There are a number of Action Area Plans and studies covering the adjacent parts of the city, which together with the Dublin City Development Plan and ‘Managing Intensification and Change – A Strategy for Dublin Building Height’ need to be considered in relation to the subject site. These studies have been the catalyst for considerable regeneration of the city centre and demonstrate the importance of a strategic input from Dublin City Council into planning development in the city.

Such studies have given landowners and developers/investors a framework for assembling sites and proposing large scale schemes which have rejuvenated areas and encouraged further development to take place.

The following documents are examined in this section in relation to the study area:

- HARP
- Inchicore Urban Design Framework
- Inchicore/Kilmainham Integrated Area Plan
- Digital Media District / Hub
- Heuston Station
- Cities Divided By Rivers in Europe
- Environmental Traffic Cells
- Dublin City Council Parking Strategy
4.1 HARP

The Historic Area Rejuvenation Project (HARP) was published by Dublin City Council in August 1996 and sets out a framework plan for the economic and social regeneration of this area of the North Inner City. The HARP area comprises of some 109 hectares and forms the north west quadrant of the City Central Area. The western portion of the HARP, surrounding Collins Barracks and the National Museum, between Blackhall Place and Frank Sherwin Bridge, overlaps with the Heuston Gateway Framework Study Area and thus is of particular interest.

Many similarities exist between both study areas. These similarities include the number of institutional uses within the areas, the number of tourist attractions and locations of cultural interest. In the future, the role of the LUAS, which will form a new spine to the HARP, will also be a major catalyst to the regeneration of the Heuston study area. The central themes to the HARP study are the social, economic and environmental regeneration of the area.

With specific reference to the area covered by both studies, it was noted, "a major opportunity exists for the National Museum to reach out to the community and interconnect with the economy of the local area". In addition it was hoped that "the expansion and consolidation of the incorporated Law Society in the Blue Coat School would open opportunities to establish links with the area".

Policies from the HARP framework, which are likely to be reflected in the Heuston study, include the development of mixed uses along the LRT corridor aimed at contributing vitality both day and night to the area. It is also a policy of HARP to generate a mix of land uses along the east/west pedestrian routes aimed at engendering vitality and a continuous thread of events.

The HARP framework plan is divided into four cells, including a specific cell for the area around the Collins Barracks area. Proposals within this cell include the opportunity to provide a local crafts centre on the Collins Barracks site and the importance of the Esplanade lands to conserve the Croppies Acre and promote a clearly defined amenity area. The significance of the LRT in promoting development in the area is also discussed.
An urban design framework study for Inchicore was prepared in May 2000 by Urban Initiatives for Dublin City Council as an additional study to the Kilmainham / Inchicore IAP document. The report covers the area from the Memorial Gardens to the Grand Canal and focuses on the villages and its links to the city, with recommendations for infill and regeneration.

The report identifies and develops linkages previously promoted under the Area Action Plan, such as the ‘Heritage Ways’ and ‘Green Links’.

The report covers a number of areas:

1. The effect of the implementation of the LUAS (along the southern boundary) and new Ballyfermot QBC, with their associated works (street furniture and resurfacing) will soon be evident and will greatly improve the linkage and accessibility of the village as well as the physical environment.

2. The visitor profile of the Royal Hospital / IMMA, and Kilmainham Gaol is very high. However Inchicore sees little or no benefit from the proximity to such sites. Initiatives to encourage visitors to explore the area are laid out. The untapped potential of the Memorial Gardens in particular is discussed. Designed by Lutyens to commemorate those who died in the World Wars, the original proposals show a 3-arched bridge connecting the Memorial Park to the Phoenix Park. The development of the Con Colbert Road has isolated the park. The report suggests creating a strong visual link to the Park from Inchicore and the exploration of ways of improving physical access.

3. The Cammock River is recognised as an environmental and recreational link through the area, providing a notional and where possible, physical connection through the area as well as a recreational resource.

4. The report provides a blueprint for revitalisation and regeneration of key sites with emphasis on natural surveillance, continuous street frontages and mixed use development. The economy of the area grew up along the Cammock River with mills and then transport related works. After a number of decades of economic hardship the area is now under pressure for private residential development and many areas have been designated for tax incentives. The framework plan seeks to create a secure living environment with private and semi-private open space well contained by adjacent frontage development. The St Michael’s Estate Redevelopment is at an advanced stage of design at the time of writing.

The report puts forward recommendations for infill and regeneration of the village area and develops briefs for opportunity sites. Existing green sites are identified and their transformation into well used urban spaces is discussed.

The report identifies a number of gateways into the area. The most relevant to the Heuston Area is the Kilmainham / Richmond Gate, which is not well linked to the Inchicore hinterland. The area of the IMMA gateway and Kilmainham Gaol is the subject of a site brief. The area to the front of the IMMA gateway is the link space between the two visitor attractions and also between the Inchicore Road and Kilmainham Lane – the ‘Highway to Munster’. The courthouse fronting onto this space is still used, presently as a District Court in the Dublin Metropolitan Area. The report suggests a landmark building on the frontage of the Inchicore and South Circular Roads, on the Nestle site, creating a plaza to the courthouse and Gaol, the extent of which is defined by the crossing points. The report also suggests an extension to the courthouse. Both new buildings would have active uses on the ground floors.
4.3 KILMAINHAM INCHICORE – INTEGRATED AREA PLAN 1998

The Integrated Area Plan covers 190 hectares with a population of 9000. The report outlines objectives for:

- Physical Environment – under used sites, conservation areas, listed buildings, shopfronts, traffic measures, promote cycling, public spaces;
- Economic Renewal – tourism to address unemployment, tourist trail, local transport linking Royal Hospital, Kilmainham Gaol, Guinness Storehouse, Memorial Gardens, Phoenix Park;
- Education – social inclusion;
- Community Development, Health and Welfare - Community networks, participation, cross sectoral Task Forces;
- Housing – Redevelopment, options for affordable housing.

4.4 DUBLIN DIGITAL MEDIA DISTRICT IN THE LIBERTIES COOMBE AREA (OCTOBER 2000)

The Digital Media District in Dublin is to be a rich and varied area, featuring state of the art telecommunications infrastructure and access to digital services. It will include accommodation for high tech enterprises in a range of sizes and tenure arrangements and will complement this by providing the environment and facilities which make it an attractive place to work, live and visit.

4.4.1 The Location:

The Liberties Coombe Area straddles James’s Street and Thomas Street and occupies the eastern edge of the Guinness UDV Brewery precinct. It lies between the historic core of the city (Christchurch) and the transport hub at Heuston Station.

The area has a strong mix of industry, crafts, markets, housing and institutions. Throughout the 20th Century however, the area has suffered from a lack of investment and a loss of middle income population.

Changes:

- Restructuring of the central area highway network to form cells, bounded and linked by distributor roads.
- Construction of the Coombe-Cork Street relief road.
- Introduction of QBCs on the radial routes, including Thomas Street.
- Investment in the LUAS Light Rail System linking Tallaght with the city centre.

4.4.3 Longer term proposals:

- Extension of the LUAS network which would provide a greater range of destinations served through the stations in the area built as part of Line A.
- The Metro – which would not penetrate the area, but interchange elsewhere would significantly improve public transport accessibility within the central area generally.

The interconnector is a proposal to create a rail corridor through the centre of Dublin, primarily to relieve the major bottleneck between Connolly and Pearse Stations.
4.5 CITIES DIVIDED BY RIVERS IN EUROPE

In January 1999 EDAW were commissioned by the CIRDE partners to undertake phase 1 of this study. The partner cities in this project are Glasgow, Dublin, London and Vlissingen. The CIRDE network has the overall aims of "promoting new approaches to spatial planning and cities divided by rivers in Europe by establishing and testing coordinated regeneration frameworks in four particular cities which will encourage the exploitation of rivers and enrich the public domain. The individual frameworks aim to unlock the immense potential of each city and their rivers, and so assist them to maintain competitive positions in the European economy".

To date, phase 1 of the study has been completed. The main components of phase 1 include:

- establishing baseline data for each of the study areas against which future progress can be monitored and evaluated;
- reviewing the strategy/policy framework for the river corridors;
- consultation with the client group and other partner agencies to highlight issues and opportunities;
- examining European best practice across a range of themes.

Chapter 6 of the report presents a review of the competitive position of each of the CIRDE cities and considers the issues and opportunities facing the local study areas. Statistics relating to Dublin’s position as one the most popular visitor destinations in Europe are detailed, including the fact that the average length of stay in Dublin is 6.5 nights, much longer than most other European Cities. The implications of increased tourism for the Liffey Corridor are considered in detail, particularly the disparity between facilities on the North and South banks of the river.

Chapter 9 of the report presents the conclusions for phase 1 of the study, which includes a ‘Development Strategy for the Liffey Corridor’. The objective of this is to prepare a robust, long-term framework for the river corridor, knitting together local proposals within the Integrated Area Plans. The framework should establish the long-term vision and aspirations of the key public and private sector players for the development and management of the river.

The second conclusion of the report in relation to Dublin is the establishment of a North East Inner City Partnership Model to assist the delivery process in the North East Inner City by facilitating a series of workshops with key partners and preparing a delivery plan.

The third conclusion is to develop a business district improvement strategy for O’Connell Street.
4.6 ENVIRONMENTAL TRAFFIC CELLS

A network of environmental traffic cells has been developed within the inner city in accordance with the DTI strategy. These cells aim to discourage non-essential traffic and create a safer more attractive environment within the cell areas. The provision of greatly improved public transport facilities, the (impending) construction of the Dublin Port Tunnel, the consequent removal of significant volumes of Heavy Goods Vehicles from the city centre, and the control of long term parking within the city, are all factors which will allow for a re-balance of urban space away from private car circulation towards pedestrian, cyclist and public transport.

The principal features of the environmental traffic cell network include the following:
- through traffic will be discouraged or eliminated from the routes other than from the main distributor routes;
- a series of clearly signed distributor routes will be provided to allow vehicular traffic make decisions at the earliest possible stage;
- public transport, emergency service vehicles, pedestrians, mobility impaired and disabled persons and cyclists will be able to move freely between cells;
- there will be a high degree of traffic management on the main distributor routes to maximise the capacity of the routes;
- on street commuter (long-stay) parking will be discouraged;
- measures will be taken to improve road safety and security for all road users within the cells.

In the summer of 2000 the preliminary design of six of the environmental traffic cells were awarded. However cells within the Heuston Station area have yet to be tendered. These include the Bridgetoot Cell, which includes an area of the Heuston Gateway Study Area. No date for the preliminary design of these cells has been set to date.
OLD KILMAINHAM SAYS NO TO ALIEN OFFICE BLOCKS.
YES TO TOURISM

VISIT: www.kilmainham-gaol.com
4.7 MANAGING INTENSIFICATION AND CHANGE – A Strategy for Dublin Building Height - DEGW

Compared with other European Cities, Dublin has a dispersed central core and low intensity use. City Centre functions spread from the International Financial Services Centre at the Customs House, to the potential “museum district” around Heuston Station (Royal Hospital, Collins Barracks) and from the corporate office cluster at Ballsbridge to the DIT at Bolton Street.

In terms of transport infrastructure, Dublin falls behind Amsterdam, Copenhagen and Lyon in the provision of an integrated network of public transport and road infrastructure. In all three of the benchmark cities, transport investment is recognised as essential to allow the appropriate development to attract inward investment and keep each city competitive.

The challenge for Dublin is seen as:
• to steer development to areas where it enhances the strategy for the city’s growth,
• to retain the intrinsic quality of its historic central area character,
• to consolidate to increase vitality, whilst identifying major strategic well serviced sites for comprehensive development,
• to manage the process of change through a proactive and collaborative planning and development process.

4.7.1 Potential Locations for Intensification

Defining appropriate levels of intensity of use will not only have an impact on the density of built the serviceability of the city – particularly
• capacity and efficiency of transport (private and public) to service city locations;
• the environmental condition (microclimate, amenity provision etc);
• the extent to which market conditions can support or prescribe density in the short and long term.

Road and rail networks historically defined high accessibility locations and affected land use patterns. These patterns and relationships are constantly changing and therefore shaping the development and transformation of the city plan.

Any further increase in traffic congestion, without alternative plans for improvement in the public transport infrastructure network, will inevitably compromise the attractiveness and appropriateness of inner city locations for large scale intensive commercial activity. The public transport system in Dublin is underdeveloped both at the regional and city wide scales.

The Study Area falls into some of the Character Areas as defined in the DEGW Report.

Character Area B: Northwest – North of Liffey in between two key conservation areas, bounded by the canal system to the north. (B5, B6)

Character Area C: Conservation areas – higher density, historic inner city area and Phoenix Park, high incidence of north-south bridge connections. (C3)

Character Area D: Southwest - South of the Liffey, bounded by conservation areas, dense mixed use edge to river front and pockets of residential areas. (D1, D2, D3)

The report recommends to create the potential for these locations to develop high cluster or core forms in the long term.

Please see illustrations at 2.1.6.
4.7.2 Character Area Studies:

**B5**
- Urban grain: medium grain
- Morphology:
  - + or – orthogonal grid perpendicular to the river
  - Scale similar to city centre
  - North/ South orientation
  - Different set backs – loose street frontage
  - Poorly defined open spaces.
- Character area height:
  - Mix of 2/3 storeys for old and 4/5 storeys for new infill
- Building typology:
  - Mix of small and medium scale buildings
  - Land use:
  - Mixed use residential, commercial and retail
  - Some occasional light industrial
  - Architectural characteristics:
  - Mix of age

**B6**
- Urban grain: medium grain
- Morphology:
  - + or – orthogonal grid perpendicular to the river
  - Scale similar to city centre
  - North/ South orientation
  - Different set backs – loose street frontage
  - Poorly defined open spaces.
- Character area height:
  - Mix of 2/3 storeys for old and 4/5 storeys for new infill
- Building typology:
  - Mix of small and medium scale buildings
  - Land use:
  - Mixed use residential, commercial and retail
  - Some occasional light industrial
  - Architectural characteristics:
  - Mix of age

**C3**
- Urban grain: large park with major road running through
- Land use:
  - Park

**D1**
- Urban grain: large grain
- Morphology:
  - 2 large plots either side of the river
  - Single building occupancy south
  - Low site coverage due to rail tracks and goods yard occupancy
  - Poor street network
  - North plot being redeveloped
- Character area height:
  - Mixed ranging from: 1/2 storey terraced
  - 5 storey new apartment blocks
  - 10m high warehouses
- Building typology:
  - Warehouses, good yards, infield sites
  - Large single occupancy building (Station, military camp)
  - Apartment buildings
  - Terraced houses
- Land use:
  - Mixed uses
  - Station
  - Railway tracks
  - Industrial
  - Residential
- Architectural characteristics:
  - 19th Century to current development

**D2**
- Urban grain: large grain
- Morphology:
  - Large lots
  - Mostly open space
- Land use:
  - Park

**D3**
- Urban grain: small to large grain
- Morphology:
  - 150 x 300 to 25 x 600m wide blocks
  - Loose street edges
  - Distorted orthogonal grid
- Character area height:
  - Mixed – ranging from 2 storey terraced
  - 4/ 6 storey apartment blocks
  - 25/ 30m industrial building
- Building typology:
  - Small to medium scale buildings of various types (perimeter blocks, free standing warehouses, terraced houses)
- Land use:
  - Mixed uses
  - Residential
  - Industrial
  - Offices
- Architectural characteristics:
  - Late 19th Century early 20th Century

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**heuston gateway: scope and context**

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4.7.3 Zones for Change:
The Study Area falls into the Zones for Change:

Zone 1: Areas of strong character with intrinsic value.

Zone 3: Areas for gradual considerable character change in the medium to long term.

Zone 4: Potential new character areas with contextual constraints.

Areas of diverse character open to considerable change are characterised by the robustness of their fabric, diversity of grain and height. The character of new development can therefore relate to existing character or define new compatible morphologies. In areas such as Heuston Station and the Guinness sites there is the potential for higher buildings without compromising the local context. The character of future development should be dictated by:

Market demand; relation to public transport; local area grain; the size of sites; ownership structure and pattern.

Heuston Station – A potential landmark location for high buildings – Primary transport nodes, termination point of long views along the River corridor.

Heuston Station (transport interchange) – A potential location for high intensity clusters at 500-1km radius.

The Heuston Station transport interchange is highlighted as a potential location for high clusters in the short term. Further expansion of Dublin’s infrastructure to service new expansion sites, such as lands to the west of Heuston Station will create the potential for these locations to develop high cluster or core forms in the long term.