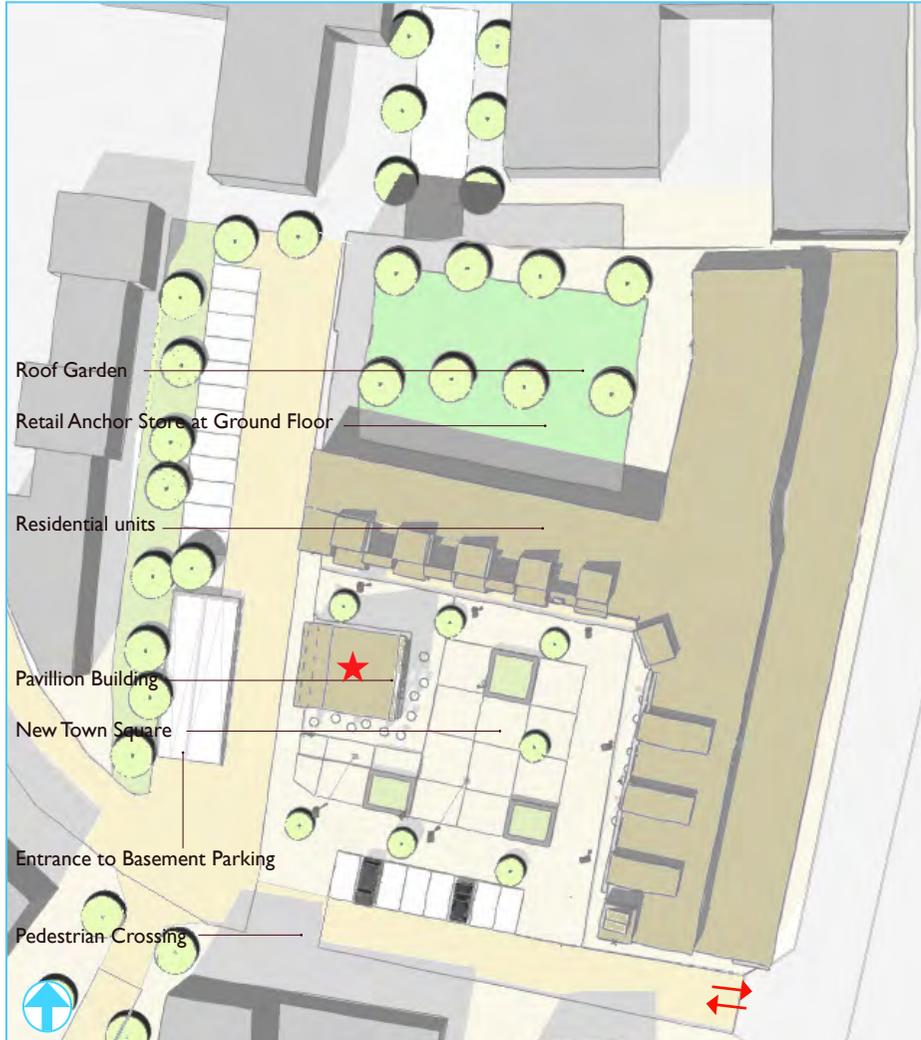


Indicative building forms and materials

10.0

Key Site Design and Development Briefs

KEY AREA 9



Indicative Site Plan



Indicative Elevation to Main Street



Indicative Perspective of New Town Square

KEY

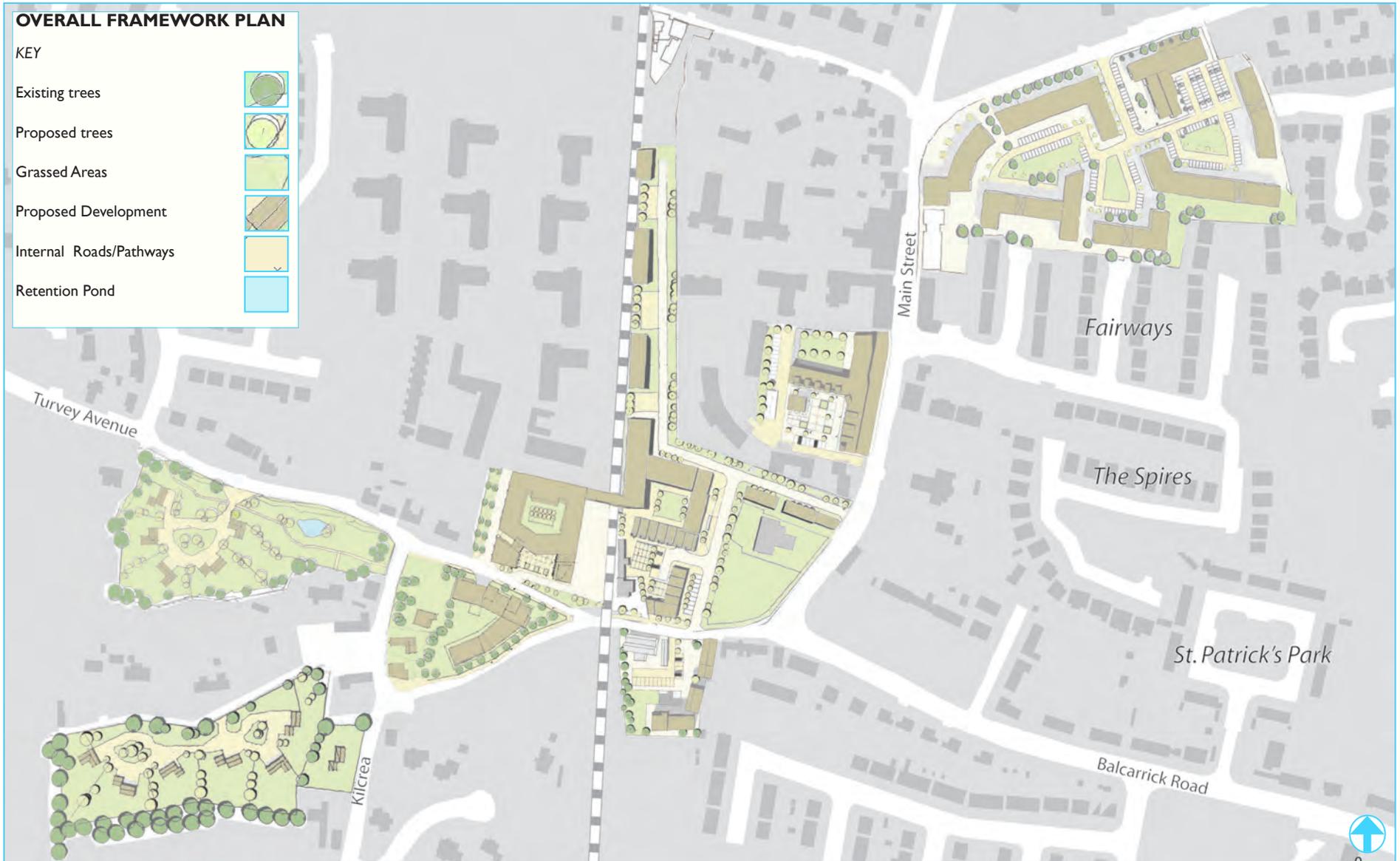
- Vehicular Entrance 
- Proposed Trees 
- Public Open Space 
- Private Open Space 
- Proposed Development 
- Focal Building 



Indicative Sketch Perspectives to Main Street

10.0

Key Site Design and Development Briefs



Appendix 1 ILTP Transport Study

As part of the modelling exercise a detailed assessment of existing and future development was carried out. This shows that the town is forecast to grow from an existing population of around 9,000 people (including recent developments and permissions) to an estimated 23,477 people over a 15 year period. Such growth would be commensurate with what has recently occurred in Balbriggan for example. The forecasted population would place Donabate alongside towns such as Drogheda, Kilkenny, Naas and Wexford in the current urban hierarchy.

The study appraised the existing transport environment and identified the following: -

- High amounts of low density housing remote from public transport facilities
- Poor pedestrian and cycle facilities approaching the town centre
- Poor pedestrian crossing facilities within the town centre
- Poor traffic and parking management, especially during school traffic periods
- 8% of current trips are internal to Donabate
- 38% of current trips are to the north city area (including Swords, Malahide, Portmarnock and the airport)
- 27% of current trips are to the city centre and port
- A 60:40 car:PT mode split according to Fingal/DTO surveys

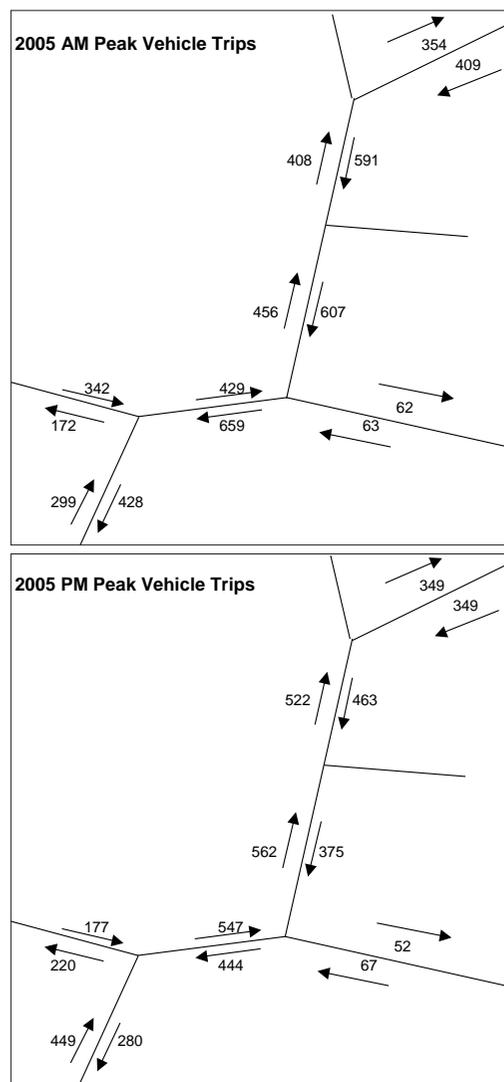


Figure 1: 2005 Donabate Town Centre Vehicle Trips (source: ILTP study)

The study examined two distributor road route options both with and without traffic management in the town centre. A preferred distributor road alignment was identified (“option 2”). The study also identified that traffic management would be essential within the town centre for the overall transport strategy to be effective. The study recommended the following: -

- Traffic calming on town centre approaches
- Traffic calming within the town centre
- Provision for increased bus services within Donabate
- A 30kmph zone within the town centre
- Traffic management measures to address queuing at the train station and approaching schools during the school run

The study determined that such measures would be essential for the planned distributor road network to be effective. It concluded, “traffic management measures within Donabate are vitally important to create a friendly environment that can cater for the needs of the local community and to allow sustainable transport to develop within the Donabate Peninsula.”

Figure 1 shows the surveyed and modelled town centre vehicular traffic flows in 2005. Figure 2 shows forecasted vehicular trips through Donabate town centre within the existing road network with the distributor road in place both with and without traffic management in the town centre.

Appendix 1 ILTP Transport Study

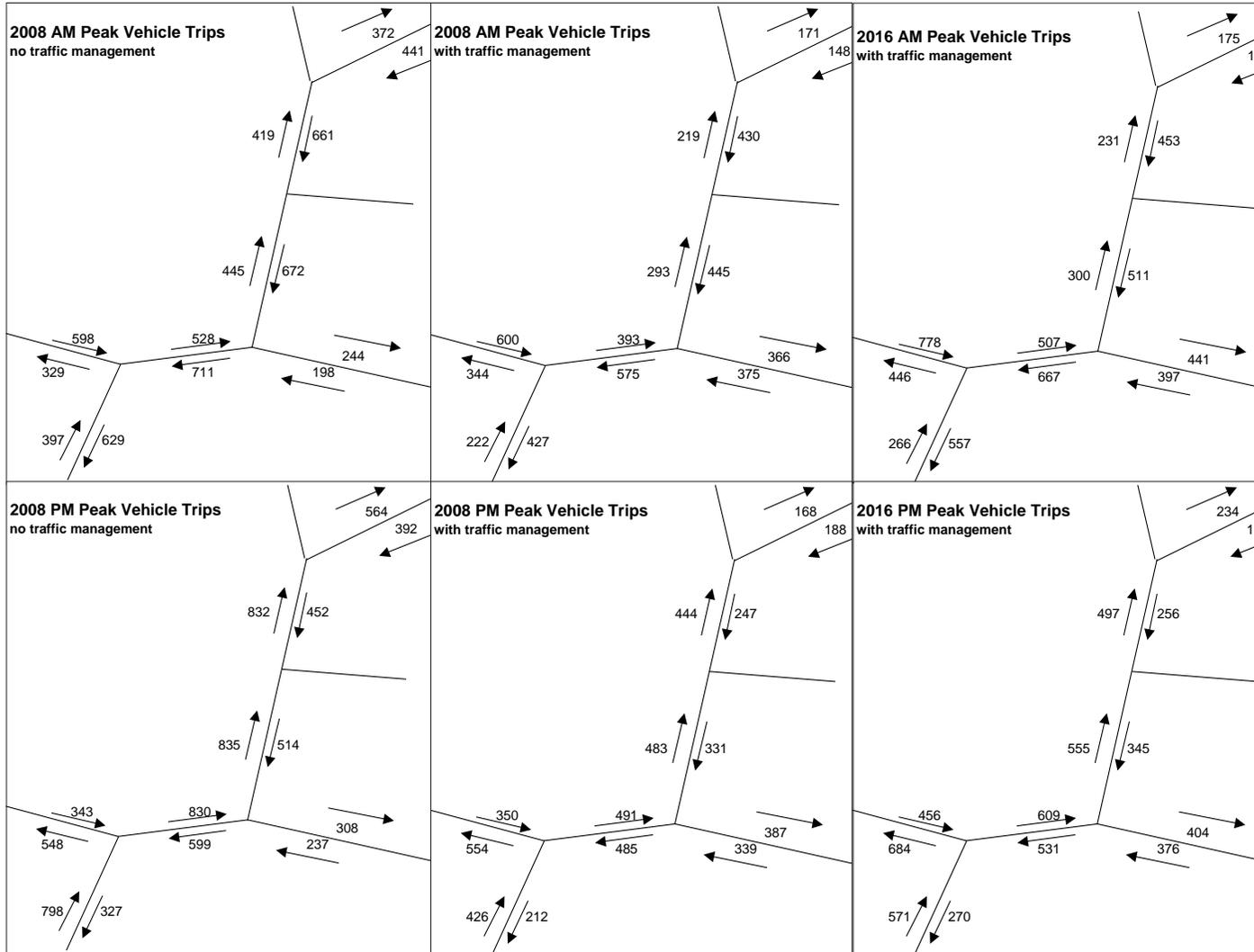


Figure 2: Forecasted Donabate Town Centre Vehicle Trips (source: ILTP study)

Summarising the above figures, Figure 3 shows the forecasted two-way vehicular flows in Donabate Town Centre. With no traffic management in place, an increase of 23% is forecast in 2008 (however, this may also be constrained by road capacity). With traffic management in place, flows are forecast to fall by 22% - 14% in 2008 and 2016 respectively.

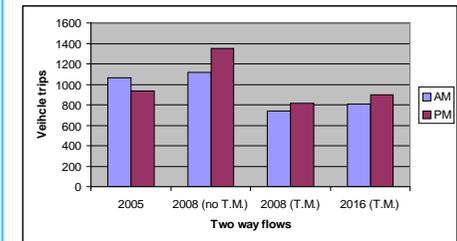


Figure 3: Forecasted Two Way Flows

Appendix 2

Consultation Report

Submission No	Content/Issues Raised
1	<ul style="list-style-type: none"> a) Lack of footpaths on the corner of Portrane Road to the east. b) Would be willing to discuss allowing space on their lands for footpath provision. c) Would like to see traffic calming measures and a safe crossing at the corner of Main Street and Portane Road. d) Would like to have vehicular access to house on Portrane Road beside existing neighbouring access. e) Safety in village centre – assaults committed. Would like some form of surveillance or permanent Garda presence in village centre.
2 Donabate-Portrane Community Council	<ul style="list-style-type: none"> a) Lack of Garda presence on a permanent basis. b) Lack of consultation with wider public. c) Poor channels of communication between Fingal County Council and interested bodies. d) Donabate currently has the services and facilities typical of a small village which is inadequate to cater for its current population, which is equal to that of a large town. e) No library, health centre, theatre, shops, bank, fire station, garda station etc. f) Where is the planned ring road? – It was first proposed in 1982/1983. g) The vast majority of parking in the village centre is privately controlled – this will be problematic as parking becomes more of an issue. h) The two southern school sites should be amalgamated to form one educational hub at the proposed primary school site in the south, similar to the one proposed in the north of Donabate. i) Need to look at the location of the train station and its capacity. A third line would be required to allow the DART service and the Belfast Service to operate together. j) Iarnoid Eireann should be contacted to discuss their proposals for their lands and to see if they are open to suggestions. k) There is need for a multi-storey car park in Donabate. l) Traffic is destroying the village character – all traffic to Portrane must pass through Donabate. m) Creation of a liveable town/village centre. n) Would potentially like to see the ground floor units of Block 2 converted into retail/commercial with active frontages o) Would like to see a connection from Ballisk Court into Area 4 east of the railway line
3	<ul style="list-style-type: none"> a) Footpath along Turvey Avenue needs to be widened and extended b) Triangular piece of land at junction of Kilcrea and Turvey Avenue lands north at Turvey Avenue - the owner is willing to allow for widening of footpath here. c) Railings at the bridge are not appropriate, they are too utilitarian in nature d) Need to extend the railings for pedestrian safety reasons e) Place boxed junctions at key locations along Turvey Avenue for safety f) Designated parking bays needed to right side of Balcarrick Road adjacent to the 'village green' g) Turning radii at junction of Balcarrick Road onto the Main Street needs to be tightened h) Widen footpath outside the church and graveyard on the western edge of the Main Street i) Raised table needed at junction to car park at train station j) Open up the backlands adjacent to the train station to create a new street k) Junction needs to be tightened outside 'Daybreak' retail shop approaching 'Fairways' and 'The Spires' estate
4	<ul style="list-style-type: none"> a) Feels that the area around Smyths pub is losing sense of activity. The bus used to stop outside the pub and the post office is potentially moving on. The chipper and off license adjacent have closed also b) The car park to the rear has been sold on but the pub still retains 50 carparking spaces c) Steep area to front of the pub was the result of the council retarmacadaming of the road surface. The slope was much gentler beforehand d) Wants to see environmental improvements (low planted hedge buffer) to the front of the pub to include lighting e) Would be keen to see the old mill buildings restored and reused f) Would also be generally keen on providing a building to the streetfront with vehicular access underneath between the pub and the old mill buildings g)
5	<ul style="list-style-type: none"> a) Garda Station needed b) Corner junction of Portrane Road and Main Street to the east side needs widened footpaths c) Need to continue the footpath outside Ballalease Court d) Need to facilitate a Primary Healthcare Unit within the town e) On Turvey Avenue the footpaths need to extend f) At the junction of Portrane Road and Beaverstown Road there is a need to 't' the junction here to make it safer g) Designated Lay-by for bus needed on the Main Street h) Traffic calming measures needed along the Main junctions into town i) Keelings pub is a noise nuisance in the evening

6	<ul style="list-style-type: none"> a) Town needs to be balanced. Currently there are few facilities/services to serve the west side of the railway line b) Shelman proposes key pedestrian and cycle linkages through the site at key area 4 to the east side of the railway line c) Have a desire for a mixed use development to include basement parking, apartments retail and community facilities over 3-4 storeys d) Issue with water mains directly under site which cordons off development potential to the southern end of key area 4 e) Reservation buffer to the west side of the train line also needs to be considered in any proposal for the key area f) Would like to see a connection over the rail line for pedestrians g) Night economy is needed to make the area lively
7 HSE	<ul style="list-style-type: none"> a) Would like to see a primary healthcare facility within the new town centre b) Requirement also for 15-20 car parking spaces associated with this use
8 Parish Pastoral Forum	<ul style="list-style-type: none"> a) A desire that the Church car park not be included in any car parking strategy. b) A desire to consider a suitable site for the construction of a Drop in Site /Youth Cafe around the town centre as a very large percentage of the population -possibly as a high as 50% are children and teenagers. c) Does not desire the youth cafe to be on the lands of the church. Requests a more secluded area of the village for this to be developed d) Desires the retention of the grassed verge to the north of the church site e) The Forum would be favourable to general environmental improvements along the main street that would enhance the area, with the exception of tree planting i.e. in front of the church. f)
9 ESB	<ul style="list-style-type: none"> a) Stated that the substation located to the rear of the shopping centre acts as a feed for both the apartments and the shopping centre b) Stated that the building could be incorporated into another building if it met appropriate fire regulations and safety standards c) For the substation to be removed would involve a substantial cost. The location also would need to be close to the existing and checked with the ESB for suitability and costing. d) The utility boxes on the main street would be a lot easier and flexible than the substation to remove. Again its relocation would need to be in close vicinity to the existing location as it feeds the traffic lights and church.
10	<ul style="list-style-type: none"> a) John Keeling built the centre in the late 1990's b) If had the chance again would underground the car park and expand retail above ground c) Would like to see an increase on existing of 50-60 car parking spaces upon existing if it was possible
11 Donabate Community Council	<ul style="list-style-type: none"> a) That the existing town centre of Donabate be enhanced in accordance with the provisions of the Donabate Local Area Plan b) That any other commercial centre to be developed within the Local Area Plan lands does not compromise the viability of the existing town centre c) The provision of an integrated transport hub for Donabate and Portrane to include rail/bus service needs, car and bicycle parking. d) Provide for a high degree of permeability, specifically cycling, pedestrian and vehicular permeability both within and between those areas and connecting to the existing town centre e) Provision to be made for footpaths, cycleways and walkways and in particular access to the train station, Newbridge Demesnes, the beaches and the major open spaces at Rogerstown and Broadmeadow estuaries f) Need for Garda Station, Medical Centre, Retirement Homes, pre school childcare, tertiary education, library/resource centre, new train station and bus depot, youth facilities, parking and traffic management