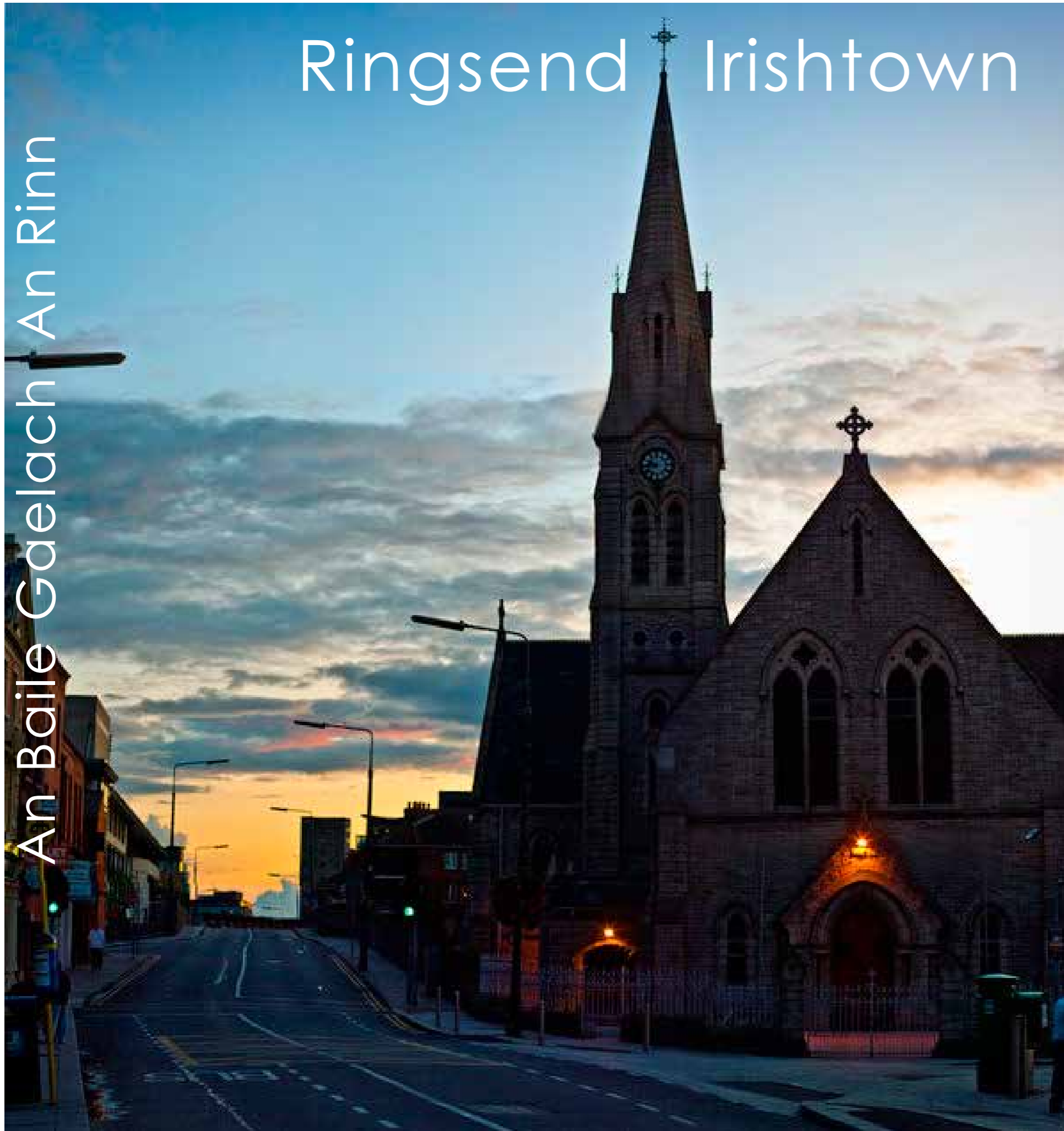


An Baile Gaelach An Rinn

Ringsend Irishtown

Local Environmental Improvement Plan



MITCHELL + ASSOCIATES



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Context for this report

This plan serves as a reference document guiding and illustrating where and how projects could be undertaken over a short to medium time frame in a coordinated manner to improve the public realm of Ringsend and Irishtown.

All proposals outlined within this document are aspirational and aim to instigate discussion and allow detailed development of the means to enhance the physical arrangements and appearance of these neighbourhoods.

The proposals are required to be brought to the next stage of design development as an application for permission under Part VIII of the Planning & Development Regulations 2001 (as amended). The Part VIII process will consist of further engagement with the local community and other stakeholders.

It is acknowledged that a number of future developments / plans of a larger scale and serving the wider community may influence how the public realm of Ringsend and Irishtown could develop and grow over the next decade. There is also an acknowledgement that such plans could impact significantly on the arrangement, layout and form of the public spaces and streets and the manner in which the public use the public realm within the study area.

Acknowledgements

This plan was prepared with the assistance and as part of a collaboration between a broad spectrum of local community groups, various local authority departments, councillors, local residents and businesses.



Introduction



1.1 Introduction

The Dublin City Development Plan 2011 – 2017, sets the objective (SC09) *“to prepare a number of schematic masterplans, Village Improvement Plans (VIPs), or Village Design Statements (VDS) for existing and long-established District Centres (Urban Villages) in conjunction with the relevant Area Committees in so far as priorities and resources permit...”*

This Local Environmental Improvement Plan intends to promote the enhancement of the Ringsend and Irishtown public realm. Dublin City Council South- East Area Office have engaged with Mitchell + Associates to prepare this plan in tandem with the local community.

The Ringsend and Irishtown communities are well-established and have a strong seafaring / maritime tradition, something that the local population are extremely proud of. Despite Ringsend and Irishtown’s close proximity to one of the most successfully regenerated districts in the city the positive effects of this revival has failed to transfer across into the Ringsend / Irishtown communities. This plan aims to address this disparity between the two adjacent neighbourhoods by initiating environmental improvements that will help to lift the spirit of the community and inject an energy back into the day-to-day village living.

The intention of the Ringsend Irishtown Local Environmental Improvement Plan (LEIP) is to provide a guidance document outlining the potentials of the area and the possible ways that those potentials may be realised with an end goal to enhance the physical environment, improve the socio-cultural aspects of the community and act as a springboard to stimulate the local and wider business community to invest back into the community in a collective and a coordinated way.



The Purpose of this Document

It aims to provide an overview of the area at a high level. It will centre the attention on selected focus areas based on a scale of priority in the short, medium and long term. The proposals demonstrated later in this document seek to strengthen and enhance the attributes which have been identified as key contributing elements determining the distinctive physical and social character of Ringsend Irishtown. Social inclusivity and the interests and welfare of all users of the public realm will form the main guiding principle for any of the recommendations proposed. As a design-led document it focuses on the enhancement of the physical aspects of the study

area, however, it is important for the plan to be read in context of the Dublin City Council Development Plan and other national strategy objectives.

Local involvement has proven to be central in the development of the Ringsend Irishtown LEIP and as such the LEIP is a direct outcome of active community participation and consultation. It is important that this document reflects the aspirations and desires of the local community, encouraging a sense of ownership and the resolve to make any project delivered as a result of this study a success.

Whilst this document represents the conclusion of this stage, it merely marks the beginning of the overall process and the ultimate goal of delivering tangible projects on the ground that will significantly impact on the Ringsend Irishtown community in a positive way.

It will act as guidance to future development, indicating the design intent for the area to achieve a cohesive and considered approach to the public realm.



1.2 General Aims + Objectives

Aims

- Generate new or enhance existing cycle / pedestrian links to improve the study areas permeability and foster the idea of a walk-able village/s
- Contribute to the creation of a strong village centre, that will in turn generate a sense of place
- Identify specific projects that will benefit the community in the context of the public realm.
- Address & improve the relationship between the pedestrians, cyclists and the vehicular traffic passing through the area
- Improve the physical and visual connection between the community and Ringsend Park and enhance the park to cater for all sectors of the community
- Generate connections with the Liffey, docklands and the Dodder. Promote and draw on the maritime heritage

Objectives

- Identify missing links in existing cycle routes and propose new routes that will work in conjunction with the 'Dodder Green-way'
- Isolate difficulties relating to permeability and provide proposals to reduce /eliminate these obstacles
- Review the area around Ringsend Library and highlight the potential for it becoming a strong village centre
- Prepare an outline set of design principles for the public realm to guide future development and / or improvement projects.
- Outline traffic calming measures that can improve pedestrian and cycle movement through the Ringsend Irishtown area that will promote a sense of a village
- Introduce lighting to Ringsend Park and broaden paths to accommodate combined pedestrian and cycle circulation
- Enhance the entrances to the park by constructing named entrance elements
- Create opportunities for walking / cycling routes along the currently inaccessible sections of the Dodder. Enhance the links to the Docks and the Liffey.
- Remove clutter by rationalising the street furniture, signage, service poles etc.



1.3 Study Area

The Study area focuses on the villages of Ringsend and Irishtown. They are neighbouring south-side inner suburbs of Dublin located on the south bank of the River Liffey, on the periphery of the docklands area of the city. The River Dodder is situated to the west of the study area and approximately two kilometres east of the city centre. South Lotts and the Grand Canal Dock area are located to the west and Sandymount to the south.



1.4 History + Social Context

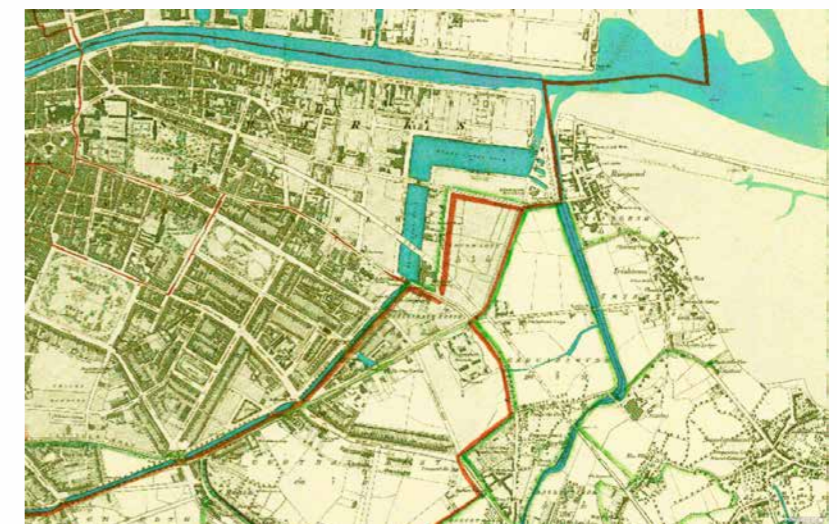
Ringsend, *An Rinn* and Irishtown, *An Baile Gaelach* are two long standing neighbourhoods of Dublin City, positioned on the south bank of the River Liffey, their evolution has been closely linked with events influencing Dublin Port. There are two main strains of belief as to where the Ringsend name originated. The first being a corrupted English version of *Rinn-abhainn*, meaning ‘the end point of the tide’ and the second deriving from where the steel rings for mooring ships ended. Irishtown simply came about from the settlement established by the Irish when the English expelled them from within the city walls in the 1400s. The 17th century saw Ringsend come to prominence as

a landing place for passengers and goods alike. Since then the area has been greatly influenced by the port in terms of its geography, land use, employment and it’s heritage. Over the centuries large parts of the study area have been reclaimed from the sea / the Liffey to shape the geographical area we know today. It was famously known for shrimps, cockles and oysters and to this day it’s colloquial name of ‘Raytown’ references the fishing connection with the area.

More recently, Ringsend Irishtown was associated with providing much of the workforce for Dublin Docks and still retains a strong connection with the

‘Dockers’ heritage. Shamrock Rovers F.C. was founded in Ringsend and soccer enjoys a strong following from the local community.

The extract below from the ‘*Ringsend & Irishtown community convention - A Vision for the Economic and Social Regeneration of our Community*’ as supplemented by Spatial Insight Solutions (who provided some preliminary statistical analysis on the area), identifies how the area has become somewhat the forgotten district, failing to keep pace with the regeneration and success of it’s surrounding neighbourhoods.



The core population is 6,064 and there are close links and relationships with an adjoining population of 17,152 in the hinterland.

21.1% of the population in the core area has no formal or only primary education. In the hinterland, this figure is just 4.4%. 36.7% of the population within the core area has third level education.

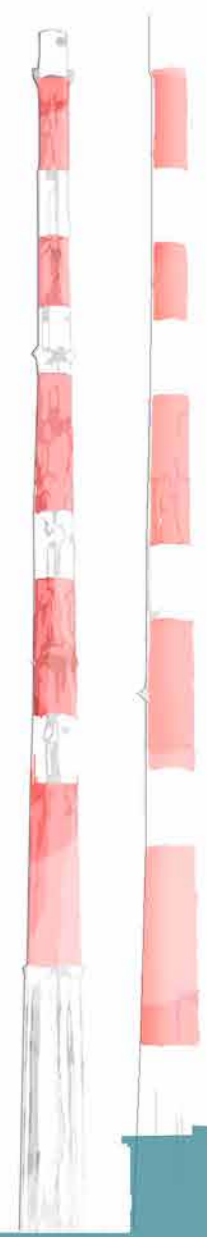
In the hinterland, the equivalent figure is 68.1%.

18.9% of the housing in the core area is social housing.

The unemployment rate in the core area is 15.2%.

Large parts of Ringsend Irishtown are classed as marginally below average or disadvantaged. Yet the hinterland is largely classed as affluent, and the area around Grand Canal Dock as extremely affluent.

Employment traditionally provided by the docklands has now been overtaken by the new tech and financial companies based in the vicinity.



The approach taken in delivering this plan pivoted around an inclusive process focusing on the community / stakeholders i.e., the residents, local businesses, people employed within the area, community groups, local councillors, local Gardaí and the Local Authority. It provided the opportunity to understand what the perceived problems are, what the local image of the study area is and what is important to the community. Local involvement was central in helping to identify the areas for this plan to focus on. The community's involvement ensures that the proposals identified within this plan reinforces, rather than undermines their needs. Working closely with D.C.C. South-East Area and

the various departments e.g.. roads and parks, was key in ascertaining the feasibility of the suggested public realm enhancements. D.C.C. actively encouraged local involvement at all stages of this process and circulated updates at each milestone.

Numerous workshops and meetings were held, providing an opportunity for candid and detailed discussions on many issues concerning the community. Local groups, businesses and councillors were contacted prior to the public meetings and notification was placed within the local newspaper 'News Four'.



1.5 The Local Environmental Improvement Plan

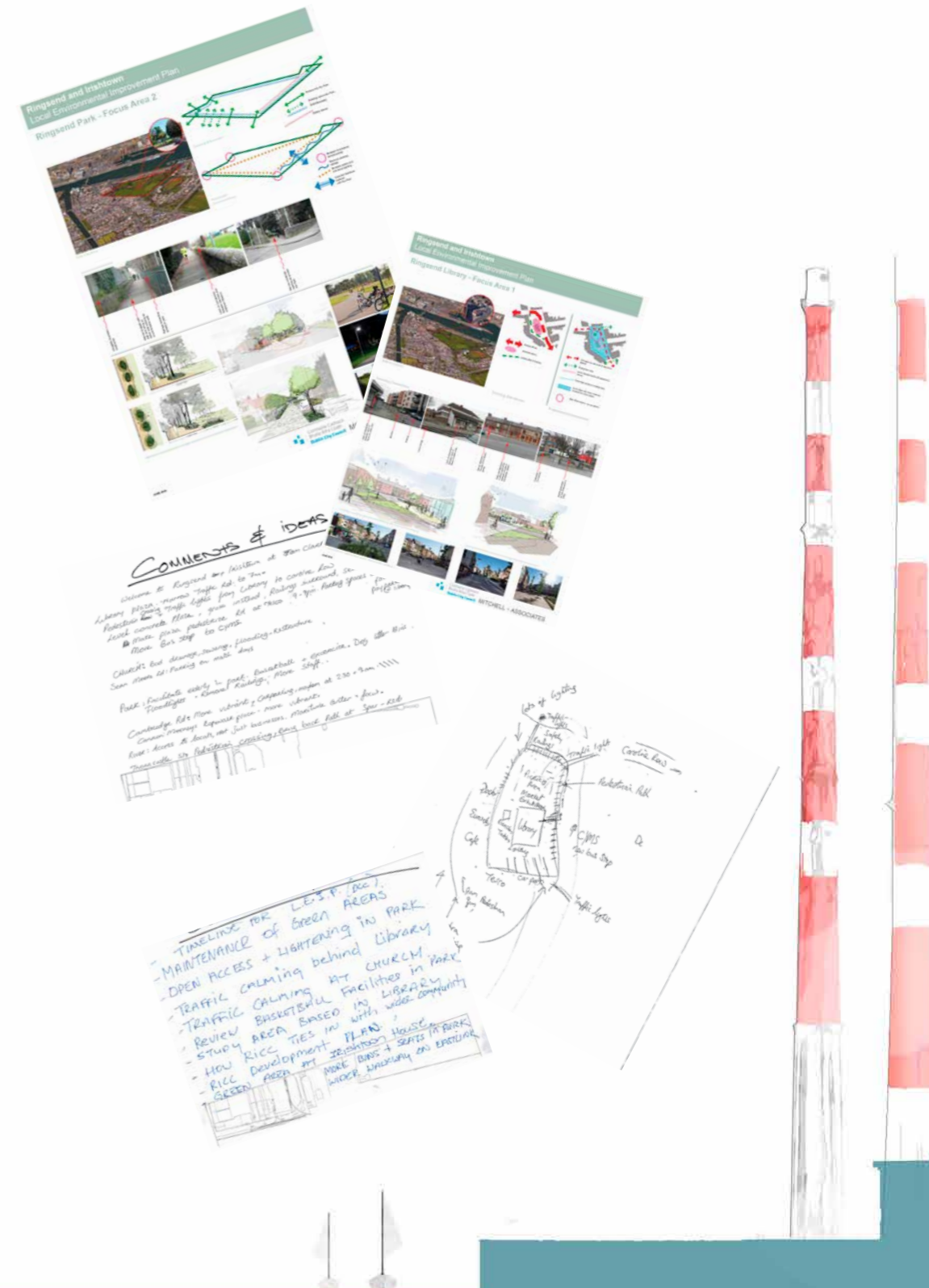
An Inclusive Process

The public's feedback was encouraged, noted and featured strongly in the consideration of each of the proposals that has emerged from this process. (Refer to Appendix A: Community Feedback)

It was fundamental to the process to really listen to the feedback received from the community. It gave a very real picture of what was important to the community; safety, provision of facilities and retaining a sense of what Ringsend and Irishtown is as a place and as a vibrant, functioning neighbourhood.

Community Meetings / Work Shops

- 6th Nov 2014 - Ringsend Library
- 28th Jan 2016 - Ringsend Library
- 8th June 2016 - Ringsend Irishtown Community Centre (RICC)
- 7th December 2016 - RICC





Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Share your views



Ringsend Irishtown
Local Environment Improvement Plan

Public Workshop at Ringsend Irishtown Community Centre, Thorncastle Street
Wednesday, 8th June 2016

Dublin City Council, South East Area Office, has appointed Mitchell + Associates to prepare a Local Environment Improvement Plan for Ringsend and Irishtown. This workshop is an opportunity for local residents, businesses, community groups and other stakeholders to have their say on how the public realm in Ringsend/Irishtown can be enhanced.

Registration at 7pm
Workshop runs from 7.30pm - 9.00pm

For further information please contact:
Dublin City Council's
South East Area Office
on (01) 222 2243
or at southeast@dublincity.ie



02 Analysis & Guiding Principles

Analysis & Guiding Principles



2.1 Appraisal of the existing Public Realm

Defining the Public Realm of Ringsend Irishtown

What constitutes the public realm? The public realm can be defined as the environment accessible to the public, such as, the streets and footpaths, parks, civic buildings and public facilities. It is the setting that promotes public life and social interaction. It is fundamental in forming a community, and determining how successful that community becomes. Where public realm is acknowledged as well designed, considered and maintained, it generally is reflected in how successful and active a community is.

The public realm does not solely address the physical components but also refers to the social aspects of a community. The socio-cultural side of the public realm consists of activities, events, and gatherings – the coming together of people.

The National Public Realm Plan prepared by the Heritage Council outlines the environmental, cultural and socio-economic attributes of a community that benefit from an enhanced public realm. They are as follows:

The Heritage Council - National Public Realm Plan (2005)

- Increased pedestrian flow i.e. 'footfall' = enhanced 'vitality and vibrancy.'
- A longer stay by shoppers and visitors = increased spend per head, benefiting the local economy
- Increased rents and property value = enhanced viability
- Increased street activity = pavement cafés, street markets, performances
- Reduction in accidents and crime = reduction of public expenditure and an increased sense of security
- Decreased noise and air pollution = better health
- Multiplier effect = wider regeneration including heritage revitalisation

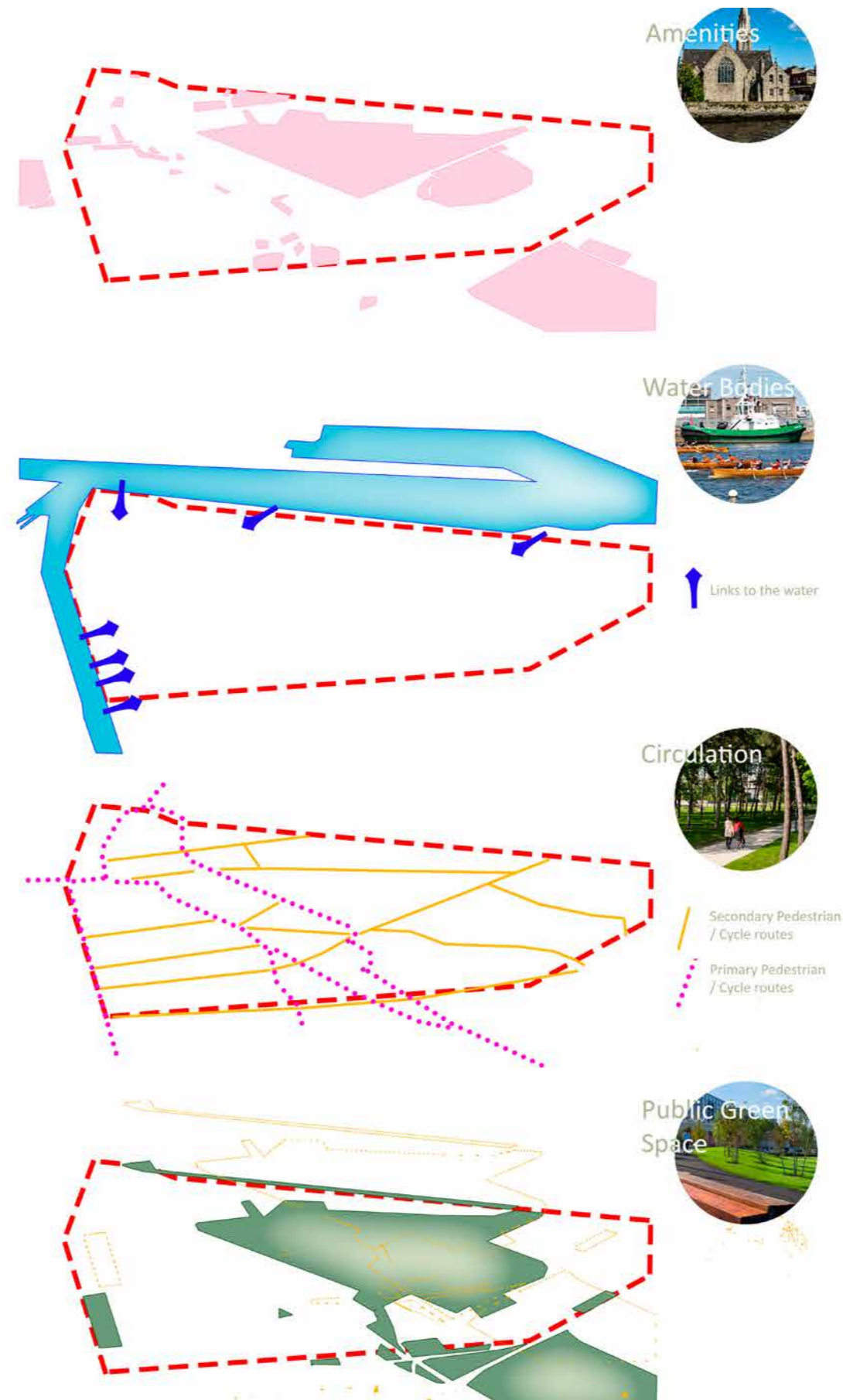


The Study Area

The study area is defined by the harbour to the north, Sandymount strand to the east and the Dodder / Grand Canal dock to the west. Many of the traditional connections with water and the maritime heritage have however been severed at these edges. The East Link road creates an almost impenetrable barrier between the community and the harbour to the north. Sean Moore road impedes free movement to Sandymount strand, whilst the O’Rahilly Hse. and Whelan Hse flat complex restricts access to the Dodder.

Ringsend Park and the Irishtown Stadium together account for 25% of the study area and almost 88% of the green open space. It also provides an essential means of linking the adjoining areas of the community together. Despite the significance of these facilities, they are, for the most part, invisible beyond the adjacent residential properties facing onto them. In addition, their boundary railings further reinforce the disconnect between the community and the two facilities.

Ringsend and Irishtown is one of the primary vehicular routes for traffic coming from the south east of Dublin travelling into the city centre. This heavily used route bisects the area and influences greatly on the village centre/s, how they are used by the community and how the streets, roads and associated spaces function in general.



2.1 Appraisal of the existing Public Realm

The close proximity to international employment hubs, to the city centre and to free or inexpensive parking has meant the Ringsend and Irishtown area has effectively become a park & ride district of the City's south side. This has resulted in an uncontrolled and almost chaotic parking situation throughout the working week, generating a car dominated environment, unsympathetic to pedestrian and cycle movement and general village living.

Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is a useful tool in the development of any public realm plan / strategy. The outcome of this analysis in combination with the public participation process was used to assist in identifying future areas to target as part of this LEIP.

Following the appraisal of the existing public realm, a number of focus areas were short-listed as potential project areas that could be further developed to initiate the regeneration of the Ringsend Irishtown neighbourhood. The focus areas were chosen based on the importance of the area in question, the impact that the intervention would have on the community and how the enhancement might instigate future development.

The selected areas focus primarily on two of the most important public spaces within the study area; the Library and its environs and Ringsend Park / Irishtown Stadium.

Strengths

- . A strong and well established residential community
- . The mixed use nature of the area to include residential, employment and recreational areas.
- . The high percentage of public open space
- . The close proximity to water bodies
- . It's strategic location: proximity to the RDS, the Aviva stadium, the 3 Arena the City Centre

Weaknesses

- . Heavy traffic bisecting the area and the associated dangers
- . The inaccessibility to the local water bodies
- . Parking dominating the streets
- . Safety & security issues
- . Street furniture and signage clutter
- . Poor way finding
- . Lack of a clear distinct neighbourhood centre

Opportunities

- . Create a neighbourhood centre
- . Improve connectivity between the Park and the rest of the study area
- . Create gateways into the villages of Ringsend and Irishtown
- . Improve pedestrian & cycle movement through the study area
- . Maximise the close proximity to the water
- . Improve the links to the surrounding neighbourhoods and facilities
- . Enhance the park and it's relationship with Irishtown Stadium

Threats

- . Decline in retail activity due to possible future parking restrictions
- . Potential Increase in vandalism resulting from the proposed park open gate policy and /or increased park use
- . Increase in traffic congestion due to the narrowing of carriageways
- . Increased volumes of parking as a result of better structured parking strategy



All proposals identified within this report have been influenced by a number of references, namely; the Public Realm Masterplan for North Lotts and Grand Canal Dock SDZ; the Dublin City Development Plan; the 'Link & Place' guidance document which is endorsed by Transport for London and the Institution of Highways and Transportation in the UK and; the 'Design Manual for Urban Roads and Streets (DMURS)' by the former Department of Transport, Tourism and Sport.

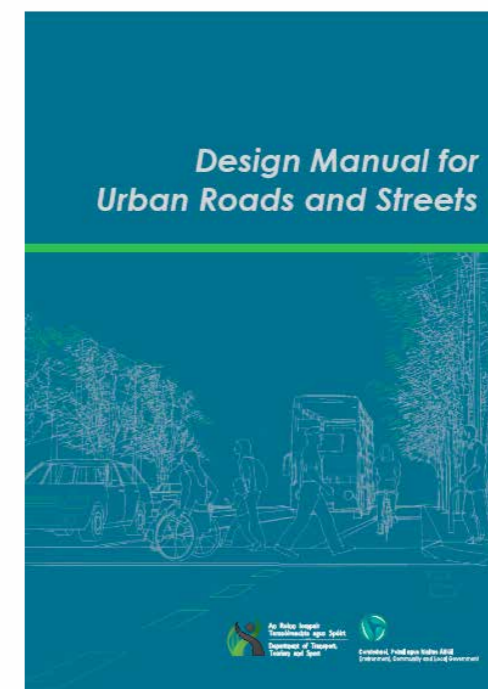
'Link & Place' informed the basic strategy for the proposals by sub-dividing the public realm into either a place or a link. The guidance delves into the theory of how spaces work in terms of the streetscape and associated spaces, their purpose, who they cater for and how they can be reconsidered to maximise their value and suitability to the end user.

'Link' can be further sub-divided into movement and streetscape / roads. 'Place' refers to the destination.

This method of categorisation provides an accessible means of outlining typologies, guiding any future development.

The categorisation process has been adopted with the selected focus areas and have been sub-divided across the page.

- **Destination (Place)** – A place where people wish to visit, spend time and undertake an activity
 - Library Square
 - Ringsend Park & Irishtown Stadium
- **Movement (circulation)** – Addresses the needs of movement to and from a destination, the ease at which it occurs and the relationship between the different means of travelling i.e. by foot, bicycle, car and public transport and how they are integrated within the public realm
 - The Tom Clarke Bridge Gateway and pedestrian & cycle link
 - The Dodder board-walk
 - Connections to Sean Moore Park
- **Streetscape (living streets)** – Deals with the aesthetics and the functionality of the streetscape as a linear space.
 - Irishtown Road
 - Cambridge Road





Focus Areas



3.1 Identifying the Focus Areas

Following the appraisal of the existing public realm, a number of focus areas were short-listed as projects that could be carried out in order to initiate the regeneration of the Ringsend Irishtown neighbourhood. The focus areas were chosen based on the importance of the area in question, the impact that the intervention would have on the community and how the enhancement might instigate future development.

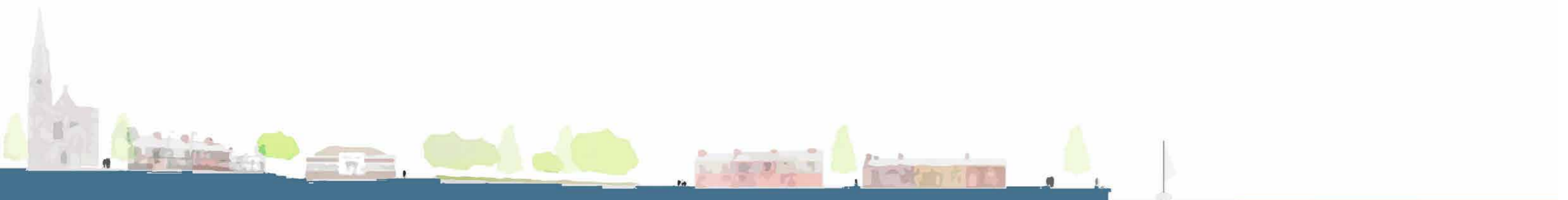
The selected areas focus on two of the most important public spaces within the study area; the Library and it's environs and Ringsend Park / Irishtown Stadium.

Main Focus Areas

- 3.2 Library Square
- 3.3 Ringsend Park / Irishtown Stadium

Sub Focus Areas

- 3.4 Cambridge Road
- 3.5 Improved links





3.2



3.3



3.4



3.5

- 3.2 Library Square
- 3.3 Ringsend Park / Irishtown Stadium
- 3.4 Cambridge Road
- 3.5 Improved links



3.2 Library Square



The space around the Library and St. Patrick's Church forms the centre of Ringsend Village. This area requires environmental enhancement works to clearly define this space as the village centre, in particular the area associated with the library.

Feedback from the community and analysis of existing conditions have both identified features requiring attention. The factors listed below tend to be detrimental to the usability of the place and negate its value and potential as community space. The library square has great potential to become an attractive civic space given the right interventions.

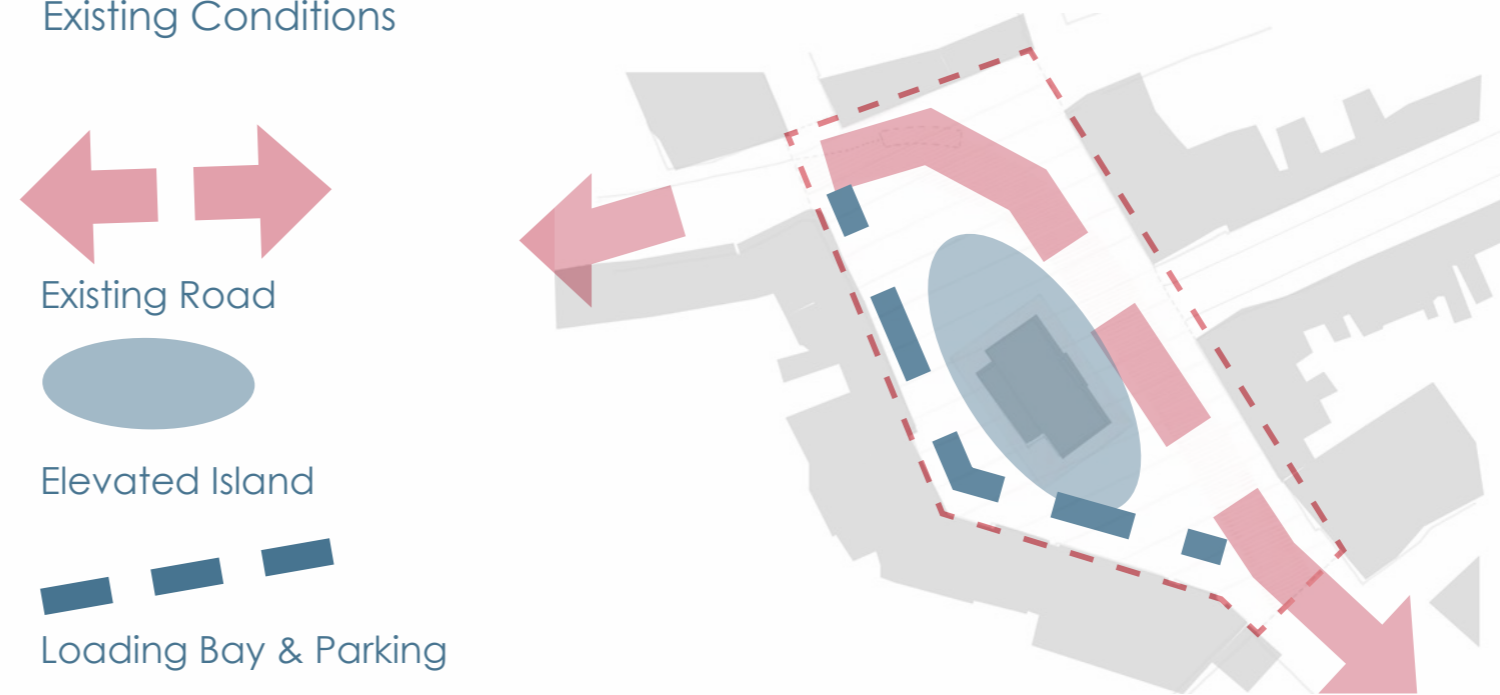
The proposals for the library square aim to create a high quality attractive community space. A space that will define it as the village centre, encourage community events, exhibitions, markets etc.

Traffic

Currently Bridge Street bisects the library space, with the library and retail units to the west of the road and Ringsend park and residential units to the east. The road width averages at 14m and effectively establishes a barrier between the west and east side of the space. Bridge Road / Irishtown Road is an important arterial route from the south-east side of Dublin into the city centre. There is a strong sense of the through traffic taking priority over village life. The traffic generates noise, pollution and a sense of danger.



Existing Conditions



3.2 Library Square

Parking

A shared surface route provides service access to the retail units to the rear of the library. However, the loading bays provided, are almost permanently occupied with parking customer or goods vehicles. This has established a second barrier between the retail units and the library and further isolates the library and the associated space, rendering it disconnected from any of the surrounding buildings.

Levels

Currently the levels of the library have dictated the levels of the entire space despite the significant difference in level between it and the road and surrounding buildings. This results in uncomfortable transitions between different levels which inhibit free movement through the space. The current approach to dealing with the levels around the library does not lend itself to best practice in universal accessibility. Feedback from the community has identified this aspect as a particular hindrance to the elderly members of the community.

Street Clutter

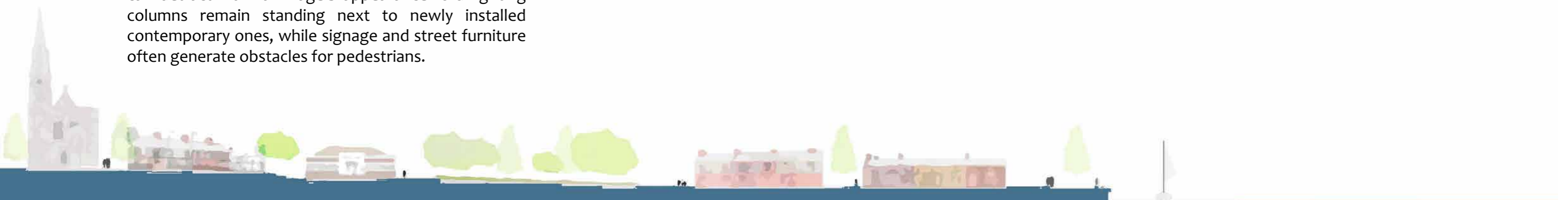
Throughout the study area a lack of a coordinated street furniture and signage palette and considered arrangement has become apparent. In fact, the public realm has become an example of how street clutter can detract from a village's appearance. Old lighting columns remain standing next to newly installed contemporary ones, while signage and street furniture often generate obstacles for pedestrians.



- Unightly back-of-house treatment
- Parking creating obstacles between the retail units & library
- Guardrail barrier creating obstructions throughout the space



- Large tree canopies creating shade filled seating spaces
- Telephone boxes, signage poles and guardrails generating street clutter
- Up-stand wall and steps making movement through the space difficult



Precedent - Korenmarkt Square

This example illustrates how a village can cater for pedestrians, cyclists and vehicles, yet retain a strong sense of place



Korenmarkt Square - Antwerp, Belgium

- Sense of Place
- Continuity of materials / planting
- Minimal street clutter
- Rationalisation of parking
- Legibility



3.2 Library Square

Precedent - Chapelized Village



Chapelized Village

- Sense of Place
- Continuity of materials / planting
- Minimal street clutter
- Rationalisation of parking
- Legibility

03



Proposals to enhance Library Square:

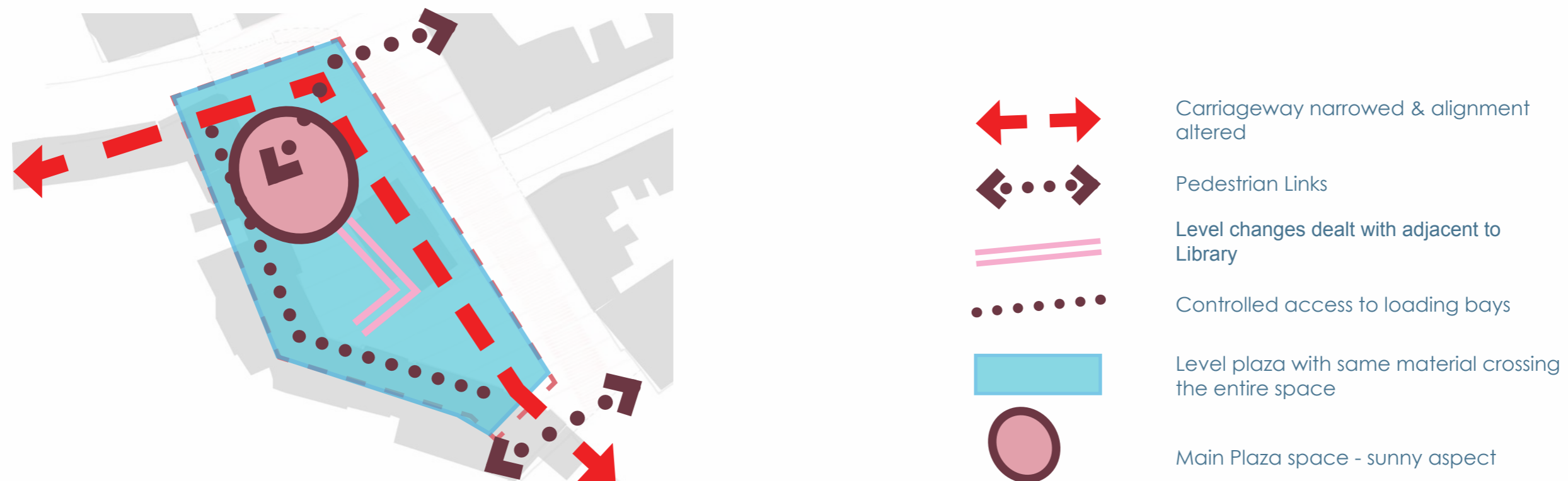
The one key factor that dictates the way the space functions more than any other influencing element is Bridge road and the traffic that uses it. The first critical proposal in reorganising this space in order to regenerate a village centre is to address the relationship between the road and the civic space. However, the importance and value of this vehicular route is undeniable. Following consultation with Dublin City Council's Traffic Department, it was apparent that the volume of traffic passing through the study area has to be maintained. However, the

opportunity to reduce the road width and speed at which the traffic travel through this section of the route is something that demands strong consideration. By reducing the road from 14m to 6.5m it diminishes both the perception and the reality of how the road dominates the focus area. The area available to the square is increased and the distance required to bridge the east and west side of the road is lessened.

Gateway treatments at each end of the space identify Library Square as a community area for village living

with social activities such as trading, pedestrian and cycle circulation, events, gatherings and general meeting. Traffic passing through this space will be expected to recognise this and respond accordingly by means of speed and their attitude to the local community.

The two gateways shall consist of pinch points with raised crossings and signage referencing Ringsend Village Centre. Distinct coloured materials along the carriageway would clearly differentiate this section of the road from the standard carriageway.





Indicative arrangement only, illustrating the principles recommended within this Plan.

The Part VIII Planning process will develop the detailed design and offer the opportunity for further public consultation.

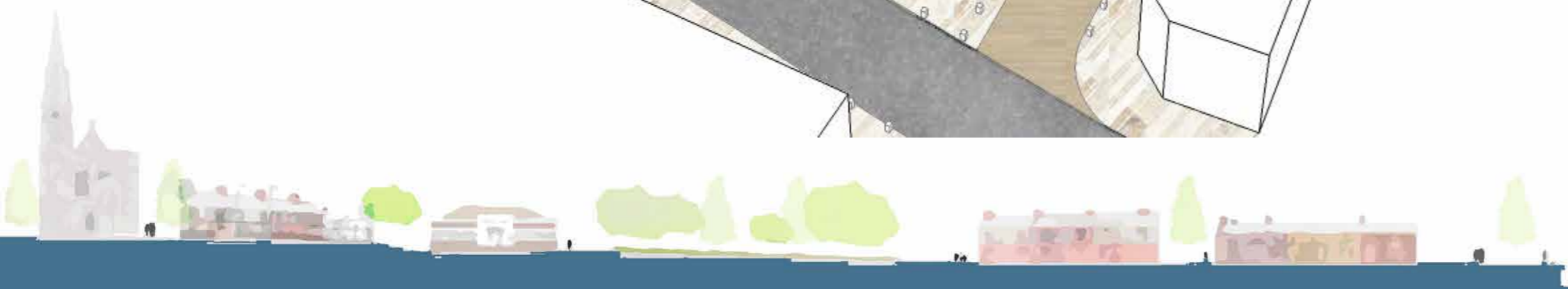


3.2 Library Square



Indicative arrangement only, illustrating the principles recommended within this Plan.

The Part VIII Planning process will develop the detailed design and offer the opportunity for further public consultation.



Ideally surface treatments utilised for the square will be reflected in some manner within this section of the carriageway, generating a continuity and flow of materials, colours and tones stemming from building edge to building edge - this creates a sense of continuity of surface treatment across the entire space.

Levels of the square will no longer be determined by the finished floor level of the library but will have an even gradient falling across the entire space. Access to the library will be addressed locally with the provision of steps leading up to the main entrance and a universal ramp wrapping around from the south gable end of the building to the main entrance located to the east.

There is an exciting prospect for adding a glazed extension to rejuvenate the west and north elevations of the library. By doing so, the library building will no

longer turn it's back to the retail units but they will begin to talk to one another. The extension could allow level access off the square into the library and generate a much improved relationship with the square and the adjacent buildings. It could potentially provide the venue for community activities and events that could spill out onto the square.

A parking strategy limiting car parking on the square needs to be explored. The day to day operations of loading and servicing the retailing units could be confined to a few hours in the early morning and evening similar to the approach utilised for Grafton Street in the city centre. This would ensure The Square would become a fully pedestrianized zone with the exception of the servicing hours.

Concerns at losing car parking bays for customers was voiced by some members of the retail community during the public consultation process and this is

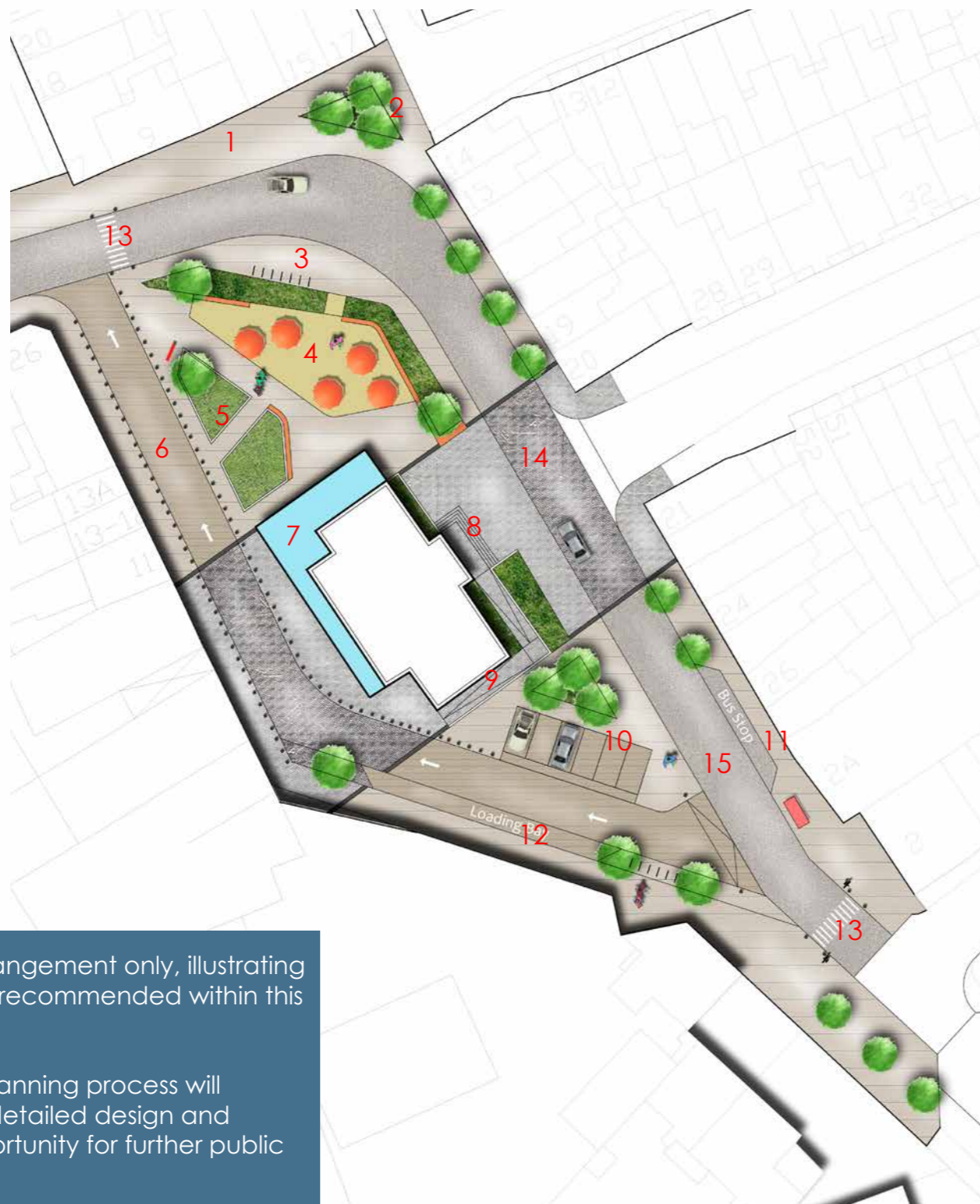
entirely understandable. An in-depth and involved process must be carried out at the detailed design stage to provide the best solution for the needs of the traders and the need to create a safe and pedestrian priority zone for the local community.

With the primary constraints addressed, the design intent is to develop a dynamic and robust civic space catering for needs of all the community. The introduction of tree and ornamental ground-cover planting will provide the next layer, introducing colour, texture, form and provide year-round interest.

Finally, a coordinated palette of street furniture shall be utilised in tandem with a lighting strategy that will add atmosphere and drama to the space.

Library Square should be accessible and become the focal point for the local community.





Indicative arrangement only, illustrating the principles recommended within this Plan.

The Part VIII Planning process will develop the detailed design and offer the opportunity for further public consultation.

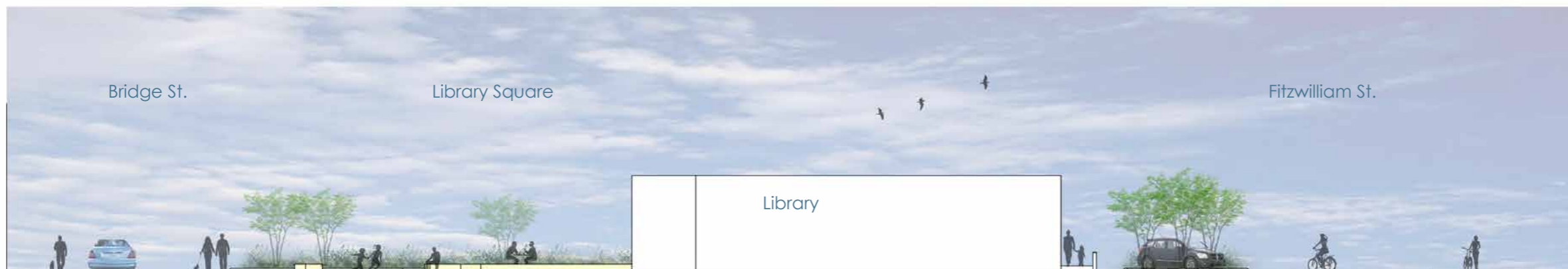
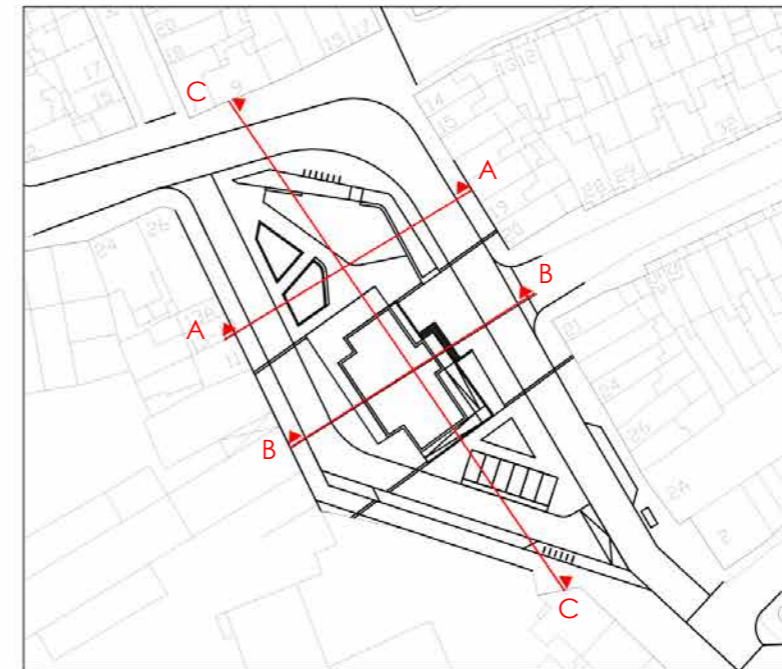
1. Surface treatment to carry across the road from the west side of the Square to the east side to create a sense of continuity.
2. Grove of trees deflecting glare from car lights into ground floor units
3. Cycle parking and broadening of the square space
4. Cafe / event space to host local gatherings etc. delineated with planters to the north & east
5. Feature lawns with specimen tree planting
6. Shared surface lined with bollards or similar to prevent unauthorised parking. This creates a strong and unimpeded link between the ground floor retail units and the square. The level of the Square could be gradually graded over the entire space to remove the need for steps etc.
7. Potential new glazed skin to the existing library to cater for community activities. This will allow the library to open out onto the square and greatly improve the relationship with the retail units
8. Stepped access to the Library front door
9. Universally accessible ramped access
10. Customer parking for retail units
11. Relocate bus stop and provide bus shelter with seating
12. Controlled loading bay
13. Controlled pedestrian crossings
14. Feature paving to highlight the library and it's relationship with the Park
15. Narrowing of the road



SECTION AA



SECTION BB



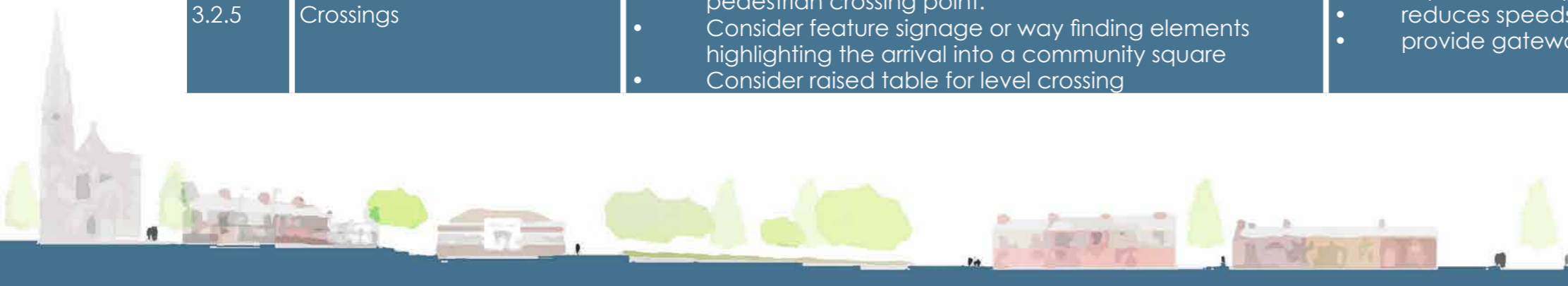
SECTION CC



3.2 Library Square

Project Action Plan

3.2	Action Item	Description of works	Benefits of Project
3.2.1	Road Width	<ul style="list-style-type: none"> Reduce the carriageway width Introduce pinch points at the two entrance locations into Library Square 	<ul style="list-style-type: none"> Improves road safety Promotes the sense of a 'Village Square' Improves the connection between either side of the road Reduces the sense of the road / vehicle dominating the space
3.2.2	Levels	<ul style="list-style-type: none"> Rationalise level difference throughout the space Address the level difference between the public realm and the Library locally through the introduction of stepped and ramped access points. 	<ul style="list-style-type: none"> Improves accessibility and movement through the space Reduces risk of trip hazards Creates a usable public space for community use and gathering, promoting a sense of place.
3.2.3	Car parking / set down	<ul style="list-style-type: none"> Initiate a structured and considered parking / service management plan to the rear of the library, front of the retail units. Consider relocating parking from the front of the retail units and a controlled service time-frame limiting access to the morning and evenings. 	<ul style="list-style-type: none"> Improves connectivity between the retail units and the community space and the library. Improves accessibility Improves pedestrian and cycle safety Improves visibility of retail units from the road. Encourages community activity and lends to the sense of place
3.2.4	Street Clutter	<ul style="list-style-type: none"> Remove or combine signage to reduce signage poles remove public phone box Rationalise cycle parking Omit the need for guardrails, bollards and barriers through considered and appropriate design arrangements Consider undergrounding overhead ESB lines etc. Rationalise street lighting 	<ul style="list-style-type: none"> Adds to a legible and uncluttered space Improves ease of movement Reduces obstructions Provides a visual consistency and coherency
3.2.5	Crossings	<ul style="list-style-type: none"> Create pinch points at the entrance to the Square with feature paved treatment clearly identifying it as a pedestrian crossing point. Consider feature signage or way finding elements highlighting the arrival into a community square Consider raised table for level crossing 	<ul style="list-style-type: none"> Improves safety for pedestrians and cyclists reduces speeds of traffic provide gateways into the public Square



3.2	Action Item	Description of works	Benefits of Project
3.2.6	Arrangement of Space	<ul style="list-style-type: none"> Redesign the Square to address the library, the retail units and Ringsend Park Create an open space that will cater for community events and gatherings. 	<ul style="list-style-type: none"> Provides a community space and lifts community spirit Encourages the community to avail of the public space Possible venue for farmers markets, community week events, maritime events, Generates a focal space that links the areas within the study area currently together
3.2.7	Materials	<ul style="list-style-type: none"> Explore a suite of materials that can be rolled out throughout the entire study area Ensure that the materials are durable and in keeping with maintenance practices of D.C.C. roads maintenance. Utilise materials that reflect the tones and textures / details found within the locality 	<ul style="list-style-type: none"> Generates a cohesive and attractive environment Minimises the need for maintenance or replacement. Commences the strategy to generate a continuity in appearance through the study area.
3.2.8	Bus Stop	<ul style="list-style-type: none"> Relocate bus stop away from curve in road to a straight section of the road 	<ul style="list-style-type: none"> Improves safety Improves traffic flow Provides the opportunity to introduce bus shelter / canopy and integrate with the Square redesign.
3.2.9	Street Furniture	<ul style="list-style-type: none"> Install benches, litter bins, lighting, cycle racks that compliment each other and the Square design. The siting of existing sculptural piece and potential for introduction of new sculptural pieces referencing the maritime tradition or James Joyce 	<ul style="list-style-type: none"> Improves aesthetics of the public realm Encourages members of the community to pause and meet / socialise Improves hygiene and overall public realm cleanliness Encourages the use of bicycles for local journeys Increases safety and the sense of security Increase footfall of tourists



3.3 Ringsend Park



The Park and stadium make up 25% of the total area within the study zone. Yet, the park is almost entirely out of view from the community with the exception of the residential units directly adjacent to it. It supports many team sporting activities and is exceptionally well used during the Spring and Summer months. Two well-used play facilities cater for toddlers to early teens. The north eastern corner has been converted into allotments, bringing another layer of interest to the park, reaching out to another sector of the community other than those interested in team sports.

The park is key in linking the southern section of the study area to the north western side and provides an alternative parkland route to Irishtown road for pedestrians and cyclists. Currently, access to the park is limited to daylight hours.

The stadium is a more recent addition albeit recently refurbished, to the list of Ringsend Irishtown amenities. It has become a well utilised facility catering for track and field athletes, 5-a-side & 11-a-side all-weather soccer and gym goers. Although sitting beside Ringsend Park, it fails to appropriately connect with it, limiting it's connection to a one gated access path.

Concerns voiced by the community at the public workshop and repeated in written submissions included, safety and security, improving the existing facilities, introducing new facilities and installing new public street furniture.

In order to address the aforementioned concerns a number of proposals are being recommended. Firstly, to light the main circulation routes through the park followed by the widening and resurfacing of the existing path network. Only when the park is well lit and opened up to allow for passive supervision can an open gate policy on a 24hrs basis be considered. This will require a full suite of measures being implemented and the development of a management policy and clear arrangements for dealing with issues as they arise.

Currently individuals are accessing the park after the gates have been locked, however the policy of locking the gates prevents emergency access into the park. The combination of well-lit circulation routes and easy access for emergency vehicles will help deter anti-social behaviour.

As such the proposal of a 24hr open park policy is recommended to occur over a prolonged phased period. This is a policy that could be eased in by opening the park up later in the evening.

It is important to note that it is not proposed to open the Park without public support



3.3 Ringsend Park & Irishtown Stadium

During the consultation process it was evident that there was some valid and understandable concern relating to 24hr open gate policy being proposed, principally associated with the security affecting the residential units facing onto the Park .

To compound the fears of the local residents , a trial period of an open gate policy was tested a number of years ago and did not prove to be as successful as the local residents would have liked it to be.

Reviewing the success of other parks within Dublin city that have employed the 24hr open gate policy such as, Phoenix Park, Herbert Park and Sean Moore Park identified that the failure of the previous attempt could be put down to not having the suite of proposals indicated in this plan in place prior to implementing the policy.

The earlier trial at Ringsend was carried out simply on the basis of opening the park gates after dark and without the benefit of footpath lighting etc.

In addition, the link running from the old IGB site through Irishtown Stadium, Ringsend park and into Ringsend Village will prove to be an increasingly important one following the commencement of the proposed development of the Poolbeg West SDZ. The volume of footfall will increase significantly through the Park, resulting in a welcomed intensification of passive supervision.

Using the eastern path between the Park and the Stadium can become an intimidating experience providing little or no opportunity for users to readily extract themselves from the route once on it due to



Unsightly boundary treatments

Railings preventing access to park

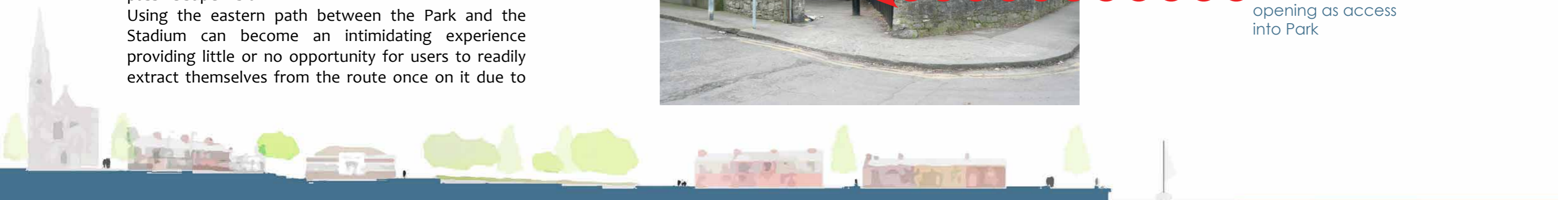
Narrow footpath with wall and railing on either side creating an uncomfortable walk



Lack of connectivity between the Park and Irishtown Stadium



Narrow incidental opening as access into Park



the Park railings on one side and the old stone sea-wall to the other.

The Park fails to connect with the adjacent Irishtown Stadium despite their close proximity. Both the park railings and the old stone sea wall generate physical barriers between the two facilities. In addition, the level change between the Park and the Stadium creates difficulties in forging a connection that would prove beneficial to the users of the facilities, the local communities and the overall running and functionality of the facilities. Finally the general arrangement of the stadium fails to address the Park and in fact turns it's back on it.

Both the park and the stadium provide a complimentary array of sporting opportunities for team and individual sporting activities and are very well used throughout the year, in particular, between March and September. Notwithstanding attending to the sporting needs of an active young population and the provision of play spaces for local children, the needs of older members of the community and those seeking to engage in more passive activities have been somewhat overlooked. As such, the older members of the community feel alienated and almost disengaged from the Park and the Stadium.



Examples of well-lit park circulation

Lighting

The introduction of lighting into the Park should have a significant impact on the regeneration of the space. Lighting the circulation routes through the park will immediately promote a sense of security and safety, encouraging the wider community to use the pathways during the darker hours of the day, stimulating an increased footfall resulting in increased passive supervision. This should help to deter anti-social behaviour and begin to hand back a sense of ownership to the local community.

The intention is to establish a circulation network through the Park lined with 4-4.5m high column mounted lighting units. The lighting scheme will be designed with the adjacent residential housing in mind and will ensure no light glare or unwanted light spill will impact on residences. Long-life LED luminaires will minimise on-going maintenance and ensure a consistent light output and quality. Energy saving systems that reduce the light output during certain times of the night when the path network will be used the least should be considered.

Feature lighting elements should be incorporated into the park entrance/exit points to highlight their location and to improve way-finding through the space.



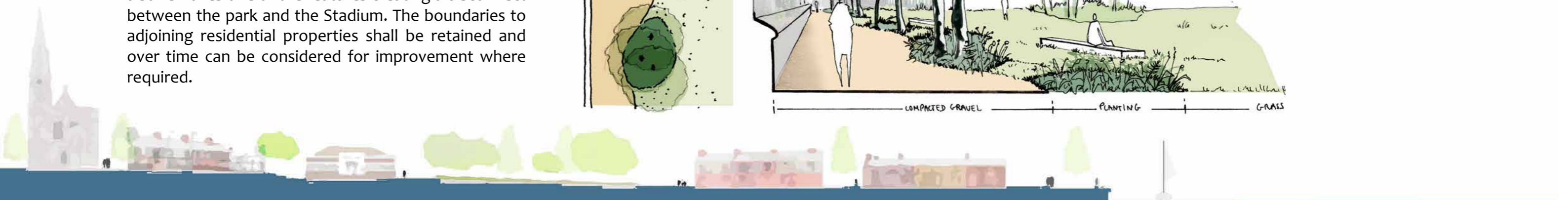
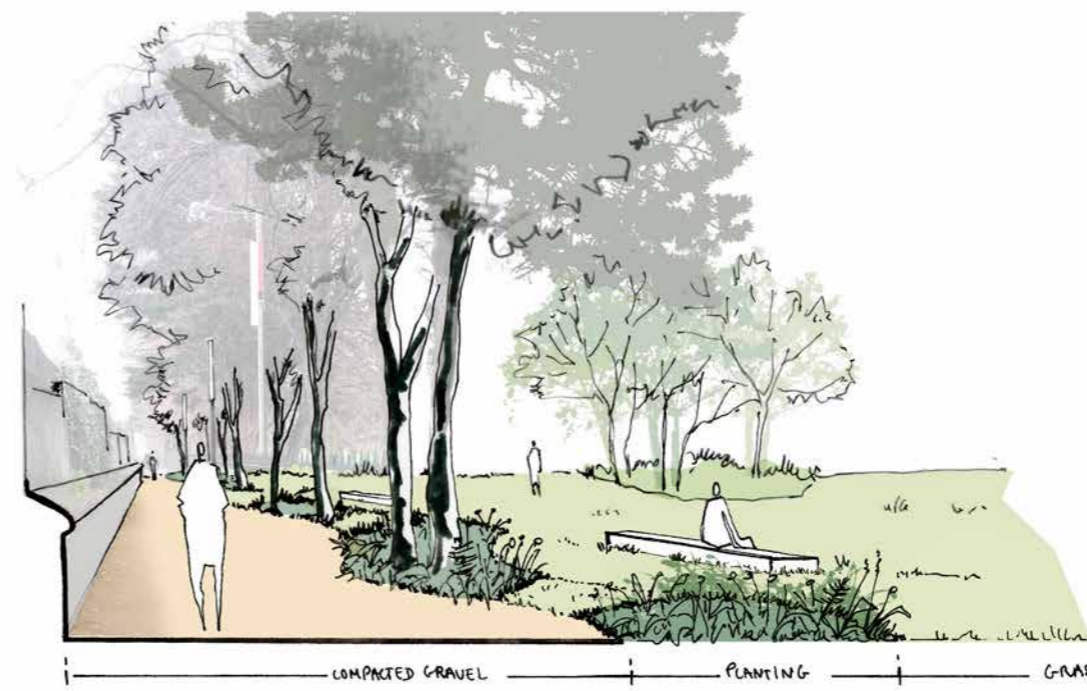
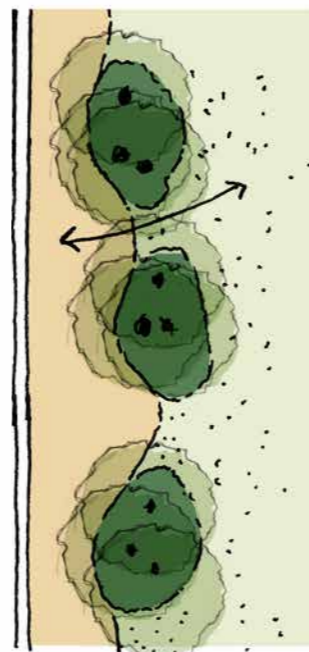
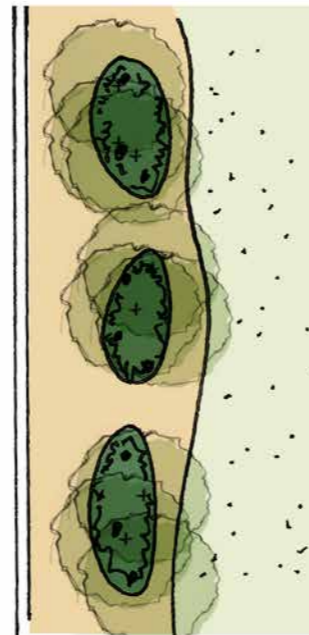
3.3 Ringsend Park & Irishtown Stadium

Boundaries

A combination of the park railings and the rear walls to adjoining residential properties enclose the Park. The current management policy of the Park closes the gates after daylight hours, the time varies over the seasons. Despite securing the park boundaries, it is not uncommon for groups or individuals to access the park after hours. This can and has, in the past, given rise to anti-social behaviour. The locked gates prevent immediate emergency or Garda access which only benefits the individuals engaged in antisocial behaviour.

In fact, in certain locations the railings are achieving the opposite of what they are intended for. The railings along the eastern boundary of the park has created a walkway that is fostering an uncomfortable atmosphere and a sense of insecurity. The proposal to remove this 450m run of railing will negate the need to repair this section of failing railings. It will pull the walkway into the park environment and afford the opportunity to broaden the path to ensure safe and comfortable cycle and pedestrian passage. The removal of the railings provides the option for users to disengage with the path and cut across the park if they feel insecure at any time.

The removal of the railings along the eastern boundary also removes one of the features creating a disconnect between the park and the Stadium. The boundaries to adjoining residential properties shall be retained and over time can be considered for improvement where required.



Circulation

Currently, a path network provides access to much of the perimeter of the park, nevertheless, the introduction of additional pathways running across the Park would encourage greater footfall throughout and would provide additional places to view games being played. The broadening of existing paths would ensure comfortable combined cycle and pedestrian routes. A further margin of compacted gravel to the edge of the path would allow supporters to stand and view games without impeding pedestrian and cycle movement.

The introduction of robust seating elements to line the paths would encourage users to pause and spend time in the Park. The seating opportunities shall be located in close proximity to lighting sources to discourage them from becoming 'Hang-out' zones that may lead to anti-social behaviour. Litter bins could be considered at strategic locations, promoting a clean neighbourhood policy and as part of initiatives to combat against dog fouling.



3.3 Ringsend Park & Irishtown Stadium

Park Circulation



Proposed Ecological Zone



Existing paths for improvement



Proposed new circulation routes



3.3 Ringsend Park & Irishtown Stadium

Ecological Garden

As alluded to earlier in this section, the older and less sport driven members of the community have been, to a certain degree, overlooked. With the exception of the allotments located to the north-east corner of the site, there are no other facilities that make the Park a destination for this sector of the community.

Certain locations throughout the park provide the perfect opportunity to establish ecological zones. These ecological zones would encourage plants to naturalise, creating and increasing the diversity of the habitats which, in turn, will increase the number of flora and fauna species. Wild-flower swaths introduce colour and seasonal interest and reduce the maintenance burden (i.e. cutting reduced to twice / three times a year).

With national schools in close proximity to the park, the ecological zones would provide an educational benefit, encouraging classroom nature visits to the park.

The ecological garden would consist of flowering native plants, ensuring colour and interest throughout the year. Specimen flowering trees and scented flowering shrubs of varying forms and textures will be utilised to stimulate all the senses. Seating with back and arm rests suitable for people with all movement abilities / constraints would be integrated into the ecological zones.



Play Facilities

The Park presently includes a medium sized railed playground with a variety of prescribed play equipment, a large climbing net structure, basketball courts and tennis courts. These facilities cater for a wide age group of the younger members of the community, from toddlers through to teenagers and beyond. The facilities were constructed over the years and some parts of the surfacing and equipment have become tired and worn due to the day to day use and in some circumstances vandalism.

As part of the public consultations and workshops this emerged as one of the comments that surfaced repeatedly. The general feedback from the community was extremely positive and supportive of the play facilities but that refurbishment was required. Particular attention was focused on the surfacing and the risk of injury resulting from their current condition. It is recommended to resurface the courts and playground with appropriate long-life and robust finishes. Wherever possible, existing equipment should be extracted and renovated or replaced where required.



Incidental play elements have proven to be very successful. These elements can take the form of sculptural pieces that enhance the parks appearance and may reflect or have derived from local traditions / culture. Therefore, they have local connection, generate interest and promote imaginative play for toddlers and young children. These elements can be strategically positioned through the park and over time may spread out into the wider public realm.

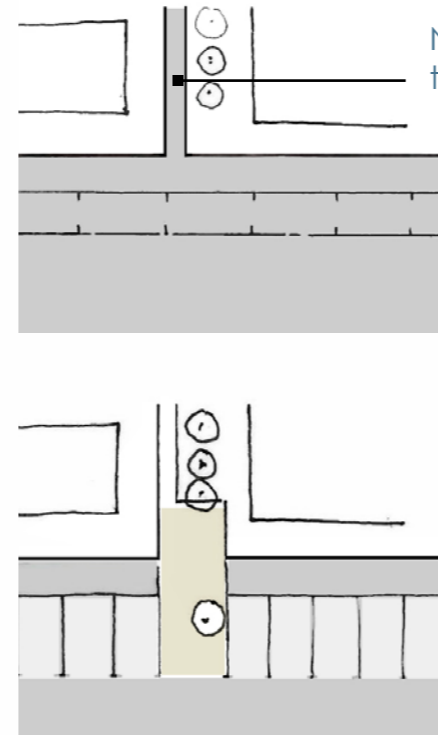
3.3 Ringsend Park & Irishtown Stadium

Park and Stadium Entrances

As things stand, the entrance points to the Park and the Stadium are inadequate and ineffectual as they simply serve a purpose to access the space. They generally consist of either a single or double leaf 1.5m high gate without any distinguishing features to define them as gateways connecting Ringsend & Irishtown to one of its' most important amenity spaces.

A proposal to readdress the entrances to the Park through various design techniques aims to reconnect visually the surrounding community with the park, clearly identifying the Park as a destination for the entire community.

The improvement measures proposed include providing the entrance with clear and identifiable bespoke signage integrated into the gateway pillars or archway. The entrances shall be opened up and the treatment shall contrast the standard boundary railing, while utilising similar materials to ensure a continuity between the two. Feature lighting will enhance the arrival space and promote a sense of security while a surface treatment shall act as a welcome mat to the threshold of the Park entrance. Where appropriate ornamental planting will add colour and interest and reflect the level of care now taken in managing the park.



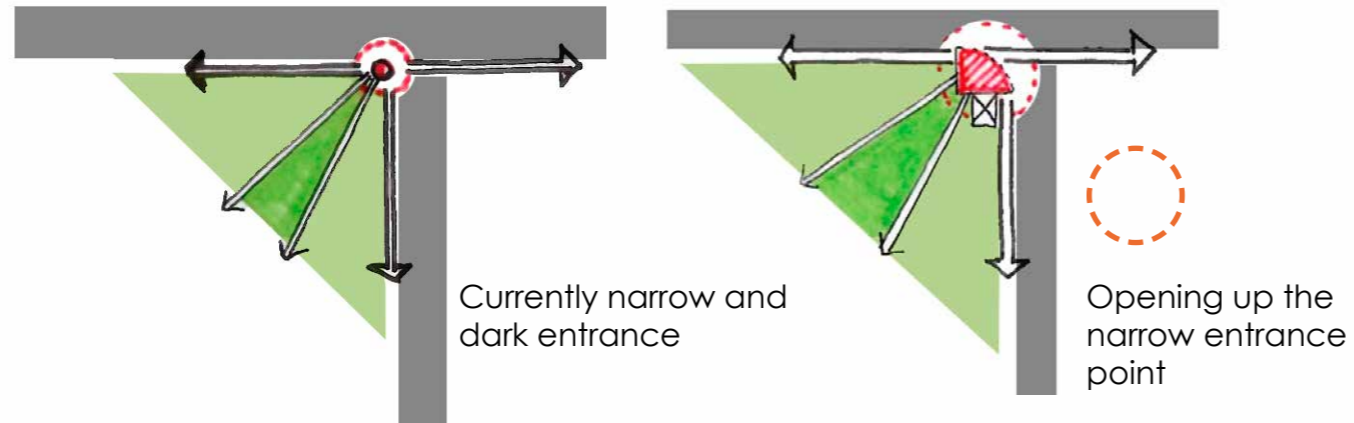
Narrow entrance point to Ringsend Park

Park Entrance - Cambridge Road



Park & Stadium entrances

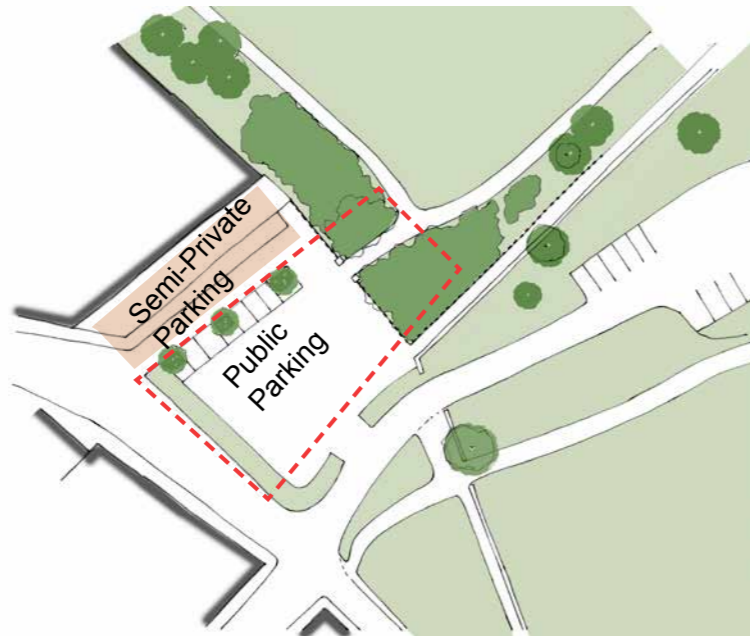
Park Entrance - Cambridge Avenue



3.3 Ringsend Park & Irishtown Stadium

Park & Stadium entrances

Relocate car parking and replace with broad park / Stadium entrance



Open space with feature planting and seating opportunities



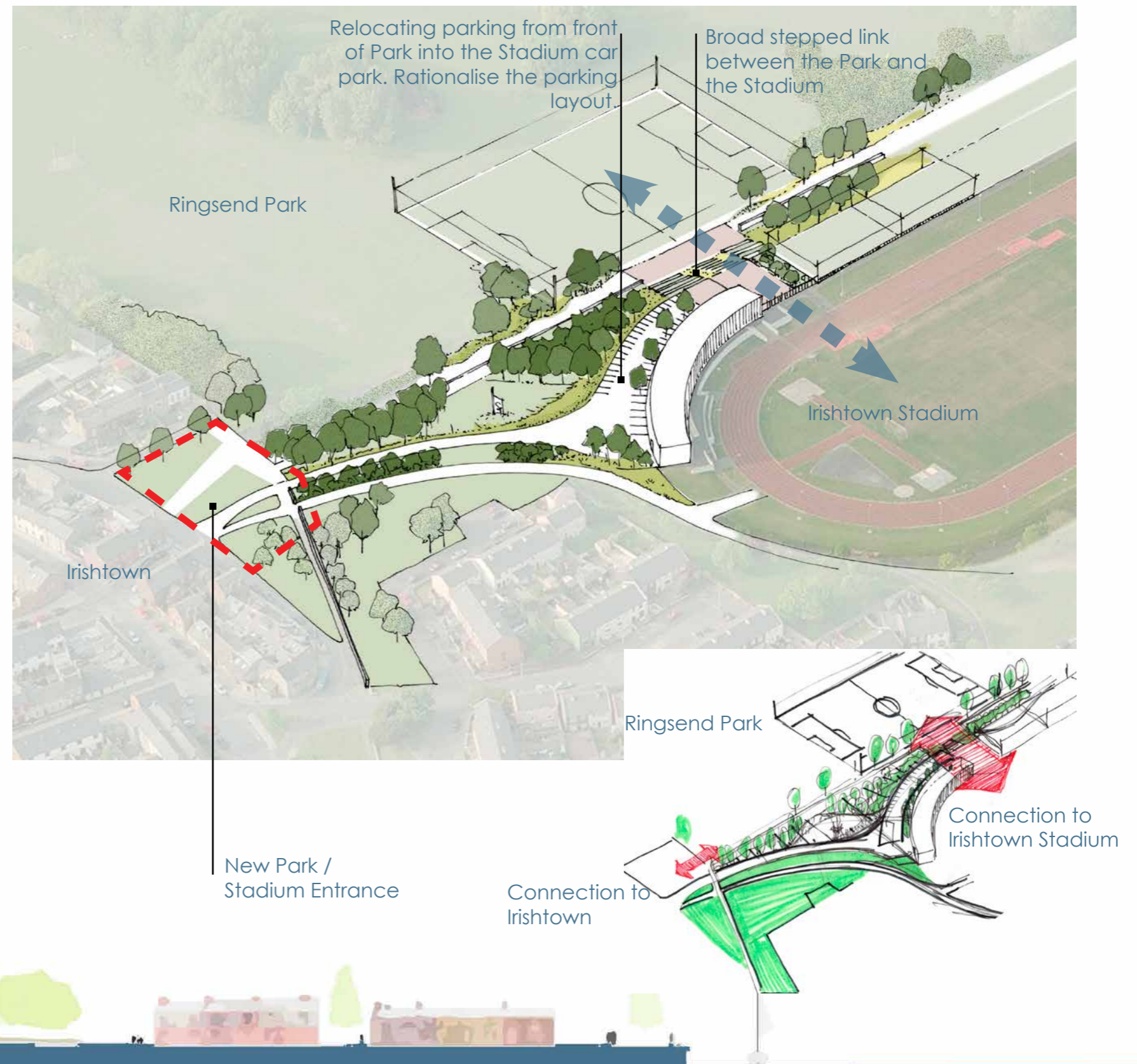
Open entrance with signage and lighting clearly highlighting entrance to Park



Linking the Park & the Stadium

The boundary railings, the old stone sea wall and the level change between the Park and the Stadium, combine to generate a disengagement between the two facilities. The orientation and general arrangement of the Stadium building fails to address the park, disconnecting the two facilities further. There is a very real opportunity to improve the relationship between the two, and a number of means in achieving this have been identified.

With the eastern boundary railings dismantled it removes one of the physical barriers between the two. The existing trees along the same boundary are to be retained, however, a management strategy to lift and thin the canopies shall improve the visual connection. A broad stepped access leading from the side of the curved Stadium building down to the synthetic 3G football pitch shall provide the most noticeable physical connection. The Section of the broad steps can be used as viewing platforms / bleachers associated with the pitch. The link can also provide a cross-country running route around the park and linking into the stadium running track.



3.3 Ringsend Park & Irishtown Stadium

The entrance to the park and the Stadium are side by side, there is a wonderful opportunity to relocate the parking currently to the front of the park into the Stadium car park and convert that space into the main entrance serving both the Park and the Stadium. This space can be redesigned as a strong arrival zone and market both facilities as a substantial combined recreational and sports complex serving the local community.



Railing to Park prevents closer connectivity between the Park and the Stadium

Old Sea-wall could be opened at strategic locations to break the 'Drain' walk and to generate a stronger link between the Park & the Stadium

Review level change at strategic location to create a better connection



Project Action Plan

3.3	Action Item	Description of works	Benefits of Project
3.3.1	Rationalise Boundaries	Remove boundary railing along the eastern Park boundary	<ul style="list-style-type: none"> Creates a stronger link between the Park and Stadium Improves safety and security between the railing and the old stone sea wall Introduces and links the path into the Park at a strategic location Provides the opportunity to broaden the footpath
3.3.2	Lighting	<ul style="list-style-type: none"> Introduce lighting throughout the park, lighting existing and proposed footpaths. Utilising lighting to highlight the park entrances and draw attention to their existence. 	<ul style="list-style-type: none"> Increases the safety and security associated with the park Encourages passive supervision of the park Encourages the use of the park beyond day light hours Mitigates against anti-social behaviour
3.3.3	Open Gate Policy	No additional works required - see 3.3.7 below This is subject to agreement through local consultation	<ul style="list-style-type: none"> Encourages use of the park beyond daylight hours Allows emergency access to the park at all times Increases passive supervision
3.3.4	Upgrade existing footpaths	<ul style="list-style-type: none"> Broaden footpaths where possible to 3.5m wide. Upgrade wearing course to all paths. Add edge restraints to path edges. Add compacted gravel strip adjacent to pitches for spectators. 	<ul style="list-style-type: none"> Allows pedestrians, bicycles, buggies and wheelchairs adequate space to use the paths safely Creates a spectator zone to edge of each playing facility
3.3.5	Introduce New footpaths	Construct new paths to the north of the GAA pitch completing a full network of circulation through the park.	<ul style="list-style-type: none"> Provides access to all facilities Allows access through the proposed ecological garden.
3.3.6	Introduce street furniture	<ul style="list-style-type: none"> Install new robust benches and seats with a combination of back and arm rests Install litter bins strategically through the park for users and to help combat dog fouling 	<ul style="list-style-type: none"> Encourages users to pause and spend time in the park Reduces the incidents of dog fouling and littering through the park



3.3	Action Item	Description of works	Benefits of Project
3.3.7	Enhance Park entrances	<ul style="list-style-type: none"> • Broaden entrance points to the park • Incorporate lighting to entrances • Enhance way-finding signage • Introduce ornamental planting 	<ul style="list-style-type: none"> • Draws attention to and highlights the park entrances encouraging increased footfall • Promotes safer access and egress points • Enhances the relationship between the streetscape and the park. • Establishes public expectations to facilities on offer and the level of care and maintenance within the park.
3.3.8	Introduce Ecological garden	<ul style="list-style-type: none"> • Seed native flowering meadow species • Plant native fruiting tree species • Position cut log sections in circle as informal outdoor classroom space • Plant flowering seasonal bulbs and allow to naturalise 	<ul style="list-style-type: none"> • Offers the opportunity for local schools to hold outdoor nature classes / expeditions. • Introduces colour and seasonal interest • Increases the diversity of feeding sources and habitats and in turn increasing diversity of flora and fauna.
3.3.9	Improve / update play facilities	<ul style="list-style-type: none"> • Resurface damaged play surfaces • Refurbish and update play equipment • Introduce new incidental toddler equipment throughout the park 	<ul style="list-style-type: none"> • Breathes life back into the existing play spaces • New play equipment encourages more users back into the facilities • Improves safety
3.3.10	Link Stadium to Park	<ul style="list-style-type: none"> • Create stepped access from the Stadium down to the 3G facility within the park. • Provide viewing steps / bleachers facing out over the Park and 3G facility. • Remove railing and stone wall at strategic locations to improve links between the Park and Stadium. 	<ul style="list-style-type: none"> • Generates an improved connectivity between the two facilities • Provides a connecting node and point of interest along the footpath route locally known as 'The Drain'
3.3.11	Rationalise Car Parking and combine entrances	<ul style="list-style-type: none"> • Relocate the car park provision located to the front of the Park and adjacent to the Stadium into the Stadium car park facility • Create a combined entrance to both the Park and the Stadium 	<ul style="list-style-type: none"> • Affords the opportunity to create a distinctive and attractive entrance to both the Stadium and the Park. • Rationalises the car park facility and generates a stronger structured arrangement.



3.4 Cambridge Road



Cambridge road is the strongest link from Ringsend village to the docks. The broad nature of the road assigns a sense of grandeur to the linear space. However, the carriageways are excessively broad and the current arrangement invites speeding.

The goal of the proposals for this focus area is to reorganise and unify the road to create a street that addresses the needs of not only the vehicle but also the pedestrian and cyclist - to place more emphasis on enhancing the visual amenity of the street and how it can bridge the current disconnect between either side of the road.

This can be achieved by addressing the current parking arrangement from parallel parking on both sides of the street to banks of perpendicular parking bays sub-divided with large tree planters. This will encourage controlled and structured parking. Cambridge road has a wide range of architectural styles, so the inclusion of large street trees of an appropriate scale would assist in unifying the street and breaking up the parking into suitable sized compartments. The footpath shall be broadened to accommodate the students attending the National schools and 2nd level school.

A broad raised table shall provide the link from Ringsend Park to the schools on the northern

Junction confusing and appears too large for current volumes of traffic

Park entrance to be Improved

Crossing from Ringsend Park to Schools should be Improved

Road width too broad

No structure to car parking



3.4 Cambridge Road

side of the street. Finally, the proposal aims to rationalise the junction between Cambridge Rd. and Pigeon Hse. Rd. which is both awkward and confusing to negotiate.

- Realignment of the car parking from parallel to perpendicular parking bays
- Reduction of the carriageway width
- Introduction of large street trees to subdivide banks of parking bays
- Provision of a broad raised table crossing, linking Ringsend Park to the National school and Ringsend Technical Institute.
- Rationalisation of the Cambridge Road – Pigeon House Road junction.



Project Action Plan

3.4	Action Item	Description of works	Benefits of Project
3.4.1	Street Parking	<ul style="list-style-type: none"> Allocate parallel parking to the south side of the street Allocate perpendicular parking to the north side of the street associated with the educational institutions. Construct build-outs for large street tree planting to break-up parking bays. 	<ul style="list-style-type: none"> Structures on-street parking Caters for more car parking
3.4.2	Tree Planting	<ul style="list-style-type: none"> Plant large scale street trees Plant low ground cover planting beneath trees 	<ul style="list-style-type: none"> Improves the aesthetics of the streetscape Bridges the visual disconnect between the either side of the road and unifies the street elevation. Creates a residential street as opposed to a road
3.4.3	Carriageway widths	<ul style="list-style-type: none"> Reduce the carriageway widths to a 6m wide 2 way carriageway. 	<ul style="list-style-type: none"> Improves safety of the road Reduces traffic speeds Creates safer crossing opportunities
3.4.4	Crossings	<ul style="list-style-type: none"> Construct a 4m wide raised table pedestrian crossing, connecting the entrance to Ringsend park and the National Schools on the northern side of the road. Create a pinch point at the crossing to reduce the speed of traffic further. 	<ul style="list-style-type: none"> Improves connectivity between the Park and the educational facilities. Improves safety Reduces traffic speeds
3.4.5	SuDS - Drainage	<ul style="list-style-type: none"> Construct Bioretention pits where the street tree pits are being proposed 	<ul style="list-style-type: none"> Alleviates pressure on the storm water drainage system Incorporates an environmentally friendly drainage solution into the road design.
3.4.6	Traffic Calming	<ul style="list-style-type: none"> Introduce raised table crossing between the park and the schools Narrowing of the carriageway 	<ul style="list-style-type: none"> Improves safety Reduces traffic speeds Creates a residential street



3.5 Improving Links

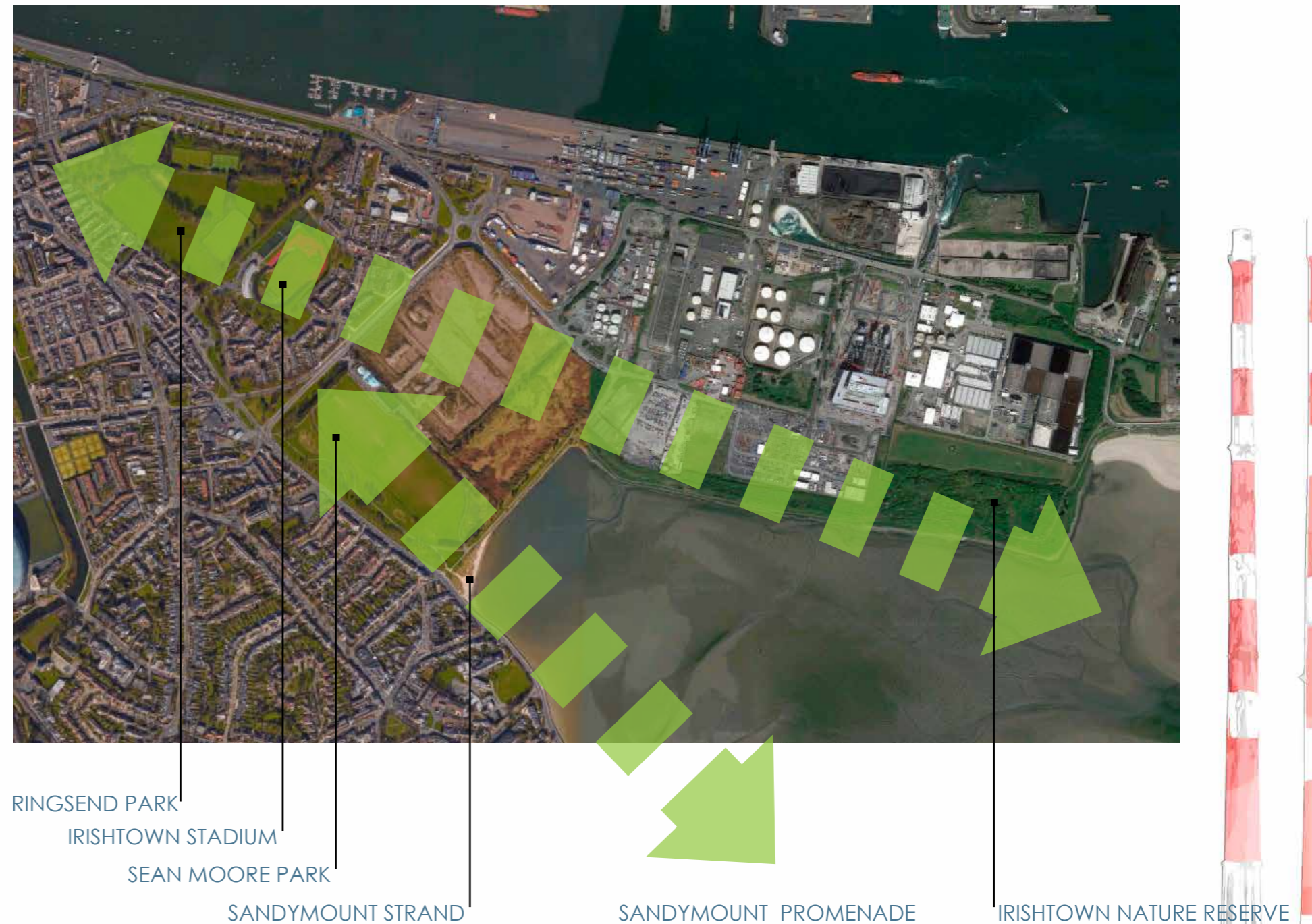


Ringsend Irishtown is well linked in terms of pedestrian circulation, however many of the circulation routes are incidental, disjointed and lack legibility. Improvements to wayfinding into and through the area are required and visually a comprehensive strategy should be developed. This should be allied to improvements proposed at entrances, gateways and thresholds around and within the area.

As part of this strategy there is an exciting possibility of generating a strong green corridor that links Ringsend Park, Irishtown Stadium, Sean Moore Park and further out to Sandymount strand and the promenade walk, and Irishtown Nature Reserve.

The infrastructure of the link is currently there ,insofar as there are no barriers or obstructions to prevent this link of green amenity spaces from occurring. It will, however, require improvements to the existing footpaths to incorporate cycle movement and some additional sections of more direct paths introduced. A review of how the green corridor could be strengthened through the introduction of additional native tree planting should be undertaken. Provision of lighting at a scale appropriate for pedestrian and cycle use should be explored. The introduction of seating in strategic locations and the provision of litter bins will also add value and begin to tie the green corridor link together. Finally, the surface treatment and detailing will subtly provide the glue to connect all these spaces together via the selected through routes.

CREATION OF A GREEN CORRIDOR TO LINK THE LOCAL GREEN OPEN SPACE AMENITIES



3.5 Improving Links

Sean Moore Road serves as an important arterial route to the city, linking the north docks to the south. However, this busy route obstructs free pedestrian / cycle movement from the Irishtown residential area to Sean Moore Park and beyond. The benefit of Sean Moore Park as a significant public amenity to a community is immense. Although a controlled crossing point is provided along Sean Moore road, the opportunity to create strong visual and physical connections between the residential area and the park has not been realised to date.

It is recommended that the interface between the green corridor link and the Sean Moore Road is investigated, in particular how the crossing points are detailed to transfer the priority from the vehicular user to the pedestrians and cyclists largely local to the neighbourhood.

Existing Conditions



Improve pedestrian / cycle crossing points to Sean Moore Road

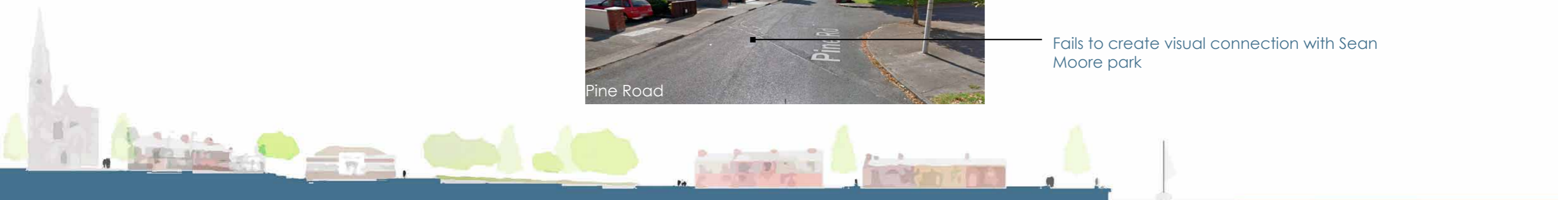


Lack of street definition / elevation

Lacking legibility / no way finding



Fails to create visual connection with Sean Moore park



3.5 Improving Links

Precedent

Potters Road., Toronto



Potters Road crossing uses interesting materials and unique signage / way finding techniques to generate interest while addressing safety issues

Cours Seguin, Paris



The use of planting and simple surface finishes creates a simple, legible and pleasant green corridor through a Parisian suburb.



3.5 Improving Links

Potential - Green Corridor

Typical treatment to improve green corridor



Introduce green verges with street trees to generate a visual continuity between the green spaces

Surface treatment to provide a continuous route from Ringsend Park to Irishtown Nature Reserve

Narrowing of carriageway in strategic locations

3.5	Action Item	Description of works	Benefits of Project
3.5.1	Footpaths	<ul style="list-style-type: none"> • Broaden footpath widths where feasible • Construct new footpaths / cycle routes where gaps in the green corridor have been identified 	<ul style="list-style-type: none"> • Increases the legibility of the primary route • Increases the safety of pedestrian circulation
3.5.2	Street Furniture	<ul style="list-style-type: none"> • Install seating and litter bins where deemed appropriate from a suite of street furniture agreed for the study area 	<ul style="list-style-type: none"> • Promotes a sense of continuity along the green corridor • Provides seating opportunities and encourages social interaction • Encourages users to discard their rubbish
3.5.3	Surface materials	<ul style="list-style-type: none"> • Install feature finishes at selected areas • utilise an easily maintainable surface finish that carries through the entire length of the green corridor link 	<ul style="list-style-type: none"> • Creates a continuity between the green open spaces from a visual aspect
3.5.4	Tree Planting	<ul style="list-style-type: none"> • Plant native tree species along the entire green corridor route where there is an absence of tree planting • Incorporate supplementary planting to complement existing tree planting. 	<ul style="list-style-type: none"> • Improves the aesthetics of the route • Reinforces the green corridor strategy • Visually and environmentally connects the green open spaces the corridor serves.



4.0 Potential Future Projects

Dodder Boardwalk



The importance of the waterways that bound three sides of the study area is apparent in the culture and the traditions of the Ringsend and Irishtown communities, yet the physical connections to them have been compromised as a result of various developments over the past number of decades - as at the East Link (Tom Clarke Bridge) and O’Rahily and Whelan Hse residential developments. The loss of a physical connection between the community and the waterways diminishes the rich cultural and traditional links between the two. Furthermore, with the traditional employment opportunities associated with the docks all but gone, traditional connections with the Docks are virtually lost for future generations of the area.

There is the potential to reconnect the local population back with the Dodder by constructing a boardwalk along the east bank of the river, backing onto the O’Rahily and Whelan Hse. This will also tie in with the ‘Green Way Strategy’ currently within the City Development Plan. Bringing the cycleway up Fitzwilliam Quay along the proposed boardwalk and across Tom Clarke bridge or the future pedestrian bridge aiming to link across to Grand Canal Square. Although ambitious, this would breathe life back into this corridor and encourage future development along the banks of the Dodder while restoring a strong physical connection between the River Dodder and Ringsend Village.



Potential to continue the 'GreenWay' up through Fitzwilliam Quay to link with Tom Clarke Bridge

No access to River Dodder



4.0 Potential Future Projects

Dodder Boardwalk



Schuylkill Banks Boardwalk, Philadelphia



Liffey Boardwalk, Dublin



Lapps Quay, Cork

Existing Conditions



Potential footbridge, linking Grand Canal with Ringsend



Boardwalk for pedestrian & cycle circulation

Buffer planting between ground floor units and the public boardwalk



05 Implementation

Implementation

5.1 Implementation



The input of all stakeholders will be essential if the proposed environmental improvement projects are to be fully successful. That will include the various departments of the local authority, schools, local business groups, community groups and the local populace as a whole. Different stakeholders will provide input of varying degrees and at different stages throughout the implementation process. Consideration should be given to public / private joint ventures where the projects could benefit from adjoining private lands etc.

The focus areas have been arranged in order of priority based on forecast costs, benefits to the community, disruption, and how the project can act as a stimulus for further development within the community. As such, it is the intention, when funding is made available, for the focus areas with the

greatest priority to be progressed and delivered.

The recommended improvement projects will require varying degrees of development and investment and this will to an extent dictate whether they will be delivered over the short, medium or long term. By outlining the list of priority and a realistic delivery programme for each scheme, expectations can be managed more effectively, informing the community of the projects coming down the line.

The next stage for each of the recommended projects is to progress them from the outline concept planning stage to detailed design. The detailed design stage will take into account the analysis, recommendations and feedback collated as part of this process and develop them at a detailed level, investigating many of the issues and concerns raised by the community during

the consultation process. The proposed detailed design shall undergo a statutory planning application under Part VIII of the Planning Development Regulations 2001 (as amended), with an opportunity for third party observations / objections to be considered throughout the planning process.

The detailed design stage shall require further involvement by community groups and locals at varying stages of the process to adequately reflect the character of the area and ensure true meaningful input which will foster a sense of ownership.

5.1	Project Priority List
5.1.1	Library Square
5.1.2	Ringsend Park + Irishtown Stadium
5.1.3	Cambridge Avenue
5.1.4	Improving Links



Appendices

Appendix A - Summary of Draft Plan Feedback

Library Square

6.1	Feedback	The Plan's Response to Feedback
6.1.1	Generally in favour of plan: would like to see improvements to Fitzwilliam Street as a connecting road between Library Square and Cambridge Road	Fitzwilliam Street can be incorporated within the detail study phase of the project : Part VIII planning process
6.1.2	Concerned about reducing width of roadway at Library - wonders will it be one way.	The proposed reduction of the road width will not convert it to a one way system and will in no way affect the volume of traffic currently using it. The aim is to reduce vehicular speed through the village centre to improve pedestrian and cyclist safety.
6.1.3	Agrees with controlled loading times at shops & encouraging walking / cycling. Completely agrees with proposed changes around Library. Wants more greenery. Move bus stop closer to pedestrian crossing for safety reasons.	The recommendations has proposed the relocation of the bus stop to the opposite side of the road in the front of the library. The proposals recommend a bus stop pull in which will not impede traffic movement when customers are alighting from the bus.
6.1.4	In favour of Library Square improvements - would like to see some hanging baskets / colour	There is no reason why hanging baskets cannot be incorporated as part of the management regime / community tidy towns initiative of the square throughout the appropriate time of the year.
6.1.5	Positive about Library Square plans. A more solid structure than glass is needed for Library extension.	This is something that can be explored during the Part VIII Planning Process.
6.1.6	In favour of Library Square improvements. Put in seats and flower beds north of Library & raised flower beds south of library. Hanging baskets on all lamp posts on Bridge Street, Cambridge Road, Irishtown Road and Fitzwilliam Quay.	Many of the requests have been incorporated within the recommendations. Hanging baskets through the village is a fantastic means to generate a village atmosphere and introduce colour. The brackets for the baskets can be included as part of the street furniture palette. Potentially flower baskets can be included as part of the on-going management of the public realm as part of local community groups and local authority collaboration.
6.1.7	Not in favour of glazed extension to library. Approves of getting rid of dangerous steps front, side and rear. Not enough parking. Less road space would slow traffic and this is not good.	All recommendations outlined in this plan are guiding principles and a detailed design phase will follow this process to explore the feasibility and the detail of how they can potentially be incorporated into the Square. Dedicated parking bays have been proposed for customer use. The slowing of traffic through village and town centres is widely acknowledged as one of the simplest techniques to promote a more pedestrian and cycle friendly environment, stimulating a more vibrant village atmosphere. Further development of a detailed design will be explored during the Part VIII Planning Process.
6.1.8	Wants 1 hour free parking at Library to allow people to shop and browse. More seating.	These comments have been acknowledged and parking has been incorporated within the outline proposal. Seating will be a strong element within the square to encourage the public to spend time in the space and to create a destination.

Library Square

6.1	Feedback	The Plan's Response to Feedback
6.1.9	No to proposals re Library Square. Traffic arrangements are not clear.	The traffic arrangements and the layout will be developed throughout the next detailed design stage, during the Part VIII Planning Process. It will produce a clear and defined approach for the layout and the traffic strategy of the space.
6.1.10	Restore parking - not take it away. Put parking back at Library opposite Tesco.	The recommendation of a structured parking strategy has been included into the proposals for the Square.
6.1.11	More discussion is needed about glass extension - too hot in summer and too cold in winter. Only 2 staff work in library and extended size would have implications for staffing levels.	This is something that will be explored at the detailed design phase of the process. An opportunity for the public to comment on the more detailed proposals will be provided during the Part VIII planning process.
6.1.12	Agree in general, but consideration needs to be given to parking restrictions. Eurosales relies on customers / suppliers being able to park. We exist since 1979 and employ 11 staff. Need parking all day. The disruption from the works carried out the last time almost ended the business. Open to exploring all solutions however.	The revised outline proposal has now incorporated parking back into the recommendations. The detail of which will be explored during the detailed design stage.
6.1.13	Providing seating at Library Square will only attract anti-social behaviour. There is generally no supervision and inadequate Garda response.	The proposal aims to encourage village life and attract increased events into the space, promote cafe seating and generally invite the wider community into the Square. By the nature of populating the space throughout the day and evenings this will self regulate the incidents of anti-social behaviour through passive supervision.
6.1.14	There needs to be parking for mobility impaired people and people visiting Library / shops. There should be wheelchair access to the library. Only high quality materials should be used and consistent. Trees should have robust defences.	All elements of this observation have influenced the recommendations of the Square and are included as part of the overall proposal for the this project.
6.1.15	Should be wheelchair friendly throughout. Quality materials should be used. Opening up the back of the library (onto the shops) would help integrate with footpath, road and shops. The two phone booths should be removed. Provide timber benches. Flower beds at different levels to soften the landscape.	All elements of this observation have influenced the recommendations of the Square and are included as part of the overall proposal for the this project.

Appendix A - Summary of Draft Plan Feedback

Library Square

6.1	Feedback	The Plan's Response to Feedback
6.1.16	Objecting to narrowing the road at Library Square as it is difficult to exit the Villas when the traffic is heavy. There should be wheelchair access to the library. The glass extension is a bad idea due to vandalism.	The narrowing of the road will improve accessing the road from adjoining streets as the traffic speeds will be reduced and allow for greater ease to join the main flow of movement. The narrowing of the road will also improve the safe connections across the road universally. Recommendations to provide universal access to the library has been included within this plan. By populating the Square, vandalism and anti-social behaviour within the space will be minimised through passive supervision.
6.1.17	Prior to works in 2003/2004 the space was well used with parking for all. Adequate short term parking is necessary for the area to succeed. (Aerial photo of situation in 2001 has been provided). This configuration worked well for everyone.	The Plan has adopted a number of aspects that proved to be successful from previous arrangements, primarily parking, but the objective is to regenerate the Square so that it improves on the previous arrangements and serves the needs of a local community and a generation from 2020/ 30s'.

Appendix A - Summary of Draft Plan Feedback

Ringsend Park & Irishtown Stadium

6.2	Feedback	The Plan's Response to Feedback
6.2.1	Does not agree with widening the paths due to danger from cyclists - wants a bigger playground and more picnic benches - football pitches and railings around park to be left as is.	Currently bicycles and prams share the narrow paths with pedestrians and supporters viewing sports events. The widening of the principle paths will improve the safety of all using Park, providing adequate space to all users.
6.2.2	Objects to railings being removed from the park for reasons of anti-social behaviour - Objects to paths around football pitches - Objects to cycle track in park - Wants to leave drain wall at Irishtown Stadium - Wants improved playground - In favour of lighting the park	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process. The additional paths to the playing pitches will provide more direct and safer circulation through the Park. Areas of the Park currently inaccessible to some members of the community will become universally accessible.
6.2.3	While the plan makes mention of proposal for an ecological garden, this should be taken further: Dublin Bay UNESCO/RAMSAR designation	The detailed design will be cognisant of all relevant guidance documents relating to the area.
6.2.4	Positive about changes to Park, entrances etc.	
6.2.5	Not in favour of opening up the park. Concerns re ongoing antisocial behaviour: cider parties, raves, vandalism, egging of neighbouring houses, stones thrown, fires etc. Not in favour of seating area near Strasbourg Terrace which would only encourage groups to congregate. Also, it is not clear what parking will remain for the house owners at Strasbourg Terrace in new park entrance configuration.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process. All car parking currently allocated for residents of Strasbourg Terrace will be retained in its current arrangement.
6.2.6	Not in favour of opening up the park. Concerns re ongoing antisocial behaviour: intimidation, cider parties, raves, vandalism, egging of neighbouring houses, stones thrown, fires etc. There should be a 7pm curfew and all gates locked. Much more discussion is needed before any changes are made.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process.
6.2.7	Generally in favour of opening up the park. Should consider lighting that dims when no one is there so as not to pollute neighbours. Sea wall should be kept but openings could be cut in it. More dog litter bins needed. More general bins in the park that should be emptied seven days a week. An ecological garden is a great idea, as is opening up the entrances. Relocating parking to Irishtown stadium won't work as it is over subscribed when matches are on now.	The details of the lighting and other site furniture will be explored at the Part VIII Planning stage. The proposal to relocate the parking into the Irishtown Stadium car park would be based on revising the current parking arrangement to create an efficient layout, maximizing the parking bay numbers.

Ringsend Park & Irishtown Stadium

6.2	Feedback	The Plan's Response to Feedback
6.2.8	Objects to the removal of railings around park because of increased anti-social behaviour.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process.
6.2.9	Not in favour of opening up the park. Concerns re ongoing antisocial behaviour: intimidation, cider parties, raves, vandalism, egging of neighbouring houses, stones thrown, fires etc. The pedestrian gate at St. Patrick's Villas / Ropewalk Place should be locked for all hours of darkness at all times of the year.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process.
6.2.10	Needs more seats and bins and more security at night. Opening up the park would only increase anti-social behaviour.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process. The recommendations in the plan advise on increasing and improving the quality of the site furniture within the Park.
6.2.11	Flower garden should be restored. More seats are needed in park. Too many overgrown trees in park blocking light. Railings should remain and gates should be locked every night. Small playground needed near Pigeon House Road.	The introduction of a flower garden would greatly increase the maintenance pressures of the Park. Further consultation with the relevant maintenance authorities is required at detailed design stage to determine what is feasible from an on-going maintenance / management point of view. The possible collaboration of local groups with Dublin City Council could find a satisfactory compromise. On going Park management will continually monitor the trees as part of a strategic management exercise to maintain healthy trees that works for both the Park and the adjoining neighbours.
6.2.12	Not in favour of opening up the park. Concerns re ongoing antisocial behaviour.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process.
6.2.13	No to removing railings from park.	As above

Ringsend Park & Irishtown Stadium

6.2	Feedback	The Plan's Response to Feedback
6.2.14	Against opening the park 24 hours due to anti-social behaviour.	As above
6.2.15	Has live in Ringsend for 25 years. Saw what happened when park was opened all day a few years back and not in favour. Extra lighting, widening and resurfacing footpaths is welcome. Would not advocate more bins as these are used for household rubbish dumping.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This previous trial at opening up the Park never had the suite of improvements in place prior to the trial and it did not occur over a phased period of time. The designation of street furniture will be determined during the detailed design stage of works and will be influenced by the maintenance resources available.
6.2.16	Park is not ready to be opened 24 hours. Move the railings along the drain footpath to widen the path rather than remove railings. Keep the sea wall. Improved lighting is welcome. Compact gravel paths are not suitable - tarmac is better. Any upgrade requires increased maintenance work. Welcomes improved entrances to park but not in favour of opening at night due to anti-social behaviour.	The proposal to remove the railings is based on a suite of improvements being implemented first in order to mitigate against anti-social behaviour. It is anticipated that the removal of the railings could happen over a phased programme. This recommendation will require further consultation with stakeholders and other interested parties during the Part VIII Planning Process. All surface finishes etc. Will be explored during the detailed design stage.
6.2.17	Not in favour of 24 hour opening due to anti-social behaviour.	As per response to item 6.2.12
6.2.18	Objects to the removal of railings around park because of increased anti-social behaviour. Not in favour of 24 hour opening.	As per response to item 6.2.12
6.2.19	Objects to open gate policy as it would lead to more antisocial behaviour. Concerned about loss of parking in the area also. Parking is a big issue in the area with office workers parking wherever they can.	As per response to item 6.2.12. The issue of parking is something that needs to be addressed as this plays a fundamental part in the arrangement of the Ringsend / Irishtown public realm, it influences how the streets work and it dictates the overall sense of the neighbourhood. The issue of parking is a major one and is something that will only intensify as the surrounding neighbourhoods are developed. This is something that must be addressed by both the local community and the Dublin City Council by agreeing a parking strategy going forward, a policy that will inform the future local improvement projects.

6.2	Feedback	The Plan's Response to Feedback
6.2.20	Objects to the removal of railings around park because of increased anti-social behaviour. Not in favour of 24 hour opening. Believes railings should be higher to prevent access.	As per response to item 6.2.12
6.2.21	Not in favour of opening up the park. Concerns re ongoing antisocial behaviour: cider parties, raves, vandalism, egging of neighbouring houses, stones thrown, fires etc. Not in favour of seating area near Strasbourg Terrace which would only encourage groups to congregate. Also, it is not clear what parking will remain for the house owners at Strasbourg Terrace in new park entrance configuration. There are 5 houses in the terrace and only 4 spaces allocated. The loss of parking overall in the area is not sustainable.	As per response to item 6.2.5.
6.2.22	Against the removal of the wall which separates Cambridge Avenue from the drain. The plan also shows a new low wall around the sewer building which will would only attract groups and anti-social behaviour.	As per response to item 6.2.12. Detailed design stage will consider the best approach in implementing the high level recommendation outlined within this plan. Further opportunities to engage with design process is available during the Part VIII Planning process.
6.2.23	Acts for 46 apartments in Ropewalk and 120 residents: Asks that all gates be kept locked for hours of darkness at all times of the year.	As per response to item 6.2.12.
6.2.24	Objects to the removal of railings around park because of increased anti-social behaviour. Not in favour of 24 hour opening.	As per response to item 6.2.12.
6.2.25	Opposed to points 3.3.1 and 3.3.3 of the draft plan. Removing the railings will detract from the park. Leaving gates open will increase anti-social behaviour. Passive supervision will not work.	As per response to item 6.2.12.

Cambridge Road

6.3	Feedback	The Plan's Response to Feedback
6.3.1	Positive about changes to Cambridge Road - would like as many trees/greenery as possible.	
6.3.2	Agree with proposals	
6.3.3	Approves of plans for Cambridge Road -would need maintenance afterwards.	All the relevant departments within Dublin City Council will be consulted with during the detailed design process. The resources available for on-going maintenance will inform the design to ensure the delivery of a sustainable project.
6.3.4	The roundabout at Pigeon House Road is not too broad for traffic. A pedestrian crossing would be good but the sense of space on the road is good and would be lost if narrowed.	The structure to Pigeon House roundabout could be improved in the interest of pedestrians, cyclist and the general local community. The standards outlined in the DMURS guidance document, the reference document which influences much of the current traffic design would suggest that the current arrangement exceeds the space required for efficient circulation. The details of the arrangement shall be explored at the subsequent detailed design stage, encouraging further feedback and input from interested parties.
6.3.5	The roundabout at Pigeon House Road is not too broad for traffic. A pedestrian crossing would be good but the sense of space on the road is good and would be lost if narrowed.	As above
6.3.6	Need to clarify if Cambridge Road will become pay and display parking - if it is, then people will park on Ringsend Park. Welcomes raised pedestrian crossings for schools and would like to see improved lighting.	The issue of parking is one that needs to be addressed as a separate process to this Plan. A parking policy must be developed as a collaborative process between the local community and DCC to determine the best way forward for the community and how to best mitigate against commuter parking. This policy will undoubtedly influence any future local environmental improvement projects.

Improved Links

6.4	Feedback	The Plan's Response to Feedback
6.4.1	Does not want Bremen Road to be narrowed, but feels that more parking could be provided on wide paths there.	The recommendations to structure parking and to design against the ad-hoc manner of the current parking practices will not only improve the aesthetic and environmental quality of the streets but more importantly the safety benefits that will be gained as a result.
6.4.2	Needs to be looked at in conjunction with development of IGB site.	All aspects of this plan will be developed in conjunction with all relevant Plans and guidance documents during the detailed design process which leads on from this high level Plan.

General Comments

6.5	Feedback	The Plan's Response to Feedback
6.5.1	Dangerous and illegal cycling along Pembroke Cottages, a one way street	This is a policing issue that currently must be addressed with the relevant enforcement authorities. However, future local enhancement projects could explore the redesign of this street among others to determine physical interventions that could improve the safety and shared use of this space.
6.5.2	The plan should reference SDZ for Poolbeg West	
6.5.3	Concerned that Pigeon House Road / York Road has been left out of the plan. Also, concerned that this plan may not align with SDZ , Masterplan for Dublin Port and NTA 2016 -2035 strategy. A copy of this submission has been passed onto SDZ team.	The Pigeon House Road / York Road previous proposals have been omitted from this Plan as an acknowledgement of future proposals / vision for this area currently adopted in more regional and strategic Plans.
6.5.4	Worried about lack of parking, disruption, Traffic along Sean Moore Road, noise and dust from development of IGB site as a result of SDZ.	Although this Plan is cognisant and ultimately informed by the Poolbeg SDZ the design, the vision and management of Sean Moore Road is determined by the Poolbeg SDZ Plans.
6.5.5	Dodder board-walk is a great idea to link with proposed bridge at York Road. Area outside Irishtown House is ugly and littered - DCC should work with local community to keep clean. DCC should work with Dublin Port and developers of SDZ to ensure uniformity of street furniture, trees, landscaping etc.	The management strategy of on-going maintenance for the whole neighbourhood should be a collaborative process between DCC and the local community.
6.5.6	Wonders why the area outside Irishtown House was dropped from an earlier version of the plan. This area should be enhanced as an amenity for the village.	The area outside the Irishtown house is privately owned property and not within the ownership of Dublin City Council.
6.5.7	Would like to see landscaping along Pigeon House Road - trees and flower beds. Ringsend has a severe traffic problem which will only get worse when the incinerator is open and IGB site is developed.	Refer or response to item 6.5.3 with relation to Pigeon House Road. The proposed development of the old IGB site and the introduction of the incinerator are Plans dictated by Regional and National strategic Policy and this Plan has no influence over these overarching National policies.

General Comments

6.5	Feedback	The Plan's Response to Feedback
6.5.8	DCC needs to do more in terms of street cleaning and drain cleaning to prevent flooding, particularly wonders why the area outside Irishtown House was dropped from an earlier version of the plan. This area should be enhanced as an amenity for the village.	The question of on-going street maintenance, although closely linked with all public realm projects and how successful they establish, is something that is addressed within the DCC management regime. All proposals outlined within this plan have been developed in collaboration with the various DCC departments responsible for the day-to-day maintenance / management of the Ringsend / Irishtown areas. Further detailed development will occur during the Part VIII Planning process. The initial recommendations outlined for the area to the front of Irishtown House has been omitted from this Plan as the lands are not within the ownership of DCC. However, potential improvements could be explored with the landowners of the area in question to ascertain the best possible enhancements that could benefit both the owners and the wider community.
6.5.9	Fitzwilliam Quay could do with some seats. Grass verge should remain on Pigeon House Road. Very concerned re Dublin Port Plan and SDZ and knock on effect of noise and traffic.	Fitzwilliam Quay has been omitted from the priority projects in this Plan, however this is something that could be considered for future village improvement projects. The Dublin Port Plan and the Poolbeg SDZ are of regional and national importance and it is not the purpose of this plan, although it recognises their impact on the Study area, to propose changes to regional / national policy.
6.5.10	Roads signs for Poolbeg and Nature Reserve walk and Sandymount	Signage and way finding plays a very important part of public realm design. Within this Plan recommendations for a street furniture palette to be associated to the area, reflecting the street furniture palette already proposed for the South Lotts and Docklands. The street furniture palette should incorporate a suite of signage / way-finding elements.
6.5.11	There is very bad signage for stadium from every direction.	As above
6.5.12	Would like to see a footbridge on inner-side of Dodder at Ringsend Bridge.	This along with other suggested projects can be considered for future village improvement projects once the priority projects highlighted within this Plan have been implemented.
6.5.13	Vandalism and anti-social behaviour is encouraged by lack of supervision and poor Garda response. Grand Canal Dock in summer is a case in point.	Grand Canal Dock, is for the most part an example of a successful public space that is widely used by a wide cross-section of the community. Although no public space is free of potential vandalism / anti-social behaviour, by populating a space it is proven to greatly improve the attitude of the public with relation to the space.

General Comments

6.5	Feedback	The Plan's Response to Feedback
6.5.14	Base line noise levels, water quality and air quality levels should be taken before the commencement of any works. Given that construction and works on Pigeon House Road could impact on the structures of the cottages on both Pigeon House Road and Ringsend Park, a dilapidation survey on each cottage should be conducted and vibrographs should be fitted to the cottages.	The proposals recommended for Pigeon House Road / York Road have been omitted from this Plan pending future National / Regional strategic policy impacting on this area.
6.5.15	Improved links between Park and Library square is welcomed.	
6.5.16	Concerned about safety of corner of Thorncastle Street outside church, flooding and speeding cars.	The merits of this observation is noted and as such the outlined proposal for the Library Square now makes reference to the need to incorporate that area outside Ringsend Church as a consideration for remedial works.
6.5.17	Wonders why the area outside Irishtown House was dropped from an earlier version of the plan. This area should be enhanced as an amenity for the village.	Refer to item 6.5.6
6.5.18	Wonders why the area outside Irishtown House was dropped from an earlier version of the plan. This area should be enhanced as an amenity for the village.	Refer to item 6.5.6
6.5.19	They appreciate the Poolbeg SDZ/Regeneration Plan/Port Masterplan been shown in the area but feel that the opportunity to view all three plans together was missed. Most of the concerns relate to SDZ and a copy of this submission has been forwarded to SDZ team.	

Appendix B - Information & Resources

Resources

Public Realm Masterplan for the North Lotts Grand Canal Dock SDZ Planning Scheme 2014

Dublin City Development Plan 2016-22
www.dublincity.ie

Permeability Best Practice Guide - Údarás Náisiúnta Iompair - The National Transport Authority

Planning Policy - National
Department of the Environment, Community and Local Government www.environ.ie

Planning Policy - Regional
Regional Planning Guidelines www.rpg.ie

Design Manual for Urban Roads and Streets
Department of Transport, Tourism and Sport

A Vision for the Economic and Social Regeneration for the Ringsend Irishtown Community - Our Town
Draft 31st May 2016

Dublin District Heating System - City of Dublin Energy Management Agency (Codema)

Images & Photograph Credits

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