



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Proposed Public Realm Improvement Works at:

Northeast side of Sandymount Green
Sandymount, Dublin 4

Design Report

15.05.2026



This report was commissioned by Dublin City Council Transportation & Public Realm Department in conjunction with the City Architects Division to provide an overview of the proposed public realm improvement works at Northeast side of Sandymount Green, Sandymount, Dublin 4.

Document History

Northeast Side of Sandymount Green - Design Report

Department		Security Classification	
City Architects Division		Low	
Version	Revised Date	Prepared By	Section Revised
Pre-Part 8	27 February 2026	City Architects	NA
Draft For Planning	13 April 2026	City Architects	NA
Draft Pre-Validation	05 May 2026	City Architects	NA
Part 8	15 May 2026	City Architects	NA
Document Owner	Document Number	Status	Date Approved
Liam Morrissey	CA24018 DR 1	Final	15 May 2026

Contents

1	Project Overview & Objectives	6
2	Historical Context	9
3	Site Context	14
4	Policy Context	15
5	Planning.....	19
6	Consultations.....	20
7	Design Proposals.....	23
8	Traffic.....	24
9	Universal Design.....	26
10	Environment & Sustainability.....	27
11	Archaeology & Conservation	29
12	Material Palette	31
13	Street Furniture	32
14	Supporting Documentation	34
14.1	Planning Report	34
14.2	Conservation Report – Architectural Heritage Impact Assessment	34
14.3	Appropriate Assessment Screening.....	34
14.4	Environmental Impact Assessment – Preliminary Examination Report	34

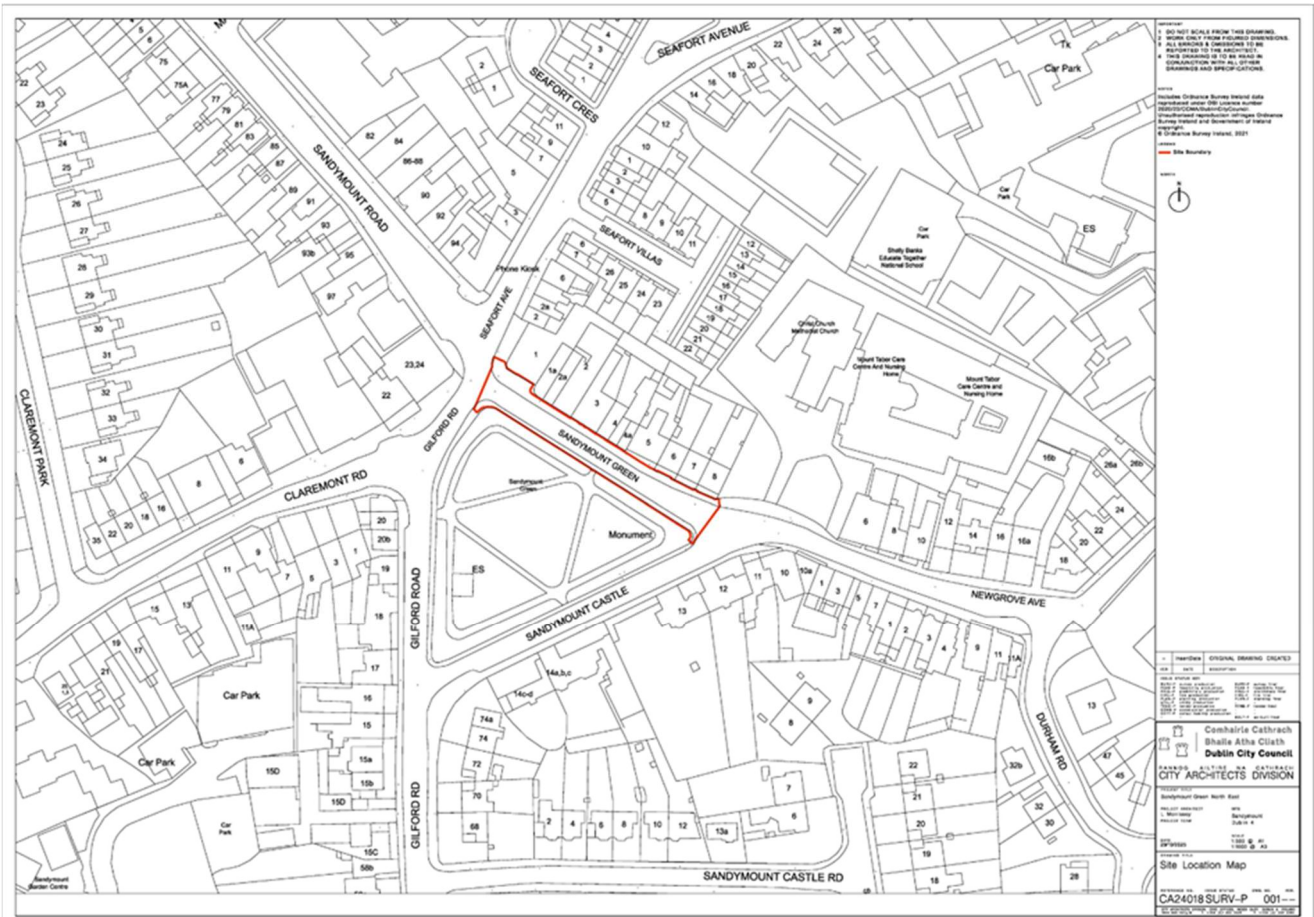


Figure 1: Site Location Map (not to scale)



Figure 2: Artist's Impression showing proposed public realm improvements on Northeast side of Sandymount Green

1 Project Overview & Objectives

Dublin City Council are proposing public realm improvement works for the Northeast side of Sandymount Green, Sandymount, Dublin 4. The design will place a particular focus on universal design and conservation, new greening interventions, public lighting and street furniture. The vision for this scheme is to deliver an improved pedestrian friendly environment on a traffic calmed street.

The street will be a single direction vehicular traffic street with access, deliveries, servicing and on-street parking facilitated. Increasing the allocation of pedestrian space will provide opportunities for a vibrant, active street both during the day and in the evenings for residents, businesses and visitors to enjoy.

The subject street and surrounding buildings are located within the ‘Sandymount Village and Environs Architectural Conservation Area’. The proposed works are adjacent to Protected Structures on Sandymount Green.

The proposals include:

- The removal of the existing road and footpath surfaces, the re-surfacing of existing carriageways and footpaths.
- Widening the footpath on the north side of the street delivering substantial gains for pedestrians.
- Improving pedestrian crossings and universal accessibility through an inclusive design approach.
- Implementing a one-way system for traffic westbound (towards Sandymount village).
- Introducing footpath build outs at each end of the street and outside the entrance gate to Sandymount Green park improving the pedestrian space around the park entrance.
- Introducing low-level in-ground planting and identifying opportunities for new public seating as places to stop and rest.
- Relocating parking, including two universally accessible parking bays, from the north side of the street to the south side of the street.
- Introducing a time-plated loading bay on the street to facilitate deliveries. The loading bay will revert to on-street parking outside loading hours.
- The proposed new road layout with associated traffic calming measures will result in an overall reduction of on-street parking by approximately 1 standard parking space.

- De-cluttering the street by removing unnecessary bollards where possible and rationalising the extent and locations of street furniture to provide a clear accessible pedestrian route along the footpaths.
- Improving the public lighting by introducing an additional lamp standard and upgrading the existing streetlights to energy efficient LED, as well as all necessary service utility and associated site works.

The proposal will allow for the summer weekend pedestrianisation to continue in future. The implementation of a design which prioritises pedestrians and public space activation will add economic value to the village, converting this area into a destination to visit and linger in, rather than to simply pass through.

1.1 Objectives

Dublin City Development Plan 2022-28 Chapter 7: The City Centre, Urban Villages and Retail

“The city’s Key Urban Villages, urban villages and neighbourhood centres are the heart of their local communities; they provide a focus for local activities, allow sustainable urban living and allow people access to local shops, services, community services, information, healthcare, amenities and to work locally. These centres have high levels of access to quality public transport and bus services.In order to achieve thriving, inclusive and healthy sustainable urban centres, these centres need to be transformed into attractive and vibrant urban areas offering more space and comfort for pedestrians, a high-quality public realm, amenities, active travel opportunities and opportunities for social / community interaction, cultural events and urban greening.”

“Recognise the importance of placemaking and an attractive public realm and its contribution to supporting city centre retail, enhanced pedestrian amenities and developing the city centre and urban villages as key destinations.”

It is the Policy of Dublin City Council:

CCUV25: Neighbourhood Centres / Local Shopping

To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.

CCUV38: High Quality Streets and Spaces

To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which

deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.

CCUV43: Public Realm – Key Urban Villages/Urban Villages

To provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environmental Improvement Plans / Village Improvement Plans and placemaking strategies in order to support the regeneration and revitalisation of the city's urban villages. Such plans: (i) will identify opportunities for micro spaces (small spaces to facilitate lingering and social, community and cultural interaction and events); and (ii) will be informed by walkability exercises led by older people, parents, the visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.

blocks, which to this day continues to serve as the focal point for the social activities of village residents.

The Green is enclosed by a largely intact Victorian and Edwardian streetscape, consisting predominantly of two to three storey terraced houses, that while varied in their relationship with the street, provide enough continuity to strongly define the core of the village. This ordered composition gives the area a formal civic quality, typical of late 19th and early 20th century suburban development in south Dublin.

Materials are predominantly red and brown brick, often laid in decorative bonds and complemented by granite sills, lintels, and boundary plinths. Architectural features include projecting bay windows, decorative brick detailing, stone string courses, and traditional timber sash windows, with many properties retaining original or sympathetic joinery. Roofs are generally pitched and finished in natural slate, with shared chimney stacks that define the villages roofscape. Together, these elements reflect the late Victorian and Edwardian periods of construction and create a cohesive architectural character of notable townscape quality.



Figure 4: Tram on Sandymount Road with Sandymount Green and Ryan's Sandymount House in background. Source: Lawrence Collection (NLI ref: L_ROY_10960).

Sandymount Village – Historical Overview

In the 12th century, the area originally known as Scallet Hill, now called Sandymount, was believed to belong to Richard de Saint Olof. This land, along with much of the associated shoreline, was a low-lying coastal fringe consisting of tidal flats, salt marsh, and shifting sands, shaped by the changing course of the River Dodder as well as other streams and inland meadows. It supported sparse grazing and seasonal fishing rather than dense settlement, with only scattered farmsteads and rough paths linking the coast to the walled city of Dublin to the west. During this period, the landscape stretching from Irishtown to Williamstown (now Booterstown) was known by many descriptive names, including the “Court of the Sallies,” the “Ridge of the Brambles,” “The Little Field,” “The Great Pasture by the Sea,” “The Rabbit Warren,” the “Upper and Lower Marsh,” and “The Furze Park.” Open and exposed, its boundaries were defined primarily by the rhythm of the tide.

Over the ensuing centuries, ownership of the lands passed from the Bagods of Baggotrath into the hands of the Viscountcy of Fitzwilliam. Any formal growth of the area was limited, with the Rathdown Survey of 1654 recording a population of just 80 people. However, in 1731 soil around the area was found to be very suitable for making bricks, and Richard Fitzwilliam, 5th Viscount Fitzwilliam established a brickworks in the area, which supplied bricks used in the construction of Dublin’s south Georgian areas such as Fitzwilliam Street, Fitzwilliam Square and Haddington Road. The brickworks attracted a number of workers to the area resulting in the development of a small collection of cottages and house built around what is now Sandymount Green. Gradually a small village developed and became known as Brickfield Town; noted on John Rocque’s 1757 map of Dublin.

In 1791, to protect their investment in the brickfields succumbing to flooding or erosion, Richard Fitzwilliam, the 7th Viscount Fitzwilliam constructed a sea wall from Williamstown to Prospect Terrace with a raised road and an outer stonewall or revetment. From here on in the development of the area became more formalised with the renaming of Brickfield Town to Sandymount and the construction of well-built suburban villas, including the construction of a fine castellated villa known as Sandymount Castle c.1820, still evident on today’s green.

Sandymount Green was laid out in the early 1800s as a green with railings at the heart of the village. A bandstand and wrought iron drinking fountain were added later. The Methodist Church, built in 1864, is on the east side of the green. A major catalyst to the expansion of the village was the construction of the Dublin to Kingstown Railway in 1834.

In 1791, to protect their investment in the brickfields succumbing to flooding or erosion, Richard Fitzwilliam, the 7th Viscount Fitzwilliam constructed a sea wall from Williamstown to Prospect Terrace with a raised road and an outer stonewall or revetment. From here on in the development of the area became more formalised with the renaming of Brickfield Town to Sandymount and the construction of well-built suburban villas, including the construction of a fine castellated villa known as Sandymount Castle c.1820, still evident on today’s green.

Sandymount Green was laid out in the early 1800s as a green with railings at the heart of the village. A bandstand and wrought iron drinking fountain were added later. The Methodist Church, built in 1864, is on the east side of the green. A major catalyst to the expansion of the village was the construction of the Dublin to Kingstown Railway in 1834.

The prominent 20th-century poet and literary figure William Butler Yeats was born on 13 June 1865 at “Georgeville” on Sandymount Avenue. The Yeats family was connected by marriage to Robert Corbett, the owner of Sandymount Castle. W. B. Yeats’s father, John, resided at the Castle until his marriage in 1863, while his grandfather, the Reverend W. B. Yeats, died there in 1862. Today, a bust of the poet stands in Sandymount Green, commemorating his enduring connection to the area.

During the late nineteenth century, Sandymount became a popular holiday destination, valued for its distance from the city, fresh air, and abundant opportunities for bathing. In 1882, the Merrion Baths were opened by the Merrion Promenade Pier and Baths Company Limited. The facility featured an iron-and-timber pier extending 300 yards from the sea wall, complete with changing rooms, refreshment facilities, and a bathing pool at its terminus. The pier and baths remained in operation until 1920, when the company became insolvent; the pier was subsequently dismantled and sold for scrap to the Hammond Lane Foundry in Smithfield.; the ruins of the baths are still present today.



Figure 5: Undated 1920's Image of Sandymount Green. Source: NLI (OCO 338)

Sandymount village was among the very first destinations in Dublin to be served by tram, with the Dublin Tramways Company opening a route from Nelson's Pillar in October 1872 (The first route, to Terenure and Rathmines had only opened in February of that year). In 1875 the Dublin United Tramway Co. built stables and yards at Gilford Road, and in 1894 they built cottages for their employees beside the stables and four houses for Inspectors.

Dublin's trams were originally horsedrawn and several competing companies operated different routes, however by 1901 the majority had amalgamated to form the Dublin United Tramways Company, and the entire network had been electrified, with power provided by a purpose-built power station on Ringsend Road. The system was gradually wound-up and replaced by motorbuses in the 1930's and 40's.

3 Site Context

Sandymount is an historic urban village in south Dublin with a particularly well-developed sense of place despite being only 3km from Dublin city centre. Its seaside location, variety of architectural styles, and renowned village character, focused around Sandymount Green, contribute to the attractive village environment.

Sandymount Green is a short street located on the northeast side of Sandymount Green Park. There are commercial premises including shops, restaurants, a pub, a pharmacy, and a GP's practice, located along the north side of the street and the railings of Sandymount Green Park are on the south side. The street currently facilitates two-way traffic and vehicular parking on the north side including two accessible parking bays located at the west end of the street and approximately 9 standard on-street parking spaces. A controlled pedestrian crossing is located centrally on the street near the entrance to Sandymount Green Park.

The project is located within the Sandymount Village and Environs Architectural Conservation Area. There are 10 protected structures located in the vicinity of the site area:

1	496	Beach Road, Dublin 4	Roslyn Park House
2	5825	Newgrove Avenue, Dublin 4	Methodist Church
3	5826	6 Newgrove Avenue, Dublin 4	House
4	7467	1a Sandymount Green, Dublin 4	Shopfront
5	7468	Sandymount Green, Dublin 4	Former Sandymount Castle
6	7469	15 Sandymount Green, Dublin 4	House
7	7470	16 Sandymount Green, Dublin 4	House
8	7471	17 Sandymount Green, Dublin 4	House
9	7472	18 Sandymount Green, Dublin 4	House
10	7473	22 Sandymount Green, Dublin 4	House

An objective of this project is to support the existing residential and mixed commercial uses on the street including public house, pharmacy, restaurant, café, bakery, barber and medical uses and to strengthen the vibrancy of the area as an attractive and active destination.

4 Policy Context

This Part 8 proposal is made in the context of the Dublin City Council Development Plan 2022-2028.

4.1 Policy references include:

- 1 Project Ireland 2040: National Planning Framework
- 2 Regional Spatial & Economic Strategy for the Eastern and Midlands Region
- 3 Dublin City Development Plan 2022-2028
- 4 Greater Dublin Area Transport Strategy 2022-2042
- 5 Dublin City Council Climate Action Plan 2019 - 2024
- 6 Draft Dublin City Biodiversity Action Plan 2021-2025
- 7 Dublin City Public Realm Strategy – Your City Your Space, 2012
- 8 Design Manual for Urban Roads and Streets (DMURS)

4.2 National & Regional Policy

Redevelopment of the Northeast side of Sandymount Green public realm aligns with National Strategic Outcomes (NSO) of Project Ireland 2040: National Planning Framework, and includes:

- NSO 1 – Compact Growth: The area for the proposed development is located within the urban village of Sandymount Village and is ideally suited to upgrade. The Urban Regeneration and Development Fund (URDF) was established to support more compact and sustainable development through the regeneration of Ireland’s cities and towns and is a key tool to give effect to this NSO. Although it is not anticipated that this project will involve URDF funding, it aligns with the plans goal of compact growth through the renovation of existing structures.
- NSO 5 – A Strong Economy supported by Enterprise, Innovation and Skills: The provision of a high-quality public realm will support and attract future enterprise within the urban village.

- NSO 7 – Enhanced Amenity and Heritage: The project area is located within the Sandymount Village ACA, signifying the important heritage value that the area holds. Currently the public realm is in a state of disrepair and the proposed works would restore it. These works in turn will ensure that the urban village centre gains from increased attractiveness and sense of place; and
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society: The proposed works include energy efficiency upgrades to public lighting. These will ensure that the street lighting is energy efficient, aiding Ireland’s transition to low carbon and climate resilient society.

The Regional Spatial & Economic Strategy (RSES) for the Eastern and Midlands Region is a strategic plan and investment framework to shape future growth and to better manage regional planning and economic development throughout the region. The RSES primarily aims to support the delivery of the programme for change set out in Project Ireland 2040, the National Planning Framework (NPF) and the National Development Plan 2018-27 (NDP). While informed by national, EU, and international policies, the RSES is driven at the local level by elected officials, local governments, stakeholders, community groups, and individual citizens.

The RSES identifies urban regeneration and place making as a key priority. This includes the revitalisation and redevelopment of village centres, involving the regeneration of opportunity sites and their surrounding areas. The strategy therefore supports the development approach of the Northeast Side of Sandymount Green Public Realm Improvement Scheme.

It sets out that local authorities, in developing their core strategies and settlement hierarchies will consider growth enablers for every part of the Region to meet its potential including ‘Healthy Placemaking’. This can be achieved by sustained economic growth and employment brought about through the integration of better urban design, public realm, amenities and heritage to create attractive places to live, work, visit and invest in. Focus on placemaking to create attractive and sustainable communities to support active lifestyles including walking and cycling.

4.3 Dublin City Council Development Plan 2022-2028

‘Chapter 4: Shape and structure of the city’, section 4.5.6 ‘The Public Realm’ notes:

‘A high-quality public realm makes the city a more attractive place to live, work and visit, and provides for an improved quality of life for all. It is an integral part of healthy place making as supported under the Regional Spatial & Economic Strategy. The public realm can have a very positive impact on Dublin’s competitiveness with other city regions internationally, both for

tourism and for investment. Improvements to the public realm in recent years include the renovation of Grafton Street and implementation of the Docklands Public Realm Masterplan. The ongoing implementation of 'Your City - Your Space', Dublin City's Public Realm Strategy (2012), will continue to result in significant upgrading of the city's public realm.'

The importance of a quality urban realm for the city's economy, society and environment is interwoven throughout the development plan, a policy of the Development Plan 2022 to 2028 is to implement the Public Realm Strategy and Public Realm Masterplan and to support improvement works to public streets and spaces in the city centre and specifically noted in the following policy and objectives:

SMT8 Public Realm Enhancements; To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.

SMT11 Pedestrian Network; To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.

SMT12 Pedestrians and Public Realm; To enhance the attractiveness and liveability of the city through the continue reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.

Neighbourhood Development

Policy QHSN12: To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:

promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;

Fig. 5.1 A City of Neighbourhoods identifies Sandymount as a key neighbourhood.

'Chapter 7: The City Centre, Urban Villages and Retail, it is the Policy of Dublin City Council:'

CCUV25: Neighbourhood Centres / Local Shopping

To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.

CCUV38: High Quality Streets and Spaces

To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.

CCUV43 Public Realm - Key Urban Villages/Urban Villages

To provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environmental Improvement Plans / Village Improvement Plans and placemaking strategies in order to support the regeneration and revitalisation of the city's urban villages. Such plans: (i) will identify opportunities for micro spaces (small spaces to facilitate lingering and social, community and cultural interaction and events); and (ii) will be informed by walkability exercises led by older people, parents, the visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.

5 Planning

5.1 Environmental Impact Assessment / Appropriate Assessment

An Environmental Impact Assessment (EIA) preliminary screening document and Appropriate Assessment (AA) screening document for the project were commissioned and prepared by FERS Ltd who have confirmed that the proposed development does not require an Environmental Impact Assessment Report (EIAR) or Stage 2 Appropriate Assessment. Please refer to attached supporting documentation which includes the Environmental Impact Screening Report, and the Appropriate Assessment Screening Report.

6 Consultations

6.1 Consultation with Local Residents & Businesses

Extensive consultations were held with local residents and businesses in developing this proposal. Prior to Dublin City Council's involvement, Sandymount and Merrion Residents Association (SAMRA) had independently engaged a professional consultant team to develop a suite of ideas for improving Sandymount Village.

DCC decided to progress a scheme for the Northeast side of Sandymount Green and a meeting was held with representatives from SAMRA and Sandymount Tidy Towns Community Association on 30th September 2025 to obtain initial feedback on a sketch proposal.

The South East Area Office arranged an open forum consultation meeting for local residents, businesses and stakeholders in the Sandymount Hotel on 27th December 2025 where initial proposals were presented. Over 80 people attended and all had the opportunity to share their concerns and comments on the proposal and this feedback informed the design.

A non-statutory online public consultation was held from 4th December 2025 to 6th January 2026 on the Dublin City Council Engage platform. Over 280 responses were received and a summary report was produced which identified the main outcomes of the consultation. These outcomes informed the development of the preliminary design proposal. Aspects of the improvement works including safe access for all, universal design, rationalisation of street clutter, traffic, parking, provision of public amenities including seating, lighting, water drinking fountain, and cycle parking were identified.

6.2 Consultation with Disabled Persons' Organisations (DPOs) & Disabled Persons' Representative Organisations (DPROs)

On 21st October 2025, all registered DPOs were contacted and invited to participate in the process of developing a proposal for this street.

Voice of Vision Impairment (VVI) expressed an interest in the project and two briefing sessions by phone were then undertaken. A site walk was carried out with a VVI representative to demonstrate the extent of the project area, identify the accessibility challenges faced by visually impaired persons using the street and discuss possible solutions.

After a proposal had been developed and the project progressed to the non-statutory public consultation phase, appropriate braille format and accessible format consultation documents were provided.

A DPRO Accessibility Workshop was held to evaluate all aspects of accessibility of the preliminary design proposal.

Headway Ireland also expressed an interest in the project and meeting was held to discuss the project area and key universal design and accessibility issues. A site walk was also offered.

A follow up DPO Accessibility Workshop meeting was held to evaluate all aspects of accessibility of the preliminary design proposal.

Feedback received from both VVI and Headway Ireland has been reviewed and recorded by Dublin City Council and has been carefully considered as the preliminary design developed.

6.3 Consultation with Public Participation Network (PPN)

On 21st October 2025, Dublin City Councils' PPN Coordinator notified all PPN members of the project and invited their participation in the consultation process. No responses were received to this invitation.

6.4 Consultation with Councillors

On 22nd October 2025, local Councillors from the Southeast Area were invited to a briefing session on the proposal. Aspects of the improvement works, including level surfaces, parking enforcement, bins and street clutter were discussed with the Councillors in attendance and Local Area Office Representatives.

6.5 Design Development following Consultations

Following initial consultations with the various groups the design team carried out detailed reviews of the scheme to refine the proposals. Concerns and observations were examined in the context of the design proposal and changes were made to the proposal based on the feedback received through consultations, which will serve to improve the accessibility.

6.6 Future Consultation / Ongoing Engagement

The design team have committed to support the DPOs in understanding the Part 8 application prior to its lodgement, and to continue engagement through the post planning, detailed design process.

Dublin City Council are eager to work with the DPOs/DPROs and the PPN to develop design solutions that will improve accessibility for all and aim to continue this consultation approach on future projects. The design team will also work closely with local businesses, and Councillors in developing the detailed design, and will provide updates throughout the process.

6.7 Dublin City Council Internal Consultation

The concept was developed by City Architects with input from the City Engineer, Roads Design and Traffic Sections. Initial Sketch proposals were circulated to DCC Parks Section and DCC Public Lighting section in October 2025 for their input. In January 2026, all relevant technical departments were notified of the proposal as part of the Pre-part 8 design process to ensure that the proposal is consistent with current plans and policies of Dublin City Council as well as national guidance and standards. The proposed Part 8 for this project was discussed at the Public Realm Working Group Meeting in February 2026.

6.8 Phasing of Construction Works

The public realm improvement construction works will be delivered in a single work-front related to an overall traffic management plan. This plan will be designed to minimise the disruption to traffic-movement and to stakeholders during the works. Dublin City Council will engage closely with businesses, residents and other stakeholders to agree this plan during the detailed design stage.

7 Design Proposals

In line with design objectives set out under section 1 above, the vision for this scheme is to create a public realm focal point in Sandymount Village, to enhance the setting of the park and support the existing commercial uses on Sandymount Green and to provide an accessible and upgraded public realm. Proposals include for the:

- 1 Narrowing of the carriageway and to allow one-way vehicular traffic westbound (towards Sandymount Village).
- 2 Vehicular parking bays to be re-positioned to the south side of the road including the two accessible parking bays.
- 3 Footpath on the south side of the road to be widened at the pedestrian crossing points. The footpath on the north side of the street will be widened generally to improve the pedestrian environment.
- 4 Footpath surface to be upgraded to concrete flagstone paving with granite kerbs. This will create a level, high quality surface for pedestrians. *(See section 12 Material Palette for further details)*
- 5 Public lighting to be upgraded with energy-efficient LED fittings and one additional public lighting pole to meet the required lighting levels.
- 6 Provision of low-level in-ground planting and benches where space allows.
- 7 Provision of uncontrolled pedestrian crossing points at each end of the street. The existing controlled signalised pedestrian crossing at the centre of the street will be retained.

8 Traffic

In order to increase the allocation of pedestrian space on the street, it is necessary to implement changes to the existing traffic two-way traffic arrangements on the street.

Traffic counts were undertaken on Tuesday the 9th of September 2025. All arms around Sandymount Green were counted for all modes. The counts showed that on the location being examined, the eastbound movement between 15:00 and 16:00 was the busiest movement with 13 more cars traveling in that direction when compared to the highest west bound (towards the city centre) movement of 70 cars between 09:00 and 10:00.

Overall, the volume of traffic is low. East bound cars which currently use this route will be able to circulate around the green in an anti-clockwise direction without having an adverse impact on other routes due to the low volume of diverted traffic.

The carriageway will have raised kerbs.

A time-plated loading bay is proposed on the street to facilitate deliveries. The initial proposal is for the loading bays to operate each morning from 7am - 11am Monday to Saturday and revert to 2 on-street pay and display parking spaces outside loading hours.

The proposed new road layout with associated traffic calming measures will result in a reduction of on-street parking capacity by approximately 1 standard parking space.

- 1 The current traffic arrangements on the Northeast side of Sandymount Green is two-way traffic with parking located on the north side of the street.
- 2 The proposed traffic arrangements on the Northeast side of Sandymount Green is one-way traffic westbound (towards Sandymount Village) with indented parking and time-plated loading bays located on the south side of the street.
- 3 The proposals include for a reduction in carriageway width allowing for an increased footpath width to prioritise pedestrian space. The carriageway will have raised kerbs and will be resurfaced.
- 4 There are two existing universally accessible on-street parking bays located on the north side of the street. The existing universally accessible parking spaces are 4.9m long x 1.95m wide with an 850mm buffer space between.

The proposal includes to relocate the two accessible on-street parking bays to the south side of the street and increase the size of each bay to 5.8m long x 2.4m wide with a 2m buffer between.

- 5 In addition to the universally accessible on-street parking bays, there are approximately 9 existing standard Pay & Display and Permit on-street parking spaces on the street. Following the implementation of the proposal there will be approximately 8 standard Pay & Display and Permit parking spaces.
- 6 Within the project area, cycling will be permitted wherever vehicular movements are permitted. The two existing Sheffield cycle stands will be removed from the footpath and three new Sheffield cycle stands will be installed on the southern side of the carriageway, adjacent to the park entrance. The Sheffield stands will accommodate one Accessible/Cargo bike and five standard bikes.
- 7 The project will aim to keep the street as clutter-free as possible and so the intention is to keep bollards along the edge of the footway/carriageway to a minimum. Retention sockets are proposed to ensure that bollards can be installed should they be required in future.

9 Universal Design

- 1 One of the priority objectives for this project is to improve the pedestrian experience. The Dublin City Public Realm Strategy ‘Your City Your Space’ 2012, states:

‘The council intends that all projects undertaken can be accessed, understood and will appeal to all regardless of ability, age or knowledge.’

- 2 The 7 Principles of Universal Design, listed below, have been considered during the design process, and a comprehensive consultation process has taken place with DPO’s and PPN bodies, as noted in section 7.

Principle 1: Equitable Use

Principle 2: Flexibility in Use

Principle 3: Simple and Intuitive Use

Principle 4: Perceptible Information

Principle 5: Tolerance for Error

Principle 6: Low Physical Effort.

Principle 7: Size and Space for Approach and Use

- 3 Uncontrolled pedestrian crossing points with tactile paving indicators will be provided at each end of the street to facilitate ease of movement and accessibility. The existing primary pedestrian crossing – the controlled pedestrian crossing midway along the street adjacent will be retained. The narrower carriageway will result in a reduced crossing width and tactile paving indicators will be upgraded.
- 4 The wider footpath on the north side of the street aims to provide an accessible route that is usable and more convenient for all users. Raised kerbs will be provided and street furniture will be located close to the kerb line to maintain a route that is free of obstructions to allow all pedestrians to move easily along the footpath.
- 5 A Stage 1 Road Safety Audit is being carried out and its recommendations will be incorporated into the proposal where relevant. A further Road Safety Audit, Stage 2, will be carried out at each stage of the project.
- 6 Vehicle Swept Path Analysis of the junctions has been carried out taking into consideration car, van and refuse lorry movements and they have been designed accordingly. (Note: Further analysis will be undertaken at detailed design stage that will determine the size of the buildout outside the northeast corner of the park.)

10 Environment & Sustainability

- 1 Climate action considerations have been considered throughout the design, with particular focus on mobility, planting and biodiversity, material specification and energy reduction included to minimise the impact on climate change.
- 2 In line with ‘Your City - Your Space’, Dublin City’s Public Realm Strategy (2012) this proposal implements a movement hierarchy with walking prioritised, followed by cycling, public transport and lastly private transport.

The design encourages a shift towards more sustainable transport modes by providing a more pedestrian friendly environment and cycling infrastructure. Carriageway has been narrowed as much as possible to slow traffic and to facilitate one-way vehicular traffic, existing accessible car parking has been retained with 2 accessible parking bays provided.

Footpaths have been widened to create to enhance the pedestrian experience, allowing opportunities for seating and space for people to meet and congregate.

- 3 An essential part of place-making is the appropriate layout of urban planting schemes to improve the visual quality and environmental richness of the city.

This project benefits from having Sandymount Green Park on the south side of the street with the associated existing trees and planting providing the key greening focus. Greening proposals for this project include in-ground low planting to enhance the street setting, which offer the following benefits:

- a. Reduce pollutants in the air – healthier air, healthier city.
 - b. Their visual presence reduces stress levels of city inhabitants and visitors.
 - c. Visually attractive and softens the urban street landscape.
 - d. They have been located and designed so as not to detract from the character of Sandymount Green park.
- 4 Opportunities to develop habitats has also been considered as part of the urban planting scheme and a variety of species of plants are proposed.
 - 5 Dublin City Public Realm Strategy ‘Your City Your Space’ 2012 notes,

‘The provision of a high-quality public realm has an environmental impact, whether through the environmental cost of the materials used or the resources used for maintenance and renewal. Future works and practices need to take these into account when decisions are made. Coordinated efforts are required to reduce such impacts. The design of the public realm affects the city’s ability to withstand or accommodate the impacts of a changing climate.’

Proposals include for the retention and reuse of any existing historic paving and kerbs for both conservation and sustainable reasons. This reduces the amount of new material required and old material going to landfill. Local stone e.g. Leinster granite has been

specified where possible to limit the carbon footprint, and each materials durability, maintenance and recycle potential has been considered as part of circular economy.

- 6 LED public lighting fittings are proposed throughout the scheme to deliver public lighting. LED's offer a positive sustainable impact, by reducing electricity consumption. Existing lamp heads will be upgraded to LED.
- 7 A water bottle refill station is proposed in the area to provide free drinking water and to reduce single-use plastic waste.



Figure 6: Reference Image of water bottle refill station on Clarendon Row

- 8 Green procurement and sustainable construction management waste plans (which minimise landfill, encourage recycling, salvaging) will be incorporated into the project's delivery.
- 9 Quality materials are proposed to ensure durability and minimise future maintenance requirements.

11 Archaeology and Conservation

11.1 Architectural Conservation Areas

The project is located within the Sandymount Village and Environs Architectural Conservation Area.

11.2 Protected Structures

There are 10 protected structures located in the vicinity of the site area:

1	496	Beach Road, Dublin 4	Roslyn Park House
2	5825	Newgrove Avenue, Dublin 4	Methodist Church
3	5826	6 Newgrove Avenue, Dublin 4	House
4	7467	1a Sandymount Green, Dublin 4	Shopfront
5	7468	Sandymount Green, Dublin 4	Former Sandymount Castle
6	7469	15 Sandymount Green, Dublin 4	House
7	7470	16 Sandymount Green, Dublin 4	House
8	7471	17 Sandymount Green, Dublin 4	House
9	7472	18 Sandymount Green, Dublin 4	House
10	7473	22 Sandymount Green, Dublin 4	House

Please refer to the accompanying Conservation Report for the conservation method statement.

11.3 Zone of Archaeological Potential & Record of Monuments and Places

The Study Area does not lie in a zone of archaeological potential of the historic town of Dublin, a Record of Monuments and Places (RMP) as Established under Section 12 of the National Monuments (Amendment) Act 1994.

11.4 Conservation Approach

- 1 Any surviving historical material is of architectural, technical, historical and artistic significance, which enriches the setting of the historic buildings along the street.

The 'Study of Historic Street Surfaces in Dublin' prepared by Lotts Architecture and Urbanism, 2009, notes:

Historic Street surfaces help define the character and identity of a place. Aside from their visual appeal they are tangible evidence of the history of a town, and can deepen the understanding among citizens of the cultural heritage of their city. Well maintained and properly conserved street surfaces are an expression of a confident, caring society and foster civic pride amongst residents and admiration from visitors. Incremental loss of such features of the historic environment erodes this value and depreciates the character of the city.

Visual distinctiveness in the public realm is a valuable asset which adds to the quality of life associated with the city in a time when international competition has intensified between cities for the ability to attract tourists and knowledge-based industries. Modern paving, even if it is of high quality, rarely achieves the distinctiveness which is intrinsic to well-worn traditional street surfaces, made of indigenous materials following long established practices.

- 2 The proposals include for the reinstatement of any historic paving and kerbing in their original locations as far as practically possible so as to protect the legibility and understanding of the historic streets and the line of their pavements.
- 3 During the design stage consultations were carried out with Dublin City Council's Conservation Officer and City Archaeologist. An Architectural Heritage Impact Assessment (AHIA) was prepared by a design team member with Grade 1 conservation accreditation. See supporting documentation.
- 4 Proposals are to be carried out in line with Department of Heritage Advice Series for Paving, including best conservation practice procedures on the lifting and relaying of historic street surfaces.

12 Material Palette

This project will predominantly use concrete flagstone paving and granite kerbs to footpaths with asphalt to carriageway. A light-coloured asphalt will be considered to support the pedestrian priority feel of the street. This visually calm material palette will complement the existing facades and streetscapes and avoid visual conflict.

Note: A risk has been identified that tree roots from the existing mature trees inside the park railing on the south side of the street may be present below the existing footpath surface. The extent of tree roots will be determined when excavations commence. If shallow tree roots are discovered, it may not be possible to excavate to the necessary depth for flagstone paving without potentially impacting the trees. In such a scenario, alternative finishes requiring shallower excavation, for example, resin bound aggregate may need to be considered for the footpath areas on the south side of the street.

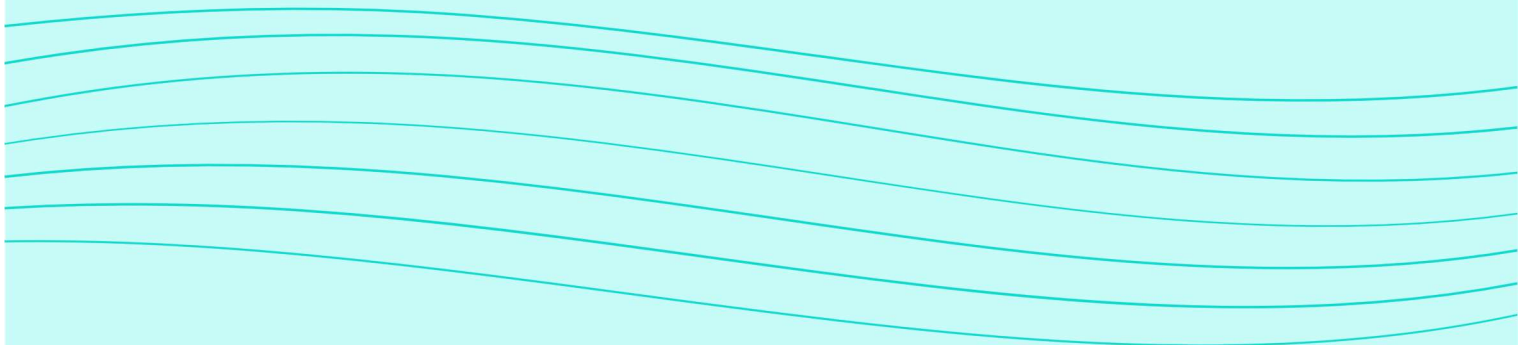
13 Street Furniture

Places to rest areas in the form of public benches are proposed to where footpath space allows to make the area more accessible to vulnerable users including the elderly. Benches will incorporate back rests and arm rests to make to align with age-friendly design objectives.

Street furniture (benches, bins, cycle stands etc) have been selected to ensure durability and minimal maintenance. The designs will take account the needs of vulnerable users including positioning the street furniture outside of accessible routes. There are two existing public litter bins on the street and the proposal is to reinstate them at the back of the new kerb line in front of the commercial premises on the north side of the street.



**Comhairle Cathrach
Bhaile Átha Cliath**
Dublin City Council



14 **Supporting Documentation**

Supporting reports, include:

Pre-Part 8 Planning Comments

Conservation Report – Architectural
Heritage Impact Assessment

Appropriate Assessment Screening

Environmental Impact Assessment –
Preliminary Examination Report

Traffic Counts

Stage 1 Road Safety Audit

Auto-Tracking Analysis

Preliminary Construction Plan

Artist's Impressions



**Comhairle Cathrach
Bhaile Átha Cliath**
Dublin City Council

**City Architects Division,
Civic Offices, Wood Quay,
Dublin 8.
D08 RF3F**

Tel: 01 222 3322

Email: cityarchitects@dublincity.ie

Web: www.dublincity.ie

This document is available in Large Print,
High Contrast Print and Braille on request.