

# Fingal County Council

## Howth Urban Centre Strategy December 2008



in association with



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# 1.0 Introduction

Fingal County Council appointed the National Building Agency in March 2008 to undertake an Urban Centre Strategy for Howth Village Centre, as required under Objective UO2 of the Fingal Development Plan 2005-2011. The lands generally comprise the village centre and harbour area, extending west to include the Techrete site and immediate environs. Howth is described in the Development Plan as a distinctive settlement located within a unique natural and built environment which fulfils a predominately leisure role for visitors with restaurants, cafes, bars and some niche shopping such as arts and crafts.

Section 10.3 of the Fingal Development Plan 2005-2011 outlines the specific development strategy for Howth village. The development strategy envisages that Howth village will develop in a manner that will protect the character of the village, strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing populations and tourists.

# 1.0 Introduction

The Urban Centre Strategy area relates to the area of Howth Village Centre defined by the red line on Map 1.1 and the yellow line in Map 1.2.

The Urban Centre Strategy is a non-statutory document which articulates a vision for the village by way of preparation of detailed urban design guidelines and actions for the village centre, harbour area and the lands located to the west of the Dart Station. The Urban Centre Strategy should be used as a tool to assist and guide future development proposals in Howth. The enhancement of the vitality and viability of the village whilst having regard to the special historic and architectural character of the area and its special amenity and tourism value forms the basis of the Urban Centre Strategy. The Urban Centre Strategy will focus on three identified areas which are described as follows:

**(a) The Techrete Lands and Immediate Surrounds:**

The subject area includes lands to the west of the Dart Station comprising of an SC zoning objective:

*“to protect and enhance the special physical and social character of major sub-urban centres and provide and/or improve urban facilities”.*

Baltray Park, located immediately west of the SC zoning consists of an OS zoning objective:

*“To preserve and provide for open space and recreational amenities.”*

The Urban Centre Strategy includes a specific and detailed Site Design

and Development Brief for this area. The Brief presents a clear vision for how this area could be redeveloped in an integrated manner to provide for additional facilities to serve the village 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 whilst respecting the special historic and architectural character of the area and its special amenity and tourism value.

The following specific objective is contained in the Fingal Development Plan 2005-2011 which relates to the Techrete site:

*Objective 347 - “To promote the development of a mixed use scheme on the Techrete site”.*

**(b) The Harbour Area:**

West Pier comprises a GI zoning objective :

*“To facilitate opportunities for general industrial employment and related uses in industrial areas.”*

To the northern edge of Harbour Road and part of the Central Pier consists of an OS zoning objective:

*“To preserve and provide for open space and recreational amenities.”*

East Pier consists of a HA zoning objective:

*“To protect and improve High Amenity Areas.”*

Additional relevant objectives in the Development Plan for the Harbour area include:

*Objective 336: “to prepare a strategy for Howth Harbour area extending to Claremount Strand in accordance with the Urban Centre Strategy”.*

*Objective 338 - “The seaward expansion of the West Pier for maritime services and maintenance uses and the fishing industry only shall be encouraged”.*

*Objective 343 - “To provide for marine related industry, West Pier, Howth”.*

*Objective 345 - “No over-ground development shall be permitted on the centre pier”.*

**(c) The Village Centre:**

The subject area includes lands to the south of the Harbour comprising principally the SC zoning “to protect and enhance the special physical and social character of major sub-urban centres and provide and/or improve urban facilities”. The village centre area is designated an Architectural Conservation Area (Howth Historic Core) and contains numerous protected structures.

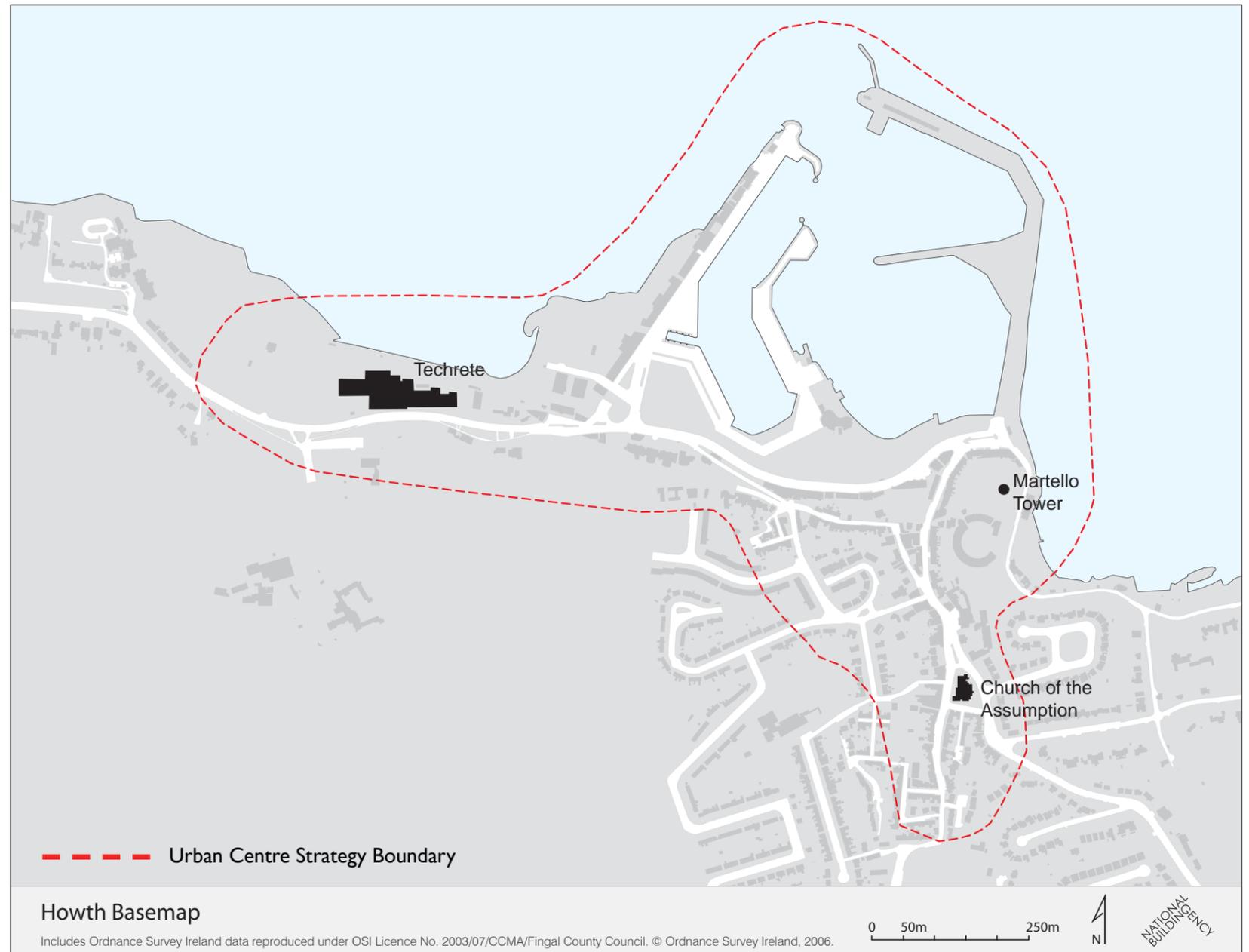
# 1.0 Introduction

## Consultation

Pre draft written submissions were invited from the general public from the initial notice date on 14th November 2007 until the closing date for the receipt of submissions on 12th December 2007. Submissions were also invited upon completion of the Draft Howth Urban Centre Strategy from the 22nd September 2008 until the 17th October 2008.

The Strategy was presented to Area Committee Councillors on two occasions. The first meeting was held on the 7th July 2008 and the second meeting on the 18th September 2008.

A number of meetings were also held with key stakeholders including Howth/Sutton Community Council, the Harbourmaster, The Department of Agriculture, Fisheries and Food and various departments within Fingal County Council.



Map 1.1 Map of Howth delineating strategy boundary

# 1.0 Introduction



Map 1.2 Development Plan Map of Howth delineating strategy boundary in yellow

# 2.0 Howth in Context

This section provides an analysis of the context of Howth under the following headings:

- 2.1 Planning Policy Context
- 2.2 Historical Context
- 2.3 Character Areas
- 2.4 Urban Design Appraisal
- 2.5 Architectural Appraisal

# 2.0 Howth in Context

## 2.1 Planning Policy Context

### 2.1.1 The National Level – The National Spatial Strategy (NSS) for Ireland 2002-2020.

The NSS is a twenty year strategy which recognises the importance that settlements the size of Howth<sup>1</sup> play within the broader context by achieving a balanced pattern of growth between local and regional growth centres.

Fingal as defined within the National Spatial Strategy (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 Howth offers a clear opportunity to address this aim and secure the future success of the village.

### 2.1.2 Regional Level

The objective of the 'Regional Planning Guidelines' (RPGs) for the Greater Dublin Area is to provide a better spatial balance of social, economic and physical development throughout the region. The RPGs identify Howth as within the Metropolitan area.

### 2.1.3 Local Level

The overall development strategy for Howth, as set out in the 'Fingal Development Plan 2005-2011' sets out the following:

*“It is envisaged that Howth village will develop in a manner that will protect the character of the town, strengthen and promote the provision and range of facilities especially the retention and promotion of retail convenience shopping and community services to support the existing populations and tourists.”*

Specific relevant Development Objectives for Howth village as set out in the Development Plan are as follows:

#### Objective HOWTH 1

*“To prepare an Urban Centre Strategy for the village core to include detailed urban design guidelines and actions for the harbour (extending to Claremont Strand) and village area and which will have regard for the special historic and architectural character of the area”.*

#### Objective HOWTH 2

*“To encourage the retention and development of ground floor commercial uses within the core of the village. New development in the core of Howth shall ensure the provision of commercial/retail uses on the ground floor. Such uses should be of a convenience and comparison retail mix with emphasis on the latter. Office provision should also be encouraged to ensure a vibrant village core with both indigenous day and evening populations”.*

#### Objective HOWTH 3

*“To implement the Howth Special Amenity Area Order, the associated management plan and objectives for the buffer zone”.*

#### Objective HOWTH 4

*“To continue to encourage the development of the harbour area for fishing and marine related industry and tourism”.*

#### Objective HOWTH 5

*“To provide traffic calming in Howth Village taking account of its environment as a residential, tourist and local shopping area, and in particular the protection of the residential amenity of Main Street from the effects of motor traffic”.*

#### Objective HOWTH 6

*“To restrict the number of advertising structures in Howth peninsula”.*

The County Retail Strategy contained in the Development Plan provides the strategic policy framework for the spatial distribution of new retail development. The Retail Strategy highlights that the introduction of major new retail floorspace in Howth is unlikely. The Retail Strategy also highlights that there is an opportunity to further exploit Howth's attraction and potential through promoting the development of tourism-leisure related retailing and facilities along the Harbour Road.

<sup>1</sup>Howth Electoral Division which covers the whole peninsula had a population of 8,196 persons in 2006. The population of Howth Village and environs was in the region of 4900 persons.

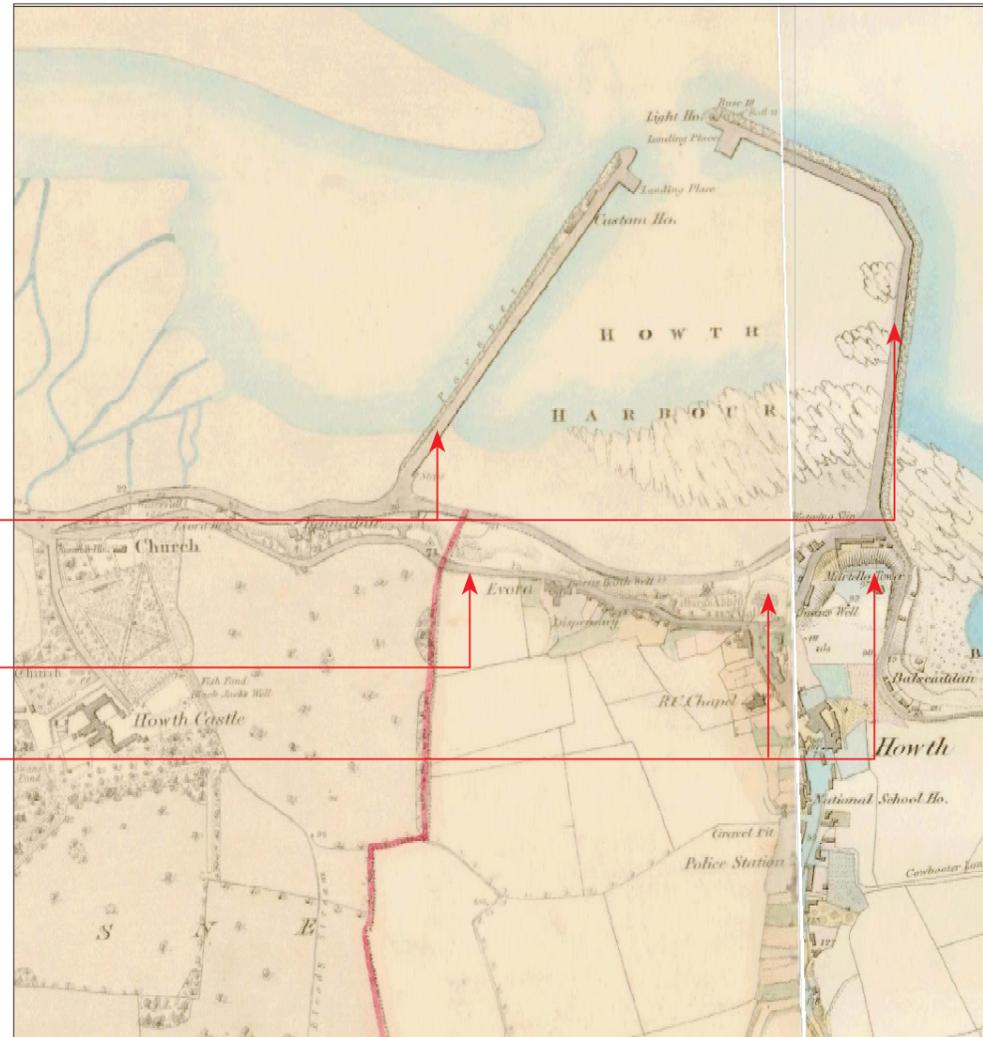
# 2.0 Howth in Context

## 2.2 Historical Context

The name Howth is of Norse origin, being derived from the word Hoved (“head” in English). After King Brian Boru’s defeat of the Norse in 1014, many Norse fled to Howth to regroup and remain a force until their final defeat in Fingal in the middle of the 11th century. Howth still remained under the control of Irish and localized Norsemen until the invasion of Ireland by the Anglo-Normans in 1169. In the early 18th century, Howth was chosen as the location for the harbour for the mail packet (postal service ship). However, due to silting, the harbour needed to be frequently dredged to accommodate the packet and eventually the service was relocated to Dún Laoghaire. Today Howth is a busy suburb of Dublin, with a mix of dense residential development and open areas of countryside.

The historic map of Howth from 1841 shows that the West Pier and East Pier were constructed at this time.

The early street pattern of the village developed in a linear fashion south of the harbour from a primary route from Dublin city. The Martello Tower, St Mary’s Abbey, as well as Church Street, Abbey Street and Main Street are also evident from the 1841 historic map. This area today forms the basis for the Howth Historic Core Architectural Conservation Area.



Map 2.1: 6 inch Historic Map (1841) of Howth



Map 2.2: 6 inch Historic Map (1841) of Howth's historic core

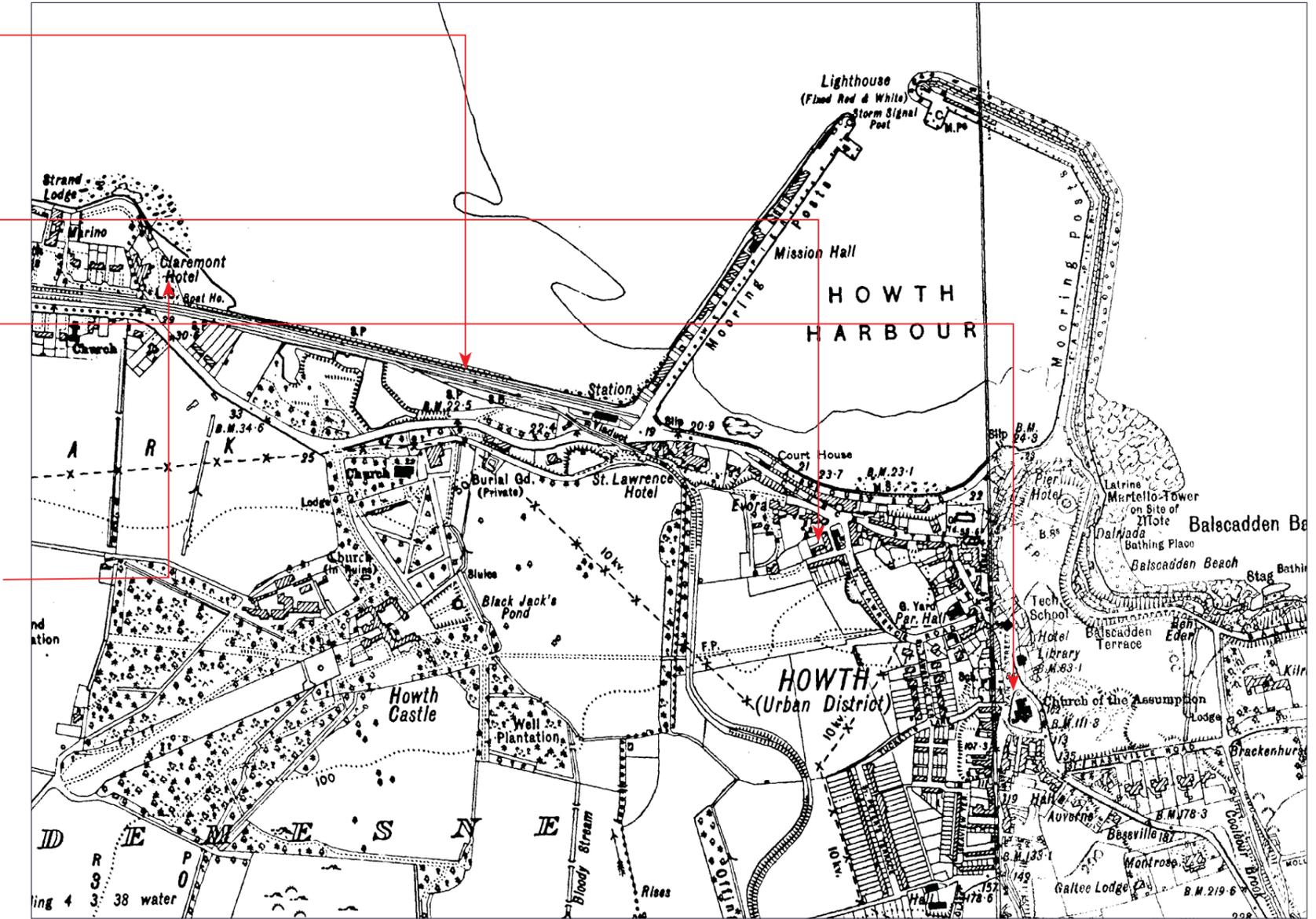
# 2.0 Howth in Context

Towards the mid 19th and start of the 20th century Howth village underwent significant change in plan morphology. By 1847 a two platform railway station opened in Howth. The railway line ran straight across Claremont Bay and fill material created a new area for development.

The St. Lawrence Road area developed, including Dunbo Terrace, Evora Terrace, and Howth Terrace.

Also, around this time saw the Y-shaped division of Main Street and Thormanby Road on either side of the triangular site of the Church of the Assumption, and the emergence of St. Mary's Place and Road.

The historic map of 1913 shows the Claremont Hotel, a prominent building on the coastline. Today the hotel is no longer in existence being replaced by blocks of residential units. The urban grain and character in general has changed little between 1841 and 1913.



Map 2.3 25 inch Historic Map (1913) of Howth

# 2.0 Howth in Context

## 2.3 Character Areas

Howth contains fairly distinctive ‘character areas’ – these are parts of the village, which are distinctive in their own right or vary from other parts of village. Three character areas have been identified in Howth village.

- **The Village Core**

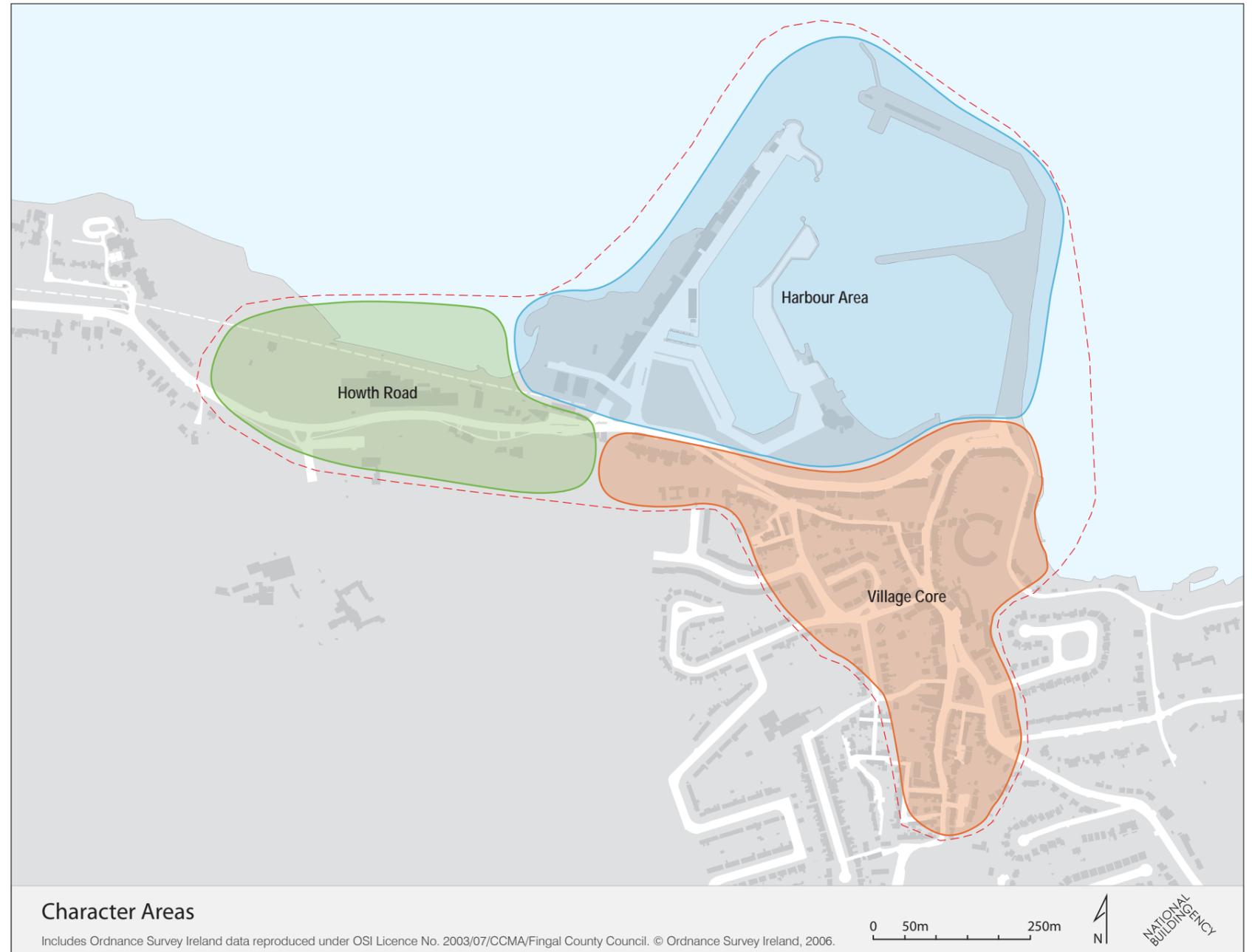
The Village Core is designated as an Architectural Conservation Area (ACA). The Main Street as a whole forms the main commercial/retail area of Howth village and as such development has followed the linear structure of the main access route through the village - the R105. The Main Street is composed of mainly two storey terraced buildings dating from the late 19th to early 20th century. Interspersed amongst these are more recent modern infill developments. Focal buildings of note include St Mary’s Abbey, the Church of the Assumption and the Martello Tower.

- **The Harbour Area**

The main building typologies in this character area are marine related terraced and detached buildings. The buildings are of widely varying sizes with newer buildings such as the Auction House rising to approximately 15 metres, whilst the older buildings of brickwork and stone construction rise to no more than two storeys in scale.

- **Howth Road**

This character area is made up of 19th/20th century terraced detached buildings. The majority of these buildings are no more than two storey in height with spacious rear gardens. To the northern edge of the Howth Road the ‘Techrete’ site creates an extreme contrast in scale within the predominantly low rise housing immediately east, south and west of the site.



Map 2.4 Map of Character Areas

# 2.0 Howth in Context

## 2.4 Urban Design Appraisal

Section 2.4 identifies the key characteristics of the study area in terms of its structure, function, built form and landscape qualities. The focus of the analysis will be aimed at the character areas identified in section 2.3. This urban design appraisal is helpful in identifying those assets and features of Howth that should be retained and enhanced as part of the Urban Centre Strategy.

The appraisal of the village will consider the following themes:

- 2.4.1 Land Uses
- 2.4.2 Topography
- 2.4.3 Views
- 2.4.4 Landscape Amenity
- 2.4.5 Legibility
- 2.4.6 Connections
- 2.4.7 Safety and Security
- 2.4.8 Protected Structures
- 2.4.9 Sites and Monuments Record
- 2.4.10 Building Orientation
- 2.4.11 Quality of Building Frontages
- 2.4.12 Urban Grain
- 2.4.13 Building Heights and Massing



*Looking southwards along Abbey Street*

# 2.0 Howth in Context

## 2.4.1 Land Uses

### THE VILLAGE CORE

Howth has a typically wide mix of residential, community, ecclesiastical and commercial uses for a village of its size. Comparison retail at ground floor levels is mainly concentrated along the Main Street. Typical uses include an antique shop, a flower shop, a hairdresser, two pharmacies as well as numerous public houses. Convenience retail consists of a Centra and a Spar located at Main Street. The village core is unlikely to attract a large format retailer due to the core's tight urban grain, but could accommodate specialist niche retailers.

### THE HARBOUR AREA

Harbour Road has a broad range of comparison retail uses. Along Harbour Road uses consist of a jewellery shop, dentist, barber, clothing shops, restaurants and a public house. Along West Pier, uses are marine related and consist of fish restaurants, fish mongers, fish processors, fish markets, a net making company and the Irish Coast Guard.

### HOWTH ROAD

Howth Road predominantly consists of low rise residential uses. Immediately west of the DART station a continuous wall of industrial buildings (Techrete and a car valeting service) forms the boundary to the northern edge of the Howth Road.



Ground floor retail uses at Main Street



Restaurant at West Pier



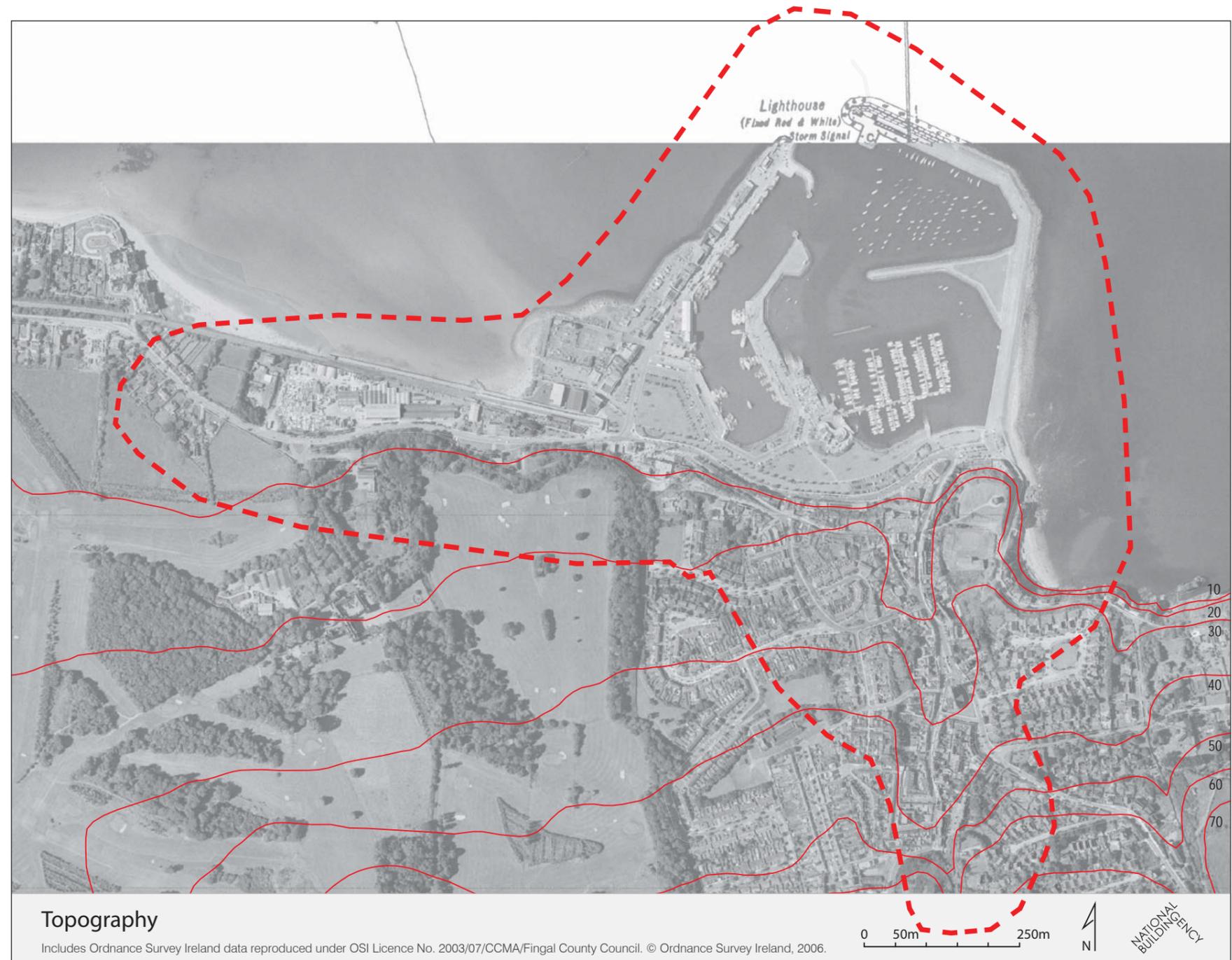
Industrial uses along Howth Road

# 2.0 Howth in Context

## 2.4.2 Topography

Building footprints and streets follow the line of contours, with buildings 'stepping up' slopes where they cross contours. Changes in levels and slopes here provide a distinctive character and sense of place. Existing roofscapes emphasise the natural landform.

The topography falls steeply northwards over approximately a distance of 700 metres from 70 metres AOD<sup>2</sup> to just under 3m AOD along the coast.



Map 2.5 Topography of Howth

<sup>2</sup>Above Ordnance Datum

# 2.0 Howth in Context

## 2.4.3 Views

Within Howth, the composition of views and vistas adds character and reinforces legibility and an understanding of the place. A varied sequence of connecting views, which lead or draw the eye from one feature to another, creates interest.

Certain views within Howth are protected within the current Development Plan (2005-2011), the Howth Historic Core Architectural Conservation Area (ACA) Statement of Character (2006) and Howth Castle ACA Statement of Character (2006).

Within the current Development Plan, the following views are preserved under a special objective:

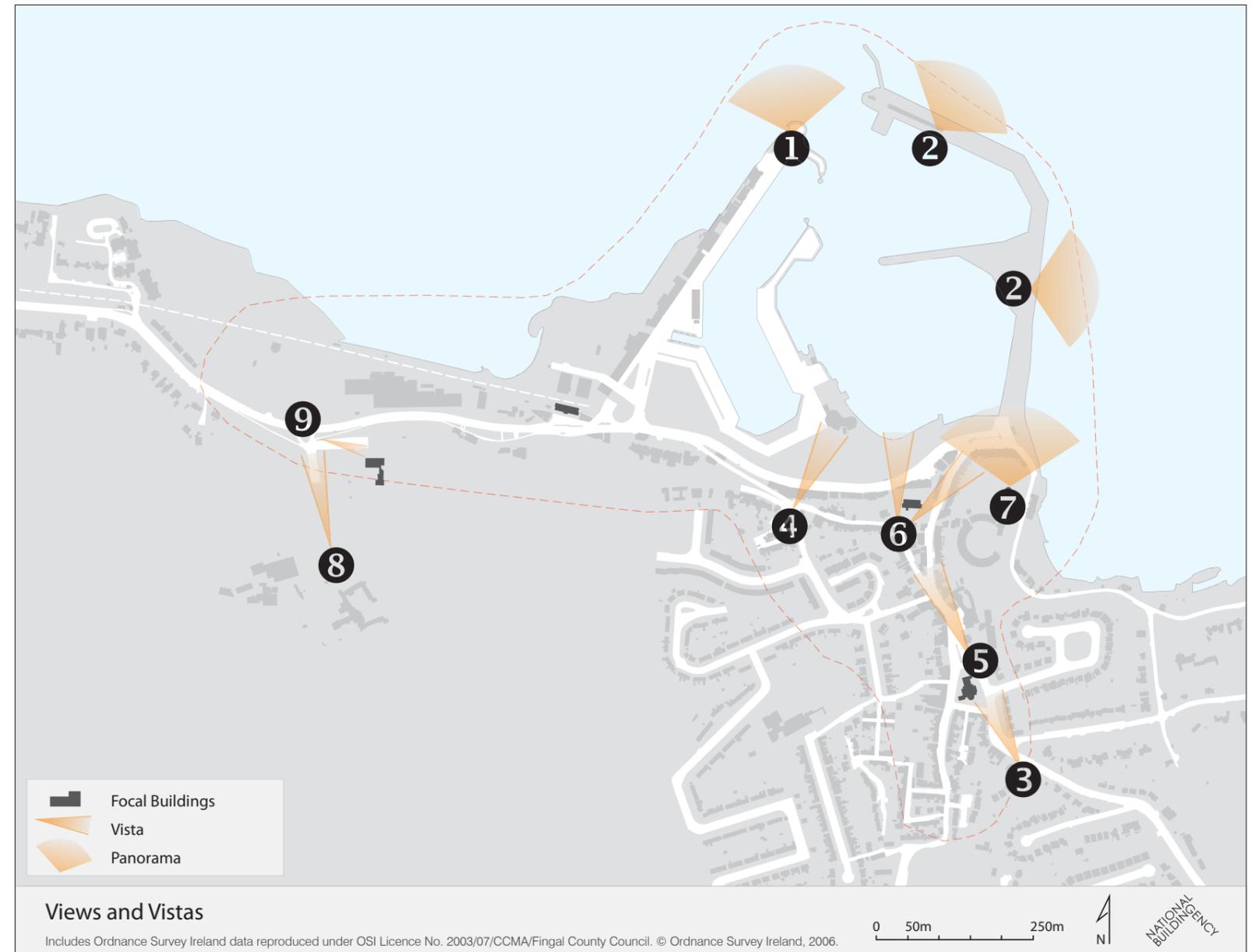
- ① At the northern edge of the West Pier
- ② Along the East Pier

Certain views within Howth are preserved under Howth Historic Core ACA Statement of Character (2006). These are located at:

- ③ Hillside Terrace
- ④ Howth Terrace
- ⑤ Main Street (Upper)
- ⑥ St. Mary's Abbey on Church Street
- ⑦ Martello Tower

Other key views protected under Howth Castle ACA Statement of Character (2006) include the following:

- ⑧ From Howth Castle to the sea
- ⑨ View towards St. Mary's Church of Ireland



Map 2.6 Views and Vistas of Howth

# 2.0 Howth in Context

## 2.4.4 Landscape Amenity

### THE VILLAGE CORE

There is limited public open space within the village core, as the main open space in the village of Howth is the Harbour front promenade, which falls just outside of the village core boundary. There is a small circular area of open space surrounding the Martello Tower and a small green space associated with St. Mary's Abbey. It is noted that there is little public planting of trees, shrubs or flowers within the village core, apart from the area at the junction of Church Street and Harbour Road, and a small area at Hillside Terrace. The lack of planting is generally as a result of building lines having frontage directly onto the street and narrow footpaths, which provide limited opportunities for traditional planting. The overall impression is of a hard built landscape to the core of the village.

### THE HARBOUR AREA

The main public open space in the village of Howth is the Harbour front and the promenade. Along Harbour Road there is a large green open space with facilities for passive recreation (seating) and active recreation (playground).

### HOWTH ROAD

There are large areas of high amenity lands to the southern edge of the Howth Road including the demesne of Howth Castle and the Deerpark Golf Club. Claremont Beach and Baltray Park to the north presents a significant public open space amenity.



Map 2.7 Open Space and Tree Groups in Howth

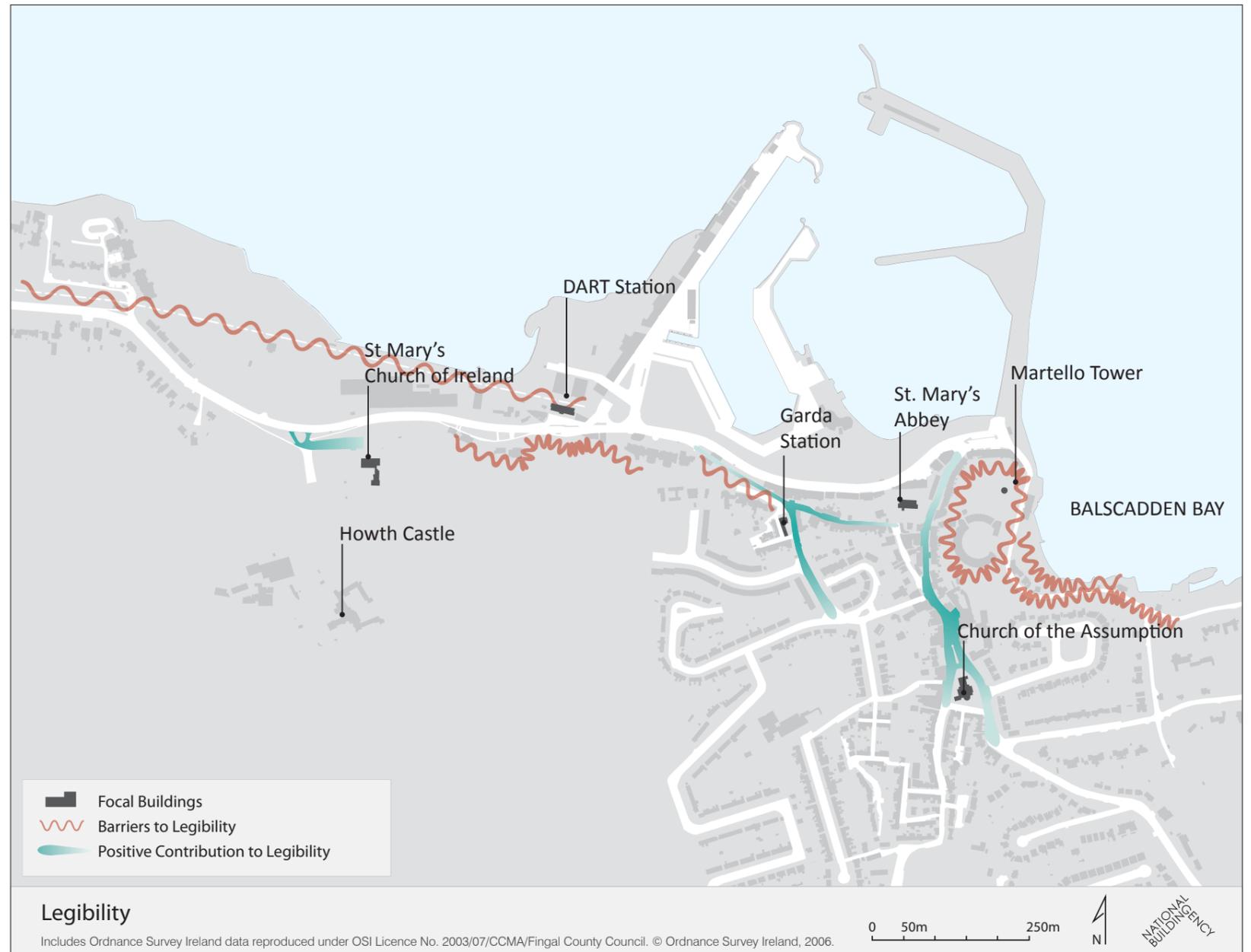
# 2.0 Howth in Context

## 2.4.5 Legibility

Landmark features allow visitors and residents to orientate themselves, creating a legible and easily navigable environment. This can include focal buildings, intimate spaces, street trees etc. Within the proposed framework for Howth developing landmark features are critical to maintain a sense of legibility and an understanding of the place.

Existing aids to legibility within Howth include the Martello Tower, Church of the Assumption, the harbour, St Mary's Abbey and the DART Station which greatly enhances the village's legibility. View corridors as discussed previously further enhances orientation.

Howth Village is also surrounded by barriers to legibility. The train line creates an edge to the north along the Howth Road which restricts access and views to the seafront. Also steep topography surrounding the Martello Tower creates a barrier from the village core to Balcadden Bay.



Map 2.8 Legibility in Howth

# 2.0 Howth in Context

## 2.4.6 Connections

### The Village Core

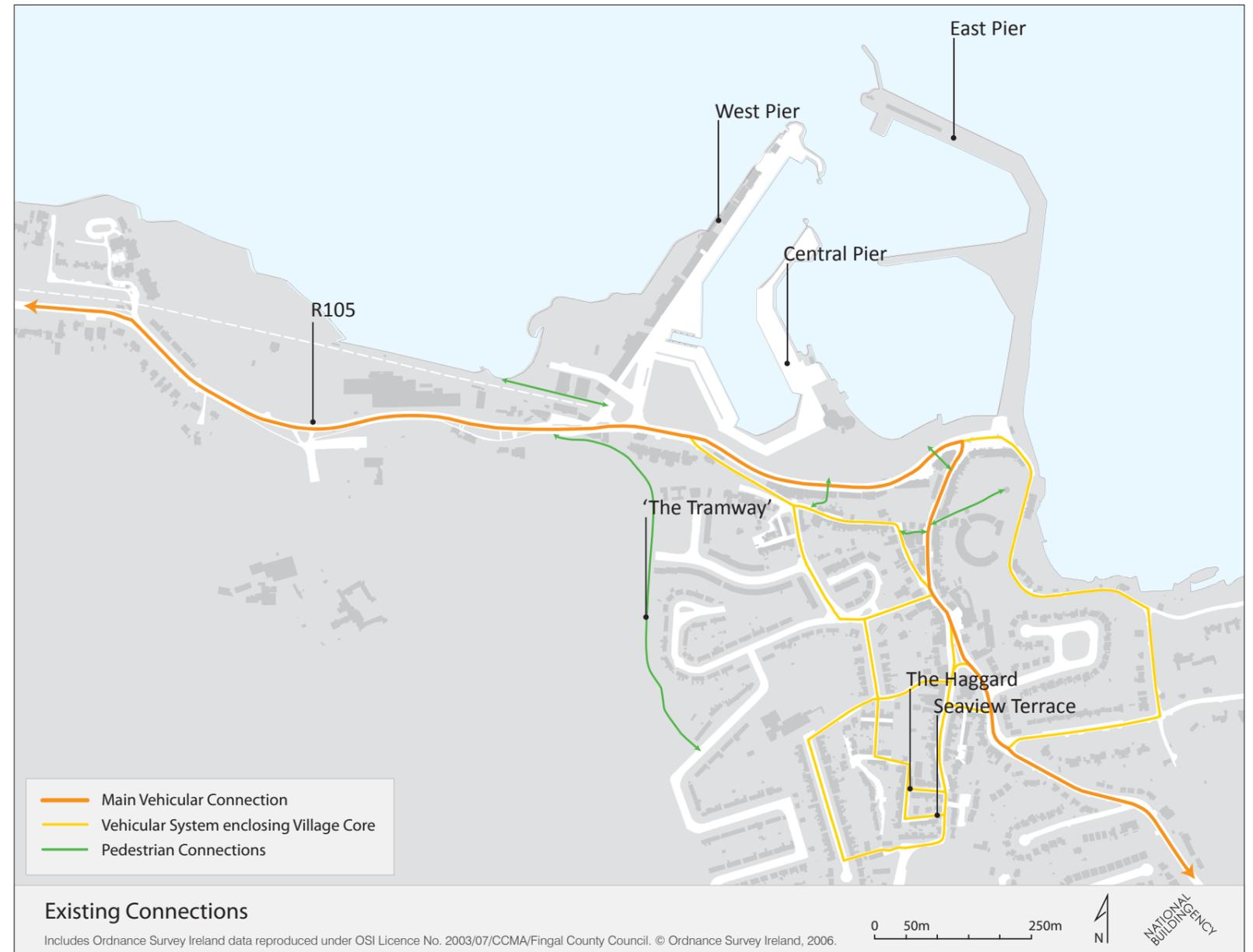
The R105 forms the main vehicular link through Howth. The village's historic layout also includes a number of east-west links. These include the Haggard, Seaview Terrace and Tuckett's Lane to the west of Main Street. To the east of Main Street and Abbey Street pedestrian and vehicular circulation is constrained by steep topography.

### The Harbour Area

Harbour Road provides a connection to the West and Central Pier. A pedestrian access point to Claremont Beach is accessed off the West Pier.

### Howth Road

Howth Road remains a busy vehicular through route towards Howth village. Pedestrian access ways exist to the southern edge of the Howth Road leading to Howth Castle ACA and also a pedestrian way leading southwards to Grace O Malley Park (known locally as 'the Tramway'). There are no north south public connections from the Howth Road towards Claremont beach.



Map 2.9 Existing Connections within Howth

# 2.0 Howth in Context

## 2.4.7 Safety and Security

The principles of ‘Safer Places: the planning system and crime prevention’ by the ODPM (Office of the Deputy Prime Minister) UK should be incorporated as part of any new development. The better practice guidance sets out seven design principles that are sought in new and existing developments:

- Access and Movement
- Structure
- Surveillance
- Ownership
- Physical protection
- Activity
- Management and maintenance

Please refer to Appendix 2 for a summary of the principles as outlined above.

### The Village Core

Whilst the Main Street experiences good safety and security measures, the backland areas and in particular pedestrian laneways connecting Abbey Street to Church Street and the Harbour Road to Church Street, are prevented from benefiting from natural surveillance. Orientating building fronts to these laneways and good lighting can help reduce the feeling of insecurity at these particular areas.

### The Harbour Area

Harbour Road and West Pier is popular with pedestrians both day and night and are positive in terms of safety and security. However, the access point to Claremont Beach from the West Pier is poorly lit with no natural surveillance. This presents a potential safety and security issue.

### Howth Road

The Howth Road area has a high level of surveillance. However dense planting and tree groups to the pedestrian way linking the Howth Road to Grace O Malley Park (‘the Tramway’) presents an inactive frontage with no natural surveillance.



*Inactive frontage along pedestrian laneway from Abbey Street to Church Street.*

# 2.0 Howth in Context

## 2.4.8 Protected Structures

### The Village Core

There are a number of Protected Structures within the boundary of the Urban Centre Strategy that are protected under the current Development Plan.

RPS No.	Description
561	Milestone, Harbour Road
566	Burial Mound Site, Harbour Road, Howth
567	Former Courthouse, Harbour Road
568	St. Mary's Abbey (in ruins), Abbey Street
569	Howth College, Abbey Street
570	Martello Tower, off Abbey Street
571	Renaissance House, Church Street
572	No. 14 Main Street
573	No. 15 Main Street
574	No. 20 Main Street
596	Howth Garda Station, Howth Terrace
597	Church of the Assumption, Main Street

### Harbour Area

RPS No.	Description
560	Former Mariner's Hall
562	Former Lighthouse Station
563	Former Coastguard Station
564	Former Harbour Master's Office
565	Lighthouse
595	Howth Harbour, Howth

### Howth Road

RPS No.	Description
554	The Manse, Howth Road
555	Presbyterian Church, Howth Road
556	Howth Castle, Howth Demesne
557	Church (ruin), grounds of Howth Castle
558	Station Masters House, Harbour Road, Howth
559	Howth Station, Harbour Road, Howth
594	St Mary's Church of Ireland, Howth Road

A number of these structures are landmark buildings within Howth and form focal points for views into and out of the area such as the Martello Tower, St. Mary's Abbey and the Church of the Assumption. However, others are more modest structures that represent examples of distinctive shopfronts or vernacular houses. Most of the Protected Structures are 19th century in date reflecting the period of Howth's popularity for expansion and development.

# 2.0 Howth in Context

## 2.4.8 Protected Structures



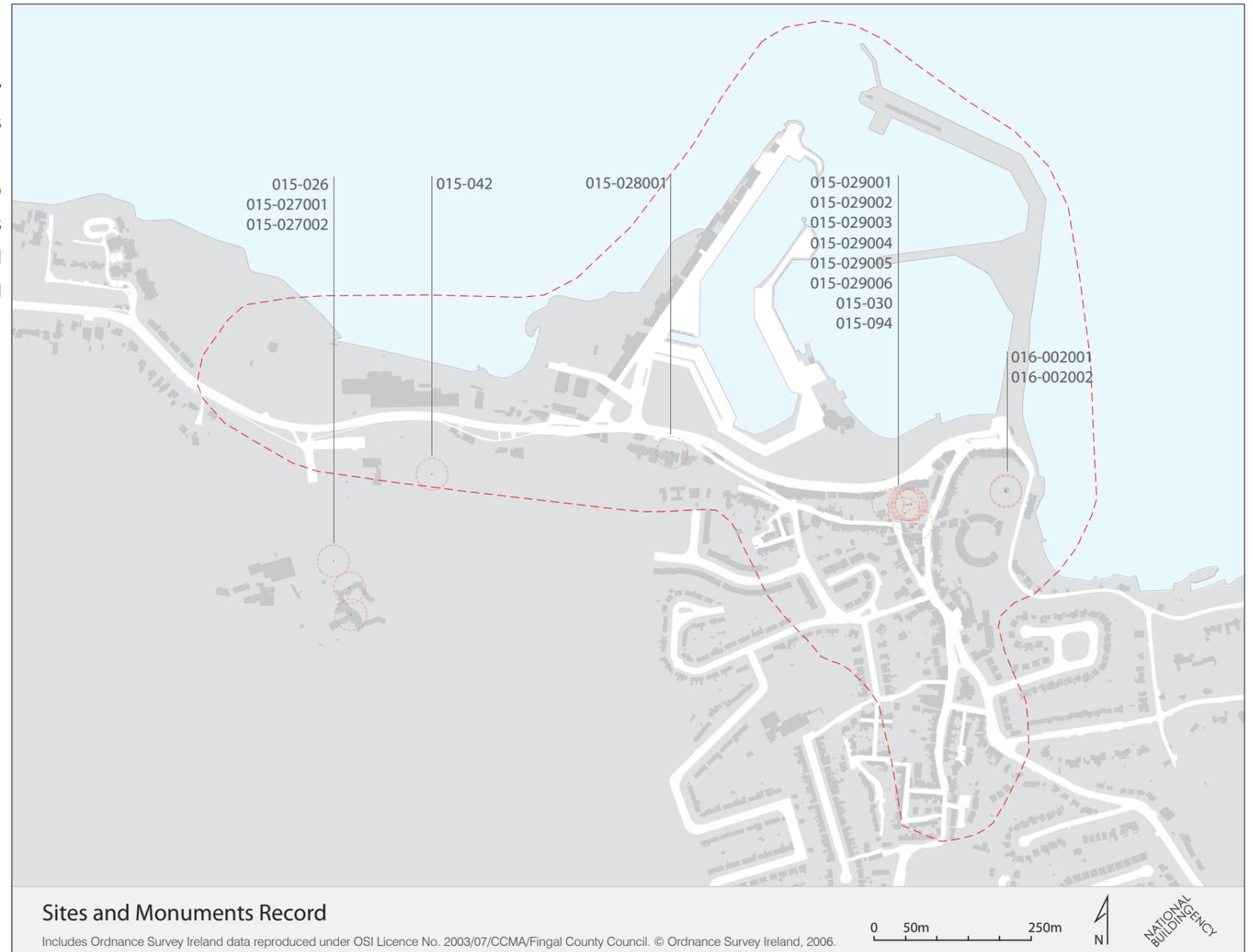
Map 2.10 Protected Structures within Howth

# 2.0 Howth in Context

## 2.4.9 Sites and Monuments Record

The Sites and Monuments Record (SMR) forms the basis for the statutory Record of Monuments and Places (RMP). These recorded monuments are protected under the National Monuments (Amendment) Act 1994. Consideration should be given to the design of proposed works to ensure that they do not impact negatively on the sites and monuments listed below. Consultation with the Heritage Officer at Fingal Council as well as the Department of the Environment, Heritage and Local Government should be carried prior to the planning application stage.

Ref.	Description
015-042	Burial Ground
015-028001	Cist
016-002001	Castle - Motte Possible
016-002002	Martello Tower
015-094	Building
015-029005	Graveslab
015-029004	Graveslab(s)
015-029002	Ritual Site - Holy Well
0105-029003	Tomb - Alter
015-029001	Church
015-029006	Graveyard
015-026	Chapel
015-027001	Castle - Tower House
015-027002	Gatehouse
015-30	Fortified House



Map 2.11 Sites and Monuments Record within Howth

# 2.0 Howth in Context

## 2.4.10 Building Orientation

### THE VILLAGE CORE

The buildings along the Main Street, Abbey Street and Harbour Road offer many active frontages to the public realm, with most accommodating shops and commercial activity at ground floor level. Gaps in the building line offer access and views into laneways, which are a distinctive local feature. These include laneways primarily to the west of Main Street that includes the Haggard, Seaview Terrace and Tuckett's Lane. Along the northern edge of Church Street high walls contributes to an inactive frontage with poor visual connections to the sea.

### THE HARBOUR AREA

The formal linear block layout of the West Pier with buildings parallel to the public realm creates a strong frontage. In some areas the use of high fences and walls contributes to an inactive street frontage. The rear elevations of these buildings which are highly visible from Claremont Beach present an inactive frontage to the coastline.

### HOWTH ROAD

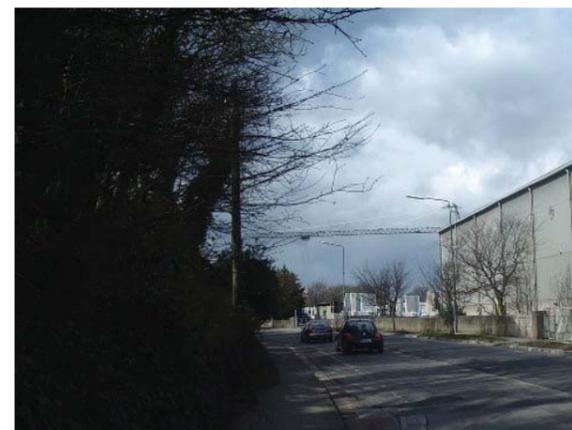
Within this area buildings are generally set in rows facing the street. Some properties have medium-large front gardens. The high boundary wall associated with the Techrete site along the northern edge of the Howth Road presents an inactive street frontage. Opportunities exist here to open up this area visually and physically to integrate it more positively into the existing public realm.



*Along Harbour Road and Main Street buildings positively front the street*



*Within the Harbour Area, the use of high fences and tall planting contributes to an inactive street frontage*



*Along Howth Road buildings front the street with open setbacks*

# 2.0 Howth in Context

## 2.4.11 Quality of Building Frontages

### THE VILLAGE CORE

The quality of building frontages with a positive contribution to the public realm are mainly orientated towards the Main Street, Abbey Street, Church Street and the Harbour Road. However, there is a series of vacant buildings at the Main Street, St Mary's Road and Tuckett's Lane which present poor frontages to the public realm.

### THE HARBOUR AREA

The quality of building frontages within this area are generally positive along the Harbour Road. However, there is a series of buildings at the West Pier which could be significantly improved.

### HOWTH ROAD

Industrial buildings to the northern edge of the Howth Road present a negative frontage.



Map 2.12 Quality of Building Frontages in Howth

# 2.0 Howth in Context

## 2.4.12 Urban Grain

### THE VILLAGE CORE

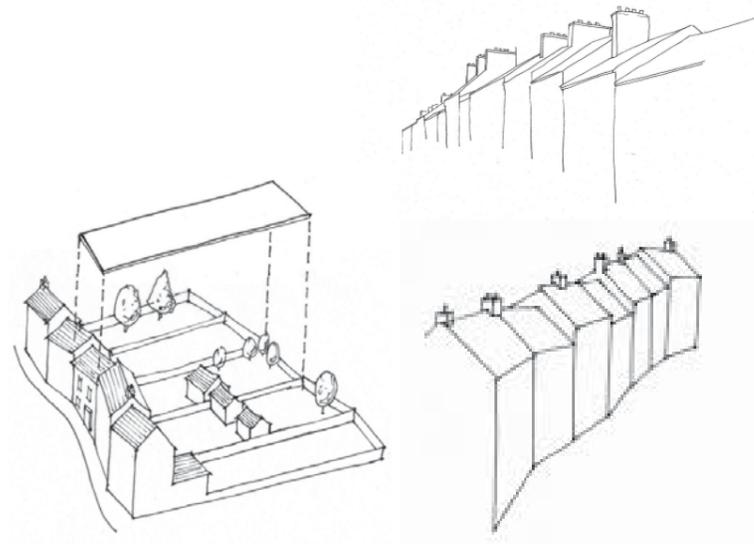
Building widths range on average from 6 to 8 metres in the village core. The historic narrow frontage approach establishes a building line of linked dwellings and continuous building frontage. This provides a very efficient use of land with a high building density. Building depths remain consistent within the village core. On average, building depths are 13 metres.

### THE HARBOUR AREA

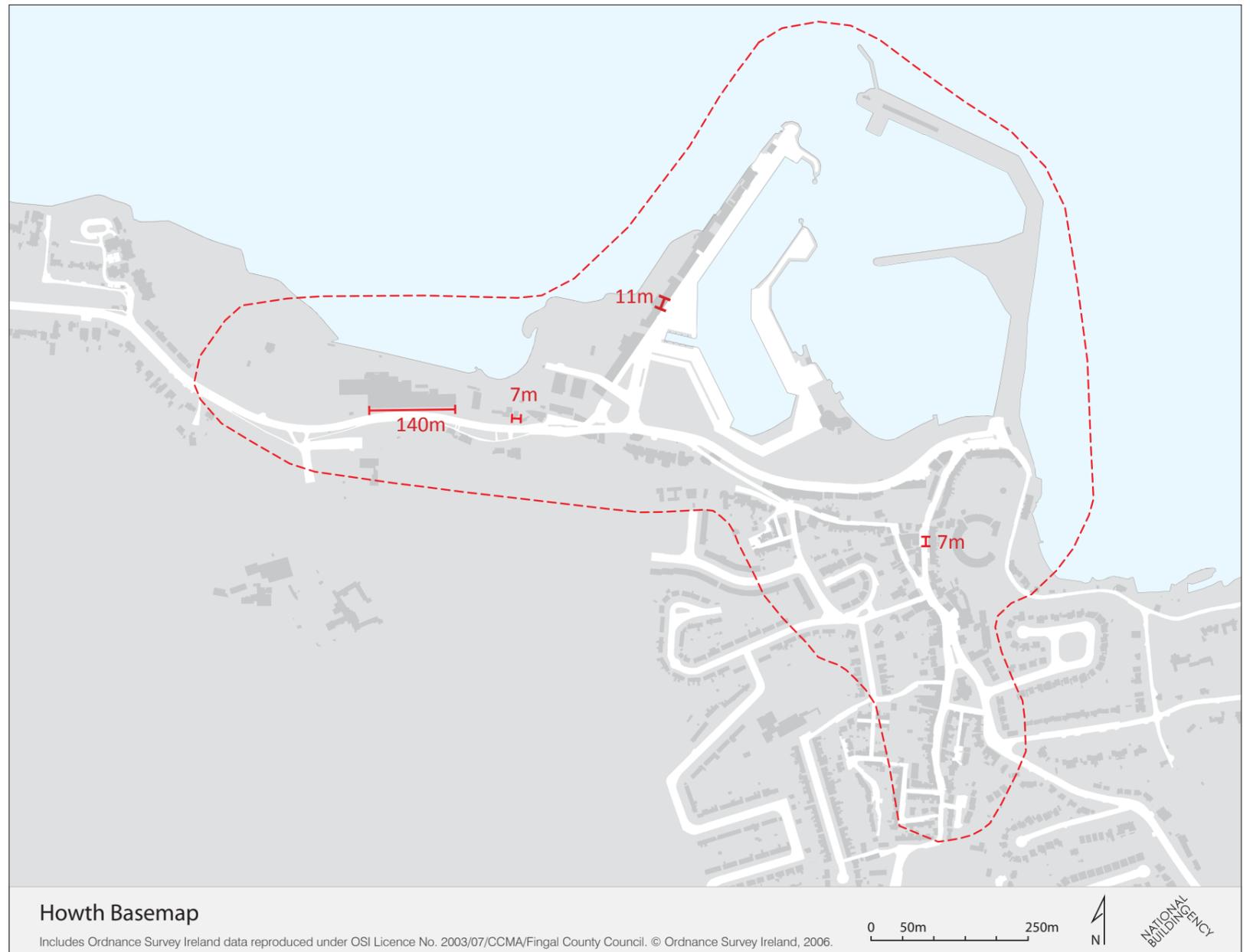
Within this area, the mixture of marine industry uses result in varying building widths. On average building widths are between 8 and 19 metres. Building depths remain consistent with an average depth of 15 metres.

### HOWTH ROAD

To the north of Howth Road the Techrete site's urban grain is in extreme contrast to the predominantly fine grain of the existing residential uses. Building widths here are in excess of 100 metres with depths varying up to a maximum of approximately 50 metres.



Respecting the existing urban grain



Map 2.13 Building grain dimensions in Howth

# 2.0 Howth in Context

## 2.4.13 Building Heights and Massing

### THE VILLAGE CORE

#### **The Main Street**

Along Main Street the height consists of predominantly two storey terraced dwellings with a small number of buildings consisting of single storey with a dormer to the roofspace. To the west of the Main Street, at the Haggard and Seaview Terrace there are single storey terraced cottages. The Bailey Court Hotel, to the east of the Main Street, is the only building that consists of three storeys. As such it is an easily identifiable landmark on the street.

#### **Abbey Street**

Abbey Street predominantly consists of two storey terraces of varying heights. A new three storey development has recently finished construction at the junction of Abbey Street and Church Road.

#### **Harbour Road**

The Harbour Road mainly consists of a strong terrace of three storeys with a fourth storey disguised within a mansard roof.

#### **Church Street**

Church Street consists of a deflected building line of two storey terraced buildings to its southern edge with a row of single storey terraced cottages to its northern edge.



*The western edge of the Main Street predominantly featuring two-storey terraced buildings and single storey dormer cottages*



*The western edge of the Main Street featuring single storey terraced cottages*



*Harbour Road*



*The eastern edge of the Main Street featuring the Bailey Court Hotel*



*The eastern edge of the Abbey Street featuring 2 storey terraced dwellings*



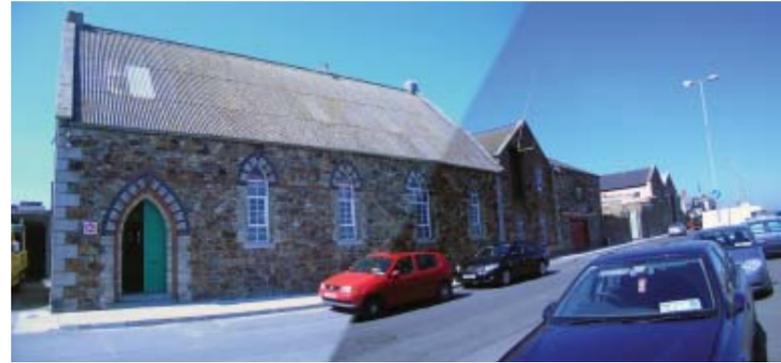
*Church Street featuring 2 storey terraced dwellings and single storey terraced cottages*

# 2.0 Howth in Context

## 2.4.13 Building Heights and Massing

### THE HARBOUR AREA

The buildings within this area are of widely varying sizes with newer buildings such as the Auction House of steel frame construction clad in metal sheeting rising to approximately 15 metres, whilst the older buildings of brickwork and stone construction rise to no more than two storeys in scale.



Along the West Pier



### ALONG HOWTH ROAD

The large buildings that form the Techrete site have created an extreme contrast in scale within the predominantly low rise housing immediately east, south and west of the site. The industrial sheds and other support buildings are not of any townscape value. The buildings are 8 to 12 metres in height to eaves level and the massing of the buildings dominate the skyline. The majority of terraced and detached buildings to the south of Howth Road are up to two storeys in height.



Along Howth Road



# 2.0 Howth in Context

## 2.5 Architectural Appraisal

Section 2.5 of the Strategy focuses on the key characteristics of the study area in terms of its architectural design. The architectural appraisal is helpful in identifying positive features of Howth that should be retained and enhanced as part of the Urban Centre Strategy.

The architectural appraisal of the village will consider the following themes:

- 2.5.1 Building Proportion
- 2.5.2 Roofs and Chimneys
- 2.5.3 The Traditional Shopfront
- 2.5.4 Security Shutters
- 2.5.5 Advertisements
- 2.5.6 Hanging and Projecting Elements
- 2.5.7 Outdoor Seating Areas
- 2.5.8 Summary



*Decorative lintel detail at Abbey Street*

# 2.0 Howth in Context

## 2.5.1 Building Proportion

Many older properties within Howth have a vertical emphasis to their character, having narrow frontages. Vertical windows enhance the vertical emphasis of the building elevation. However in recent times modern insertions have introduced a horizontal element that can be visually jarring to the prevailing vertical rhythm.

A 'solid to void ratio' describes how blank or windowed a building looks. It is interesting to note that the more successful buildings that fit well in the village's streetscape have a high degree of visual solidity.



*A change in height of building fronts reflects the change in buildings. Despite the change in height, the buildings retain suitable proportions.*



*A poor solid to void ratio. The building fronts appear too horizontal.*



*Building fronts with large areas of horizontal emphasis and dead frontage are likely to sit uncomfortably in the traditional streetscape.*



*A good solid to void ratio. The building fronts appear vertical.*

# 2.0 Howth in Context

## 2.5.2 Roofs and Chimneys

The roofscape of Howth is the first indication of the character and scale from a distance. On entering the settlement we become aware of the shape and elements of the building roofs that contribute to our general impressions of the settlement.

Most of the buildings within the village core are uncomplicated and low-rise. Subtle changes of pitch between adjoining dwellings, which is a characteristic of these streets (a matter of a few degrees) can help enliven a roofscape.

Also, a distinctive feature of Howth is the use of single and double pitched roofs as part of a terrace, or on isolated properties. Hipped roofs occur less frequently but add an interesting visual contrast to the streetscape. The eaves lines within Howth consist of simple shallow or no timber fascias.



*Characteristic roofs and chimneys of Howth*



*A distinctive feature is the use of hipped roofs, red brick trimmings and clay chimney pots*

# 2.0 Howth in Context

## 2.5.2 Roofs and Chimneys



*Mansard type roofs are inconsistent to the prevailing roof typology and should generally be avoided.*



*Subtle changes of pitch between adjoining dwellings (a matter of a few degrees) can help enliven a roofscape.*



*Flat roofs are inconsistent to the prevailing pitched roofscape and should generally be avoided.*

## 2.0 Howth in Context

### 2.5.3 The Traditional Shopfront

Existing shopfronts in Howth are based upon a series of principles that are successful in achieving a suitable relationship between the shopfront and the elevation as a whole.

#### *Fascia and Cornice*

The fascia provides the principal space for advertising. Above the fascia is a cornice, a projecting decorative moulding to give a visual cap.

#### *Pilasters*

Pilasters are the vertical columns built in to traditional shopfronts that are used to define the width of a shop. The pilasters visually support the fascia and give vertical rhythm.

#### *Corbels*

These contain the fascia by being placed at either end, sitting above the pilaster. They are a key feature of traditional shopfronts.

#### *Stallriser*

The stallriser is a solid, sometimes panelled vertical surface from the footpath to the sill of the glazed portion of the window.

#### *Sill*

Sills are the lower horizontal element of a shop window, often provided with a projecting moulding to ensure that water is shed clear of the stallriser below.



*Elements of a traditional shopfront in Howth*

# 2.0 Howth in Context

## 2.5.4 Security Shutters

The appearance of shops outside opening hours has an important impact on shoppers and visitors. External solid shutters can have a detrimental effect on the visual appearance of both the shopfront and the street itself. The images adjacent highlight examples of external security shutters in Howth that should generally be avoided.



*Example of shutters that add to the overall character of the building*



*External solid shutters having a deadening effect during the day*



## 2.0 Howth in Context

### 2.5.5 Advertisements

Advertisements in Howth generally respect the character and style of the building in terms of design and materials. However, in certain examples, advertisements obscure architectural features such as windows and other shopfront details. Along Main Street, and Harbour Road in particular, excessive amounts of signage serve only to clutter and detract from the overall streetscene.



*Untidy and overly busy signage is confusing. Large banner signs are harmful to the appearance of this traditional building located at Main Street.*



*A clear and well proportioned fascia sign complements this building located at Main Street.*



*The location, type and colour of lettering respects the overall proportion of this building located at St. Mary's Street.*



*Individual letters reduce impact on the appearance of this building located at Balcadden Road.*

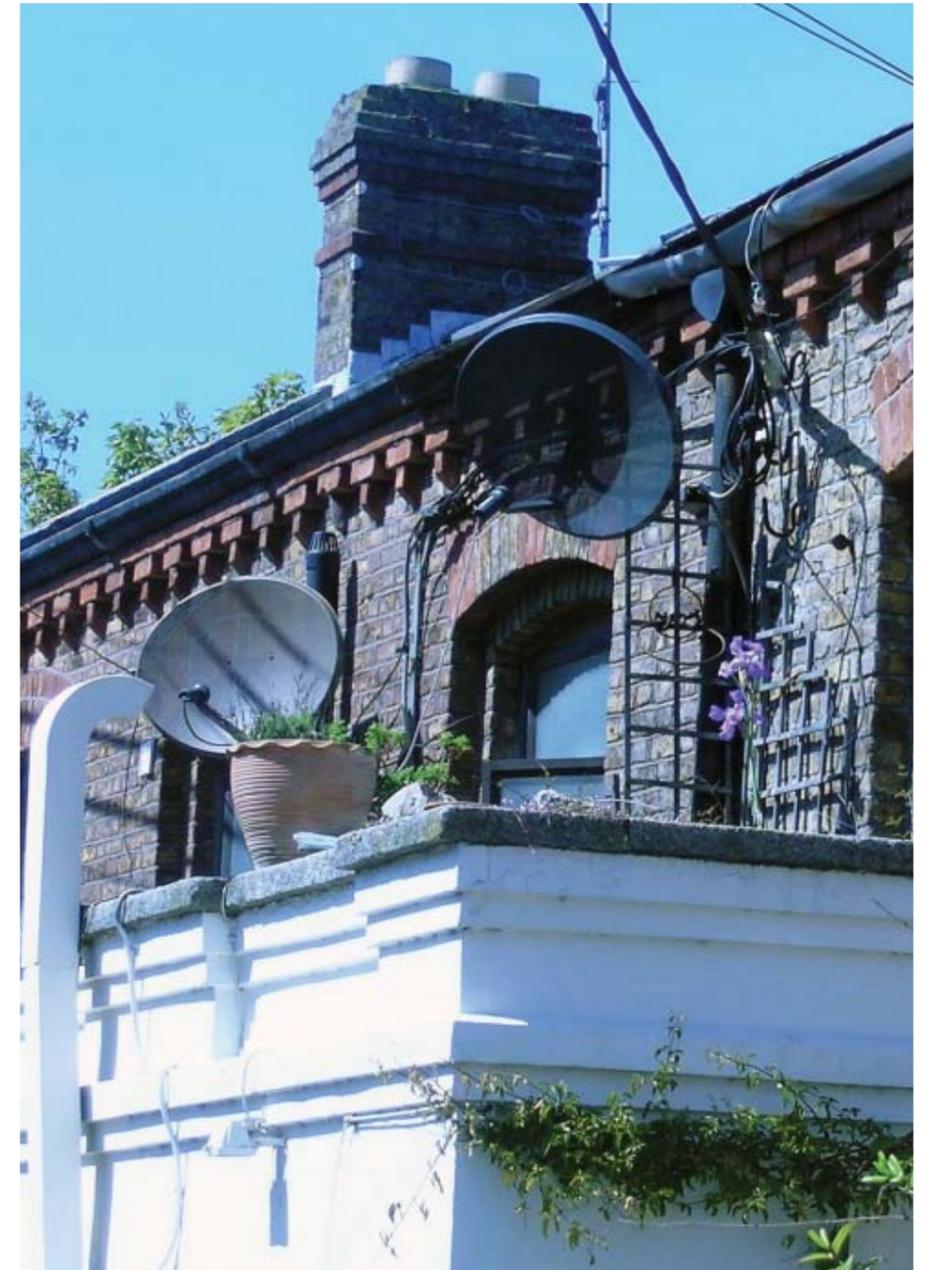
## 2.0 Howth in Context

### 2.5.6 Hanging and Projecting Elements

Hanging and projecting elements can add interest to a street environment. However too many elements of the types shown in the images adjacent can cause clutter to the building and the streetscape.



*Poor quality hanging/projecting elements at various levels, serves to detract from the appearance of this building located at Tuckett's Lane.*



*Excessive projecting elements such as these satellite dishes should be avoided as they clutter and detract this building front at Church Street.*

# 2.0 Howth in Context

## 2.5.7 Outdoor Seating Areas

Given the narrow widths of footpaths within Howth the opportunities for outdoor seating areas are restricted. Where outdoor seating areas do exist there is little or no demarcation of the area making it indistinguishable from the main footpath.



Outdoor seating areas along the West Pier have no demarcation of the area making it distinguishable from the main footpath.



Canvas barriers and planters can be used as a successful means of enclosure.

# 2.0 Howth in Context

## 2.5.8 Summary

Changes in roof pitch enliven the roofscape

Building orientated positively to the street

Retain shallow recessed eaves

Break in the building line creates variety in the streetscape

The use of vertical windows and chimneys breaks up the horizontal emphasis

Good solid to void ratio



Architectural Appraisal Summary

# 2.0 Howth in Context

## 2.5.8 Summary

Dead Frontage

Poorly proportioned shopfront (excessive fascia height)

Avoid flat roofs

Poor solid to void relationship

Avoid breaks in the building line

Good solid to void ratio

The use of vertical elements breaks up the horizontal emphasis



Architectural Appraisal Summary

# 3.0 The Development Strategy

An appreciation of Howth's special character forms the backbone of the Vision for Howth. The special character referred to includes such features as the harbour, beaches, attractive village core, good public transport, high quality evening entertainment and an attractive public realm.

# 3.0 The Development Strategy

## 3.1 The Vision

The Vision for the development strategy is to:

### ① PROMOTE A THRIVING VILLAGE

- Create a new coherent design guidance for Howth that respects the village’s character.
- Improve the village centre with a wide range of convenience and comparison mix, office development with an emphasis placed on niche shopping.
- Strengthen the Main Street with a dedicated public space outside the Church of the Assumption to act as a people draw and also act as a counterbalance to the Harbour Area.
- Promote a diverse and cultural evening economy.
- Enhance parts of the existing village centre with new frontages .
- Provide signage to help visitors locate the Main Street Area.

### ② ADD TO QUALITY OF LIFE

- Promote physical improvements to the village core (robust lighting, attractive paving, establishing active frontages, removal of street clutter).
- Enhance the pathway linking Abbey Street to Church Street and also Church Street to Harbour Road.
- Strengthen pedestrian linkages from the Howth Road to the sea, from the village to Howth Castle and along ‘the Old Tramway’ with the introduction of a new pedestrian wayfinding signage system.

### ③ ENHANCE HOWTH AS A CULTURAL/TOURISM DESTINATION

- Implement a comprehensive and distinct signage system throughout the village to include information boards signposting to key sites of interest and gateway welcome signs.
- Build upon Howth’s rich architectural heritage by retaining key focal buildings such as the DART station and the Martello Tower.
- Raise specifically the profile of Howth Castle.
- Provide for new tourism facilities within the Harbour Area such as a tourist office and leisure craft rental facilities.
- Encourage the provision of a hotel west of the DART Station.

### ④ PROVIDE AN ATTRACTIVE PUBLIC REALM

- Enhance the area outside of the Church of the Assumption with a new civic space.
- Enhance the area directly in front of the DART station with a pedestrian friendly open space.
- Promote the development of a new civic space on the northern edge of the Howth Road fronted by retail and commercial development to act as a vibrant new destination for visitors and the people of Howth.
- Retain existing and promote new vistas to the sea.

### ⑤ CAPITALISE UPON THE EXISTING HARBOUR

- Reclaim the harbour seawards to the west to provide a diversity of uses that will complement Howth village.
- Provide a vibrant safe and accessible harbour for people of all ages.
- Retain the existing maritime industrial character of the harbour.
- Recognise the social, architectural and maritime heritage significance of the harbour.

### ⑥ CREATE A WELL CONNECTED & ACCESSIBLE VILLAGE

- Promote the development of a high quality bus/DART interchange to provide a high quality gateway for people accessing the village centre by public transport.
- Enhance existing car parking locations to improve accessibility.
- Promote safe, attractive and overlooked pedestrian and cycle routes into and around the village.

### ⑦ EXPAND THE VILLAGE AT TECHRETE

- Allow the former ‘Techrete’ site act as a ‘stepping stone’ in expanding the village centre’s retail, residential and commercial offer west of the DART station.
- Make more efficient use of a key gateway site.
- Greatly improve the visual appearance of the existing ‘Techrete’ site from the Howth Road which is a key route through to the village centre for local and tourist traffic.
- Provide for a pedestrian link from the ‘Techrete’ site over the rail line to Claremont Strand.

### ⑧ PROMOTE SUSTAINABILITY

- Reuse existing brownfield sites.
- Develop an integrated transport interchange at the DART station.
- Reuse existing buildings, where appropriate and possible.
- Create high density mixed use generation in close proximity to the DART station.
- Make use of low carbon emission and renewable energy sources.

# 3.0 The Development Strategy

## 3.2 The Development Concept

The development concept sets out the spatial strategy for delivering the Vision as described in Section 3.1.



Map 3.1: Indicative Framework Plan for Howth

# 4.0 Urban Design Framework

The illustrative masterplan shows how the framework plan described in Section 3.2 may take form on the ground. It's main purpose is to provide a complete built form of frontages, streets and public spaces accommodating new facilities and activities that will raise the quality and attractiveness of Howth Village.

# 4.0 Urban Design Framework

## 4.1 The Illustrative Masterplan



Map 4.1: The Illustrative Masterplan

# 4.0 Urban Design Framework

## The Harbour Area

- ① New sheltered harbour for recreational boating activity.
- ② New building frontage to overlook public realm.
- ③ New harbourmaster's office.
- ④ New mixed use development - marine related retail/commercial uses at ground level.
- ⑤ New pier and pedestrian walk.
- ⑥ Tourist Office.
- ⑦ New improved and overlooked pedestrian way to Claremont Beach.
- ⑧ New demarcated parking bays along West Pier.
- ⑨ Footpaths widened along the western edge of the West Pier to facilitate 'spill out' areas for cafes and restaurants.
- ⑩ Improve the safety of the West Pier Road by reducing the overall width and tightening the junction onto Harbour Road.
- ⑪ New built facility for kayaks and other small leisure craft rental.
- ⑫ New pontoons for small leisure craft (sea-kayaks etc).
- ⑬ Redevelopment of existing Lighthouse.

## The Village Core

- ⑭ Promote the intensification of the village core by developing various infill sites.
- ⑮ Enhance Church Street as a green link from the Harbour Road to the Main Street.
- ⑯ Enhance the safety of the existing pedestrian way linking Abbey Street to Church Street by promoting ground floor level retail and commercial activity as well as adequate lighting.

- ⑰ Enhance the safety of the existing pedestrian link from the Harbour Road to Church Street by the provision of adequate lighting.
- ⑱ Retain the existing panoramic view at this location.
- ⑲ Enhance the triangle in front of the Church of the Assumption as a new pedestrian friendly civic space.

## Along Howth Road

- ⑳ Enhance the existing green link from Harbour Road to Grace O Malley Park ('the Tramway') by providing adequate lighting and environmental improvement measures.
- ㉑ Enhance the area in front of the existing DART station as a pedestrian friendly civic space
- ㉒ Develop a bus stop and turnaround area at this location.
- ㉓ Enhance the northern edge of Howth Road by widening footpaths as well as introducing new street tree planting.
- ㉔ Develop a landmark building at this location to act as a 'gateway' to Howth village.
- ㉕ Provide a civic open space at this location fronted by ground floor activity to act as a new destination west of the DART station.
- ㉖ Encourage a well defined building line to the northern edge of Howth Road.
- ㉗ Enhance the views of the sea and Ireland's Eye from Howth Castle and Howth Road through the building form.
- ㉘ Encourage the provision of an access way across the railway line to Claremont Beach
- ㉙ Encourage the provision of a Community Centre at this location.
- ㉚ Encourage the development of traveller accommodation at this location.

# 5.0 General Design Guidelines

This section presents general urban design and architectural guidelines based on the analysis in Chapter 2.0. Guidelines have been created for each of the character areas. The following provides a summary of the criteria used throughout all character areas:

- Land Use
- Topography
- Views
- Landscape Amenity
- Legibility
- Connections + Routes
- Safety and Security
- Protected Structures
- Building Orientation
- Quality of Building Frontages
- Urban Grain
- Building Heights and Massing
- Architectural Features
- Materials

# 5.0 General Design Guidelines

## The Village Core

Urban Design Principle	Issue	Urban Design Guidelines
<b>Land Uses</b>	Howth has a typically wide mix of residential, community, ecclesiastical and commercial uses for a village of its size. Comparison retail at ground floor levels is mainly concentrated along the Main Street. Typical uses include an antique shop, a flower shop, a hairdresser, 2 pharmacies as well as numerous public houses. Convenience retail consists of a Centra and a Spar located at Main Street. The village core is unlikely to attract a large format retailer due to the core's tight urban grain, but could accommodate specialist niche retailers.	<ul style="list-style-type: none"> <li>Promote the intensification of the village core by developing various infill sites.</li> <li>Encourage new development to contain ground floor retail/commercial uses.</li> <li>Promote the development of specialist comparison retail supported by an evening cafe/restaurant culture to the village core.</li> <li>Promote a pavement culture with spill out areas from restaurants and cafes along the Main Street which will also aim to diversify the current evening economy offer.</li> <li>To maintain Abbey Street and the Main Street as the prime historic shopping streets in Howth it is considered appropriate to limit certain uses on the streets that would otherwise detract from the overall character of the streets. These uses are as follows: <ul style="list-style-type: none"> <li>Amusement Arcades</li> <li>Bookmakers/Betting shops</li> <li>Take-Aways</li> </ul> </li> </ul>
<b>Topography</b>	The village core's steep topography heightens the significance of landmark buildings.	<ul style="list-style-type: none"> <li>New development on elevated sites in Howth village core should respect the existing building lines and follow the pattern set historically of taller buildings on lower contours, and reduced heights uphill.</li> </ul>
<b>Views</b>	Howth's largely steep topography increases the importance of street-long views and vistas within the settlement. Views of the Church of the Assumption, the Martello Tower are especially important in Howth, projecting the village's positive image.	<ul style="list-style-type: none"> <li>The key views highlighted in Map 2.6 Views and Vistas of Howth should be preserved and any proposed new development should not adversely impact or block these views.</li> </ul>
<b>Landscape Amenity</b>	Amenity spaces within the village core consists of a pocket park to the western edge of Abbey Street, the ruins of St. Mary's Abbey and around the Martello Tower. Tree planting along the streets is limited.	<ul style="list-style-type: none"> <li>The village core is a sensitive area for new landscaping interventions given the number of protected structures and buildings of interest within the area.</li> <li>Environmentally enhance the triangle in front of the Church of the Assumption and around the Martello Tower.</li> <li>Promote, where desirable, street tree planting within the village core.</li> </ul>
<b>Legibility</b>	The village core contains some very legible features: Church of the Assumption, the Martello Tower and St. Mary's Abbey. The steep topography represents a significant barrier to the east of the village core.	<ul style="list-style-type: none"> <li>Increase the legibility of the area through the use of landmark features such as focal buildings, intimate spaces and street trees.</li> <li>Seek ways of overcoming the barrier to the east, by the creation of a new pedestrian link to Balcadden Bay.</li> <li>Acknowledge the contribution of the Church of the Assumption, the Martello Tower and St. Mary's Abbey as aids to legibility.</li> </ul>
<b>Connections + Routes</b>	The village core is dominated by heavy traffic flow along the R105 and could be more pedestrian-friendly.	<ul style="list-style-type: none"> <li>Enhance Church Street as a green link from the Harbour Road to the Main Street.</li> <li>Promote the village core area as a pedestrian prioritised environment, utilising the area around the Church of the Assumption to create a pedestrian orientated public space.</li> <li>Provide for other public realm improvements to aid better connectivity including rationalised street signage and better pedestrian crossing points.</li> <li>Improve the connectivity to the village centre through better parking arrangements (long-term and short-term parking).</li> </ul>
<b>Safety and Security</b>	The pedestrian laneways from Abbey Street and Harbour Road present themselves as particularly vulnerable in terms of safety and security.	<ul style="list-style-type: none"> <li>Urban Design interventions should be seen as one of many ways of addressing safety and security issues. For example, fronting buildings onto the street with street lighting and in certain cases covered by CCTV.</li> <li>Enhance the safety of the existing pedestrian way linking Abbey Street to Church Street by promoting ground floor level retail and commercial activity as well as adequate lighting.</li> <li>Enhance the safety of the existing pedestrian link from the Harbour Road to Church Street by the provision of adequate lighting.</li> </ul>
<b>Protected Structures</b>	Howth's medieval street layout and some buildings of high architectural quality contribute to the village's unique character.	<ul style="list-style-type: none"> <li>The village core is a sensitive area for new architecture, and an area where public realm quality is more noticeable.</li> <li>New buildings and public realm improvements should complement the existing protected structures, historic streetscape and high quality of architecture.</li> </ul>
<b>Building Orientation</b>	The buildings within the village core are positively orientated towards the public realm.	<ul style="list-style-type: none"> <li>Encourage positive ground floor active frontages facing the street particularly along the pedestrian laneways linking Abbey Street to Church Road and Church Road to the Harbour Road.</li> </ul>

# 5.0 General Design Guidelines

## The Village Core

Urban Design Principle	Issue	Urban Design Guidelines
<b>Quality of Building Frontage</b>	The village core offers a continuous wall of positive frontages. However there are some individual properties in poor condition or boarded-up along St. Mary's Place, Church Street and the Main Street that need frontage improvements.	<ul style="list-style-type: none"> <li>Encourage a "facelift programme" to buildings in poor condition particularly along the Main Street, Church Street and at St. Mary's Place.</li> </ul>
<b>Urban Grain</b>	The street structure of Howth village core clearly reveals the village's historical roles as a market town. The urban grain of the village shows a tight grain at Abbey Street and Main Street gradually becoming more looser as one moves westwards along Harbour Road.	<ul style="list-style-type: none"> <li>Use existing urban grain dimensions as a basis to guide new development into a settlement with distinct character areas.</li> <li>For the village core maintain the prevailing building width of 6m - 8m.</li> <li>New development can address this grain through facade design with variations in the facade composition to echo the historical grain pattern.</li> </ul>
<b>Building Height and Massing</b>	Howth's village core has been developed to consistent building heights (2-3 storeys) creating a pleasing unity about the village as a whole. This aids the village centre's legibility as the heart of the village.	<ul style="list-style-type: none"> <li>Howth's village core has developed as a low rise settlement with a variation in building heights from ground to eaves.</li> <li>The variation in the pitches of the street's roofscape should be retained.</li> <li>Flat roofed infill developments should be rejected in an effort to preserve the existing pitched roof character.</li> <li>The consistent heights within the village core should not be broken by inappropriately tall buildings, particularly around the Church of the Assumption and the Martello Tower.</li> <li>At the planning application stage proposals within the village core should be subject to a visual impact assessment in an effort to ensure that the village's integrity is not compromised.</li> </ul>
<b>Architectural Features</b>	The majority of properties within this village core have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.	<ul style="list-style-type: none"> <li>Ensure that new developments respect the existing character of the Village Core:</li> <li><b>Building Proportion</b> <ul style="list-style-type: none"> <li>A high solid to void ratio in all new buildings.</li> <li>Vertical window forms should be promoted to enhance the vertical emphasis.</li> </ul> </li> <li><b>Roofs and Chimneys</b> <ul style="list-style-type: none"> <li>Roofs should always span the shortest plan dimension to avoid excessively large roof spans.</li> <li>Roof pitches should generally be between 30°-40°.</li> <li>Lean-to roofs should be of equal or lower pitch than the main roof.</li> <li>Flat roofs should be avoided.</li> <li>Promote the use of a gable and hipped roof styles to reflect the prevailing roof profile.</li> <li>Discourage the use of gambrel/mansard or bonnet type roof profiles.</li> <li>Retain existing chimneys, even if not in use, and new chimneys and repairs should match the traditional details.</li> <li>Avoid the standard modern box eaves with deep projecting fascia, flat soffit and projecting barge boards.</li> </ul> </li> <li><b>Shop fronts</b> <ul style="list-style-type: none"> <li>Modern interpretations of the traditional shop front details are particularly welcomed within the village core.</li> <li>Ensure fascias should not be greater than 1/5th of the height of the shop front (as measured from cornice to floor).</li> </ul> </li> </ul>

# 5.0 General Design Guidelines

## The Village Core

Urban Design Principle	Issue	Urban Design Guidelines
<p><b>Architectural Features</b></p>	<p>The majority of properties within this village core have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.</p>	<ul style="list-style-type: none"> <li>• <b>Security Shutters</b> <ul style="list-style-type: none"> <li>• Where possible shutters should be contained inside the shop behind the window display, so that the shop front and its contents are still visible after opening hours.</li> <li>• The colour of the internal shutters should not cause them to detract from the character of the building or the area and should be dark in colour so that they are less visible from a distance.</li> </ul> </li> <li>• <b>Shop Signage</b> <ul style="list-style-type: none"> <li>• New signage should respect the character and style of the building in terms of design and materials.</li> <li>• New signage should not obscure architectural features such as windows and other shop front details.</li> <li>• Avoid large area of glossy or reflective materials.</li> <li>• Avoid excessive signage, projecting elements and clutter.</li> <li>• When designing signs consideration should be given to colour and type of lettering.</li> <li>• On signboards, the lettering should not exceed ¾ of the depth of the fascia.</li> <li>• Generally banner advertisements shall be prohibited along within the village core.</li> </ul> </li> <li>• <b>Canopies</b> <ul style="list-style-type: none"> <li>• Canopies should be made from traditional canvas and located directly below the fascia.</li> <li>• They should not extend across the pilasters or obscure architectural detail.</li> <li>• The preferred canopy for Howth shall be the rigid traditional type.</li> <li>• Frilled pelmets around the base of the canopy will not be accepted.</li> <li>• Curved Dutch and balloon canopies are less preferred as they are not traditional to Howth and provide minimal shading and shelter.</li> </ul> </li> <li>• <b>Hanging and Projecting Elements</b> <ul style="list-style-type: none"> <li>• Projecting or hanging elements should be located at fascia level, their height should be not more than that of the fascia, and generally should not harm the appearance of the rest of the shop front.</li> <li>• In general no more than one hanging sign per shop front will be permitted.</li> </ul> </li> <li>• <b>Lighting</b> <ul style="list-style-type: none"> <li>• Lighting should be considered as part of the overall shop front design rather than as an ad-hoc addition.</li> <li>• Lighting sources should be concealed, and carefully directed at the main signage.</li> </ul> </li> <li>• <b>Outdoor Seating Areas</b> <ul style="list-style-type: none"> <li>• Outdoor seating areas should be located outside/clear of the lines of main pedestrian movement.</li> <li>• All emergency exits and routes must be kept clear.</li> <li>• When in use the outdoor seating area will need to be enclosed, to demarcate the area which contains the tables and chairs, thus making it distinguishable from other footpath users.</li> <li>• Planters can be particularly attractive and can be used as part of the means of enclosure, but must be removed from the footpath outside of trading hours.</li> <li>• The furniture should be of a high quality and uniform style within the area.</li> <li>• Where umbrellas are used these must be fabric type (i.e. non reflective). Umbrellas are to be positioned so as to avoid overhanging outside the enclosure or impairing vehicle sight lines.</li> </ul> </li> </ul>

# 5.0 General Design Guidelines

## The Village Core

Urban Design Principle

Issue

<p><b>Materials</b></p>	<p>The buildings within the village core have a consistent palette of materials - stone, brick, render and slate.</p>
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Urban Design Guidelines

- Materials to be used within the village core should age well and weather well.
- The materials specified in the table below are the 'base materials' to be used in a building.
- While glass is obviously permitted, buildings where the entire façade is glazed should not generally be permitted. For the design of façades the relationship between solid (wall) to void (openings) is important, and this is expressed as a percentage where the minimum recommended 'solid' is to comprise 40% of the façade. The maximum recommended void or glazed area is expressed as 60% of the façade.

Walls	Roofs	Windows
Stone	Metal Sheetting with raised seams (Zinc, Copper etc.)	Timber
Brick (in various bonds)	Slate (in various finishes)	Extruded Metal (excluding uPVC)
Metal (Copper, Aluminium)		
Concrete		
Render		

# 5.0 General Design Guidelines

## The Harbour Area

Urban Design Principle	Issue	Urban Design Guidelines
<b>Land Use</b>	Harbour Road has a broad range of comparison shopping. Along Harbour Road uses consist of a jewellery shop, dentist, barber, clothing shops, restaurants and public house. Along West Pier, uses are marine related consisting of fish restaurants, fish mongers, fish processors, fish markets, a net making company and the Irish Coast Guard.	<ul style="list-style-type: none"> <li>• Continue to promote a broad range of comparison shopping along Harbour Road.</li> <li>• Encourage new development to contain ground floor marine related retail/commercial uses along West Pier.</li> <li>• Promote a pavement culture with spill out areas from restaurants and cafes along the West Pier which will also aim to diversify the current evening economy offer.</li> <li>• Encourage the redevelopment of existing Lighthouse.</li> </ul>
<b>Topography</b>	The character area's flat topography heightens the significance of the protected structures within the area.	<ul style="list-style-type: none"> <li>• Buildings here should fit in with the existing townscape which brings out Howth's local topography.</li> <li>• Consider the impact of buildings on sightlines and views within and from outside this character area.</li> </ul>
<b>Views</b>	The harbour area contains strong vistas and panoramic views to the sea and Ireland's eye .	<ul style="list-style-type: none"> <li>• Retain the seaward views within the harbour area through building form and layout as described in Map 2.6.</li> </ul>
<b>Landscape Amenity</b>	The main public open space in the village of Howth is the Harbour front and the promenade. Along Harbour Road there is a large green open space with facilities for passive recreation (seating) and active recreation (playground).	<ul style="list-style-type: none"> <li>• Introduce additional public open space and street tree planting as part of the expansion of the harbour area seaward to the west.</li> <li>• Environmentally enhance and dedicate new demarcated parking bays along the West Pier.</li> </ul>
<b>Legibility</b>	This character area contains some very legible features and buildings such as the Former Mariner's Hall, Lighthouse Station, Coastguard Station, Harbour Master's Office and the Lighthouse	<ul style="list-style-type: none"> <li>• Ensure that the key features of legibility remain dominant within the streetscape.</li> <li>• Consider the introduction of a coherent signage strategy across the village to improve legibility.</li> <li>• With the seaward expansion of the West Pier, encourage new focal buildings at key corner sites to aid legibility in accordance with Map 3.1: Indicative Framework Plan for Howth.</li> </ul>
<b>Connections + Routes</b>	Harbour Road provides a connection to the West and Central Pier. One pedestrian access point exists to Claremont Beach off the West Pier.	<ul style="list-style-type: none"> <li>• Promote a new safe access point to Claremont Beach.</li> <li>• Provide for other public realm improvements to aid better connectivity including a reduced road width along the West Pier to facilitate the widening of footpaths to the western edge of West Pier.</li> <li>• Reduce the turning radius at the junction of Harbour Road and West Pier to encourage a pedestrian prioritised public realm.</li> </ul>
<b>Safety and Security</b>	Harbour Road and West Pier is popular with pedestrians both day and night. However, the access point to Claremont Beach from the West Pier is poorly lit with no natural surveillance.	<ul style="list-style-type: none"> <li>• Promote a new safe access point to Claremont Beach fronted by buildings and appropriate boundary treatments to encourage natural surveillance of the public realm.</li> <li>• Improve lighting levels along the key pedestrian footpaths leading to Claremont Beach.</li> </ul>
<b>Protected Structures</b>	West Pier contains a number of protected structures of maritime and architectural significance.	<ul style="list-style-type: none"> <li>• New ground floor active uses such as cafés/restaurants as well as marine related uses to rejuvenate vacant and derelict protected structures is promoted.</li> </ul>
<b>Building Orientation</b>	The formal linear block layout of the West Pier with buildings parallel to the public realm creates a strong frontage. In some areas the use of high fences and walls contributes to an inactive street frontage.	<ul style="list-style-type: none"> <li>• New buildings in the harbour area must positively front the public realm.</li> </ul>

# 5.0 General Design Guidelines

## The Harbour Area

Urban Design Principle	Issue	Urban Design Guidelines
<b>Quality of Building Frontage</b>	The quality of building frontages within this area are generally positive along Harbour Road. However, there is a series of buildings at the West Pier which could be significantly improved.	<ul style="list-style-type: none"> <li>Promote the improvement of building frontages by way of a 'facelift programme' along West Pier as identified in Map 2.12: Quality of Building Frontages.</li> </ul>
<b>Urban Grain</b>	Due to the mixture of marine industry uses and functions, building widths vary. On average building widths are between 8 - 19m wide. Building depths remain consistent with an average depth of 15 metres.	<ul style="list-style-type: none"> <li>Opportunities to reinforce a medium urban grain should be explored.</li> <li>A building width of between 10m - 15m should be promoted. New development can address this medium grain also through facade articulation/modulation.</li> </ul>
<b>Building Height and Massing</b>	West Pier buildings are of widely varying sizes with newer buildings such as the Auction House of steel frame construction clad in metal sheeting rising to approximately 15m, whilst the older buildings of brickwork and stone construction rise to no more than 2 storeys (6m) in scale. Along the Harbour Road, terraces of 4 storey buildings (13m high approximately) line the main access road into the village.	<ul style="list-style-type: none"> <li>With the proposed expansion of the harbour the capacity to promote heights of between 2 - 3 storeys is appropriate.</li> </ul>
<b>Architectural Features</b>	The majority of properties within the Harbour Area have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.	<ul style="list-style-type: none"> <li>Ensure that new developments respect the existing character of the Harbour Area:</li> <li><b>Building Proportion</b> <ul style="list-style-type: none"> <li>A high solid to void ratio in all new buildings.</li> <li>Vertical window forms should be promoted to enhance the vertical emphasis.</li> </ul> </li> <li><b>Roofs and Chimneys</b> <ul style="list-style-type: none"> <li>Roofs should always span the shortest plan dimension to avoid excessively large roof spans.</li> <li>Roof pitches should generally be between 30°-40°.</li> <li>A variety of roof types, including flat roofs should be promoted at this location.</li> <li>Discourage the use of gambrel/mansard or bonnet type roof profiles.</li> <li>Avoid the standard modern box eaves with deep projecting fascia, flat soffit and projecting barge boards.</li> </ul> </li> <li><b>Shop fronts</b> <ul style="list-style-type: none"> <li>Modern interpretations of the traditional shop front details are particularly welcomed within the village core.</li> <li>Ensure fascias should not be greater than 1/5th of the height of the shop front (as measured from cornice to floor).</li> </ul> </li> <li><b>Security Shutters</b> <ul style="list-style-type: none"> <li>Where possible shutters should be contained inside the shop behind the window display, so that the shop front and its contents are still visible after opening hours.</li> <li>The colour of the internal shutters should not cause them to detract from the character of the building or the area and should be dark in colour so that they are less visible from a distance.</li> </ul> </li> </ul>

# 5.0 General Design Guidelines

## The Harbour Area

Urban Design Principle	Issue	Urban Design Guidelines
Architectural Features	The majority of properties within the Harbour Area have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.	<ul style="list-style-type: none"> <li>• <b>Shop Signage</b> <ul style="list-style-type: none"> <li>• New signage should respect the character and style of the building in terms of design and materials.</li> <li>• New signage should not obscure architectural features such as windows and other shop front details.</li> <li>• Avoid large area of glossy or reflective materials.</li> <li>• Avoid excessive signage, projecting elements and clutter.</li> <li>• When designing signs consideration should be given to colour and type of lettering.</li> <li>• On signboards, the lettering should not exceed ¼ of the depth of the fascia.</li> <li>• Generally banner advertisements shall be prohibited along within the Harbour Area.</li> </ul> </li> <li>• <b>Canopies</b> <ul style="list-style-type: none"> <li>• Canopies should be made from traditional canvas and located directly below the fascia.</li> <li>• They should not extend across the pilasters or obscure architectural detail.</li> <li>• The preferred canopy for Howth shall be the rigid traditional type.</li> <li>• Frilled pelmets around the base of the canopy will not be accepted.</li> <li>• Curved Dutch and balloon canopies are less preferred as they are not traditional to Howth and provide minimal shading and shelter.</li> </ul> </li> <li>• <b>Hanging and Projecting Elements</b> <ul style="list-style-type: none"> <li>• Projecting or hanging elements should be located at fascia level, their height should be not more than that of the fascia and generally should not harm the appearance of the rest of the shop front.</li> <li>• In general no more than one hanging sign per shop front will be permitted.</li> </ul> </li> <li>• <b>Lighting</b> <ul style="list-style-type: none"> <li>• Lighting should be considered as part of the overall shop front design rather than as an ad-hoc addition.</li> <li>• Lighting sources should be concealed, and carefully directed at the main signage.</li> </ul> </li> <li>• <b>Outdoor Seating Areas</b> <ul style="list-style-type: none"> <li>• Outdoor seating areas should be located outside/clear of the lines of main pedestrian movement.</li> <li>• All emergency exits and routes must be kept clear.</li> <li>• When in use the outdoor seating area will need to be enclosed, to demarcate the area which contains the tables and chairs, thus making it distinguishable from other footpath users.</li> <li>• Planters can be particularly attractive and can be used as part of the means of enclosure, but must be removed from the footpath outside of trading hours.</li> <li>• The furniture should be of a high quality and uniform style within the area.</li> <li>• Where umbrellas are used these must be fabric type (i.e. non reflective). Umbrellas are to be positioned so as to avoid overhanging outside the enclosure or impairing vehicle sight lines.</li> </ul> </li> </ul>

# 5.0 General Design Guidelines

## The Harbour Area

Urban Design Principle	Issue
<b>Materials</b>	The older buildings on West Pier retain a consistent palette of materials - render, stone and slate. In contrast, recent infill development to the such as 'Ivan's' displays a more modern palette of glass and metal.

### Urban Design Guidelines

- Materials to be used within the Harbour area should age well and weather well.
- The harbour area is capable of introducing a modern palette of materials to the highest quality.
- The materials specified in the table below are the 'base materials' to be used in a building.
- While glass is obviously permitted, buildings where the entire façade is glazed should not generally be permitted. For the design of façades, the relationship between solid (wall) to void (openings) is important, and this is expressed as a percentage where the minimum recommended 'solid' is to comprise 40% of the façade.
- The maximum recommended void or glazed area is expressed as 60% of the façade.

Walls	Roofs	Windows
Stone	Metal Sheetting with raised seams (Zinc, Copper etc.)	Timber
Brick (in various bonds)	Slate (in various finishes)	Extruded Metal (excluding uPVC)
Wood (Cedar, Oak)	Photovoltaics	
Metal (Copper, Aluminium)	Green Roof	
Concrete	Fibre Cement Slate	
Render		

# 5.0 General Design Guidelines

## Howth Road

Urban Design Principle	Issue	Urban Design Guidelines
<b>Land Use</b>	Howth Road predominantly consists of low rise residential uses. Immediately west of the DART station a continuous wall of industrial buildings (Techrete and a car valeting service) forms the boundary to the northern edge of the Howth Road.	<ul style="list-style-type: none"> <li>• Create a vibrant mix of high density employment, residential and amenity uses at the former Techrete site and adjacent lands.</li> <li>• Encourage the provision of a Community Centre at this location.</li> <li>• Encourage the development of Traveller Accommodation at this location.</li> </ul>
<b>Topography</b>	The character area's flat topography heightens the significance of the protected structures within the area.	<ul style="list-style-type: none"> <li>• Buildings here should fit in with the existing townscape which brings out Howth's local topography.</li> <li>• Consider the impact of buildings on sightlines and views within this character area and beyond.</li> </ul>
<b>Views</b>	The Howth Road contains strong vistas and panoramic views to the sea from Howth Castle and to Ireland's eye and beyond.	<ul style="list-style-type: none"> <li>• Provide for views to the sea and Ireland's Eye through building form and layout.</li> <li>• Enhance the views of the sea from Howth Castle and Howth Road through the building form.</li> </ul>
<b>Landscape Amenity</b>	The main public open space along the Howth Road is the high amenity open space associated with Howth Castle to the southern edge and a passive green open space and tennis courts (Baltray Park) to the northern edge.	<ul style="list-style-type: none"> <li>• Consider the potential to introduce additional green space and street tree planting as part of the redevelopment of the Techrete site.</li> <li>• Enhance the area in front of the existing DART station as a pedestrian friendly civic space.</li> <li>• Enhance the northern edge of Howth Road by widening footpaths as well as introducing new street tree planting.</li> <li>• Provide a civic open space at this location fronted by ground floor activity to act as a new destination west of the DART station.</li> </ul>
<b>Legibility</b>	This character area contains some very legible features and buildings such as St. Mary's Church, the sea and Ireland's Eye.	<ul style="list-style-type: none"> <li>• Ensure that the key features of legibility remain dominant within the streetscape.</li> <li>• Consider the potential for a landmark building within the former Techrete site to enhance this area's legibility as a gateway site to Howth.</li> <li>• Consider the introduction of a coherent signage strategy across the village to Howth Road to improve legibility.</li> </ul>
<b>Connections + Routes</b>	Howth Road provides a strong connection eastwards to the village core. North-south connections to the sea are poor from Howth Road.	<ul style="list-style-type: none"> <li>• Introduce pedestrian friendly north - south connections towards the sea.</li> <li>• Provide for a pedestrian bridge across the rail line to Claremont Beach.</li> <li>• Enhance the existing green link from Harbour Road to Grace O Malley Park ('the Tramway') by providing adequate lighting and environmental improvement measures.</li> <li>• Develop a bus stop and turnaround area at this location.</li> </ul>
<b>Safety and Security</b>	Areas to the northern edge of Howth Road adjacent to the rail line present themselves as particularly vulnerable in terms of safety and security.	<ul style="list-style-type: none"> <li>• Introduce new building frontages onto vulnerable areas to improve safety and security.</li> </ul>
<b>Protected Structures</b>	Howth Road contains protected structures of architectural significance such as St. Mary's Church, the Former Station Master's House and Howth Railway Station.	<ul style="list-style-type: none"> <li>• New buildings and public realm improvements should complement the existing protected structures, historic streetscape and high quality of architecture.</li> </ul>
<b>Building Orientation</b>	The buildings along Howth Road are positively orientated towards the public realm.	<ul style="list-style-type: none"> <li>• Encourage positive ground floor active frontages along Howth Road. In new residential development along Howth Road encourage the orientation of habitable rooms such as living areas/dining rooms towards Howth Road.</li> </ul>

# 5.0 General Design Guidelines

## Howth Road

Urban Design Principle	Issue	Urban Design Guidelines
<b>Quality of Building Frontage</b>	The quality of building frontages within this area are generally positive. However, the frontages associated with the former Techrete site are of a negative quality.	Promote the redevelopment of the former Techrete site and improve the quality of the building frontage along Howth Road.
<b>Urban Grain</b>	Due to the mixture of industry uses and residential uses building widths vary. On average building widths are between 7 - 10m wide for residential uses. Building widths are approximately 140m wide for buildings associated with the former Techrete site.	Opportunities to reinforce a tight urban grain should be explored . A building width of between 10m -15m should be promoted along Howth Road. New development can address this medium grain also through facade articulation/modulation.
<b>Building Height and Massing</b>	The large buildings that form the Techrete site have created an extreme contrast in scale within the predominantly low rise housing immediately east, south and west of the site. The industrial sheds and other support buildings are not of any townscape value. The buildings are 8m - 12m in height to eaves level. The majority of terraced and detached buildings to the south of Howth Road are no more than 2 storeys in height.	The former Techrete site has the capacity to promote heights of up to 7 storeys. There is also potential for a landmark building within this gateway area. At the planning application stage proposals for this area should be subject to a visual impact assessment in an effort to ensure that the integrity of the area is not compromised.
<b>Architectural Features</b>	The majority of properties along the Howth Road have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.	<p>Ensure that new developments respect the existing character of the Howth Road:</p> <p><b>Building Proportion</b></p> <ul style="list-style-type: none"> <li>• A high solid to void ratio in all new buildings fronting onto the Howth Road.</li> <li>• Vertical window forms should be promoted to enhance the vertical emphasis.</li> </ul> <p><b>Roofs and Chimneys</b></p> <ul style="list-style-type: none"> <li>• Roofs should always span the shortest plan dimension to avoid excessively large roof spans.</li> <li>• Roof pitches should generally be between 30°-40°.</li> <li>• A variety of roof types, including flat roofs should be promoted at this location.</li> <li>• Discourage the use of gambrel/mansard or bonnet type roof profiles.</li> <li>• Avoid the standard modern box eaves with deep projecting fascia, flat soffit and projecting barge boards.</li> </ul> <p><b>Shop fronts</b></p> <ul style="list-style-type: none"> <li>• Modern interpretations of the traditional shop front details are particularly welcomed within the village core.</li> <li>• Ensure fascias should not be greater than 1/5th of the height of the shop front (as measured from cornice to floor)</li> </ul> <p><b>Security Shutters</b></p> <ul style="list-style-type: none"> <li>•Where possible shutters should be contained inside the shop behind the window display, so that the shop front and its contents are still visible after opening hours.</li> <li>•The colour of the internal shutters should not cause them to detract from the character of the building or the area and should be dark in colour so that they are less visible from a distance.</li> </ul>

# 5.0 General Design Guidelines

## Howth Road

Urban Design  
Principle

Issue

**Architectural Features**

The majority of properties within the Harbour Area have a vertical emphasis to their character, with good solid to void ratios and architectural features of merit.

Urban Design Guidelines

- **Shop Signage**
  - New signage should respect the character and style of the building in terms of design and materials
  - New signage should not obscure architectural features such as windows and other shop front details
  - Avoid large area of glossy or reflective materials
  - Avoid excessive signage, projecting elements and clutter
  - When designing signs consideration should be given to colour and type of lettering.
  - On signboards, the lettering should not exceed  $\frac{3}{4}$  of the depth of the fascia.
  - Generally banner advertisements shall be prohibited along the Howth Road.
- **Canopies**
  - Canopies should be made from traditional canvas and located directly below the fascia.
  - They should not extend across the pilasters or obscure architectural detail
  - The preferred canopy for Howth shall be the rigid traditional type
  - Frilled pelmets around the base of the canopy will not be accepted
  - Curved Dutch and balloon canopies are less preferred as they are not traditional to Howth and provide minimal shading and shelter.
- **Hanging and Projecting Elements**
  - Projecting or hanging elements should be located at fascia level, their height should be not more than that of the fascia, and generally should not harm the appearance of the rest of the shop front.
  - In general no more than one hanging sign per shop front will be permitted.
- **Lighting**
  - Lighting should be considered as part of the overall shop front design rather than as an ad-hoc addition.
  - Lighting sources should be concealed, and carefully directed at the main signage.
- **Outdoor Seating Areas**
  - Outdoor seating areas should be located outside/clear of the lines of main pedestrian movement.
  - All emergency exits and routes must be kept clear.
  - When in use the outdoor seating area will need to be enclosed, to demarcate the area which contains the tables and chairs, thus making it distinguishable from other footpath users.
  - Planters can be particularly attractive and can be used as part of the means of enclosure, but must be removed from the footpath outside of trading hours.
  - The furniture should be of a high quality and uniform style within the area.
  - Where umbrellas are used these must be fabric type (i.e. non reflective). Umbrellas are to be positioned so as to avoid overhanging outside the enclosure or impairing vehicle sight lines.

# 5.0 General Design Guidelines

## Howth Road

Urban Design Principle	Issue	Urban Design Guidelines																					
<b>Materials</b>	The buildings along the Howth Road retain a consistent palette of materials - render, stone, brick and slate.	<ul style="list-style-type: none"> <li>Materials to be used along the Howth Road should age well and weather well.</li> <li>The Howth Road area is capable of introducing a modern palette of materials to the highest quality.</li> <li>The materials specified in the table below are the 'base materials' to be used in a building.</li> <li>While glass is obviously permitted, buildings where the entire façade is glazed should not generally be permitted. For the design of façades, the relationship between solid (wall) to void (openings) is important. In all new buildings fronting onto the Howth Road this is expressed as a percentage where the minimum recommended 'solid' is to comprise 40% of the façade whilst the maximum recommended void or glazed area is expressed as 60% of the façade.</li> <li>In all new buildings fronting onto Claremont Beach a high degree of transparency is desirable to the sea. Here, the minimum recommended 'solid' is to comprise 25% of the façade whilst the maximum recommended void or glazed area is expressed as 75% of the façade.</li> </ul> <table border="1" data-bbox="1498 798 2656 1186"> <thead> <tr> <th data-bbox="1498 798 1810 850">Walls</th> <th data-bbox="1810 798 2240 850">Roofs</th> <th data-bbox="2240 798 2656 850">Windows</th> </tr> </thead> <tbody> <tr> <td data-bbox="1498 850 1810 924">Stone</td> <td data-bbox="1810 850 2240 924">Metal Sheeting with raised seams (Zinc, Copper etc.)</td> <td data-bbox="2240 850 2656 924">Timber</td> </tr> <tr> <td data-bbox="1498 924 1810 976">Brick (in various bonds)</td> <td data-bbox="1810 924 2240 976">Slate (in various finishes)</td> <td data-bbox="2240 924 2656 976">Extruded Metal (excluding uPVC)</td> </tr> <tr> <td data-bbox="1498 976 1810 1018">Wood (Cedar, Oak)</td> <td data-bbox="1810 976 2240 1018">Photovoltaics</td> <td data-bbox="2240 976 2656 1018"></td> </tr> <tr> <td data-bbox="1498 1018 1810 1092">Metal (Copper, Aluminium)</td> <td data-bbox="1810 1018 2240 1092">Green Roof</td> <td data-bbox="2240 1018 2656 1092"></td> </tr> <tr> <td data-bbox="1498 1092 1810 1144">Concrete</td> <td data-bbox="1810 1092 2240 1144">Fibre Cement Slate</td> <td data-bbox="2240 1092 2656 1144"></td> </tr> <tr> <td data-bbox="1498 1144 1810 1186">Render</td> <td data-bbox="1810 1144 2240 1186"></td> <td data-bbox="2240 1144 2656 1186"></td> </tr> </tbody> </table>	Walls	Roofs	Windows	Stone	Metal Sheeting with raised seams (Zinc, Copper etc.)	Timber	Brick (in various bonds)	Slate (in various finishes)	Extruded Metal (excluding uPVC)	Wood (Cedar, Oak)	Photovoltaics		Metal (Copper, Aluminium)	Green Roof		Concrete	Fibre Cement Slate		Render		
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Concrete	Fibre Cement Slate																						
Render																							

# 6.0 Site Specific Development Briefs

For each character area, a site has been identified for a specific development brief. These sites, which are identified in Map 6.1, represent significant opportunities for delivering environmental and economic benefits to Howth. The briefs take cognisance of the urban design and architectural guidelines outlined in Chapter 5.0.

## ① Opportunity Site 1

Opportunity Site 1 looks at the redevelopment of the former Techrete site and adjacent lands into a new mixed use development in accordance with the current Development Plan Objective 347:

“To promote the development of a mixed use scheme on the Techrete site”.

## ② Opportunity Site 2

Opportunity Site 2 seeks to capitalise upon the West Pier as a new quarter for development. Two options are presented for discussion and other options may emerge over time.

Option 1 is the primary option of the Urban Centre Strategy. It seeks the expansion westwards of the West Pier for marine related uses with the retention of the boat ramp and dry dock at its current location in accordance with the current Development Plan Objective 338:

“The seaward expansion of the West Pier for maritime services and maintenance uses and the fishing industry only shall be encouraged”.

Option 2 is included to highlight the fact that expansion of the West Pier could occur more comprehensively than Option 1. This option seeks the expansion westwards of the West Pier in the long term for a mixed use development with the relocation of the boat ramp and dry dock to the northern edge of the West Pier. The land uses proposed within this option would require a variation to the current Development Plan.

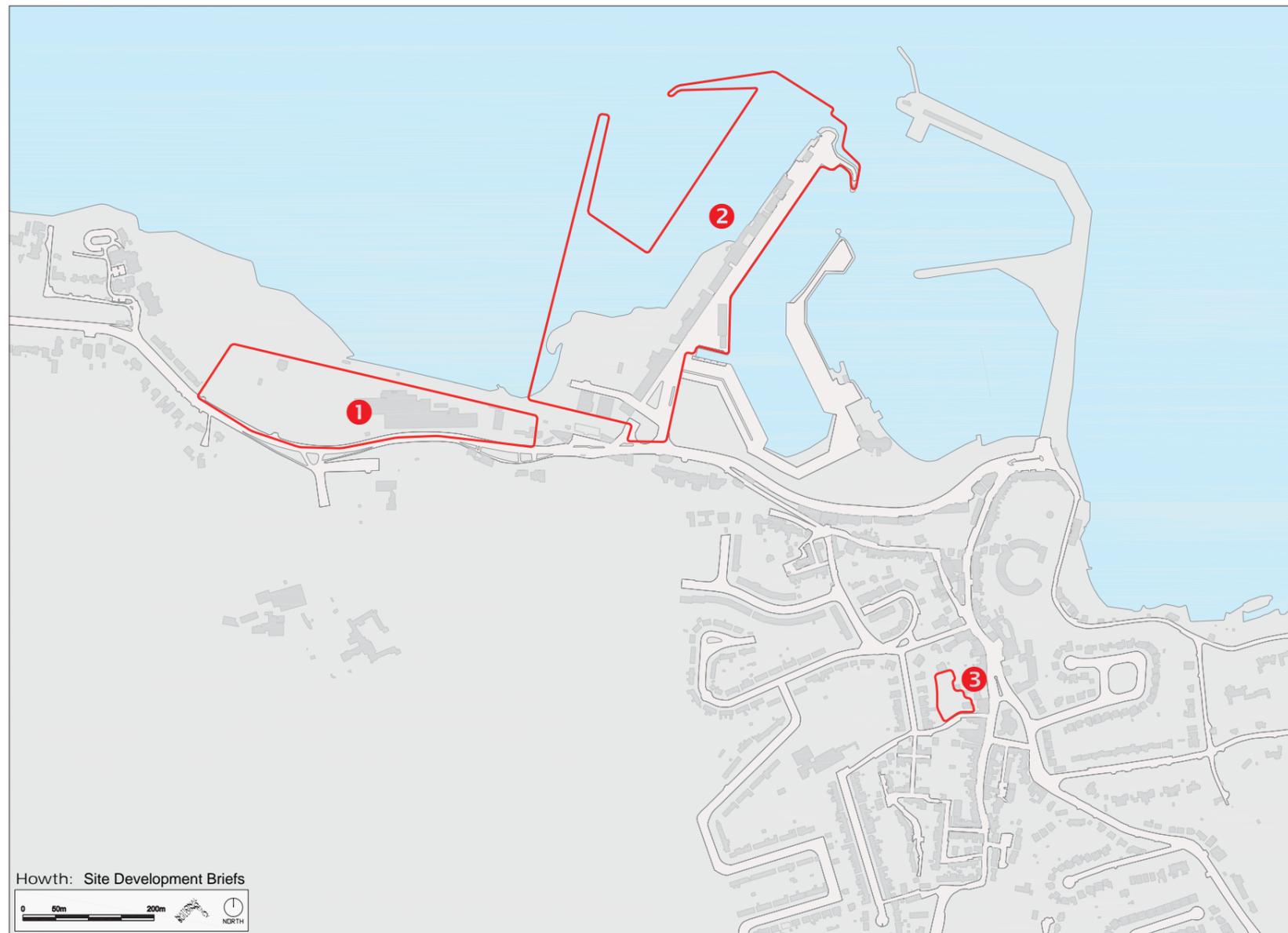
The Urban Centre Strategy acknowledges that all options would require a Strategic Environmental Assessment and Appropriate Assessment to be undertaken.

## ③ Opportunity Site 3

Opportunity Site 3 aims to develop a residentially led scheme within the village core.

Site development briefs have been prepared for these sites to guide their redevelopment thus ensuring that future development proposals adhere to the principles of good design and contribute to the achievement of the overall vision.

# 6.0 Site Specific Development Briefs



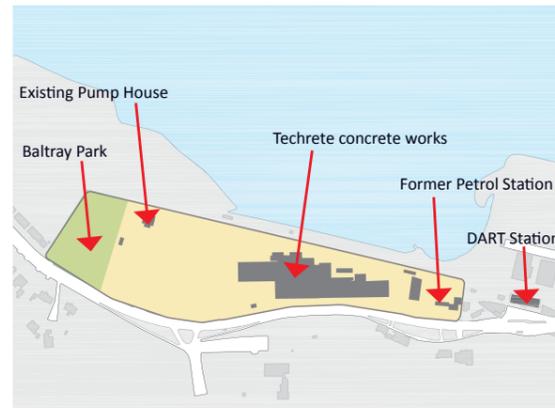
Map 6.1 Location of Site Specific Development Briefs

# 6.0 Site Specific Development Briefs

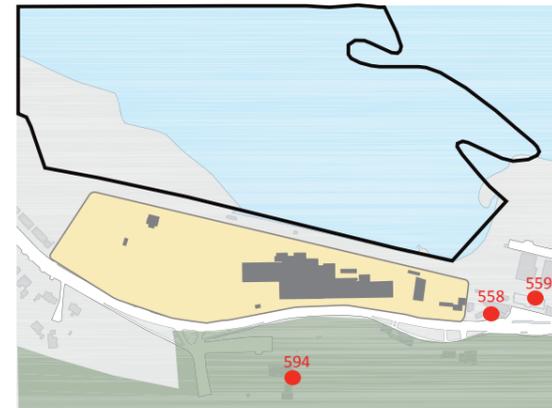
## 6.1 Opportunity Site 1

### Analysis

#### Existing Land Uses

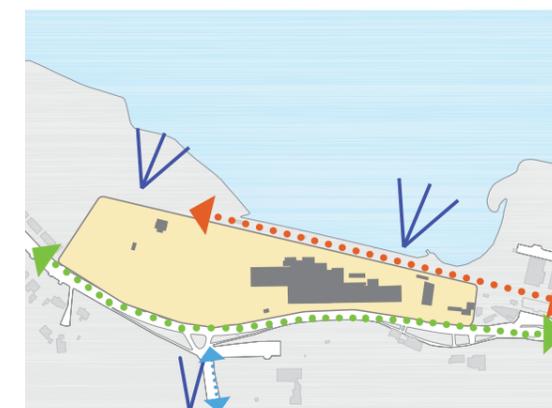


#### Environmental Designations



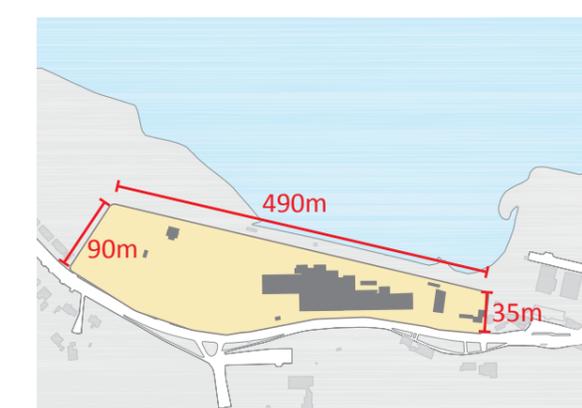
- Protected Structures with reference ● 594
- NHA/SAC
- SAAO

#### Physical and Visual Connections



- Panoramic Views ∇
- Vista ∇
- Howth Road ↔
- To Howth Castle ↔
- Walkway along Claremont Beach ↔

#### Dimensions



Views along Howth Road

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Introduction

Opportunity Site 1 looks at the redevelopment of the former Techrete site and adjacent lands into a new mixed use development.

### Indicative Land Uses

Opportunity Site 1 comprises of an SC zoning under the Fingal Development Plan 2005-2011:

*“to protect and enhance the special physical and social character of major sub-urban centres and provide and/or improve urban facilities.”*

Baltray Park immediately west of the SC zoning objective consists of an OS zoning objective:

*“To preserve and provide for open space and recreational amenities.”*

The following specific objective relates to the Techrete area.

**Objective 347** - *“To promote the development of a mixed use scheme on the Techrete site”.*

### Key Principle

- **Create a vibrant mix of employment and residential uses.**

Commercial and residential will be the main uses and they will include a mix of retail, restaurants, cafes, cultural, community and other civic uses. This combination will create a vibrant new community. Description of uses to be contained within this site are as follows:

#### *a* **Retail Provision**

Retail uses should be provided within the site in order to boost the retail ‘offer’ of the area. These uses should be located to the eastern edge of the site, at the gateway to Howth, which will provide a new urban setting in close proximity to the village.

#### *b* **Commercial - e.g. Hotel, offices, crèche**

##### **Hotel**

The proposed landmark building should be located to the eastern section of the site and include a hotel use. This would be in close proximity to the existing concentration of services within Howth, whilst defining a focal area within the site.

##### **Offices**

Offices and live work units should be located to the eastern edge of the site adjacent to the proposed new civic square. It is envisaged that there will be a broad mix of office type. Live-work units will be encouraged as a means of enlivening the public realm and contributing to the vitality to the eastern edge of the site.

##### **Crèche**

The provision of childcare facilities should be provided with reference to ‘Guidelines on Childcare Facilities for Planning Authorities’ (June 2001).

#### *c* **Residential**

The majority of residential uses should primarily be located to the central and western edge of the site. Residential blocks located to the eastern edge of the site must contain ground floor level active retail or commercial frontage to provide vibrancy and vitality to the public realm. Please refer to Proposed Public Realm for specific active frontage guidelines.

Good design should incorporate a mix of housing types, sizes and tenure to provide for the development of a mixed community. Proposals for residential schemes must comply with “Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (September 2007).

#### *d* **Community**

There is an opportunity for the development of a Community Centre with meeting rooms, crèche and badminton courts etc. to the western edge of the site.

#### *e* **Traveller Accommodation**

The traveller accommodation proposed consists of five units sited to the western edge of the site. It is a specific objective of the current Development Plan to locate the travellers’ accommodation in this general area.

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Land Uses

#### Key Principles

1. Create a vibrant mix of employment and residential uses



Map 6.2 Indicative Land Uses

- Residential
- Residential with Retail/Commercial
- Commercial (Hotel/Offices)
- Community
- Residential - Traveller Accommodation

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Built Form

#### Key Principles

1. **Finger Blocks**
2. **Landmark Building**
3. **Solar Orientation**
4. **Well defined edges to main route**
5. **High Quality Landscaping**
6. **A permeable urban grain**
7. **Separating Distances**
8. **Parking**
9. **An Exemplar of Sustainable Development**

#### 1. **Finger Blocks**

The Finger Blocks will step up in height progressively from west to east and from south to north. The open ended finger arrangement of the blocks located in a north south orientation allows for the maximum number of apartments to benefit from sea views as well as sunlight access.

#### 2. **Landmark Building**

The site is located on a prominent seafront location and the siting of a landmark building will act as a point of reference as people move around Howth. In keeping with the rhythm of changes in scale between blocks from west to east the landmark building is located northeast of the site. The building will form a new gateway to Howth. The landmark building should be appropriate in terms of proportion, composition and their visual impact. As such, it should be slender and have a recommended minimum height to width ratio (slenderness ratio) of between 1:3 and 1:4.

#### 3. **Solar Orientation**

The blocks are located within 15 degrees of due south which will provide the best solar orientation.

#### 4. **Well defined edges to main route**

Continuous edges along Howth Road are essential to provide definition, scale and enclosure.

#### 5. **High Quality Landscaping**

A series of linear landscaped gardens with controlled public access will ensure clear sight lines to the sea.

#### 6. **A permeable urban grain**

At regular intervals public routes provide visual and physical connections at right angles from Howth Road to the waterfront. The blocks will be accessed either directly from the street (public) or from hard landscaped areas within the linear gardens (semi-public) which themselves form natural routes and vistas through the new development.

#### 7. **Separating Distances**

It is an important quality of the residential environment that the private spaces should enjoy freedom from undue observation by others and that no undue loss of light is caused by overshadowing from adjoining higher buildings. In general, 20 metres of separating distance between opposing first floor habitable windows must be maintained.

#### 8. **Environmental Buffer Zone**

It is desirable that the existing pumping station maintains a buffer zone in the region of 50 metres for environmental amenity reasons. The buffer zone discourages the development of residential development however non-residential development such as civic and community uses are permitted within this buffer.

#### 9. **An Exemplar of Sustainable Development**

The use of low carbon emission and renewable energy sources such as solar thermal collectors, photovoltaics, ground thermal energy storage and Combined Heat and Power is promoted at this site. It is anticipated that the BER standard of development on site will be well in excess of minimum standards.

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Built Form

#### Key Principles

1. Finger Blocks
2. Landmark Building
3. Solar Orientation
4. Well defined edges to main route
5. High Quality Landscaping
6. A permeable urban grain
7. Separating Distances
8. Environmental Buffer Zone
9. An Exemplar of Sustainable Development



Map 6.3 Indicative Built Form

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Public Realm

#### Key Principles

1. **A new focal area for the site**
2. **Active frontages and Transparency**
3. **Key views to Ireland's Eye and along the Coastline**
4. **Access across the rail line to the water's edge**
5. **High quality public realm**

#### 1. **A new focal area for the site**

A new civic square to the eastern edge of the site will act as a new focal area and physically and visually connect the Howth Road to the seafront. Along the perimeter of the new civic square, buildings will provide a clearly defined and comfortable enclosure. A recommended suitable height to width ratio for the square should be between 1:3 and 1:4.

#### 2. **Active frontages and Transparency**

##### Active frontages

Active frontages, defined as those uses open to the general public which generate footfall and activity will be required along the ground floor levels surrounding the public open space. Characteristics of active frontages are set out in the table below. It will be a specific objective for the site to achieve a Grade A and B frontages.

##### Grade A Frontage

- More than 15 premises every 100 metres
- More than 25 doors and windows every 100 metres
- High quality materials and details
- No blind facades. Few passive ones
- Much depth and relief in the building surface

##### Grade B Frontage

- 10 to 15 premises every 100 metres
- More than 15 doors and windows every 100 metres
- A few blind or passive facades
- Some depth and modelling in the building surface

*(Taken from Urban Design Compendium, English Partnerships, 2000)*

##### Transparency

Façade transparency is defined by the ratio of glassed areas in comparison to solid areas. Transparency provides the opportunity to look into the ground floor area, as well as the integration of activities on the ground floor with the street space. Best practice recommends that the glass surface should extend about 60% of façade length at ground floor level.

#### 3. **Key views to Ireland's Eye and along the Coastline**

The built form should maximise views to Ireland's Eye and the coastline from Howth Road and the protected view to the sea from Howth Castle.

#### 4. **Access across the rail line to the water's edge**

An opportunity for public access across the train line exists as a continuation of the public open space. This access across the rail line requires a clearance height of 6.5 metres in line with Irish Rail's requirements. There is also an opportunity to upgrade the beach promenade.

#### 5. **High quality public realm**

A high quality public realm with high quality durable materials will significantly increase the amenity value of the site.

The public square is conceived as a high quality hard landscaped space with mature trees and soft landscaping where appropriate in a contemporary style. The landscape design of the public square will have to take into account any requirements to mitigate prevailing winds from the south west through landscaping interventions such as tree planting.

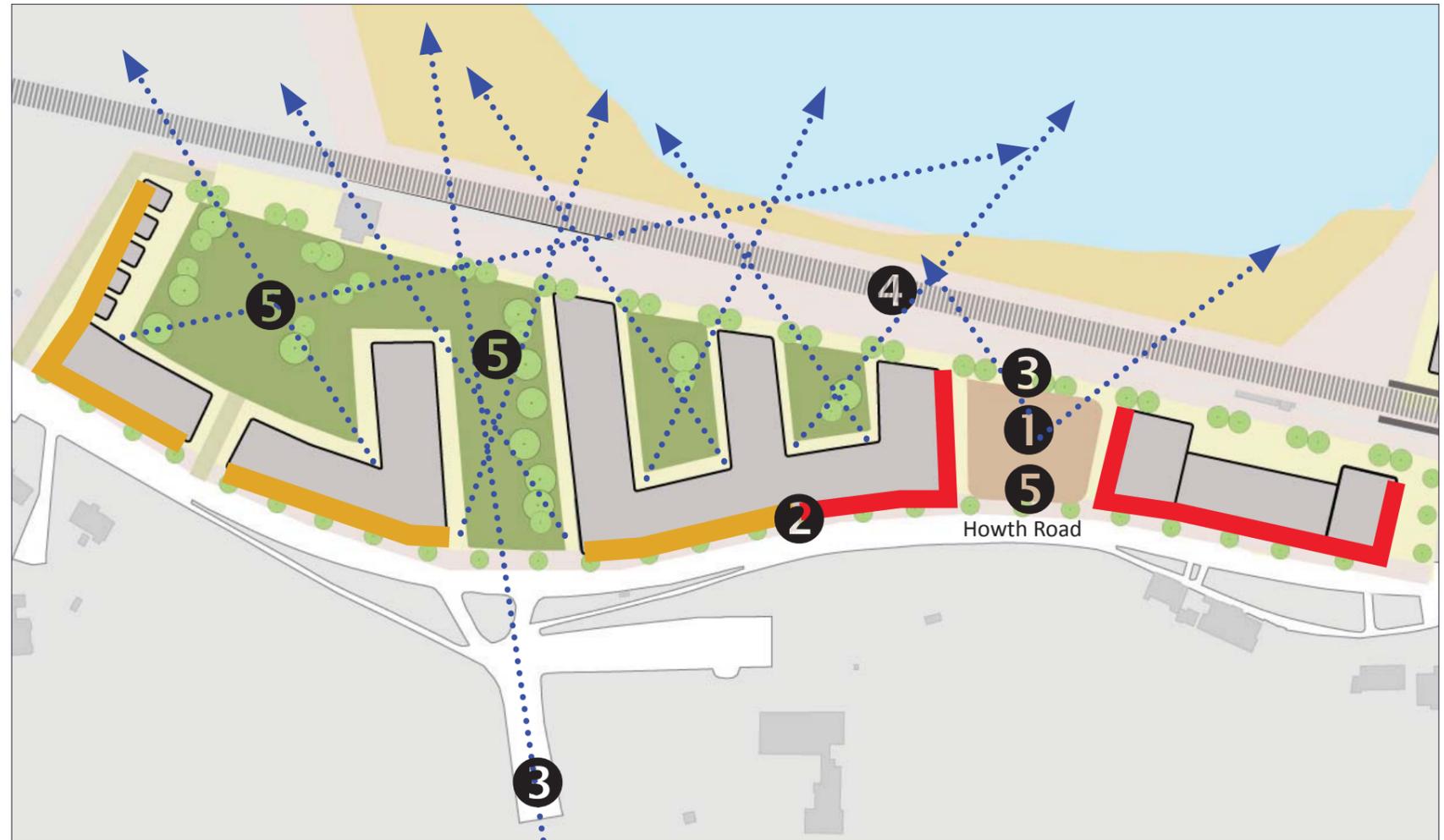
# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Public Realm

#### Key Principles

1. A new focal area for the site
2. Active frontages and Transparency
3. Key views to Ireland's Eye and along the Coastline
4. Access across the rail line to the water's edge
5. High quality public realm



Map 6.4 Indicative Public Realm

#### Key



- Grade A Active Frontage (min. 60% transparency recommended)
- Grade B Active Frontage (50% - 60% transparency recommended)
- Views

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Movement, Parking and Access

#### Key Principles

1. Promote walking, cycling and a healthier lifestyle
2. Quality and Accessibility of Parking

#### 1. Promoting walking, cycling and a healthier lifestyle

The environment for pedestrians and cyclists should be improved through an enhanced path and cycle network within the site. This should create opportunities to make safe, strategic linkages and enhance access to the sea.

#### 2. Quality and Accessibility of Parking

Given the significant car parking requirements for proposed land uses, the majority should be accommodated at basement or half basement levels. The design of access ways to the underground parking should be designed to limit the amount of dead frontage to the building elevation. Basement or sub-basement car parking should be located in a single subterranean block. A package of measures such as a “green travel plan” designed to reduce car use originating from new development by supporting alternative forms of transport and reducing the need to travel in the first place should be promoted within the scheme.



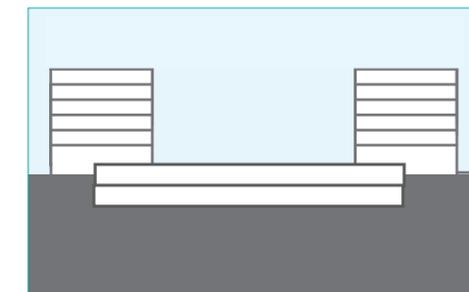
Map 6.5 Indicative Movement, Parking and Access



Parking Option 1: Podium level with single aspect use to the public realm



Parking Option 2: Underground



Parking Option 3: Half Basement

# 6.0 Site Specific Development Briefs

## 6.1 Opportunity Site 1

### Indicative Height and Massing

#### Key Principles

- 1. Increased height towards the seafront
- 2. Decreased height from east to west

The proposed blocks rise in height from west to east of the site and generally climb in height from the Howth Road to the sea edge.

There is also potential for a landmark building within this gateway area to the eastern edge. This landmark building is recommended to retain an appropriate slenderness ratio of between 1:3 and 1:4.

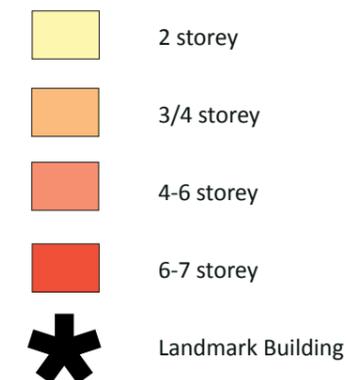
The form, bulk and profile (especially of the roof), separation and the materials (colour and texture) are important design considerations for the site. If a singular architectural style is applied across the site, it will be perceived as a single object in views from the north in particular (the sailing routes and the coastline). If however, the component buildings are designed with a degree of variety (e.g. in height, width, profile, materials, etc.) as in the Georgian terrace along the Harbour Road, the combined visual mass of the development would be lessened. Large expanses of light coloured, reflective material, e.g. glass, will be most prominent and will display the form and scale of buildings most conspicuously. Darker and more textured materials will reduce visibility and are therefore promoted within the site.

At the planning application stage proposals within this area will be subject to a visual impact assessment in an effort to ensure that the integrity of the area is not compromised.



Map 6.6 Indicative Height and Massing

#### Building Heights





# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

### Analysis

Existing Land Uses



Environmental Designations



Protected Structures with reference



NHA/SAC



SAAO



Physical and Visual Connections



Panoramic Views



Harbour Road



West Pier



Walkway along Claremont Beach



Dimensions



Views along West Pier

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

### Introduction

Opportunity Site 2 seeks to capitalise upon the West Pier as a new quarter for development. Two options are presented.

Option 1 is the primary option of the Urban Centre Strategy. It seeks the expansion westwards of the West Pier for marine related uses with the retention of the boat ramp and dry dock at its current location in accordance with the current Development Plan Objective 338: *“The seaward expansion of the West Pier for maritime services and maintenance uses and the fishing industry only shall be encouraged”.*

Option 2 is included to highlight the fact that expansion of the West Pier could occur more comprehensively than Option 1. This option seeks the expansion westwards of the West Pier in the long term for a mixed use development with the relocation of the boat ramp and dry dock to the northern edge of the West Pier. The land uses proposed within this option would require a variation to the current Development Plan.

The Urban Centre Strategy acknowledges that all options would require a Strategic Environmental Assessment and Appropriate Assessment to be undertaken.

### Indicative Land Uses

Opportunity Site 2 comprises of a GI zoning under the Fingal Development Plan 2005-2011:

*“To facilitate opportunities for general industrial employment and related uses in industrial areas.”*

Additional relevant objectives in the Development Plan for the Harbour area include:

**Objective 338** - *“The seaward expansion of the West Pier for maritime services and maintenance uses and the fishing industry only shall be encouraged”.*

**Objective 343** - *“To provide for marine related industry, west pier, Howth”.*

**Objective 345** - *“No over-ground development shall be permitted on the centre pier”.*

Option 1: Key Principles

### 1. Expand upon the existing marine related uses

The key uses that will deliver Option 1 are likely to include the following:

#### a Marine Related Industry

Option 1 seeks the provision of marine industry related uses within the West Pier with the retention of the boat ramp and dry dock at its current location. The option envisages reinstating the Harbourmaster’s office, centrally within the proposed plan, to its former location at the northern end of West Pier.

#### b Leisure Facilities

Option 1 offers the opportunity to maximise Howth’s natural assets and provide a range of marine related leisure facilities within its unique waterfront environment.

- The provision of a recreational marina to the north western edge of the plan would provide opportunities for motor boats and

leisure craft.

- A new leisure building and associated pontoons to support sailing and other water-based activities such as sea-kayaking is also proposed at Central Pier.
- A tourist information centre is proposed at the entrance to West Pier.

Option 2: Key Principles

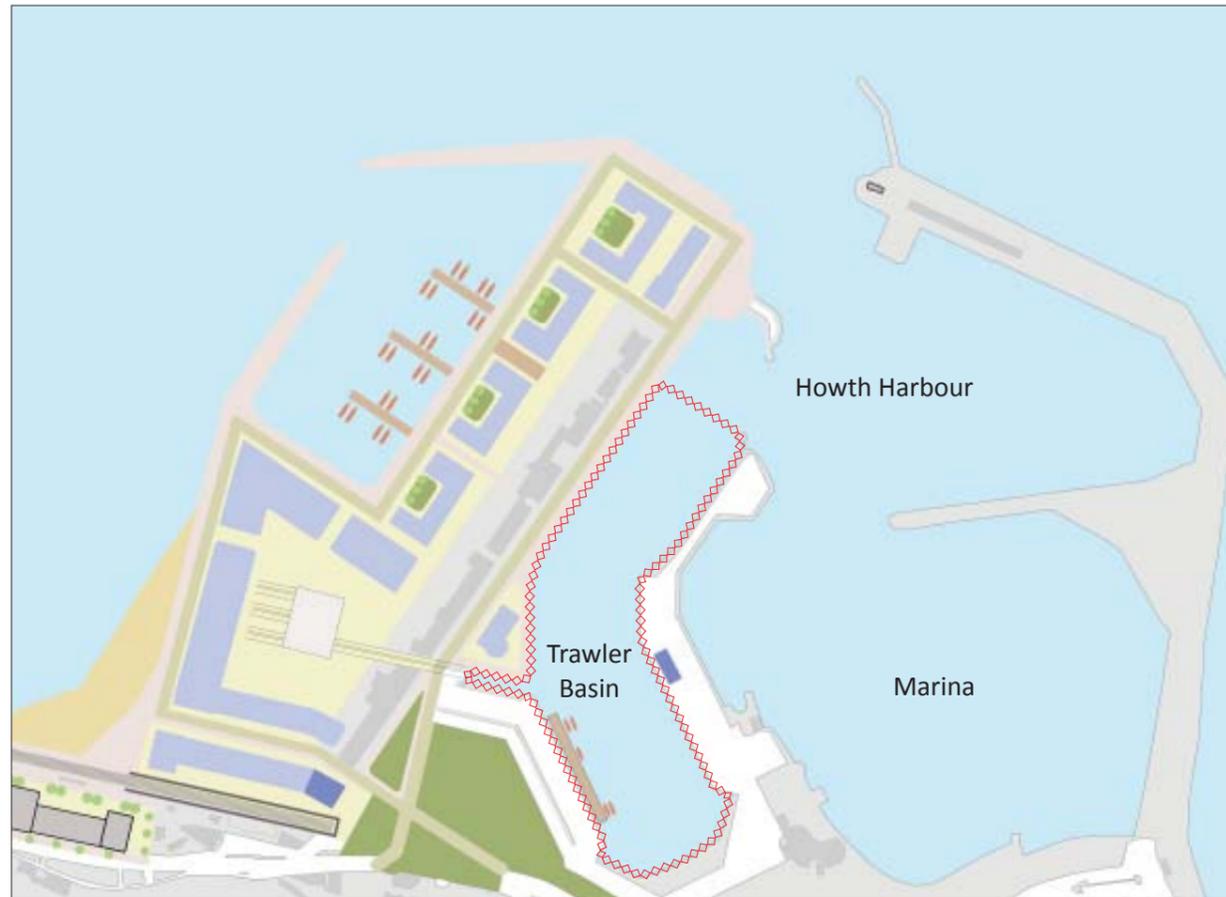
2. **A mixed use development with expanded marine related uses (as described in Option 1)**  
*(subject to a variation to the current Development Plan)*

#### a Mixed Use Development

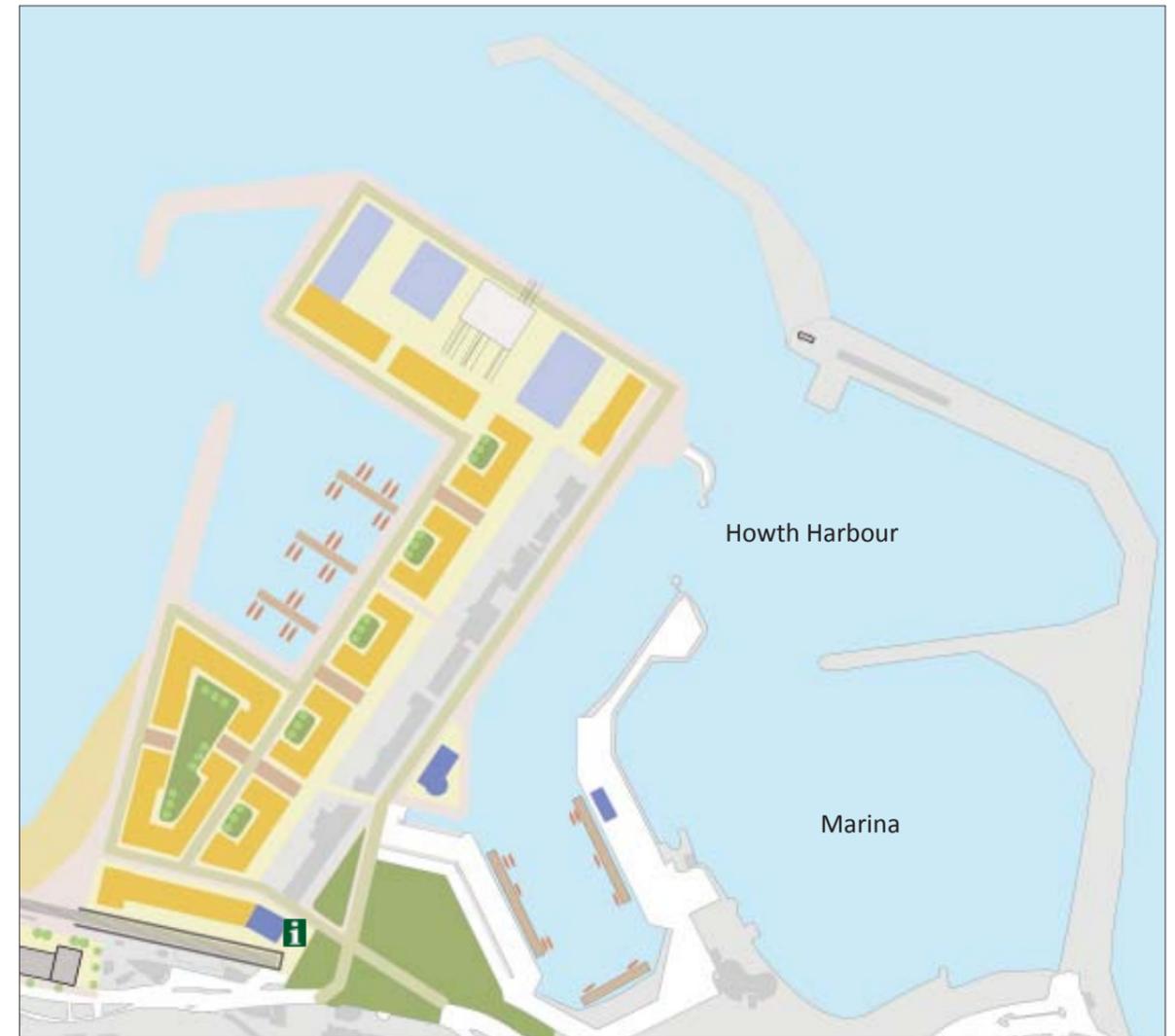
Option 2 seeks the development of a mixed use development requiring a variation to the current Development Plan. Development to the Harbour Area provides a consolidated and improved retail/food and drink offer for Howth. It is intended that the existing buildings along West Pier will continue to be linked to the strong fish industry present. A key part of the development concept is the opportunity to provide additional business facilities to supplement those existing in the harbour and village.

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2



Map 6.7 Option 1:  
Expansion of the West Pier requiring no variation to current Development Plan



Map 6.8 Option 2:  
Expansion of the West Pier requiring a variation to current Development Plan

### LEGEND

- Mixed Use
- Leisure
- Marine Related Industry
- Existing Marine Related Uses
- Extent of Trawler Basin

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

### Indicative Built Form

#### Key Principles

1. **Perimeter Blocks**
2. **Focal Buildings**
3. **Well defined edges to main route**
4. **High Quality Landscaping**
5. **A permeable urban grain**
6. **Separating Distances**
7. **Adaptability**

### Indicative Built Form

#### 1. **Perimeter Blocks**

A perimeter block layout size is one of the most important aspects of built form to get right in order to create a pedestrian friendly urban form. The blocks proposed offer the most flexible basis for accommodating a range of uses. A building depth of approximately 12 metres is recommended to accommodate double aspect buildings with good daylighting to the internal space.

#### 2. **Focal Buildings**

Focal buildings are buildings that due to their unique characteristics and location help to provide reference points within the area. Within the proposal for the Harbour Area the use of focal buildings are used to terminate street vistas. It is imperative that the design and material finish of the proposed buildings are of the highest quality.

#### 3. **Well defined edges to main route**

Continuous edges along the streets are essential to provide definition, scale and enclosure.

#### 4. **High Quality Landscaping**

A series of linear landscaped gardens with controlled public access will ensure clear sight lines to the sea. Opportunities also exist to create architecture to provide for overlooking and animation to the space.

#### 5. **A permeable urban grain**

At regular intervals public routes provide visual and physical connections at right angles from Howth Road to the waterfront. The blocks will be accessed either directly from the street (public) or from hard landscaped areas within the linear gardens (semi-public) which themselves form natural routes and vistas through the new development. The proposed urban grain respects the existing harbour plots.

#### 6. **Separating Distances**

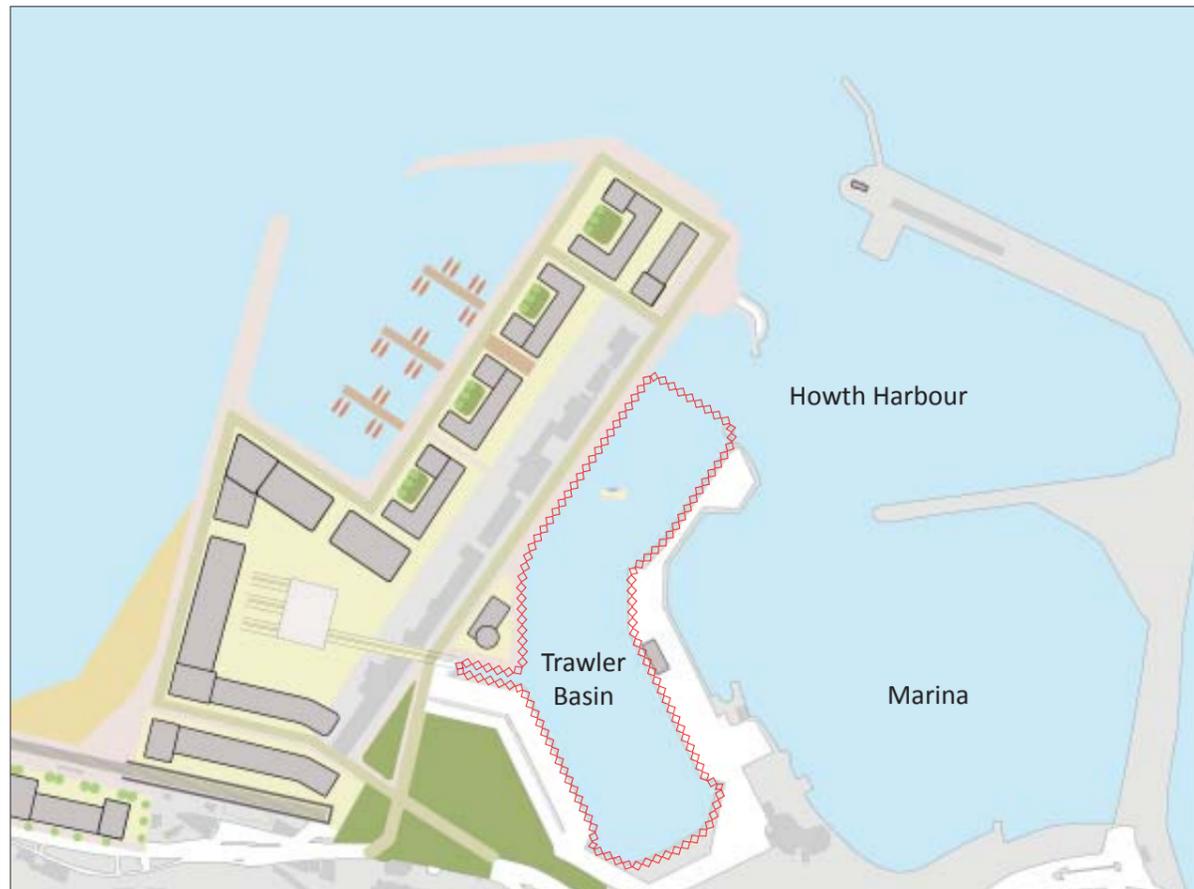
It is an important quality of the built environment that private spaces should enjoy freedom from undue observation by others and that no undue loss of light is caused by overshadowing from adjoining buildings.

#### 7. **Adaptability**

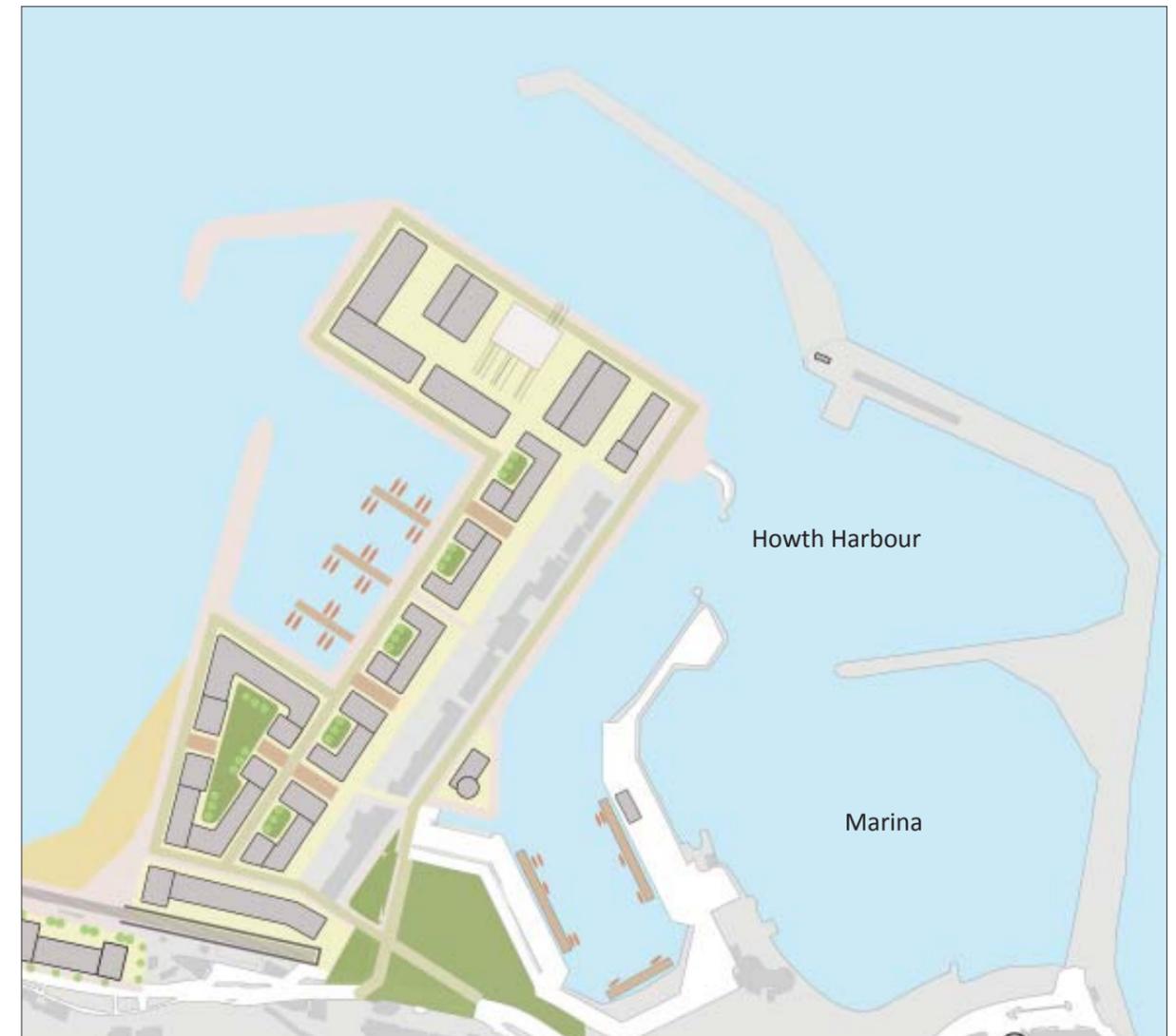
The proposed building blocks offer the potential to be flexible and adaptable.

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2



Map 6.9 Option 1: Indicative Built Form



Map 6.10 Option 2: Indicative Proposed Built Form

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

### Indicative Public Realm

#### Key Principles

1. **Semi-public courtyards with a comfortable enclosure ratio**
2. **Active frontages and Transparency**
3. **Key views to Ireland’s Eye and along the Coastline**
4. **Provision of good access to Claremont Beach**
5. **Provision of access to and along the waterfront**

#### 1. **Semi-public courtyards with a comfortable enclosure ratio**

The semi-public courtyards proposed within the plan should aim for a suitable height to width ratio of between 1:3 and 1:4.

#### 2. **Active frontages and Transparency**

##### Active frontages

Active frontages defined as those uses open to the general public which generate footfall and activity will be required along the ground floor levels surrounding the public open space. Characteristics of very active frontages are set out in the table below. It will be a specific objective for the site to achieve Grade A and B frontages.

##### Grade A Frontage

- More than 15 premises every 100 metres
- More than 25 doors and windows every 100 metres
- High quality materials and details
- No blind facades. Few passive ones
- Much depth and relief in the building surface

##### Grade B Frontage

- 10-15 premises every 100 metres
- More than 15 doors and windows every 100 metres
- A few blind or passive facades
- Some depth and modelling in the building surface

*(Taken from Urban Design Compendium, English Partnerships, 2000)*

##### Ground Floor Transparency

Façade transparency is defined by the ratio of glassed areas in comparison to solid areas. Transparency provides the opportunity to look into the ground floor area, as well as the integration of activities on the ground floor with the street space. Best practice recommends that the glass surface should extend about 60% of façade length at ground floor level.

#### 3. **Key views to Ireland’s Eye and along the Coastline**

At the northern edge of the plan the proposed buildings allow views through to Ireland’s Eye and beyond.

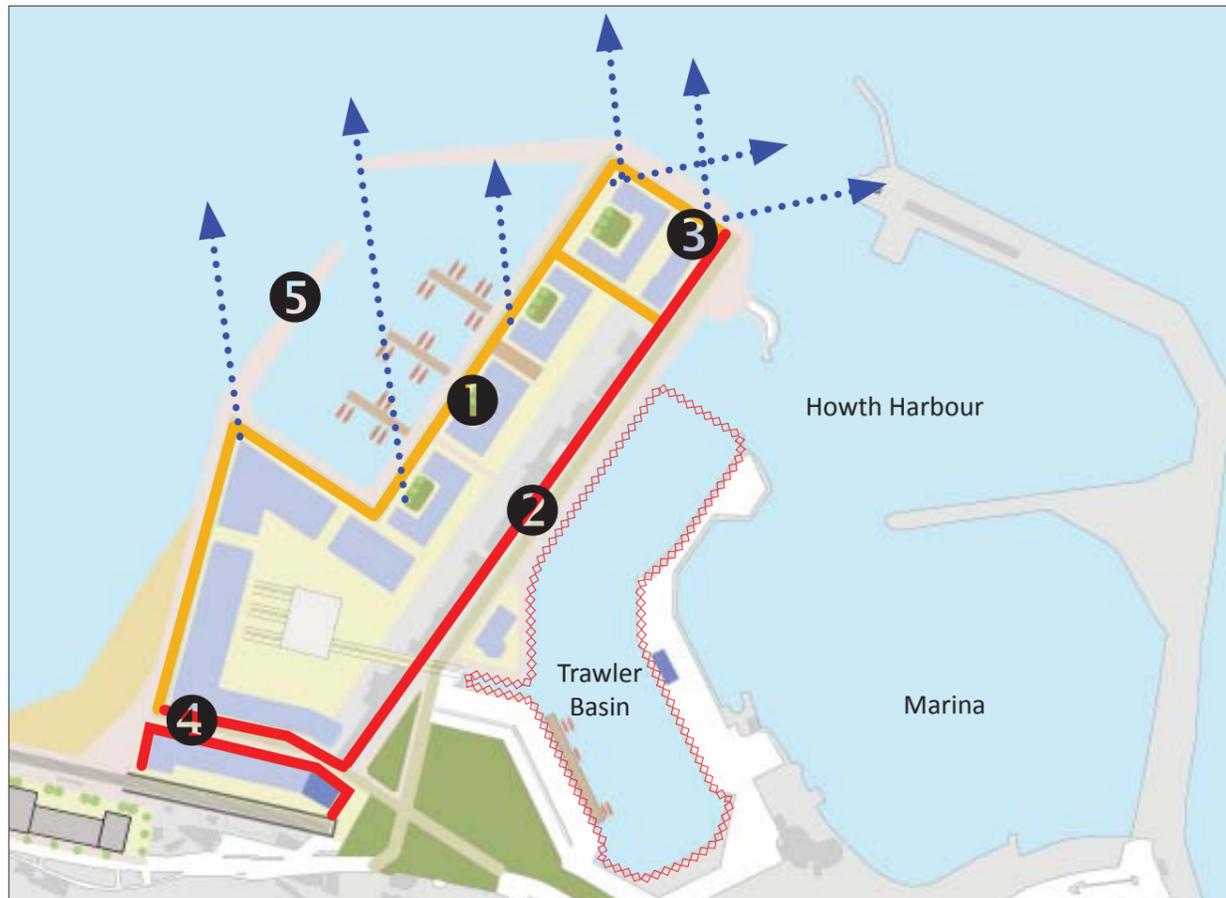
#### 4. **Provision of good access to Claremont Beach**

The beach provides an important open space resource for the village. The harbour is ideally located on the link between the village and the beach. The existing accessway to the beach from the West Pier is uninviting and unsafe due to its lack of natural surveillance. The proposed new access allows for buildings to front it with ground floor retail uses thus increasing the natural surveillance and vibrancy of the area.

#### 5. **Provision of access to and along the waterfront**

The key element of the public realm at the Harbour is the waterfront. A linear waterfront promenade is proposed at the periphery of the plan forming a loop linking back to West Pier. The waterfront promenade will form the key pedestrian/cycle route through the area linking Claremont Beach to the south, the new recreational marina to the north west and back to West Pier. The promenade will be a key area for strong, robust and high quality public realm. The new promenade will also double as outdoor space for restaurants, bars and shops mainly to the western edge of the plan.

# 6.0 Site Specific Development Briefs



Map 6.11 Option 1: Indicative Public Realm



Map 6.12 Option 2: Indicative Public Realm

**Key**

- 1. Semi-public courtyards with a comfortable enclosure ratio
- 2. Active frontages and Transparency
- 3. Key views to Ireland's Eye and along the Coastline
- 4. Provision of good access to Claremont Beach
- 5. Provision of access to and along the waterfront



- Grade A Active Frontage (min. 60% transparency recommended)
- Grade B Active Frontage (50% - 60% transparency recommended)
- Views

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

### Indicative Movement, Parking and Access

#### Key Principles

1. **Improve links between the Harbour and Claremont Beach**
2. **Improved links within the proposed Harbour Plan**
3. **Realign the Road Access to West Pier**
4. **Variety in Street Type**
5. **Parking should be at basement or half basement levels**

The movement framework should aim for the creation of a sustainable development. The key principles include the following:

#### 1. **Improve links between the Harbour and Claremont Beach**

One of the key movement principles for Howth Harbour is the creation of a pedestrian/cycle waterfront route which links to Claremont Beach.

#### 2. **Improved links within the Proposed Harbour Plan.**

The connections within the site define the urban structure of the masterplan. Key linkages with the site include the following:

#### North/South links

A key principle is to provide a main north/south access route immediately west of West Pier. It is recommended that this road will accommodate vehicular and pedestrian access whilst the existing West Pier continues to be used for marine industrial access purposes.

#### East/West Links

Links connecting the west of the quay to the east (West Pier) will need to be allowed for within the development, allowing movement between the two sides of the pier.

#### 3. **Realign the Road Access to West Pier**

Upon entering Howth, via Harbour Road, the harbour is located to the north of Harbour Road. Access to the harbour area is via the local access road connecting Harbour Road to the West Pier. It also provides access to the car park, which is located to the east of this local road. It may be beneficial to realign the junction of Harbour Road /Harbour Access Road **in the medium to long term (i.e. if the West Pier is developed)**, as shown in Maps 6.13 and 6.14. This would enhance the road entry into Howth and act as both a mini demand management and a speed reduction measure. Signage will be required in the short term to highlight West Pier as a major destination in Howth.

#### 4. **Variety in Street Type**

The access framework sets the urban structure of the development and consists of the following types of street:

- Primary street: the main vehicular route through the site from the Harbour Road. This primary route has an important traffic function and is essential to the operation of the harbour.
- Shared streets: these have a vehicular function for access, and will be designed to accommodate vehicles, pedestrians and cyclists within a shared surface. They will be the sort of street that pedestrians will feel comfortable within, even if walking within the carriageway.

- Cyclist/pedestrian laneways: these include pathways which do not have any vehicular function other than for cyclists and pedestrians.

#### 5. **Parking should be at basement or half basement levels**

Given the significant car parking requirements for proposed land uses within Option 1 and 2, the majority should be accommodated at basement or half basement levels. Vehicular access to the basement parking should be off minor streets rather than main streets where possible.

Access ways to the underground parking should be designed to limit the amount of dead frontage to the buildings elevation. Parallel surface car parking will be accommodated along the street edge and delineated with a suitable mix of materials and active measures such as bollards.

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2



Map 6.13 Option 1: Indicative Movement, Parking and Access



Map 6.14 Option 2: Indicative Movement, Parking and Access

- ● ● ● ● Primary Access
- ● ● ● ● Shared Streets
- ● ● ● ● Cycle/Pedestrian ways
- ▲ Indicative basement parking access

# 6.0 Site Specific Development Briefs

## 6.2 Opportunity Site 2

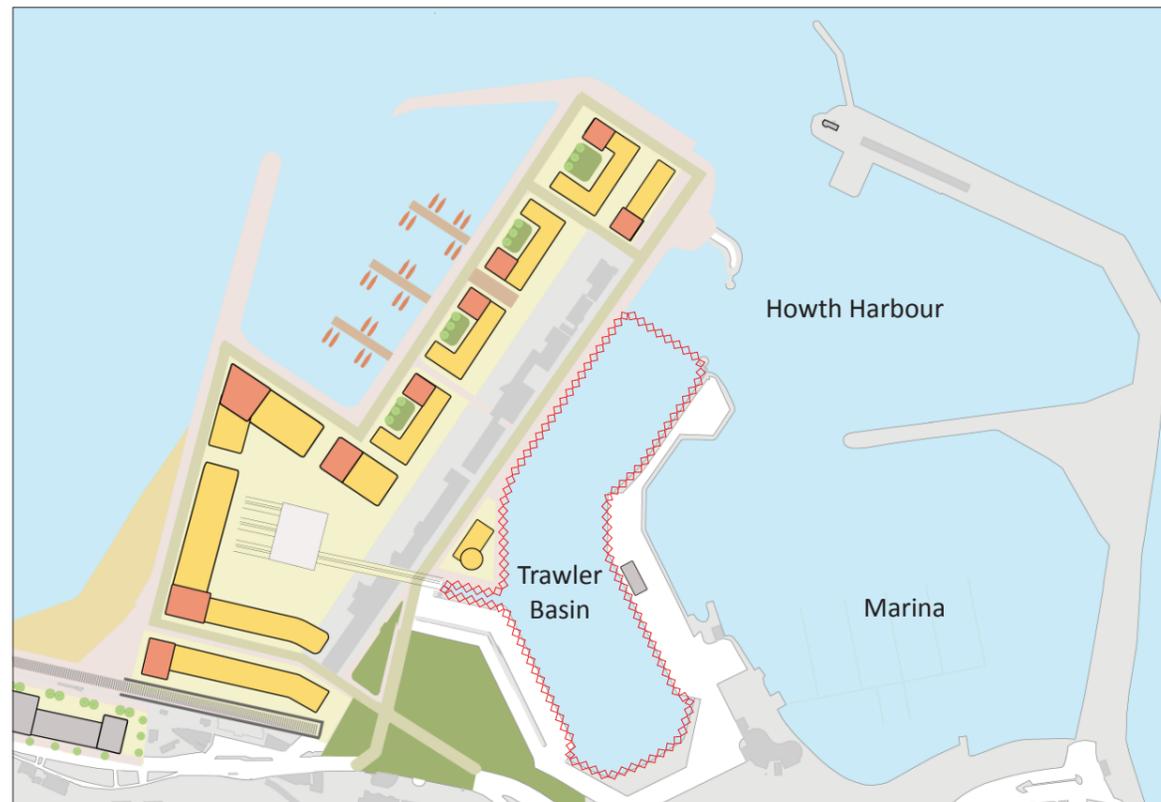
### Indicative Height and Massing

#### Key Principles

- 1. Heights should be consistent with existing heights along West Pier.

#### Building Heights

	2 storey
	3 storey



Map 6.15 Option 1: Indicative Height and Massing



Map 6.16 Option 2: Indicative Height and Massing

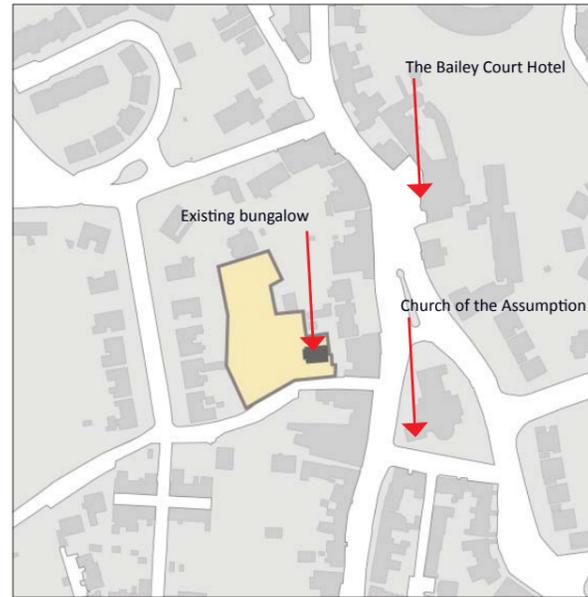


# 6.0 Site Specific Development Briefs

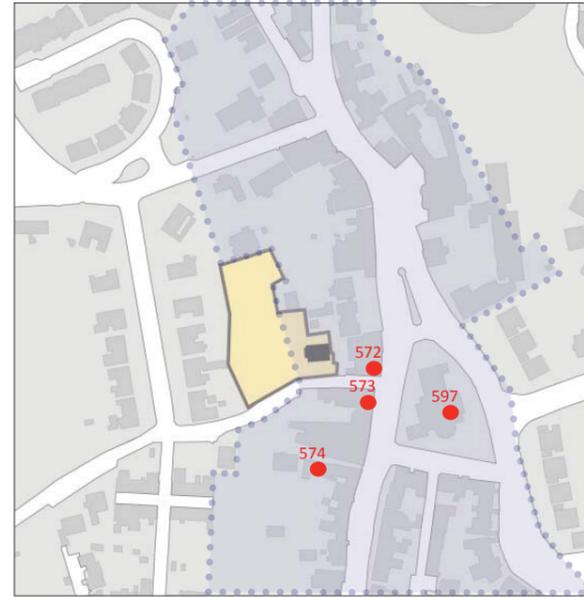
## 6.3 Opportunity Site 3

### Analysis

Existing Land Uses



Environmental Designations

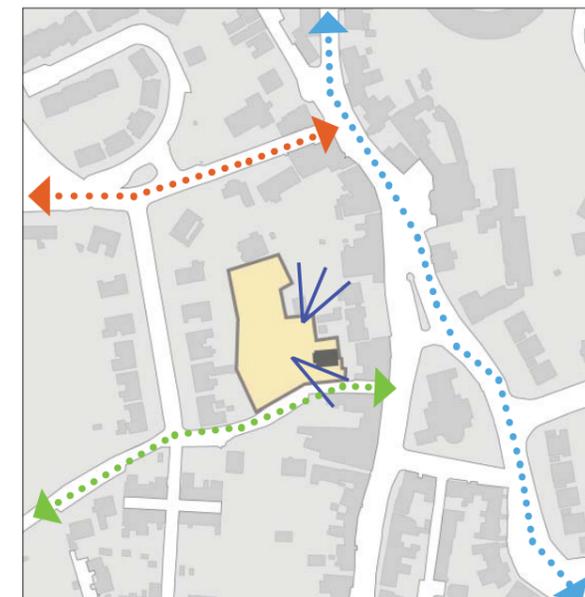


Protected Structures with reference

ACA



Physical and Visual Connections



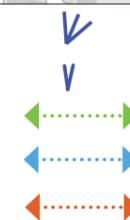
Panoramic Views

Vista

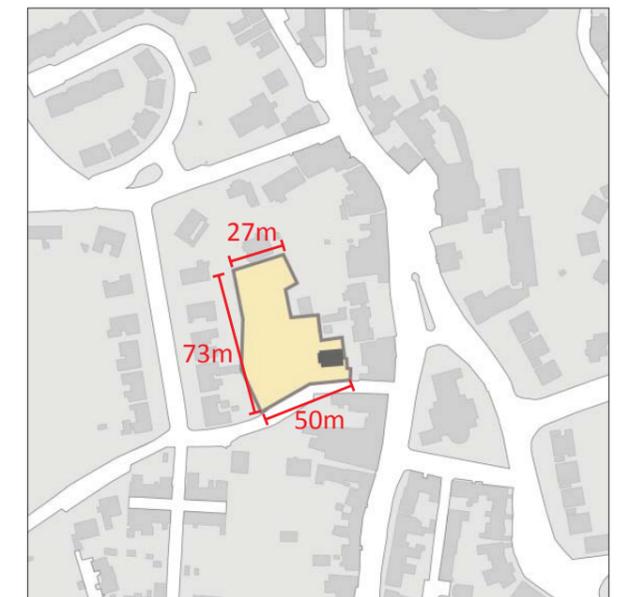
Tuckett's Lane

Abbey Street

St. Lawrence Road



Dimensions



Views from within the site and along Tuckett's Lane

# 6.0 Site Specific Development Briefs

## 6.3 Opportunity Site 3

### Introduction

Opportunity Site 3 aims to develop a residentially led scheme within the village core.

### Indicative Land Uses

#### A Residentially Led Scheme

This is a large undeveloped site with frontage onto Tuckett's Lane within the boundary of the village core. The overall site has two zoning designations:

- Objective SC to protect and enhance the special physical and social character of major sub-urban centres and provide and/or improve urban facilities.
- Objective RS To provide for residential development and to protect and improve residential amenity.

Good design should incorporate a mix of housing types, sizes and tenure to provide for the development of a mixed community. Proposals for residential schemes must comply with "Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (September 2007).

Opportunities also exist within the Objective SC zoning to provide for "urban facilities" which may include retail/commercial or a community related use.

As part of any redevelopment proposal for the site, the upgrading of Tuckett's lane to accommodate increased traffic movements will need to be implemented.



Map 6.17 Indicative Land Uses

-  Residential
-  Residential with provision for "urban facilities" such as a retail shop, commercial unit or a community related space

# 6.0 Site Specific Development Briefs

## 6.3 Opportunity Site 3

### Indicative Built Form

#### Key Principles

- 1. Residential Blocks
- 2. Well defined edge to Tuckett's Lane
- 3. A permeable urban grain
- 4. Separating Distances
- 5. Adaptability

#### 1. Residential Blocks

A building depth of approximately 10 metres is recommended to accommodate double aspect buildings with good daylighting to the internal spaces.

#### 2. Well defined edge to Tuckett's Lane

A continuation of the building line along Tuckett's Lane is essential to provide definition, scale and enclosure.

#### 3. A permeable urban grain

The blocks will be accessed directly from Tuckett's Lane. The proposed urban grain will respect the prevailing fine grain of the village.

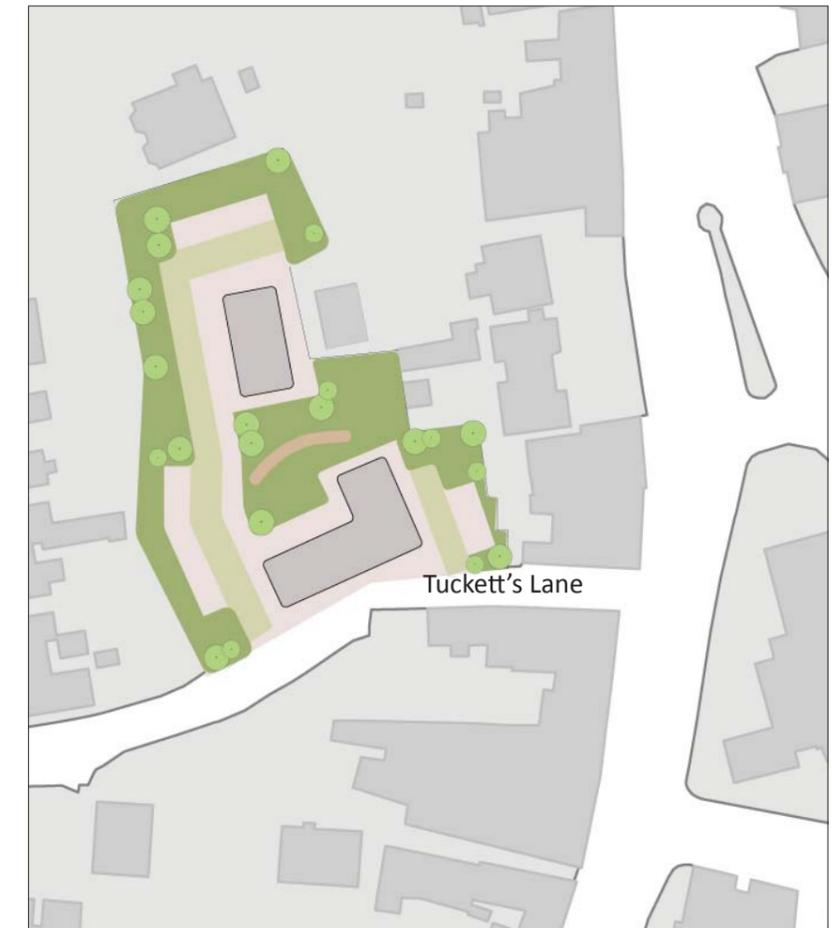
#### 4. Separating Distances

It is an important quality of the residential environment that the private spaces should enjoy freedom from undue observation by others and that no undue loss of light is caused by overshadowing from adjoining higher buildings. In general, 20 metres of separating distance between

opposing first floor habitable windows must be maintained to the immediate west and north of the site.

#### 5. Adaptability

The development will be designed to meet the requirements of the Lifetime Homes Standards, to ensure that they can accommodate the less mobile and can easily be adapted for residents who use a wheelchair. This will allow for the changing needs and circumstances of residents and their visitors; will enable less mobile residents to visit friends and families; and maximize the flexibility of use for future tenants and purchasers.



Map 6.18 Indicative Built Form

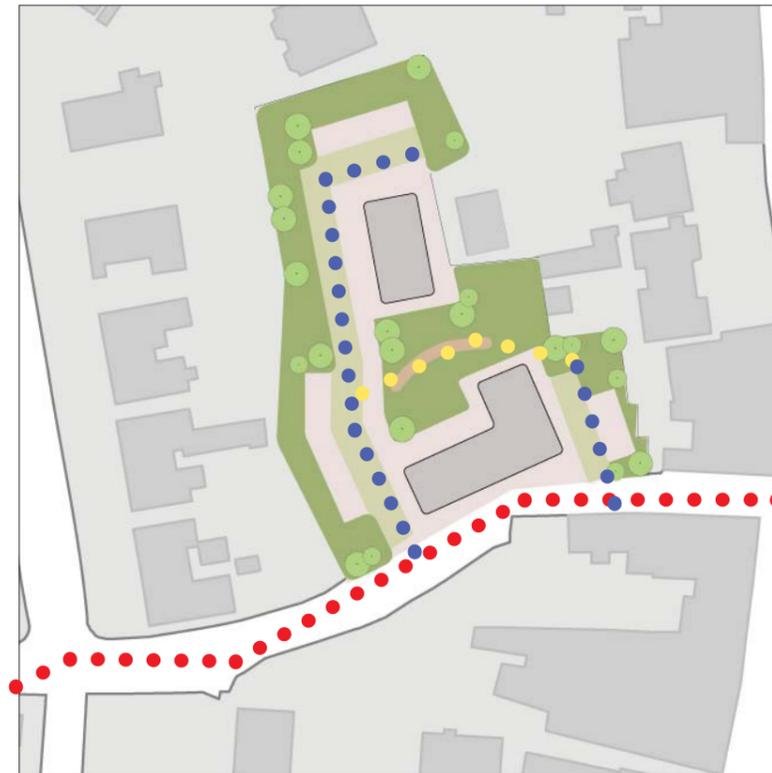
# 6.0 Site Specific Development Briefs

## 6.3 Opportunity Site 3

### Indicative Movement, Parking and Access

The main access into the site will consist of a shared surface designed to accommodate vehicles, pedestrians and cyclists. Well designed shared surfaces encourage low vehicle speeds and avoid conflicts of movement whilst encouraging other activities to take place. Shared surfaces make it easier for people to move around, promote social interaction, and create an environment in which pedestrians can walk, or stop and chat without feeling intimidated by motor traffic.

The car parking is organised in pockets accessed off the shared surface route through the site. As a general principle surface car parking within the front curtilage of the building blocks fronting Tuckett's lane are avoided as it breaks up the frontage, reduces the street enclosure and restricts informal surveillance. Good quality landscaping to the western edge of the site will be critical to screening the visual effect of the surface parking areas.



Map 6.19 Indicative Movement



Map 6.20 Indicative Parking

- ● ● ● ● Primary Access along Tuckett's Lane
- ● ● ● ● Shared Surface
- ● ● ● ● Pedestrian laneway

- \* Surface Car Parking Locations

# 6.0 Site Specific Development Briefs

## 6.3 Opportunity Site 3

### Indicative Height and Massing

The building heights proposed should create a human scale development whilst providing appropriate levels of enclosure. Given the prevailing two storey heights within the area the proposed heights of the building blocks range in height from two storeys to three storeys. The site's gradient changes significantly from west to east toward the Main Street. Because of this the third storey proposed is deemed acceptable without compromising the visual integrity of the area.



Map 6.21 Indicative Height and Massing

# 6.0 Site Specific Development Briefs

## 6.3 Opportunity Site 3

### Indicative Public Realm

#### Key Principles

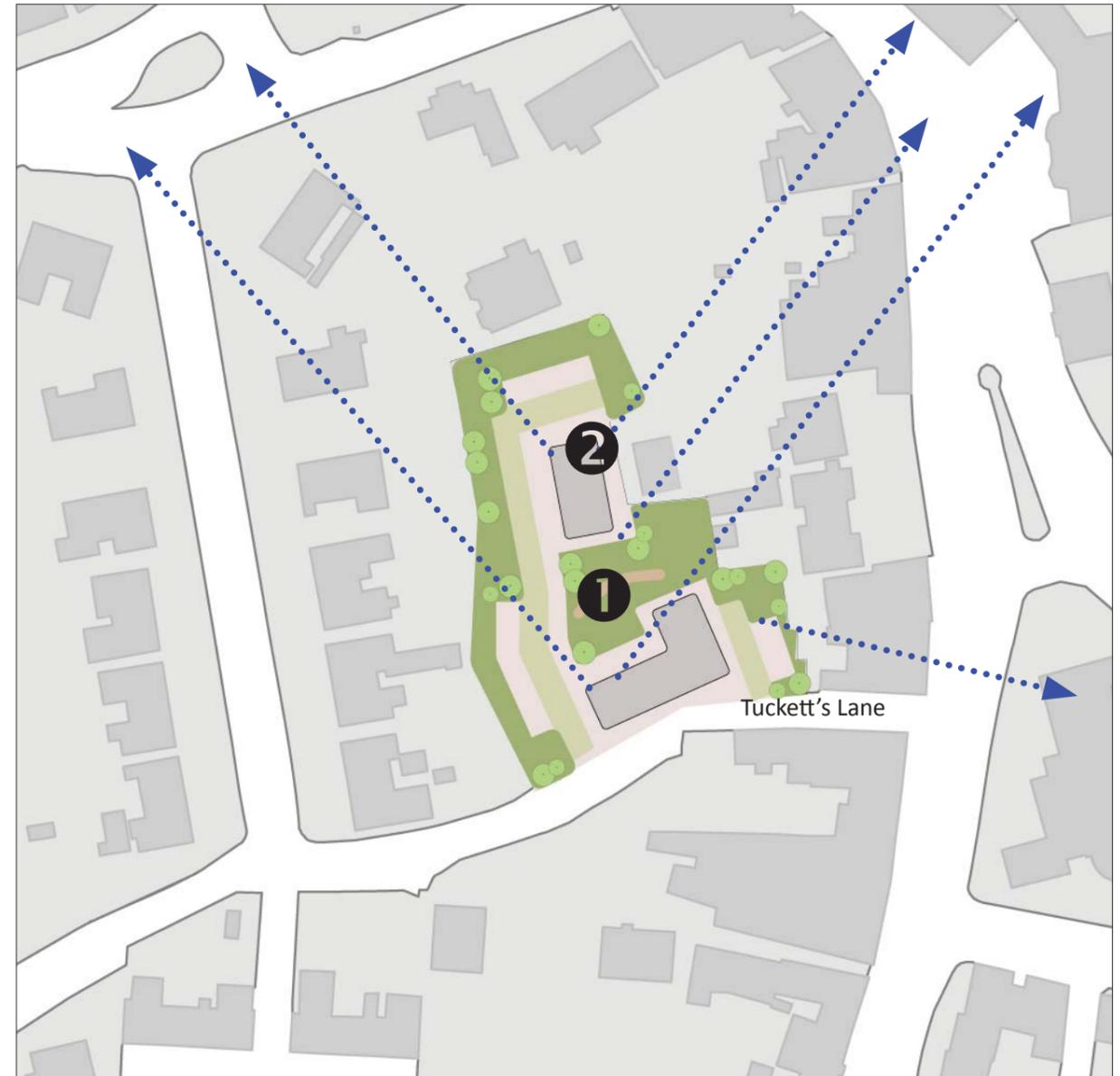
- 1. Semi-public courtyards with a comfortable enclosure ratio
- 2. Key views to the Martello Tower and the Church of the Assumption

#### 1. Semi-public courtyards with a comfortable enclosure ratio

The semi-public courtyards proposed within the plan should aim for a suitable height to width ratio of between 1:3 and 1:4.

#### 2. Key views to the Martello Tower and the Church of the Assumption

The proposed building layout is designed to ensure that views through to the Martello Tower and the Church of the Assumption are maintained from both the habitable rooms within the building block and also from the central semi-public courtyard.



Map 6.22 Indicative Public Realm

# 7.0 Traffic Management Strategy

As part of the Howth Urban Centre Strategy, MVA Consultancy has prepared a Transport Assessment of Howth. Howth is a prime tourist and recreational area and because of this attracts large amounts of visitors, especially during summer weekends. Howth is also an existing residential area where people commute to/ from work. Facilitating continued accessibility to Howth is therefore essential, requiring due consideration to be given to current and projected requirements. The existing road network is currently congested during peak periods and due to its peninsular location there is limited scope to provide additional road capacity. Therefore, public transport services are of utmost importance when considering Howth in the future. Walking and cycling must also be encouraged and collectively this will help reduce the reliance on the private car in Howth.

The four main areas of interest in Howth from a transport perspective are:

- Howth DART station and bus interchange;
- Howth harbour area including access and parking;
- Howth Main Street/ Church of the Assumption; and
- Potential development of the Techrete site.

This report will address each of these four areas, highlighting both existing and future opportunities and constraints. Considering this information a number of recommendations will be made for each of the four areas.

# 7.0 Traffic Management Strategy

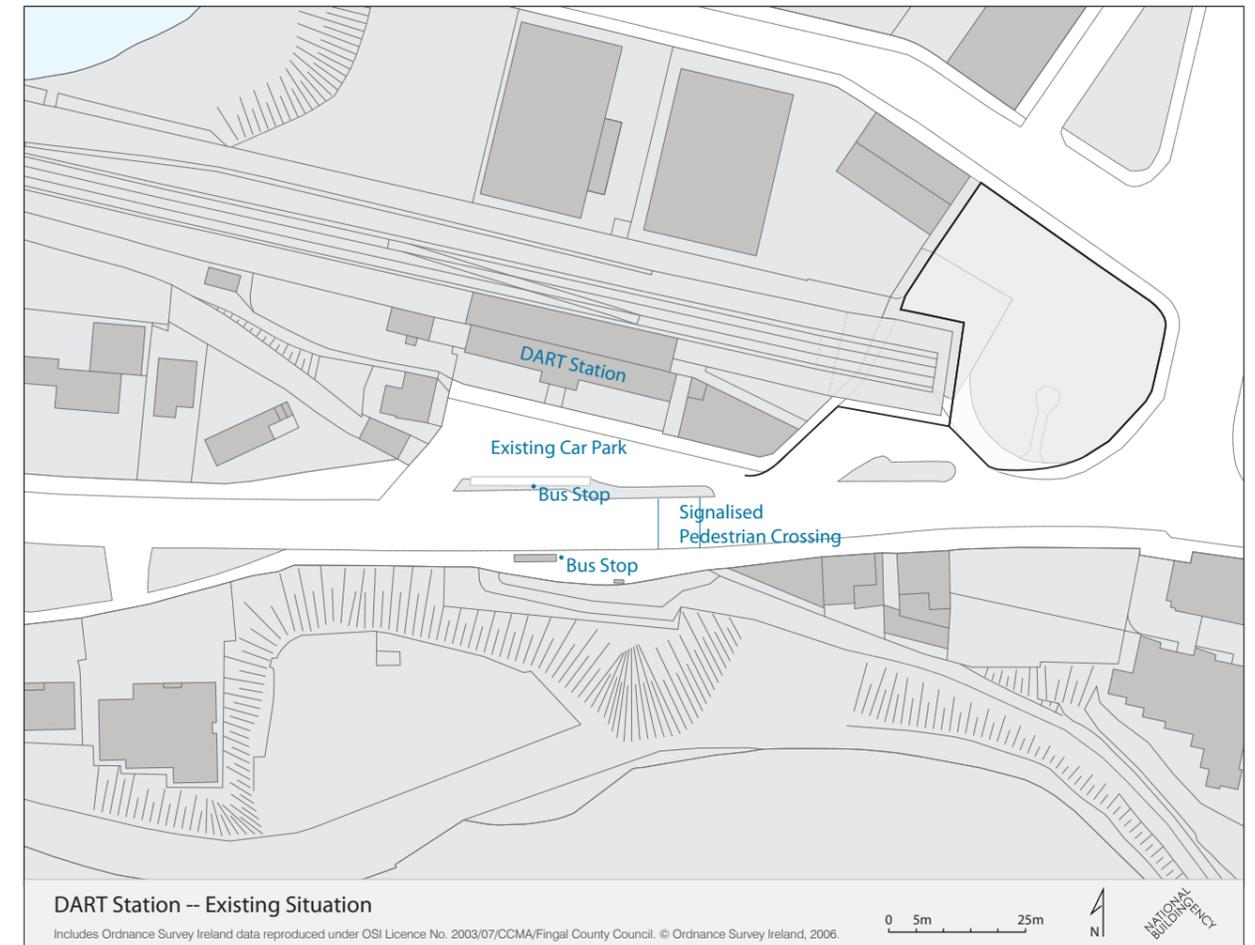
## 7.1 Howth DART Station

As mentioned above, the public transport services are of significant importance in particular when considering the future of Howth. Howth DART station is located close to the intersection between Harbour Road and the west pier. Currently, there is a rail service terminating at Howth DART station, and also three bus services stopping here. All of these connect Howth with Dublin City Centre. The Irish Rail service runs between Howth and Bray (some extend to Greystones) via Dublin City Centre, every 10 minutes in the peak including Saturdays. It has approximately an hourly service on Sundays. The three Dublin Bus routes are 31, 31B and 31C. The 31 route runs approximately three times an hour between Howth Summit and Eden Quay, via Howth Road stopping at Howth DART station. The 31B service is approximately once an hour, also between Howth Summit and Eden Quay. This service mainly travels along the south of the peninsula, with only two buses a day serving Howth DART station, during the weekday morning peak. The 31C service links Howth and Sutton DART stations, via Howth Summit. There is approximately one bus per hour during the day, between 10:00 and 17:00.

### 7.1.1 Revised Public Transport Interchange

The current layout at the DART station is not ideal from a safety and operational point of view. The station building also houses a pub. There are a number of car parking spaces outside of this building which are generally full during the day. A footpath runs alongside the station connecting it to the northside footpaths on Harbour Road. There are two bus stops on opposite sides of Harbour Road, directly outside of the DART station. There is also a signalised pedestrian crossing here.

There are safety issues because of the proximity of the bus stops and the signalised pedestrian crossing. When buses stop here, travelling eastbound, they sometimes obstruct the driver's view of the pedestrian crossing from vehicles travelling behind the bus. Also, as there is no pedestrian priority to link this signalised crossing to the DART station, pedestrians must walk across the car park.



Map 7.1 Existing DART Station Layout

# 7.0 Traffic Management Strategy

There is also no turnaround area to facilitate buses changing direction on Harbour Road, for example the 31C bus which travels between Howth and Sutton DART stations. Fingal County Council, Roads Department, stated that a turnaround facility would be welcomed at this location.

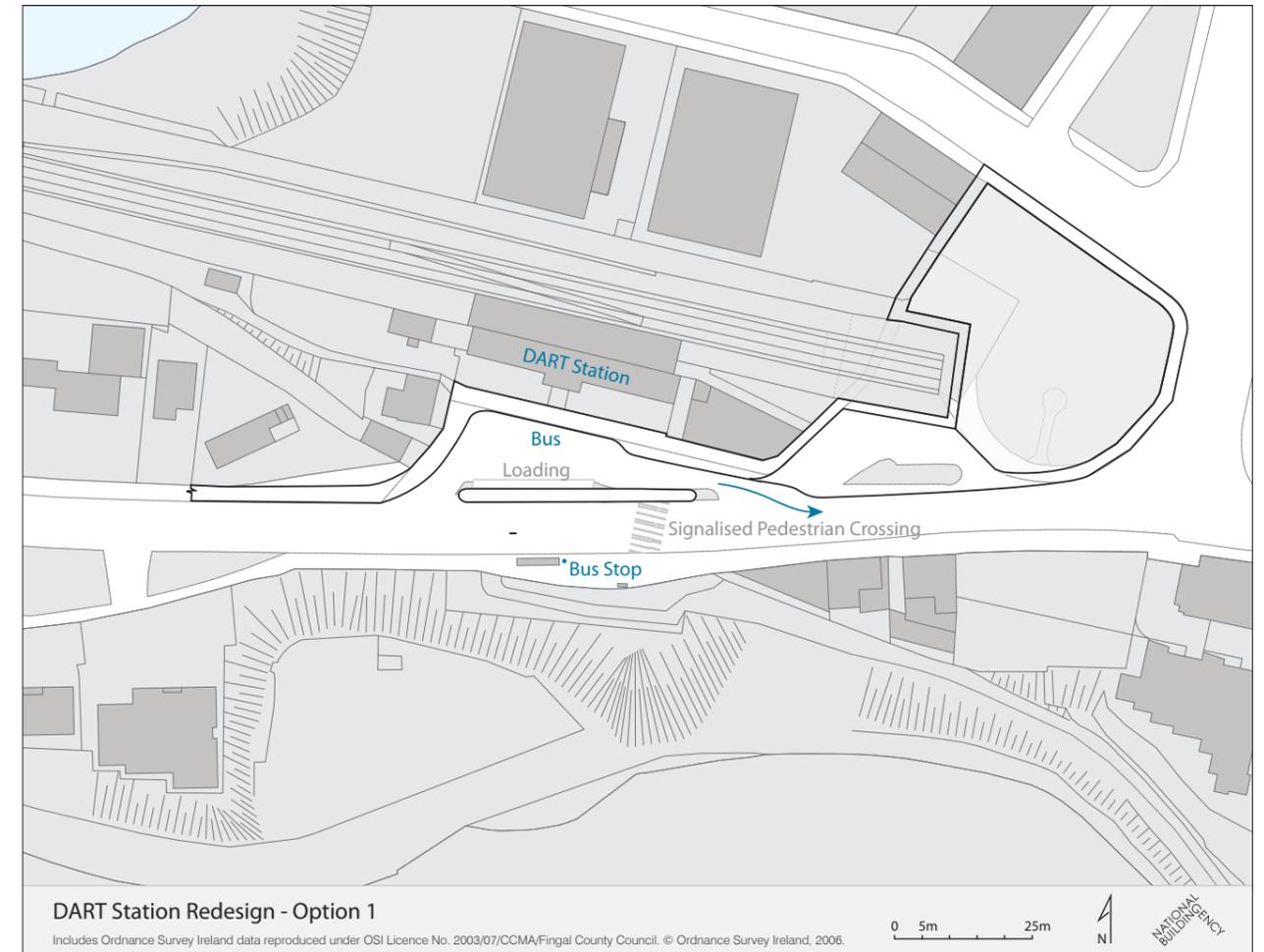
Thus, it is recommended that the space in front of the DART station is rationalised to improve safety for all users, especially pedestrians. This station should facilitate bus services, with a turnaround area if sufficient space is available. The provision of a taxi rank and car drop-off and pick-up areas also needs to be given consideration together with safe access for cyclists and secure and sheltered cycle parking. Accessibility and parking for mobility impaired also requires attention.

Therefore it is deemed appropriate to redesign this area to allow for a safer and more efficient public transport interchange. In any redesign option a good quality way-finding signage strategy for pedestrians and cyclists directing them from the interchange is important. These should recognise the main desire lines between key destinations, including the DART station, the harbour area, the Main Street and the Techrete site (if developed). Secure and sheltered cycle parking should be introduced within all of the redesign options. Also, some mobility impaired parking spaces should be provided within close proximity to the station and bus stops.

Four options for the DART station were designed which are shown in the sketches below. Each focuses on facilitating bus and pedestrian movements. These do not preclude the necessity of designing in close proximity both secure cycle parking and mobility impaired parking.

### Option 1

Option 1 is largely similar to the existing layout. It proposes to relocate the eastbound bus stop off Harbour Road to within the existing car park, which will improve safety at the existing pedestrian signalised crossing. All parking within the station grounds will be removed; however a loading area will be maintained. Vehicles will remain in the car park area and therefore pedestrians wishing to cross between the station and the pedestrian crossing will have no priority for this section. Buses terminating here that arrive from Howth Summit will turn right into the station forecourt and relocated bus stop.



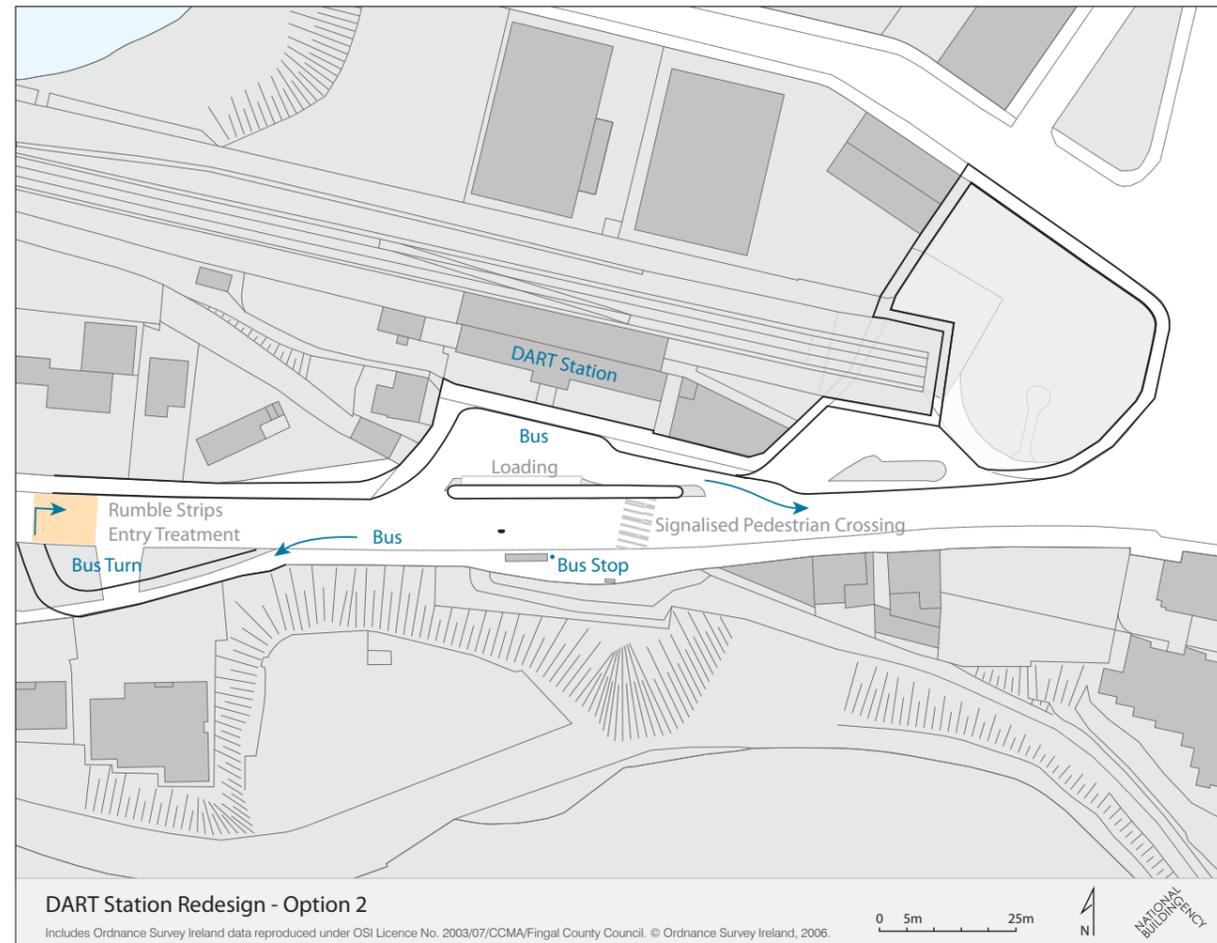
Map 7.2: Option 1

# 7.0 Traffic Management Strategy

## Option 2

Option 2 is similar to Option 1, however a turning area is provided to facilitate buses changing direction at this location. This turning area is provided within an existing green space on the southside of Harbour Road, west of the DART station. It would be easier for buses to turn here and then access the DART station by turning left off Harbour Road.

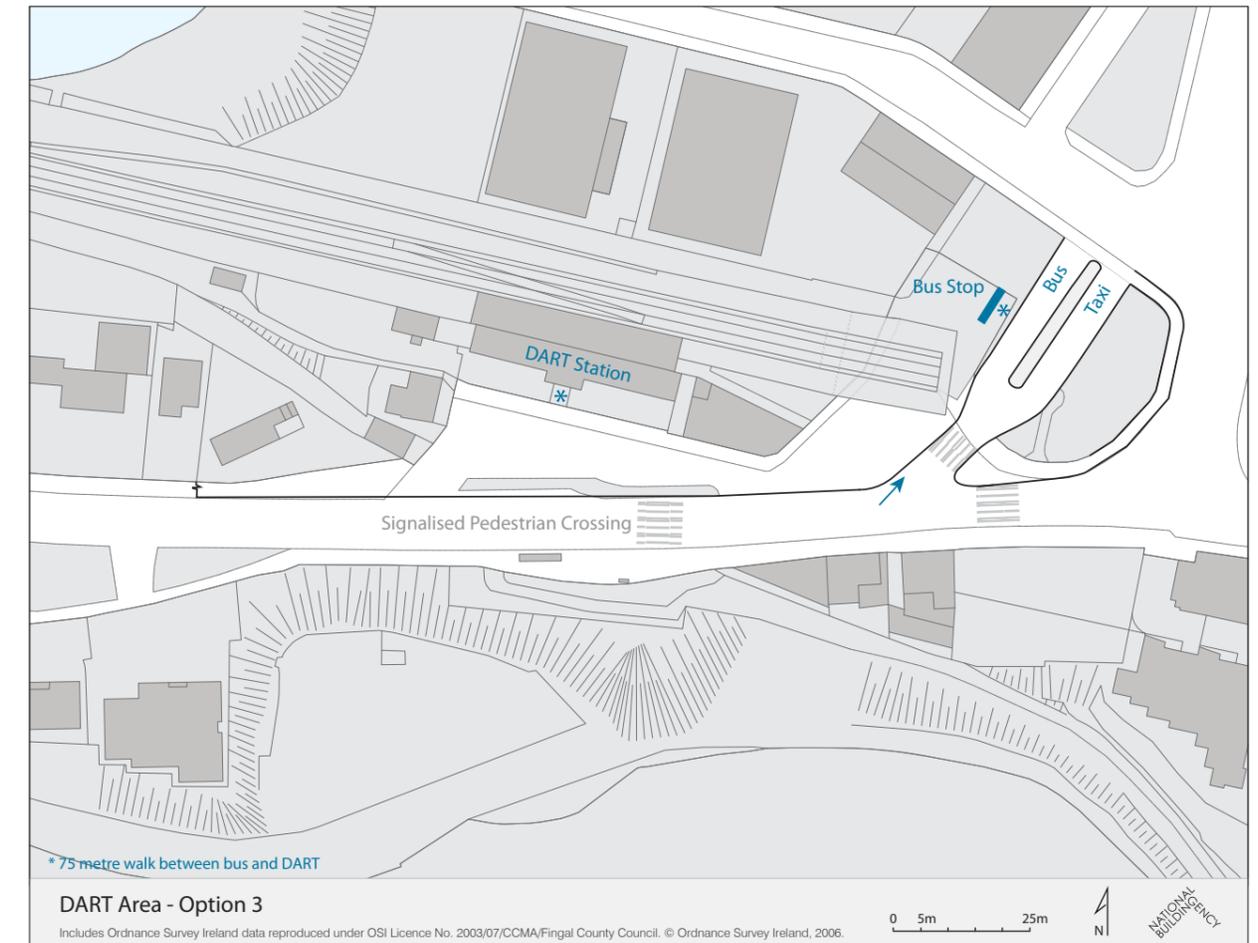
There is a possibility for the provision of an alternative bus turning option further west subject to feasibility.



Map 7.3: Option 2

## Option 3

Option 3 looks at making the existing car parking area in front of the DART station into a plaza area, only accessible by pedestrians. It would remove the bus stops from outside of the DART station and provide an interchange area approximately 75 metres east of the DART station entrance. This area would also facilitate taxis and drop-off. This layout would allow for buses to exit onto Harbour Road and travel east or west from the interchange.

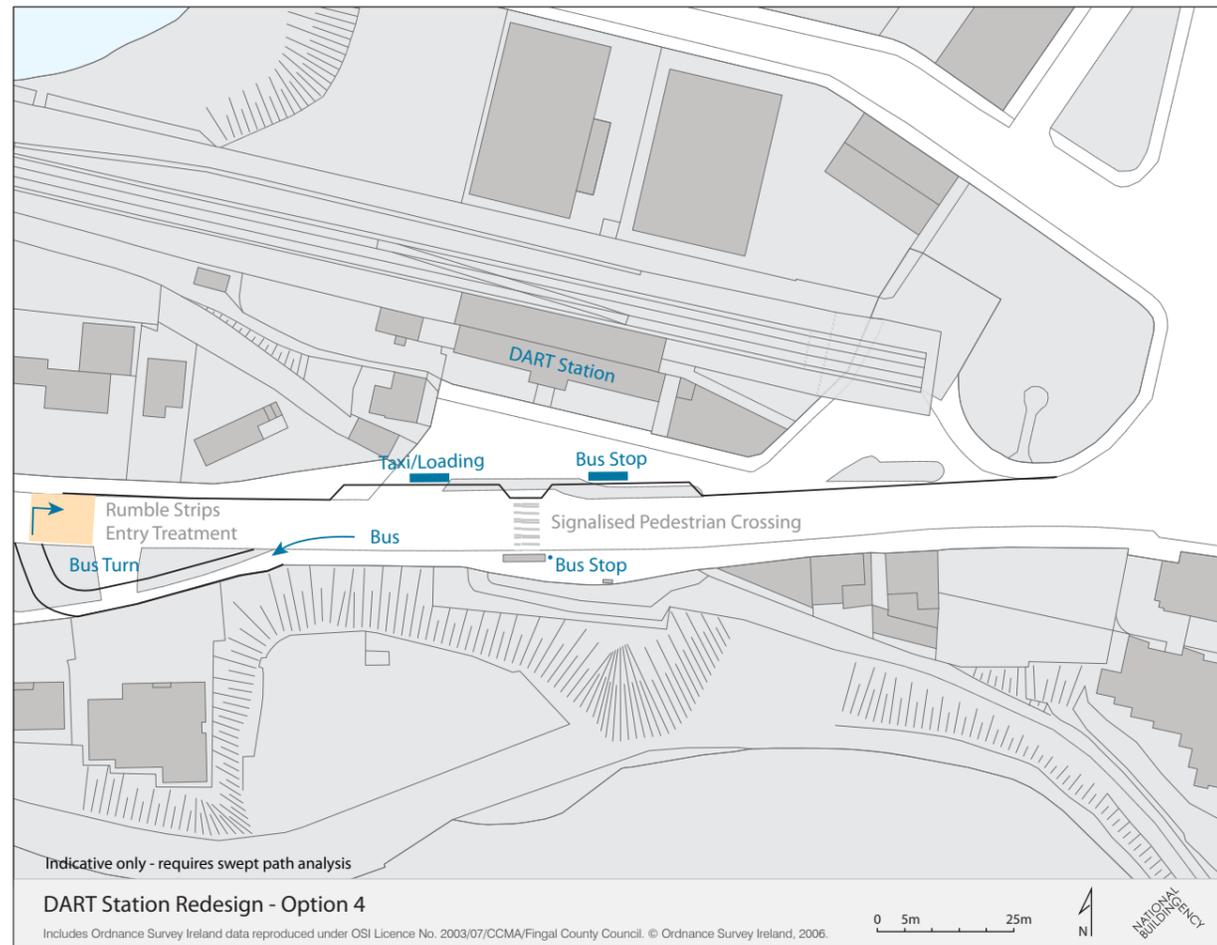


Map 7.4: Option 3

# 7.0 Traffic Management Strategy

## Option 4

Finally, Option 4 is a hybrid option which also provides a plaza in front of the station. However, it maintains the bus stops on Harbour Road at the DART station. A taxi rank with drop-off/loading area would also be located here. The signalised pedestrian crossing would be maintained and allow for pedestrians to safely cross between Harbour Road and the DART station. It is proposed that both the bus stops and taxi rank are set back from the road so that sightlines are maximised between drivers on the main carriageway and pedestrians crossing here. The turnaround area detailed in Option 2 would also be included here. As with Option 2, there is a possibility for the provision of an alternative bus turning option further west subject to feasibility.



Map 7.5: Option 4

All layouts require further analysis, including swept path analysis at preliminary design stage to investigate

their functionality.

## Summary

The table below summarises each option and the facility it can achieve:

	Option 1	Option 2	Option 3	Option 4
<b>Interchange location</b>	At DART station	At DART station	Approximately 75m east of the DART station access	At DART station
<b>Bus stop locations</b>	Eastbound: at DART station access Westbound: as existing	Eastbound: at DART station access Westbound: as existing	Approximately 75m east of the DART station access	Eastbound: at DART station access Westbound: as existing
<b>Functionality</b>	Eastbound buses will enter station forecourt area, no turnaround facility provided	Eastbound buses will enter station forecourt area, turnaround facility provided off Harbour Road	Buses will use interchange approximately 75m east of DART station, turnaround facility provided here	Both bus stops provided along Harbour Road at DART station, turnaround facility provided off Harbour Road
<b>Taxi rank location</b>	Taxi rank will be removed from station	Taxi rank will be removed from station	Taxi rank will be located at interchange approx 75m east of DART station access	Taxi rank will be provided at DART station
<b>Car parking</b>	Car parking will be removed from station	Car parking will be removed from station	Car parking will be removed from station	Car parking will be removed from station
<b>Loading</b>	Loading will be provided within station forecourt	Loading will be provided within station forecourt	Loading will be provided approximately 75m east of station	Loading will be provided at DART station

# 7.0 Traffic Management Strategy

<b>Pedestrian facilities</b>	Pedestrian crossing will be as existing	Pedestrian crossing will be as existing	Pedestrianised plaza area at DART station, directly joined to interchange approx 75m east of station and signalised pedestrian crossing on Harbour Road	Pedestrianised plaza area at DART station, directly joined buses/ taxis and to signalised pedestrian crossing on Harbour Road
<b>Car drop-off</b>	No car drop-off will be provided	No car drop-off will be provided	Car drop-off provided at interchange	Car drop-off will be provided at DART station
<b>Disabled car parking</b>	Disabled car parking will be provided	Disabled car parking will be provided	Disabled car parking will be provided	Disabled car parking will be provided
<b>Cycle parking</b>	Cycle parking will be provided	Cycle parking will be provided	Cycle parking will be provided	Cycle parking will be provided
<b>Safety</b>	Potential conflict between pedestrians and vehicles within station forecourt	Potential conflict between pedestrians and vehicles within station forecourt	Reduced potential conflict between pedestrians and vehicles	Improved safety between pedestrians and vehicles at DART station

At this stage, we consider Option 3 and Option 4, are the best layouts in terms of safety and operation. Both of these options include a plaza area outside of the DART station which would generally improve the pedestrian environment and safety at this location. However, Option 4 provides a multi-modal interchange at the DART station access thus reducing the walk time required when changing between modes. Also, Option 3 is considered a less aesthetically pleasing option when viewed from the harbour area. Therefore we would recommend Option 4 as the best layout with regard to safety, operation and the facility provided.

## 7.2 Howth Harbour Area

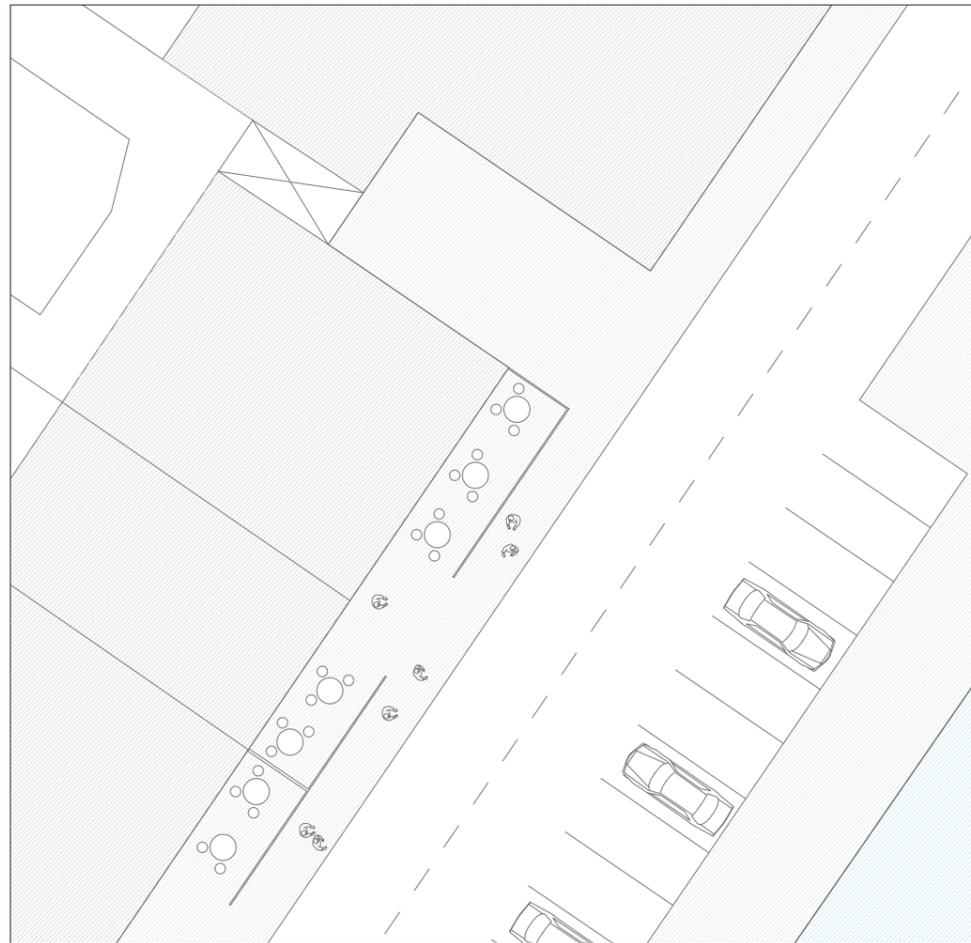
Howth Harbour is located to the east of the DART station. It is a working harbour, with many fishing vessels docking here. It also provides a number of recreational and tourism sailing services. There is currently a Sunday market in the park area at the south of the West Pier. There are also a number of restaurants and shops located on the West Pier.

### 7.2.1 Road Access

Through consultation with the Harbourmaster it is known that there are aspirations to make Howth an active harbour in the future, selling fish along the piers, introducing new cafés etc. The Sunday market will be maintained, and maybe even extended due to its current popularity (4,000 to 6,000 people). The harbour area is currently a very busy place, especially during the weekends, and because of this there are safety issues associated with the accessibility of emergency vehicles. It is therefore advised to reduce general traffic in the area, increase the land available to pedestrians and also allow for maximum accessibility for emergency services along all piers.

Reducing the road widths within the harbour area would support the character of the area by giving greater priority to pedestrian movement, facilitating pavement activity and minimising pedestrian crossing distances. Refer to Figure 7.6. This will also act as a traffic calming measure for the area, reducing general traffic speeds. These revised road widths must also allow for heavy goods vehicles to access the harbour area, including a turnaround facility on the West Pier. The wider footpaths can be designed to allow for emergency access in some places.

# 7.0 Traffic Management Strategy



Map 7.6: Footpath widening and Road Narrowing along West Pier

## 7.2.2 Parking

There is currently a Traffic Management and Parking scheme being prepared by Clifton Scannell Emerson (CSE) on behalf of Fingal County Council. It indicates the proposed 'Pay & Display' parking in Howth harbour and village area. The harbour area is controlled by the Department of the Marine. There are 526 proposed car parking spaces within the harbour area. In addition, a total of 474 spaces are proposed along Harbour Road and in the village. This equates to 1,000 'Pay & Display' parking spaces in Howth, less than the existing parking capacity of Howth, at just over 1,100 spaces. It is proposed that additional landscaping is introduced in the harbour area to soften the impact of providing these Pay & Display spaces.

The existing car parking generates significant amounts of traffic during peak times and therefore existing levels should not be exceeded. Any additional parking above today's provision would only exacerbate traffic congestion in the area. The introduction of 'Pay & Display' will grade spaces which should be used to encourage short-stay in areas close to the village and other retail areas while providing long stay spaces further away from businesses for staff and commuter parking. This will facilitate passing trade which is necessary for village type areas.

Instead of providing additional road space for drivers, any additional people travelling to Howth in the future should be facilitated by public transport, walking and cycling options. As discussed previously, an improved public transport interchange should be implemented at the existing DART station. Perhaps an increase of additional public transport services during peak times, especially on summer Sundays, would be beneficial. These services should be actively advertised as an attractive alternative to the private car.

A reduction of car parking spaces provided in Howth supported by improved bus services and walking and cycling accessibility will help to preserve and enhance the character of the harbour area, reduce peak time traffic, and support increased vitality. This would be of great benefit to all users.

# 7.0 Traffic Management Strategy

### 7.2.3 Pedestrian Facilities

A good quality way-finding strategy is required in conjunction with sufficient footpaths and suitable pedestrian crossings to facilitate both existing and future pedestrian desire lines. This would enhance the walking facilities and promote walking in the area. The main attractions in the area are:

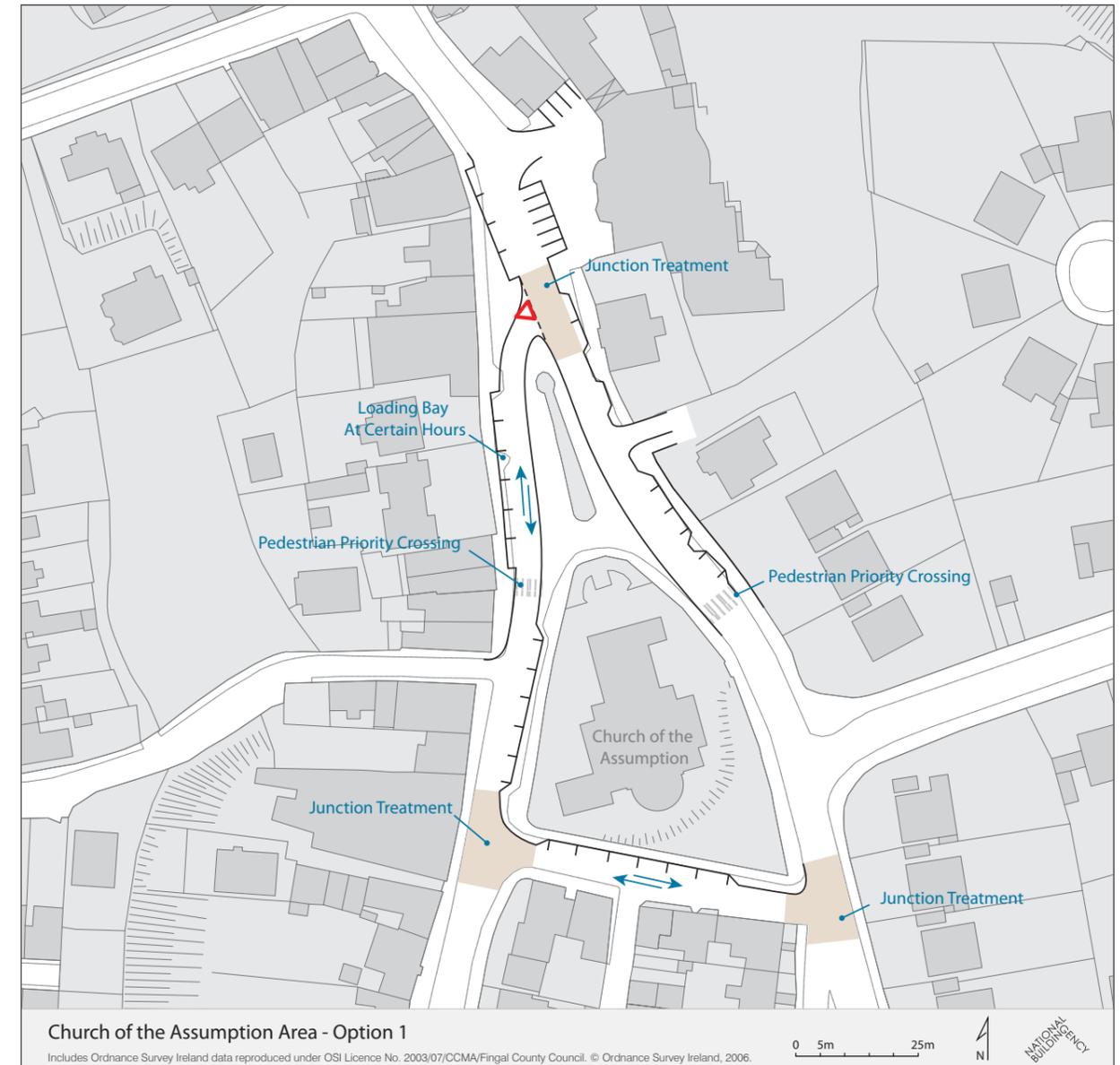
- Howth DART station;
- Howth harbour;
- Main Street/Church of the Assumption; and
- Techrete site (if developed).

It is recommended that those walking to the Main Street from the DART station/Techrete site are encouraged to cross the road at the DART station/bus stops and travel along the existing southside footpath on Harbour Road.

### 7.3 Howth Main Street

There are three options for reconfiguring the area around the Church of the Assumption, shown in Maps 7.7, 7.8 and 7.9. All of these options include the introduction of a civic space and changes to the car parking in this area. Junction treatments are proposed for the three major junctions in the area, the primary function of which is to slow traffic and to improve pedestrian safety in the area. In all options there are pedestrian crossings proposed across Main Street and Abbey Street. In Options 1 and 2, all roads will continue as two-way. However, in Option 3 a one-way loop is proposed along the length of the church grounds, with one-way northbound along Main Street and one-way westbound directly south of the church. The junction between Thormanby Road and the street directly south of the church grounds would need to be widened, to assist larger vehicles turning into this street. This is needed so that service vehicles can access businesses on Main Street.

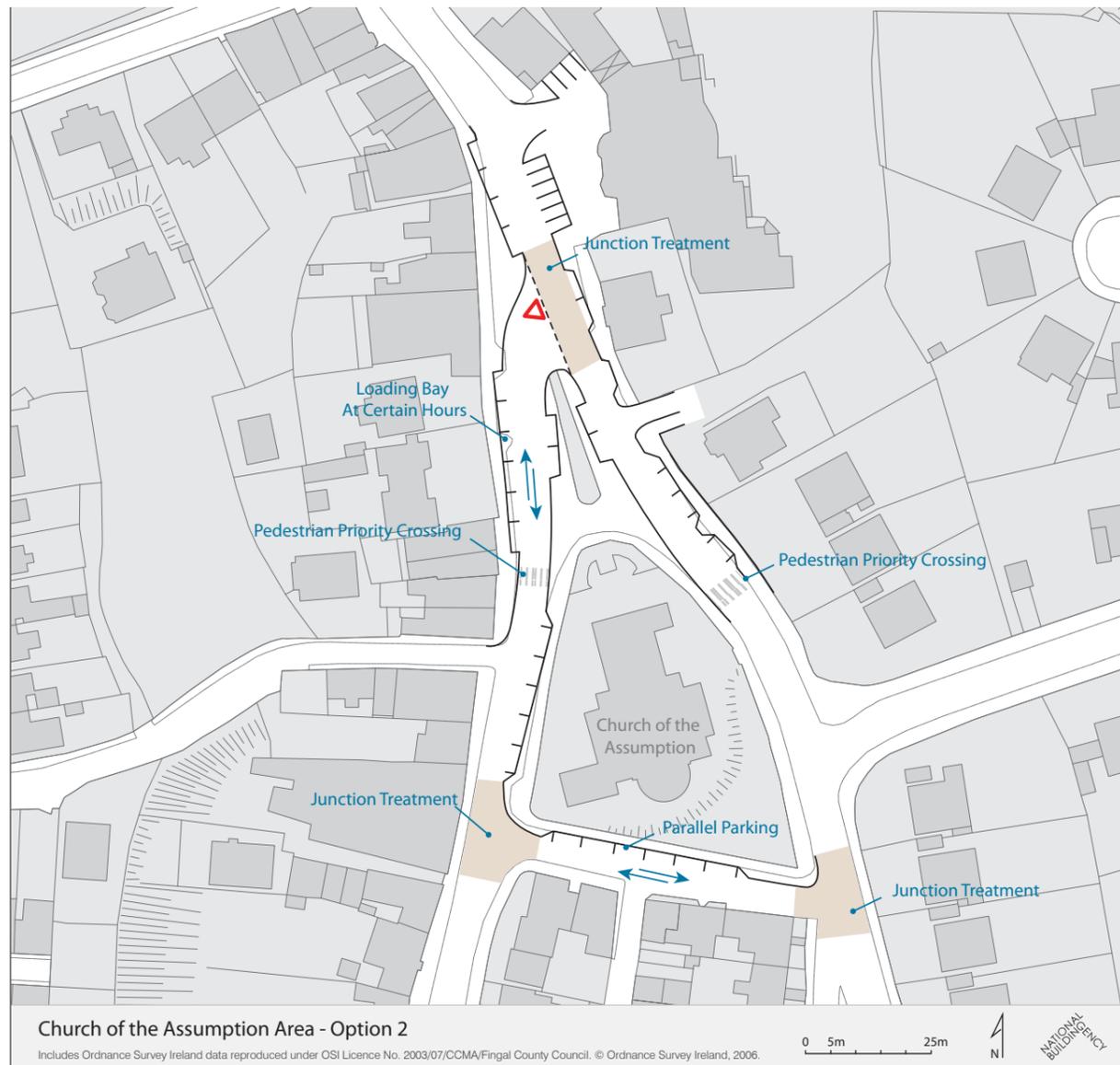
In Option 1, there is a civic space north of the church, with parallel parking located along Main Street and Abbey Street. A loading bay will be located on Main Street outside of the shops here, which will become a parking bay outside of loading hours. It is proposed that parallel parking is situated along the street direction south of the church.



Map 7.7: Option 1

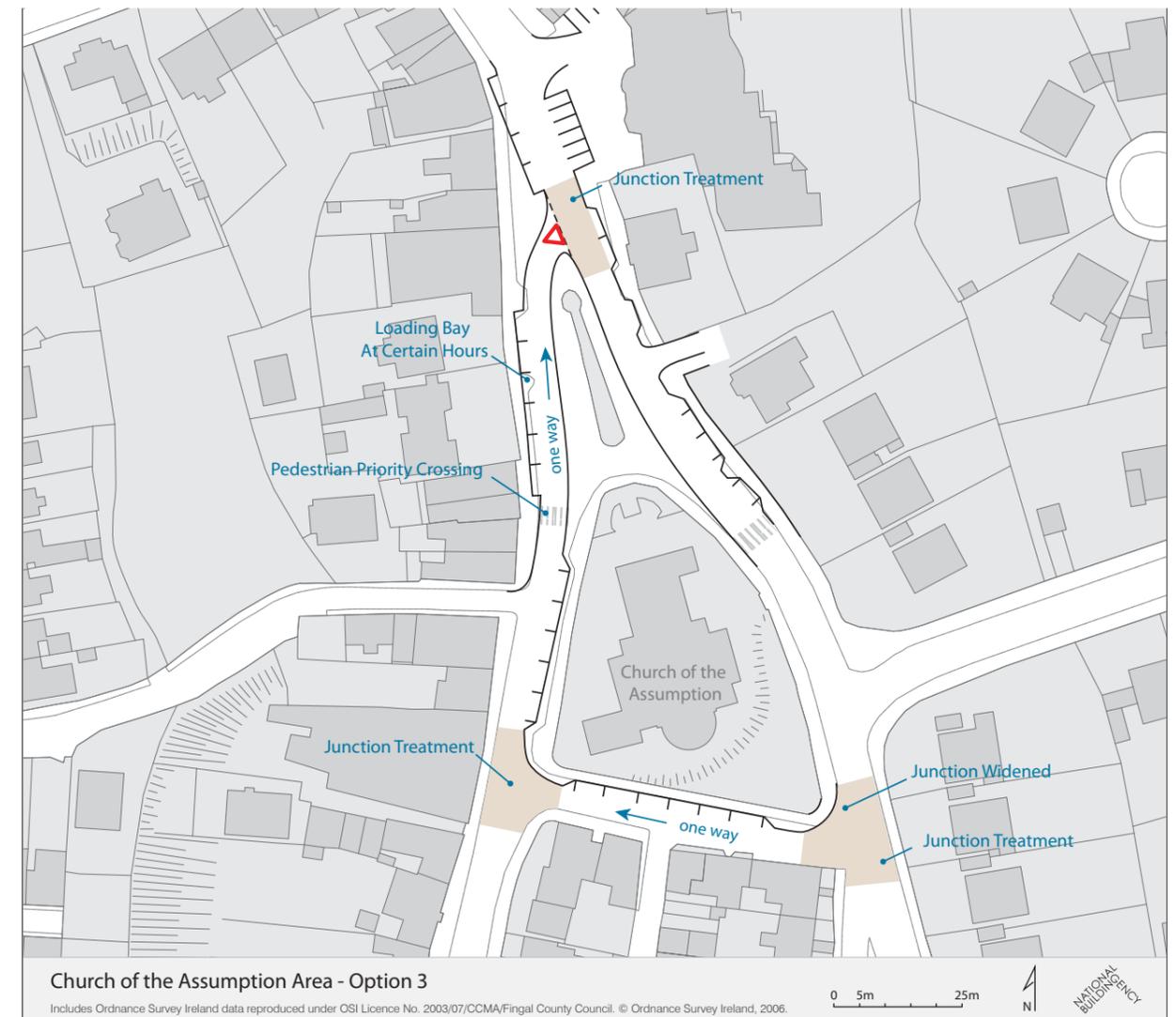
# 7.0 Traffic Management Strategy

Option 2 also includes a civic space north of the church, smaller than that shown in Option 1. Parallel parking is included alongside this civic space area. Parallel parking is also proposed on Main Street at the Church of the Assumption and Abbey Street. As with Option 1, the parking on Main Street will also be used as a loading bay during certain hours to facilitate the shops in the vicinity. Also, the street directly south of the church will have parking along it.



Map 7.8 Howth Main Street – Option 2

Finally, Option 3 allows for a one-way system along Main Street and the road directly south of the church. As stated above, this would require widening the junction between Thormanby Road and the road directly south of the church. This one-way system can be applied to either Option 1 or 2.



Map 7.9 Howth Main Street – Option 3

All of the car parking spaces in both options would be designed to IHT (The Institution of Highways & Transportation) guidelines in accordance with Fingal County Council recommendations. All of these options would enhance the pedestrian environment at this location, reducing the dominance of vehicular traffic movements on Main Street.

# 7.0 Traffic Management Strategy

## 7.4 Techrete Site

This site represents a sustainable location for development because of its location close to the DART station, Howth Harbour and Town Centre and the associated reduced dependency on the private car use. Below are a number of key recommendations for the site.

### ***Entry Treatment***

An entry treatment to Howth is desirable as the Techrete site will in effect extend Howth Village west from where it currently commences. This should be located prior to the DART station and include part of the Techrete site. A suitable location for this entry treatment may be the signalised junction between the development access and Howth Road. As discussed above, this may also include for a bus turnaround facility.

### ***Access arrangements and car parking***

It is not recommended to provide above ground vehicular access to the redeveloped Techrete site and therefore it is recommended that all parking is provided underground. However, some drop-off parking for the crèche, short stay parking for the retail convenience store and visitor parking for the residential units would be appropriate at ground level. Ground floor parking will be permissible to serve the community centre.

### ***Service and emergency access requirements***

Service and emergency access should be provided at ground level with access available to all buildings. Loading access should also be provided at ground level, however it is recommended that this access should be limited, away from the main public areas of the site and avoid pedestrian/cycle paths where possible.

### ***Pedestrian and cycling connections to, from and through the Techrete site***

Direct pedestrian and cycling access between the Techrete development site and Howth harbour/town centre and the DART station is paramount. Public access for pedestrians and cyclists in the form of a green route is desirable to allow for movements between Howth/Harbour Road and the coastline/west harbour area. This would require a pedestrian bridge over the railway line.

### ***Future Possibilities***

It may be a future possibility to reclaim land north of the existing railway line and west of the harbour area, which could be developed as an extension of the Techrete site.

# 7.0 Traffic Management Strategy

## 7.5 Conclusions

This Transport Assessment forms part of the Urban Centre Strategy being prepared for Howth Harbour, Village and the Techrete Site. It is clear that there is limited scope to increase the road capacity in the area and therefore public transport services, walking and cycling are paramount in order to properly develop the area in the future.

Howth DART station provides a reasonable rail service to Howth from Dublin City Centre and beyond. There are also a number of bus services which interchange at this station. The suggested design alterations to aspects of the current layout of this area can help to sustain and enhance the character and vibrancy of the area. A number of options were proposed for the station and its forecourt area. One option was preferred which includes a plaza area in front of the DART station, which would involve removing the existing car parking here. The bus stops would be maintained on Harbour Road, with the eastbound bus stop being moved east of the signalised pedestrian crossing to improve safety. A taxi rank and drop-off area is also located here. A bus turnaround facility is proposed west of the station, and could be incorporated into a gateway for Howth and/or an access to the redeveloped Techrete site. Cycle and mobility impaired parking will be provided within close proximity to this public transport interchange.

It is advised that all road widths within the harbour area are reduced both to minimise traffic speeds and to allow for wider pavements with reduced crossing widths for pedestrians. The lower speeds supported by cycle signage on the roads would provide for and encourage safer cycling.

The current CSE Traffic Management and Parking proposals are encouraged where there is a reduction in the levels of parking proposed compared to existing levels of parking. Some landscaping is proposed in the harbour area to soften the impact of the parking proposals. Any increase in parking would only increase traffic levels in Howth which is not advisable. Any increase of visitors to the area should be encouraged to avail of public transport and/or to walk and cycle.

Pedestrian facilities should be improved along desire lines between the harbour, village, DART station and the Techrete site. This should include suitable pedestrian crossings along these routes.

A plaza and revised parking area is proposed at the Church of the Assumption. This will include a number of traffic calming proposals to slow vehicular traffic travelling through the area. This will improve the environment for pedestrians and is therefore also encouraged.

The Techrete site would be within walking distance of the public transport interchange, harbour and village. It is recommended that minimum levels of traffic are facilitated above ground, with the majority of car parking being provided underground. All service and emergency vehicles should be accommodated at ground level. Pedestrian links between the site and nearby areas, including the beach, should be of a very high standard. This would include a footbridge over the existing railway line. There is a great opportunity to introduce a walking route between the Techrete site, beach, harbour and village in the future.

# 8.0 Public Realm Strategy

The quality of the public realm in Howth is excellent with areas such as the Harbour front promenade, the passive open space surrounding the Martello Tower, St. Mary's Abbey, the East Mountain cliff walks, the Hill of Howth and the large areas of high amenity lands surrounding the village which are located within the demesne of Howth Castle.

However some areas have been identified where the quality of the public realm needs to be improved to create a more attractive and inviting village centre.

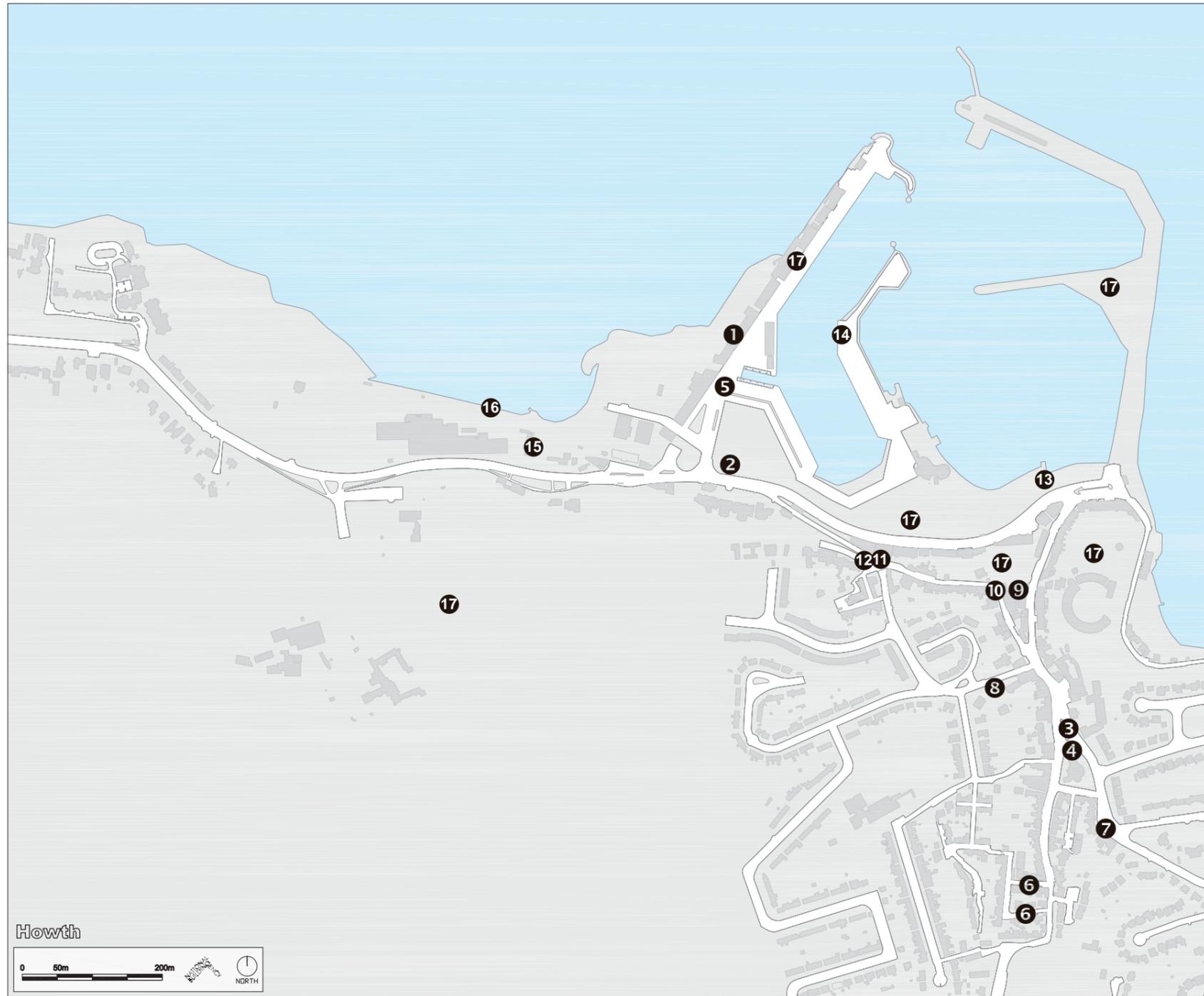
The focus of the public realm strategy will be to define the village centre by creating an attractive gateway and approach along the Howth Road into the village and environmentally improving spaces in front of the DART Station and the Church of the Assumption to create a more pedestrian friendly attractive civic spaces. The key principles of the public realm strategy are outlined on the following page.

# 8.0 Public Realm Strategy



*The public realm around Howth*

# 8.0 Public Realm Strategy



Map 8.1 Public realm strategy for Howth

- ① Repair and widen pavement to the western edge of West Pier.
- ② Remove superfluous street signs and barriers.
- ③ Given the wide width of the street ensure an effective enclosure ratio of between 1:1.5 and 1:3 is created through the use of trees and other vertical elements.
- ④ Provide for a focal space to the front of the Church at the Assumption.
- ⑤ Reduce carriageway width and tighten road junction at this location.
- ⑥ Investigate the potential to 'homezone' the Haggard and Seaview Terrace.
- ⑦ Repair grass to verge.
- ⑧ Repair footpath to southern edge of Tuckett's Lane.
- ⑨ Repave laneway from Abbey Street to Church Street and introduce street lighting.
- ⑩ Repair the public realm to the front of the 'Big Blue Restaurant'.
- ⑪ Introduce a pocket park at this location with new paving, street trees and seating.
- ⑫ Retain the existing wall mounted postbox.
- ⑬ Remove hedge in front of slipway.
- ⑭ Extend quay wall to replace existing rock armour.
- ⑮ Promote a new civic square west of the DART station.
- ⑯ Provide a new pedestrian accessway over the rail line to Claremont Strand.
- ⑰ Retain green spaces located at the Harbour front promenade, at the piers, surrounding the Martello Tower, St. Mary's Abbey and large areas of high amenity lands within the demesne of Howth Castle.

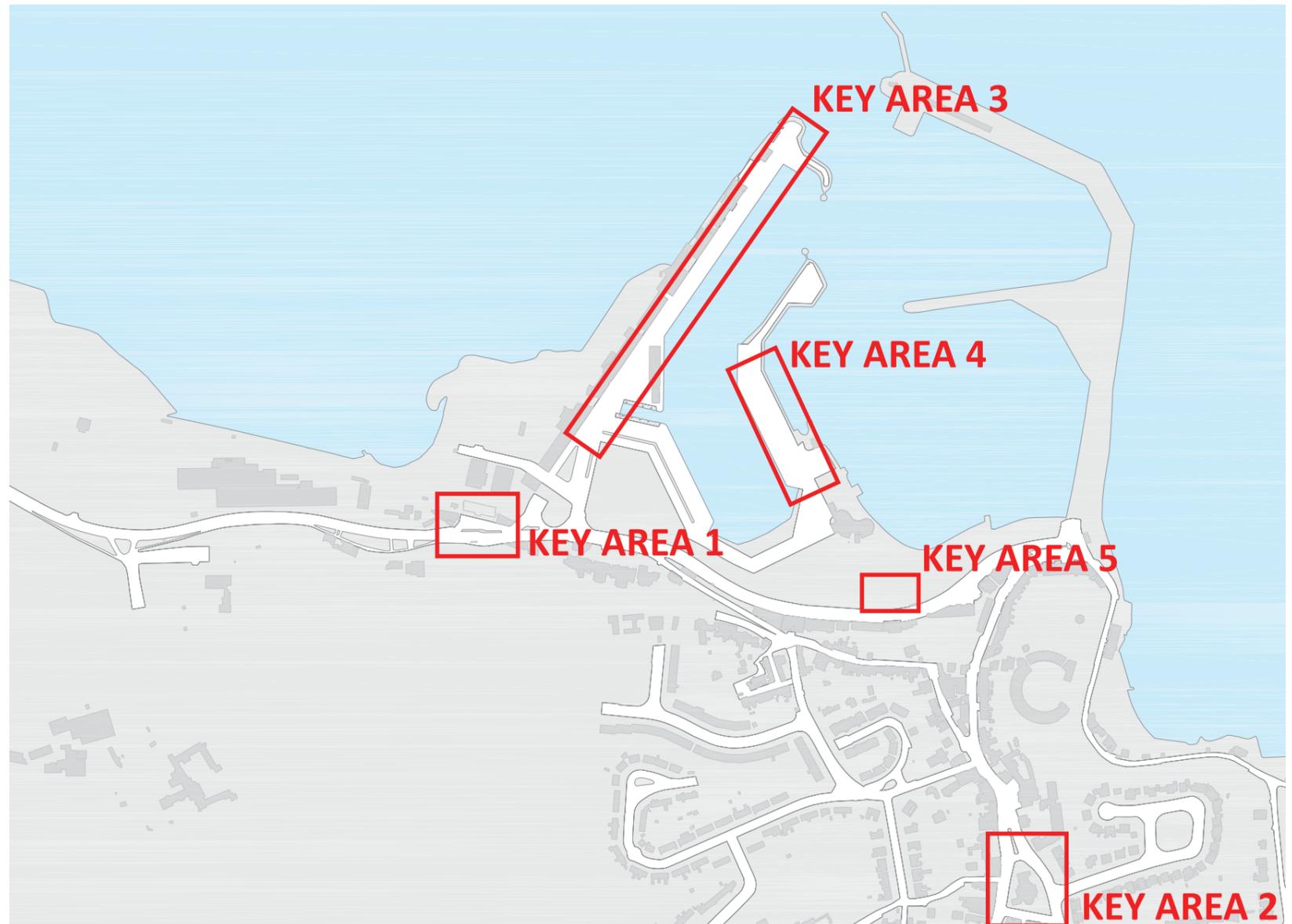
# 8.0 Public Realm Strategy

In order to understand the public realm issues affecting Howth Village the first step is to identify objectives for the key areas and then establish key design principles.

Five typical sample areas have been selected within Howth

1. The area in front of the DART Station
2. The triangle in front of the Church of the Assumption
3. The Harbour Area, specifically at West Pier
4. The Central Pier
5. The Harbour Road Car Park

After highlighting the issues and objectives, the main design principles have been applied to each sample area by way of illustrated examples.



Map 8.2 Sample areas for public realm intervention

# 8.0 Public Realm Strategy

## KEY AREA 1



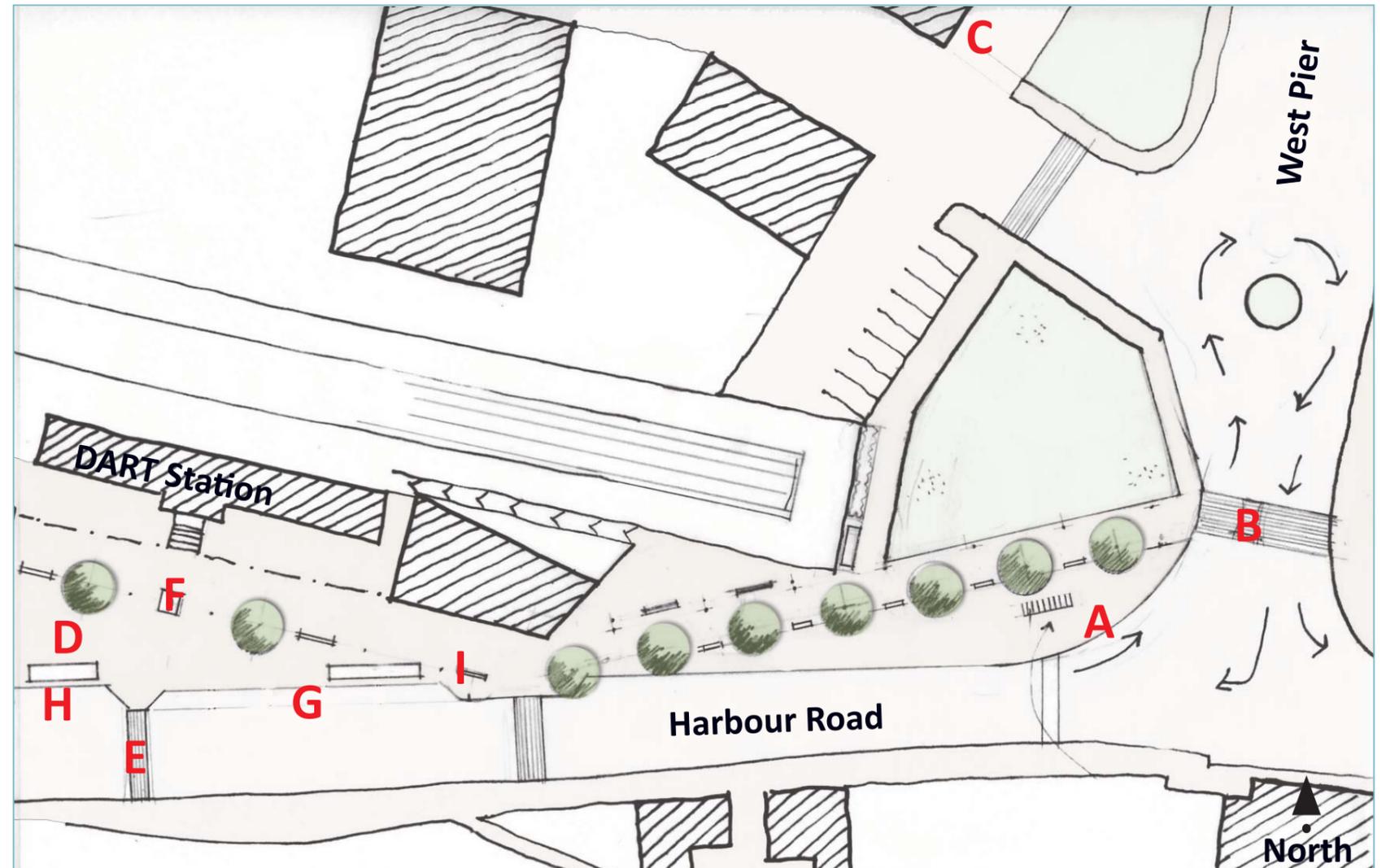
Area in front of the DART station

### OBJECTIVES

- Provide for a new transport interchange.
- Focus activity to the front of the DART station.
- Remove superfluous street clutter.
- Design the public realm for the pedestrian rather than the vehicle.
- Enhance the green character through the introduction of new street trees.

### KEY DESIGN PRINCIPLES

- A Reduce junction radii to 5 metres.
- B Reduce road width to 7 metres.
- C Increase footpath width to western edge of the West Pier.
- D Create a new station plaza with granite paving and semi mature lime trees (*Tilia europaeus* "Pallida"), street trees and seating.
- E Introduce rough-cut granite setts rumble strips to reduce traffic speed and denote entry to Howth Village.
- F Provide monument at station plaza.
- G Dedicate an area for a bus stop in front of the DART station.
- H Dedicate an area for a taxi rank in front of the DART station.
- I Introduce a coordinated signage strategy throughout the village.



Map 8.3 Area in front of the DART Station

# 8.0 Public Realm Strategy

## KEY AREA 2



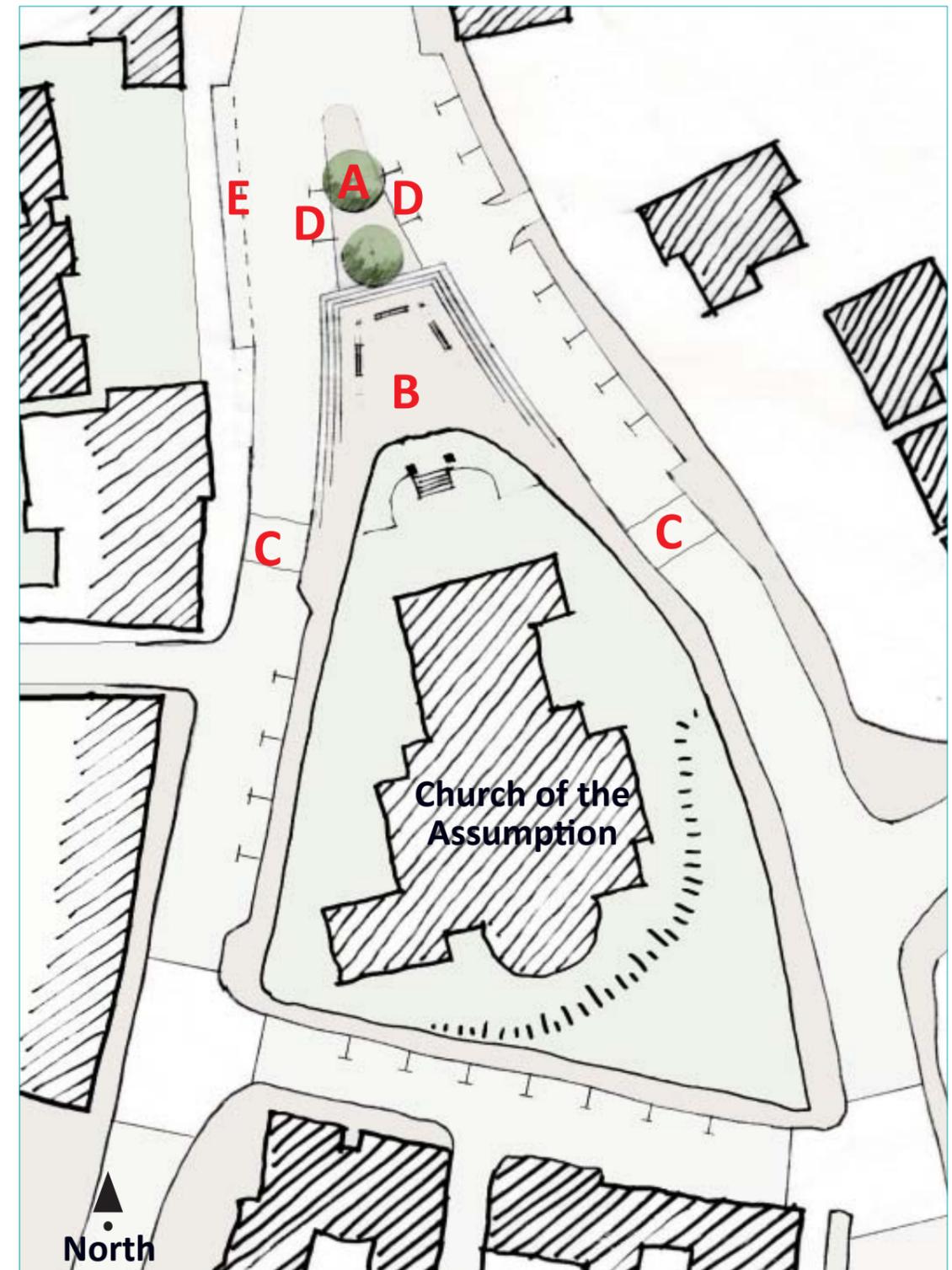
The triangle in front of the Church of the Assumption  
*Option 1*

### OBJECTIVES

- Provide a focal point to the Church of the Assumption.
- Reduce the dominance of cars within the area.
- Enhance the green character of the street.

### DESIGN PRINCIPLES

- A Improve street scale and containment by introducing new street trees such as semi mature lime trees (*Tilia europaeus* "Pallida").
- B Establish a raised civic plaza with granite paving and seating to the front of the Church.
- C Introduce pedestrian priority crossing areas.
- D Delineate parallel car parking to western and eastern edges of the triangle.
- E Loading Bay at certain hours. Otherwise parallel parking.



Map 8.4 Option 1: The triangle in front of the Church of the Assumption

# 8.0 Public Realm Strategy



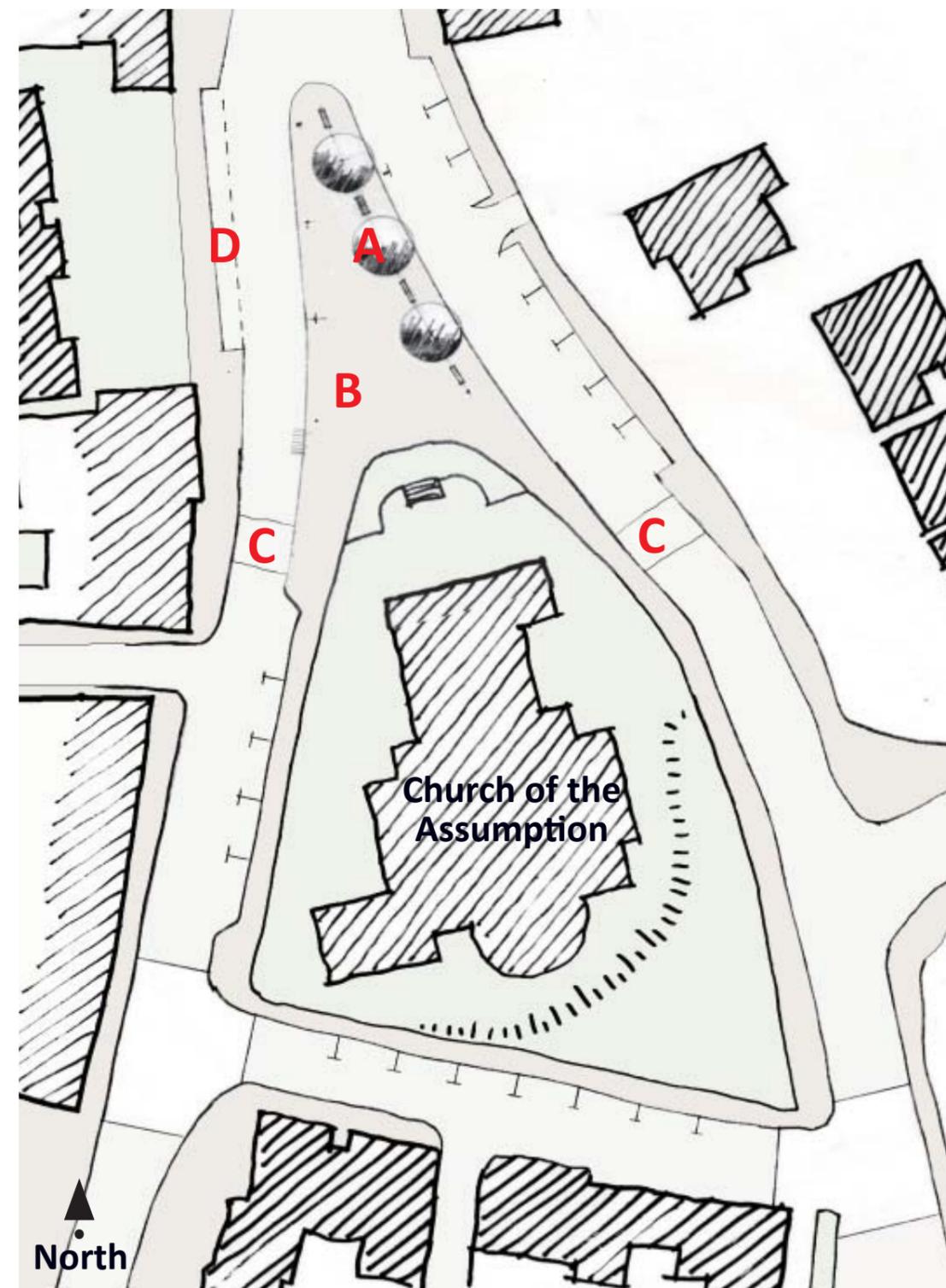
## The triangle in front of the Church of the Assumption Option 2

### OBJECTIVES

- Provide a focal point to the Church of the Assumption.
- Reduce the dominance of cars within the area.
- Enhance the green character of the street.

### KEY DESIGN PRINCIPLES

- A Improve street scale and containment by introducing new street trees such as semi mature lime trees (*Tilia europaeus* "Pallida").
- B Establish a civic plaza with granite paving and seating to the front of the Church.
- C Introduce pedestrian priority crossing areas.
- D Loading Bay at certain hours. Otherwise parallel parking.



Map 8.5 Option 2: The triangle in front of the Church of the Assumption

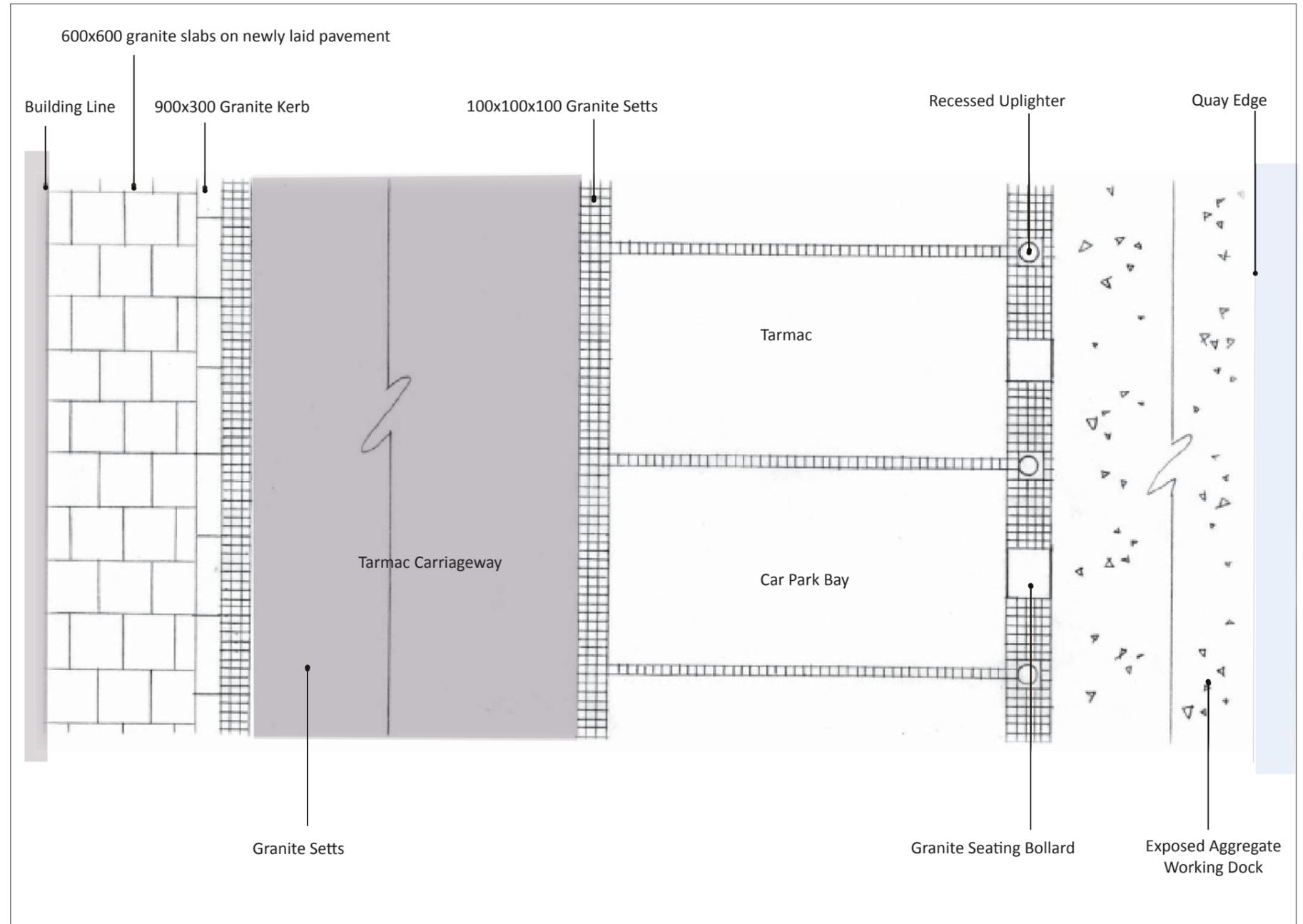
# 8.0 Public Realm Strategy

## KEY AREA 3



### OBJECTIVES

- Increase pavement to West Pier to facilitate a 'spill out' area.
- Seek to reduce traffic dominance and redress the balance between vehicles and pedestrians through shared surfaces.
- Improve pedestrian crossings.
- Remove superfluous street clutter.
- Reduce the width and tighten junction radii at West Pier.



Map 8.6 Indicative plan to West Pier

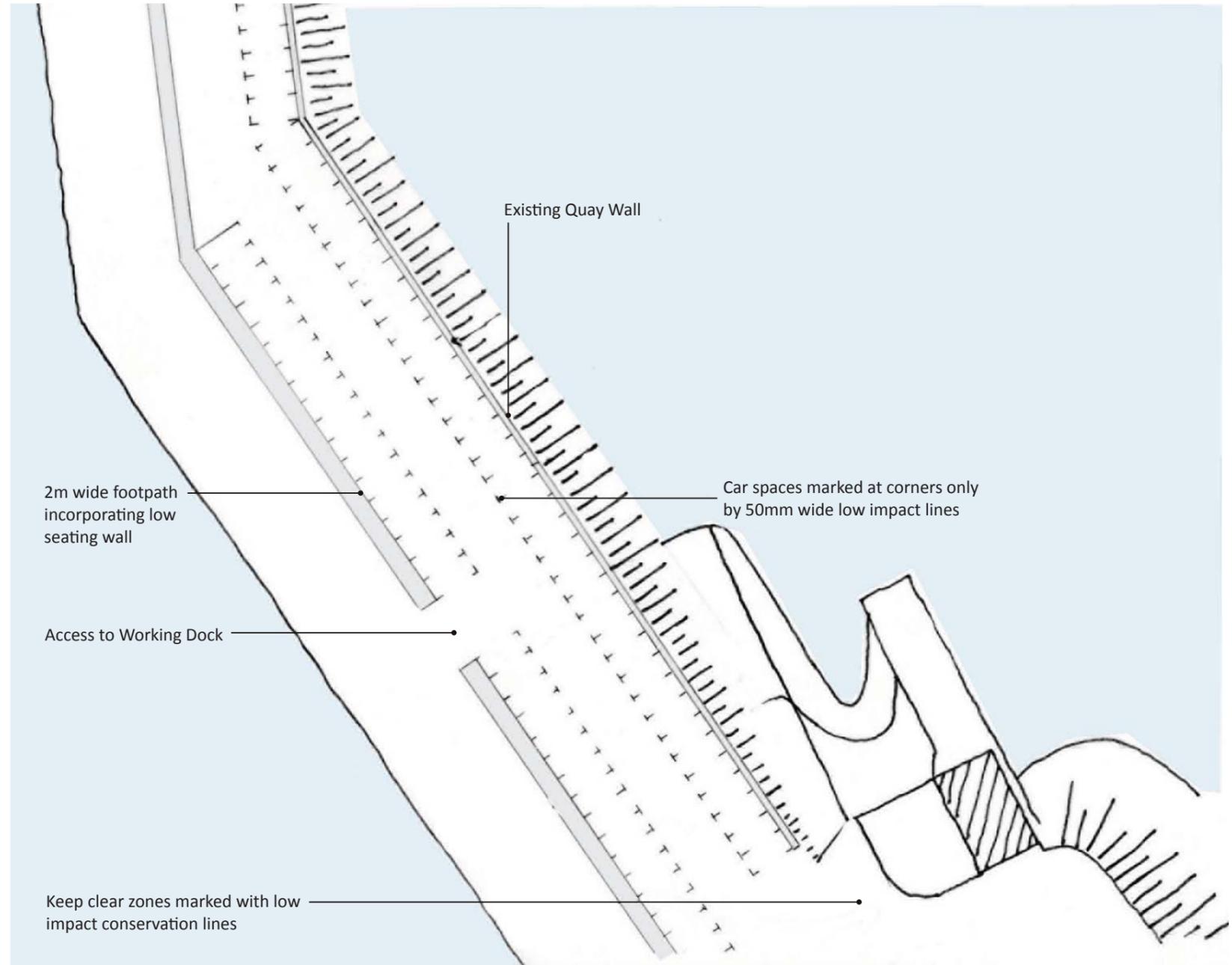
# 8.0 Public Realm Strategy

## KEY AREA 4



### OBJECTIVES

- Retain the function of a working dock.
- Retain the existing surfaces for heavy vehicular traffic.
- Sympathetically delineate car parking spaces.
- Avoid garish double yellow lines and road markings.



Map 8.7

Middle Pier

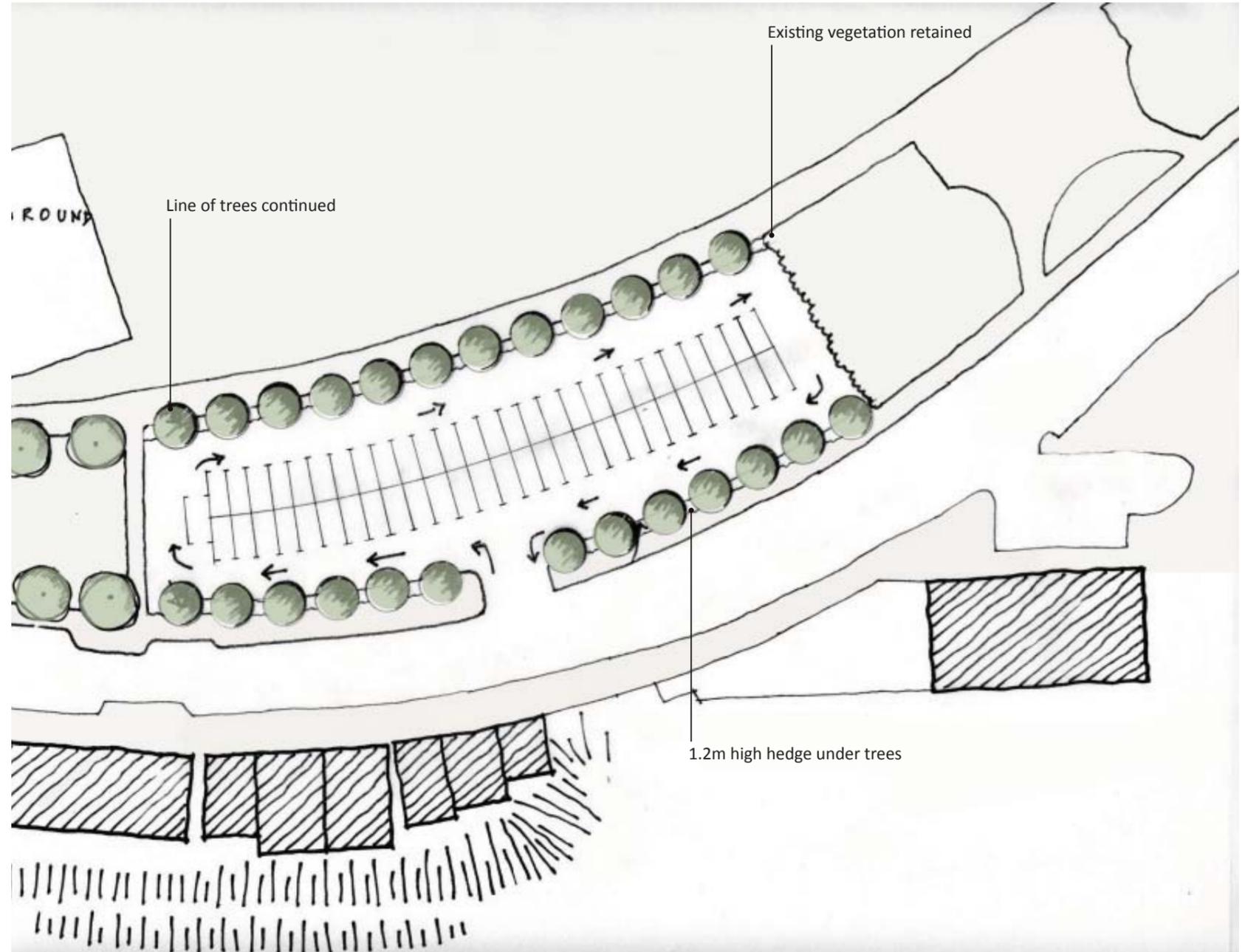
# 8.0 Public Realm Strategy

## KEY AREA 5



### OBJECTIVES

- Enhance the green character of the car park by extending the existing lines of trees on either side of the car park to provide continuity along the promenade.
- Reduce the impact of cars with a proposed hedge below the trees while also allowing views over the hedgetowards the sea.



Map 8.8 Harbour Road carpark

# 8.0 Public Realm Strategy

## General Design Guidelines

A general public realm design guide for Howth has been prepared to provide a consistent, integrated and fit for purpose approach. The materials used should be robust and of high quality to create a modern public realm. Suggested design guidelines are outlined in the following section.

### Paving

- Materials should aim to set an environmentally sustainable approach for Howth village. For example, Locally sourced materials are preferable both in terms of local distinctiveness and carbon footprint.
- High quality materials should be specified where possible. Natural stone products look, feel and age far better than concrete alternatives.
- Areas of high pedestrian or vehicular impact such as along the West Pier should avoid light colours to minimise staining and resulting maintenance.
- Paving should be carefully considered around utility covers, street furniture, tree pits and building lines to ensure tidy detailing.
- Gullies and channels should be integrated in to the paving design.



Examples of granite slabs/setts

### Carriageways

- Tarmac is the predominant surface for vehicular carriageways in Howth village and the strategy continues to promote this for all heavy vehicular routes. However there are locations where it is appropriate to upgrade this with the aim of creating more pedestrian dominant environments and slowing traffic.
- All streets should be considered for opportunities to use paving setts to define key pedestrian crossings, on-street parking bays, taxi ranks and bus lay-bys.
- In high quality areas, shared surface treatments should be encouraged in light traffic streets.
- Routes should be delineated in a simple way that provides a clear distinction while being sympathetic to adjacent surface treatments.
- Avoid garish double yellow lines and road markings. Instead use a consistent and subtle colour for road markings e.g primrose yellow for double/single yellow lines.



Examples of granite slabs/setts to demarcate pedestrian crossings and parking areas

# 8.0 Public Realm Strategy

## General Design Guidelines

### Seating

- A range of seating opportunities should be provided to cater for all needs and occasions, especially to provide regular stopping points in high use areas such as at the proposed civic area in front of the DART Station.
- Formal Seating: The majority of benches should incorporate a backrest and armrest to cater for accessibility and comfort.
- Informal Seating: Sculptural seating elements offer attractive 'short stay' seating.



Examples of seating elements for 'short stay' seating

### Bollards

Bollards should be simple and elegant in form and only used where absolutely necessary (i.e. where the prevention/protection from traffic is required).



Examples of bollards

### Lighting

Two methods can be used to achieve appropriate lighting levels:

- Lighting columns which can light a space evenly without need for additional methods.
- A combination of methods that can light a space (e.g. building mounted flood lighting, low level pedestrian lighting bollards, recessed uplighters).



Examples of recessed and columned lighters

# 8.0 Public Realm Strategy

## General Design Guidelines

### *Signage*

- Signage should be clear and legible for all including the visually impaired.
- Lettering should provide a clear contrast with the background.
- The typeface should be a simple and modern font.
- The use of Braille or raised text for partially sighted pedestrians should be considered on information boards/maps.
- Information boards should be large enough to provide a good level of information but should be in scale with its surroundings.
- Fingerposts should be simple and elegant and keeping with the street furniture palette.



*Examples of modern signage systems*

# Appendix 1: Glossary

# Appendix 1: Glossary

## **Active frontage**

Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

## **Architectural features**

Doors, windows, cornices and other features which contribute to the overall design and architecture of a building.

## **Backland Development**

Development which takes place to the rear of existing structures fronting a street or roadway.

## **Building types**

The building typologies in the area. For example terrace, detached, block etc.

## **Building heights and massing**

The combined effect of the height and bulk of a building or group of buildings.

## **Context**

The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

## **Elevation**

The facade of a building.

## **Enclosure**

The use of buildings to create a sense of defined space.

## **Green Link**

A pedestrian priority way.

## **Landmark**

A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

## **Legibility**

The degree to which a place can be easily understood and traversed.

## **Permeability**

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

## **Protected structures**

A building, feature, site, or structure identified in the Development Plan as worthy of protection or preservation in accordance with the Planning and Development Act 2000.

## **Public open space**

The areas created and operated for benefit of the public and which are open to public (i.e., park, square, playground, etc.).

## **Safety and security**

The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

## **Topography**

A description or representation of artificial or natural features on or of the ground.

## **Threshold Zone**

An area of land that separate private space and buildings from public space, such as a small front garden.

## **Typology**

A study of building types. Examples include bungalows, terraced housing, semi-detached housing, detached housing etc.

## **Urban grain**

The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

## **Views**

What is visible from a particular point.

## **Vista**

An enclosed view, usually a long and narrow one.

# Appendix 2: Summary of Checklists

# Appendix 2: Summary of Checklists

## Safer Places: The Planning System and Crime, ODPM, April 2004

### Access and Movement

- 1 Have the consequences of the number and nature of all connections been considered?
- 2 Do all routes lead to somewhere people want to go? Are all routes necessary?
- 3 Do routes provide potential offenders with ready and unnoticed access to potential targets?
- 4 Are routes for different users segregated when they could be integrated?
- 5 Will pedestrians, cyclists and drivers be able to understand which routes they should use?
- 6 Is it easy to understand how to travel through an area?

### Structure

- 1 Have the types of building been selected and designed with security in mind?
- 2 Is the layout of the development appropriate for the identified crime risk, as well as to meet wider planning objectives?
- 3 Will all uses in an area be compatible and have potential conflicts been thoroughly thought through?
- 4 Does all public space serve a purpose and support an appropriate level of legitimate activity?
- 5 Has the remodelling, removal or re-use of buildings and spaces that are vulnerable to crime been considered?
- 6 Have the potential benefits for crime prevention of restoring historic environments been considered?

### Surveillance

- 1 Are opportunities for surveillance from the subject and adjacent buildings maximised?
- 2 Will those most likely to observe any criminal or anti-social behaviour respond appropriately?

- 3 Are both of the above true at all times of the day, week and year?
- 4 Have efforts been made to eliminate 'inactive' frontages and corners?
- 5 Where appropriate, such as in public buildings, does the design allow for high visibility into the building or site?
- 6 Are parked cars highly visible but secure?
- 7 Has lighting been a primary consideration in planning out crime?
- 8 Is the standard of lighting and its maintenance regime adequate and is it resistant to vandalism and damage? Is it well-designed and well-sited?
- 9 Is CCTV the best way to solve the particular problem and is it the most effective use of resources?
- 10 Is the CCTV part of a wider package of crime prevention measures?
- 11 Will the resources be in place to maintain the CCTV system, including staff to monitor and respond to the pictures, in future years?

### Ownership

- 1 Will it be clear to users — including potential offenders and capable guardians — which space is public, communal, semi-private and private?
- 2 Are the boundaries between public, communal and private space signified in the most appropriate manner, be it a physical barrier or a psychological barriers such as changes in paving, surface texture/colour, landscaping and signage?
- 3 Will the place have an identity of its own?
- 4 Are all those who should feel ownership involved in defining the place's identity?
- 5 Are barriers of a high quality of design in their detailing and appropriate to their local context?

### Physical protection

- 1 Have the 'target hardening' principles of Secured by Design been addressed?
- 2 Has the potentially negative visual impact of crime prevention measures been addressed and, where these cannot be ameliorated by good design, have the advantages been weighed against their adverse impacts?

### Activity

- 1 Will as many law abiding people as possible be attracted to use the public realm?
- 2 Is there a strategy for encouraging residential population in town centres?
- 3 Should the evening economy be nurtured, and, if so, is it diverse and inclusive?
- 4 Are mixed uses successfully integrated with one another?
- 5 Are all uses in an area compatible and have potential conflicts been thoroughly addressed?
- 6 Will what attracts people to the public realm uphold its attractiveness?

### Management and maintenance

- 1 Has care been taken to create a good quality public realm?
- 2 Are appropriate facilities management systems in place? Does the design and layout support these?
- 3 Are users, businesses and residents involved in management?