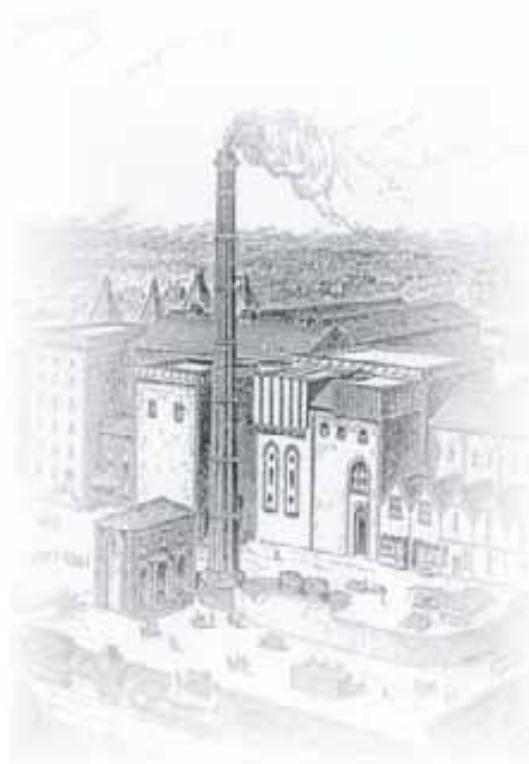


Richmond Road Area Action Plan



Richmond Road, located some two miles to the north of Dublin City Centre on the banks of the River Tolka, is experiencing significant redevelopment.

During the making of the City Development Plan, Councillors expressed concern about the Richmond Road area, due to the pressure for redevelopment, the poor state of the road and the amenity value of the River. As a result, an objective in the City Development Plan is to prepare an Area Action Plan for the area.

The preparing of the Plan by the Planning Department, in addition to regular reports to local Councillors, has involved consultation with the community, landowners and stakeholders with an advertised public display of the draft Plan.

The area of the Area Action Plan is some 51 hectares encompassing land to the north and south of the River Tolka, including St. Vincent's Psychiatric Hospital and the lands of the former Clonliffe College. In 2006, the population of the two wards in the Richmond Road area was recorded as 5,305 persons. Over the next ten years, the possible growth in population could be double with the potential redevelopment of 23 hectares. The Area Action Plan will cover a time period of ten years with a review in 2010.

The strategies of the Draft Area Action Plan are:

- To provide for the development of a living and working neighbourhood for the benefit of the local community while allowing for appropriate redevelopment with sustainable densities and mass of activity
- To protect and enhance the architectural and natural landscape heritage.
- To improve access to the Tolka River and enhance the public domain, open space, roads and streets.
- To reduce the environmental impact of vehicular traffic and to provide a balance between users by developing a coherent streetscape.

Urban Design and Development: The Area Action Plan provides guidance for future development with the aims of improving connections and providing a variety of uses within an enhanced public domain including the banks of the River Tolka.

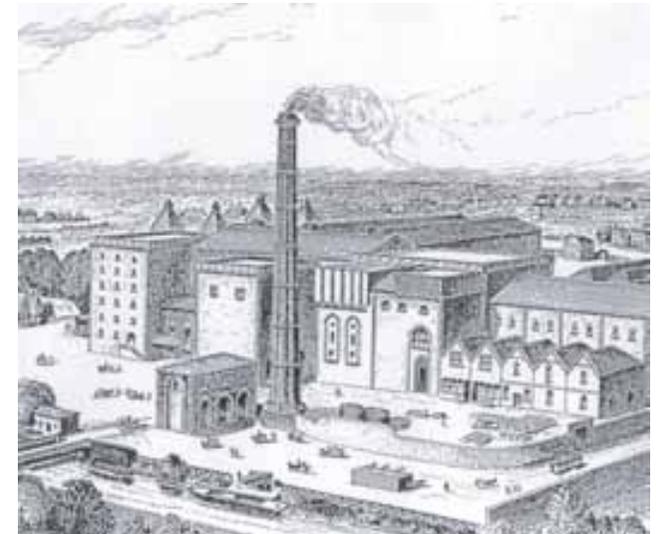
Guidance on scale of new development differentiates between existing buildings, residential streets and historical institutional buildings, where any new development must respect the existing heights and scale. In new areas, such as the lands at St. Vincent's Hospital, the former Clonliffe College and adjacent to the river, both the quality of the relationship of the proposed height and scale of new buildings to the amount and design of the open space and the provision of adequate day lighting will determine the appropriate scale.

The Plan proposes a hierarchy of linked open space with any redevelopment, ranging from public street, river frontage, parks, squares, pedestrian and cycle routes, to semi private and private open space. In addition to a riverside corridor, a linear park is proposed along the southern bank of the River Tolka.

Conservation and Built Heritage: Richmond Road dates from 1760 and retains its historic form. The plan addresses the heritage of the area by identifying existing and new buildings, structures, streetscape and view corridors which should be retained and protected in any redevelopment.

River Tolka: The Plan proposes a number of cycle and pedestrian routes between the road and the river. A riverside corridor is proposed along the northern banks of the river with two further pedestrian bridges across the River connecting to a proposed linear park and beyond. There is the possibility of creating a public square to the river with the redevelopment of the lands along the northern bank.

Transportation and Movement: To achieve a better balance between motorists, cyclists and pedestrians the Plan proposes upgrading the road. As part of any road improvements, a traffic management, lighting and environmental improvement scheme would be included. The detailed design of the road scheme will be prepared in 2007 with the intention of including it in the next capital programme 2008 to 2010. In all new developments, the aspect to Richmond Road should be enhanced with soft and hard landscaping.



After the public display and receipt of submission on the Draft Plan, the Manager's Report recommending approval of the Plan with amendments was presented to the meeting of the North Central Area Committee on the 20th March 2007. At this meeting, the Area Committee agreed to proceed with the Plan as amended.

The approved Area Action Plan will be used by the Area Planners as guidance for all Planning development proposals for the area.

CONTENTS

CONTENTS	PAGE	CONTENTS	PAGE	CONTENTS	PAGE
1. INTRODUCTION	1	7. AREA ACTION PLAN	25	Map 1 - City Location	1
Background		Urban Design Guidelines		Map 2 - Area Boundary	2
Strategy		Uses, Building Lines		Map 3 - Planning Policy (Zoning)	4
2. PLANNING CONTEXT	3	Heights, Scale and Massing,	27	Map 4 - Conservation and Heritage	10
Plans and Guidelines		Sustainability		Map 5 - Road Analysis	12
Dublin City Development Plan 2005-2011		Public Realm	29	Map 6 - Transport and Movement	14
3. RICHMOND ROAD CONTEXT	5	Conservation Strategy	30	Map 7 - Character Zones	15
Topography and Urban Form		River Tolka	33	Map 8 - Issues and Urban Analysis 23	
River Tolka	6	Traffic, Movement and Linkage	35	Map 9 - Land Use	24
Density		Service Infrastructure	37	Map 10 - Proposed Building Lines (indicative)	26
4. HISTORY, CONSERVATION and ARCHAEOLOGY	7	8. POTENTIAL REDEVELOPMENT	39	Map 11 - Context of Existing Building Heights	28
Recent Studies		9. IMPLEMENTATION and PHASING	42	Map 12 - Conservation Strategy	32
Historical Development				Map 13 - River Routes and Crossings	34
Historical Significance				Map 14 - Proposed Movement and Linkages	36
5. INFRASTRUCTURE AND SERVICES	11			Map 15 - Road and Environmental Improvements	38
Transport and Movement				Map 16 - Urban Design Proposals	40
Sanitary Services				Map 17 - Potential Redevelopment Zones	41
Social and Economic Infrastructure					
6. CONSTRAINTS and OPPORTUNITIES	15				
Character Zones					
Urban Features					
Land Ownership, Building Plots, Uses					

1.0 Introduction

Richmond Road is located some two miles to the north of Dublin City Centre. It is an east west route, running north of the River Tolka between Drumcondra Bridge in the west and Luke Kelly (Ballybough) Bridge in the east (Map 1). Richmond Road is located in an Inner urban area outside the Inner City.

The area of the framework plan encompasses lands both to the north and south of the Tolka River (indicated on map 2) and contains some 51 hectares (128 acres). The area includes lands to the north and south of Richmond Road with access from Grace Park Road, Grace Park Avenue, Waterfall Avenue, Convent Avenue, Richmond Avenue and Esmond Avenue.

1.1 Background

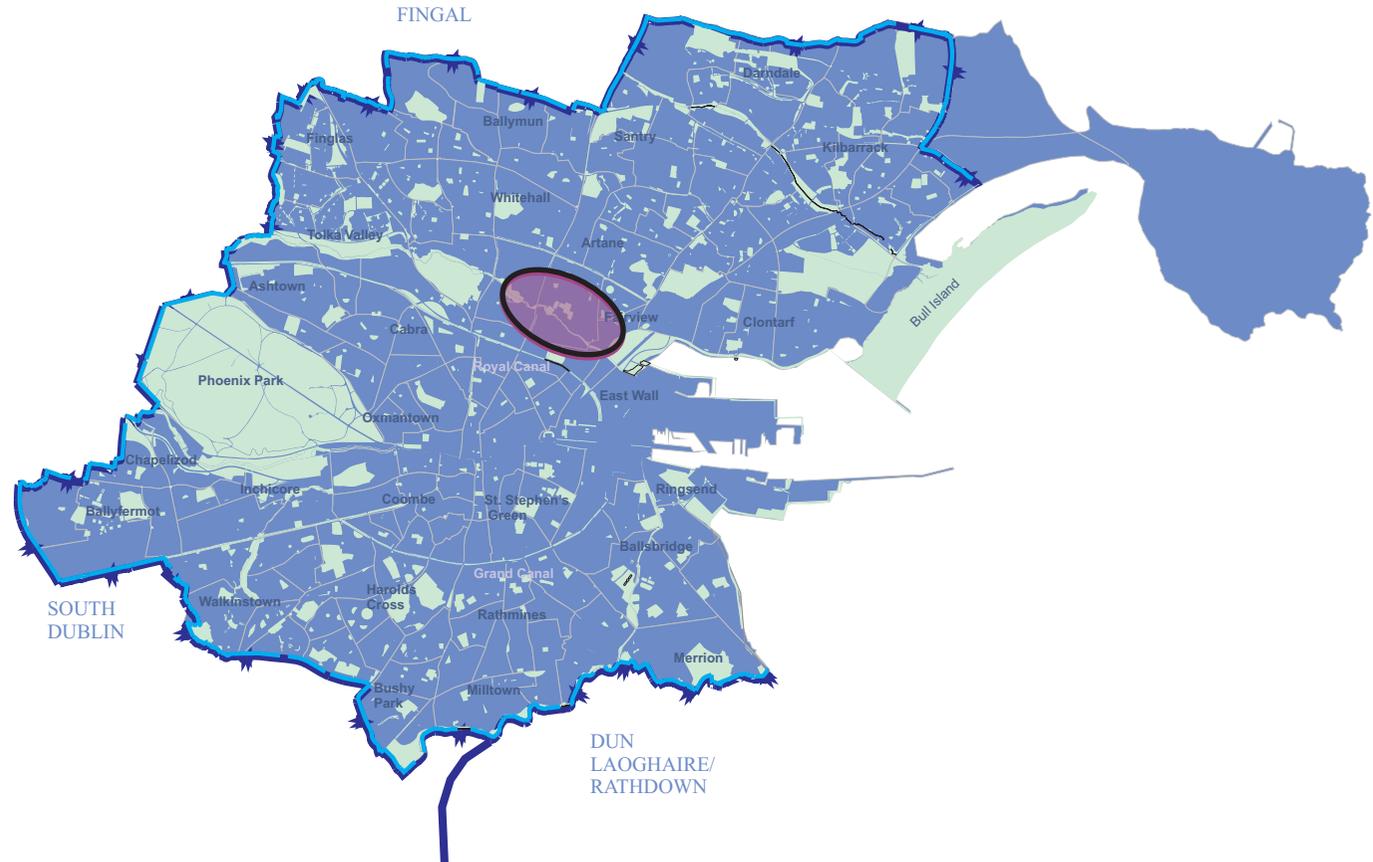
In a response to redevelopment pressure in the area, whereby several sites have been granted planning permission in the last four years, the poor state of the roadway and amenity value of the River Tolka, an urban framework plan was initiated.

1.2 Strategy

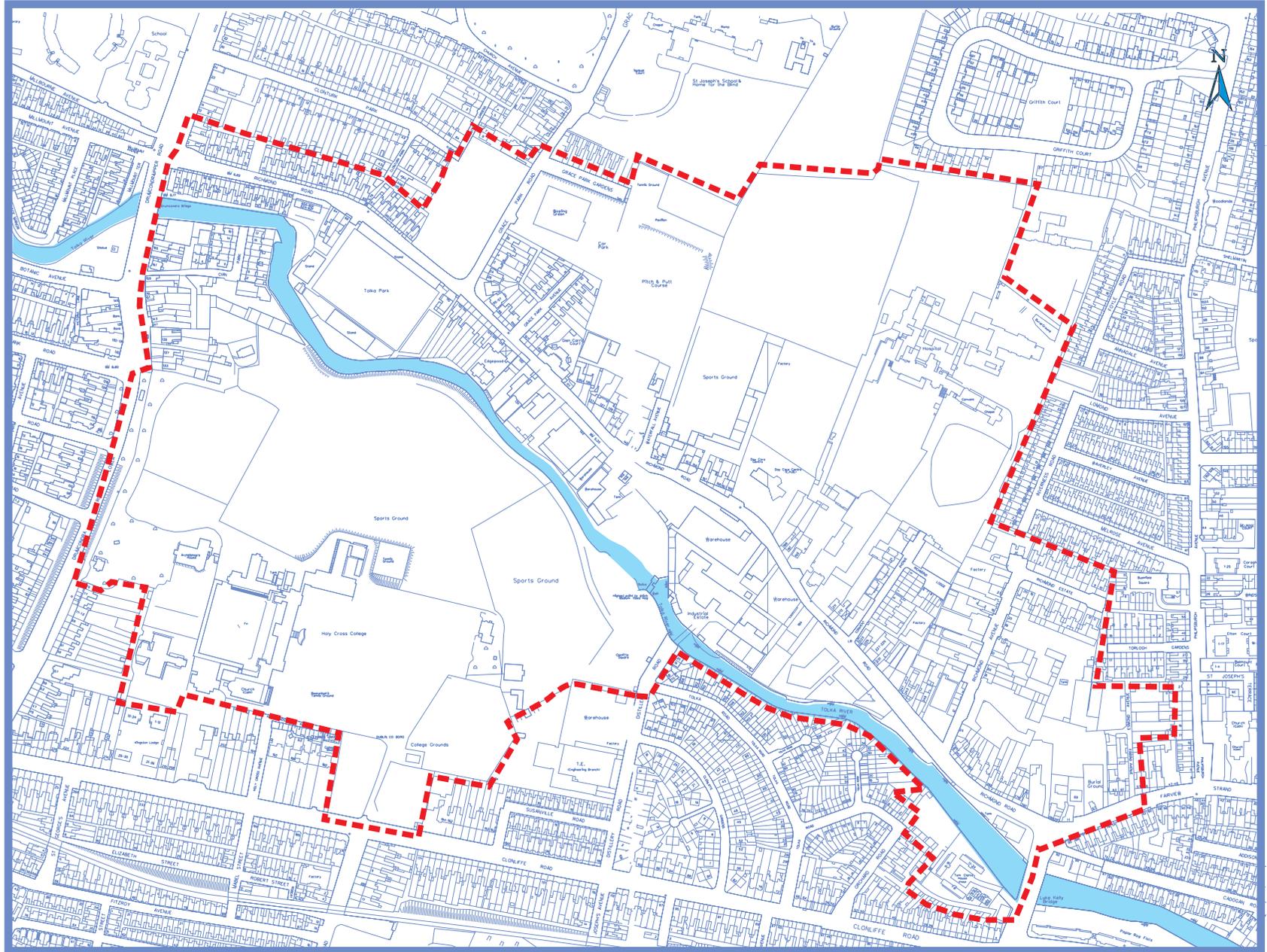
The urban framework plan is a holistic integrated approach to urban planning with an emphasis on urban design, land use and movement with a major emphasis on implementation. The aims of the strategy are:

- 1.2.1 To secure the regeneration of Richmond Road within the context of a co-ordinated urban design framework - to provide for the development of a living and working neighbourhood that will benefit and enhance the existing local community and maximise development opportunities along and in the vicinity of Richmond Road.
- 1.2.2 To protect and enhance the architectural and natural landscape heritage of the area and ensure that a full understanding of this heritage informs the design approach to new development and regeneration.
- 1.2.3 To develop and enhance the physical and visual relationship of the Tolka River to Richmond Road and Environs.

- 1.2.4 To reduce the environmental impact of vehicular traffic on Richmond Road and provide for the creation of a more pedestrian and cycle friendly environment.



MAP 2 - AREA BOUNDARY



2.0 Planning Context

- 2.1** The National Spatial Strategy, 2002, sets out the planning context for Dublin within the national planning framework. The main principles are to promote the sustainable development of the Greater Dublin Area; to consolidate the physical growth of the Dublin area; and, to develop brownfield, vacant, derelict and under-utilised land within Dublin City.
- 2.2** Plans and guidelines which have informed the preparation of this Area Action Plan are:
- Strategic Planning Guidelines for the Greater Dublin Area, 2004 - 2016.
 - A Platform for Change 2000 - 2016, DTO 2001
 - Guidelines for Planning Authorities on Residential Density, DOE, 1999, and Draft Residential Density Guidelines, DOEHLG, January 2007.
 - Managing Intensification and Change, A Strategy for Dublin Building Height, DEGW 2000.
 - Greater Dublin Strategic Drainage Study, 2005



Richmond Road Area Action Plan, April 2007

All of the plans and guidelines are a response to the principles of sustainable development and advocate a more sustainable City. The plans have common planning aims which can be summarised as follows:

- Prioritising public transport
- The promotion of more compact urban form
- Higher densities of development in association with public transport, while having regard to residential amenities in the form of quality design, privacy, provision of public and private open space, pedestrian linkages, and provision of ancillary facilities.
- Improved mix of uses in developments
- Protection of the natural environment
- Protection of the historic built heritage

2.3 Dublin City Development Plan 2005 - 2011

In paragraph 14.10.0 of the City Development Plan, it is an objective of the City Council to prepare an Area Action Plan for the Richmond Road Area. In particular, there is a specific site objective to prepare a Local Area Action Plan for lands comprising (a) part of St. Vincent's Hospital lands (Z12), (b) site adjoining to west (Z1, Z9, Z15), (c) Stella Maris Football Ground (Z9) and (d) Tolka Park (Z9).

As shown on map 3, within the area there are a number of Landuse/zoning objectives which include residential (Z1), residential conservation areas (Z2), recreational amenity and open space (Z9), such as, IERNE, Tolka Park F.C., Marris F.C. southern bank of the River Tolka and Clonturk Public Park, a mixed use landuse objective of which office, retail and residential would be the predominant uses (Z10) covering lands along the northern bank of the River Tolka, redevelopment of institutional lands (Z12) and institutional and community use (Z15), such as, St. Vincent's Psychiatric Hospital.

The River Tolka is a designated Conservation Area and the riverbanks are zoned Z9 - to preserve, provide and improve recreational amenity and open space. In policy H46, the objective is to protect the unique natural amenities of all rivers within, and forming the boundaries, to the administrative area of Dublin City Council and to establish River Basin Management Plans. Also, it is an objective of the City Council (RO4) to continue to develop a linear park along the banks of the River Tolka in particular in institutional lands in the Drumcondra area as they are developed.

Numbers 137, 163, 165 and the Tivoli Centre on Richmond Road are protected structures. The main buildings of Saint Vincent's psychiatric hospital are protected structures.

In section 3.3.1 (pages 23-24), the Development Plan details the urban principles to be promoted in all development proposals, in particular the relationship between the buildings, the uses and the public domain.

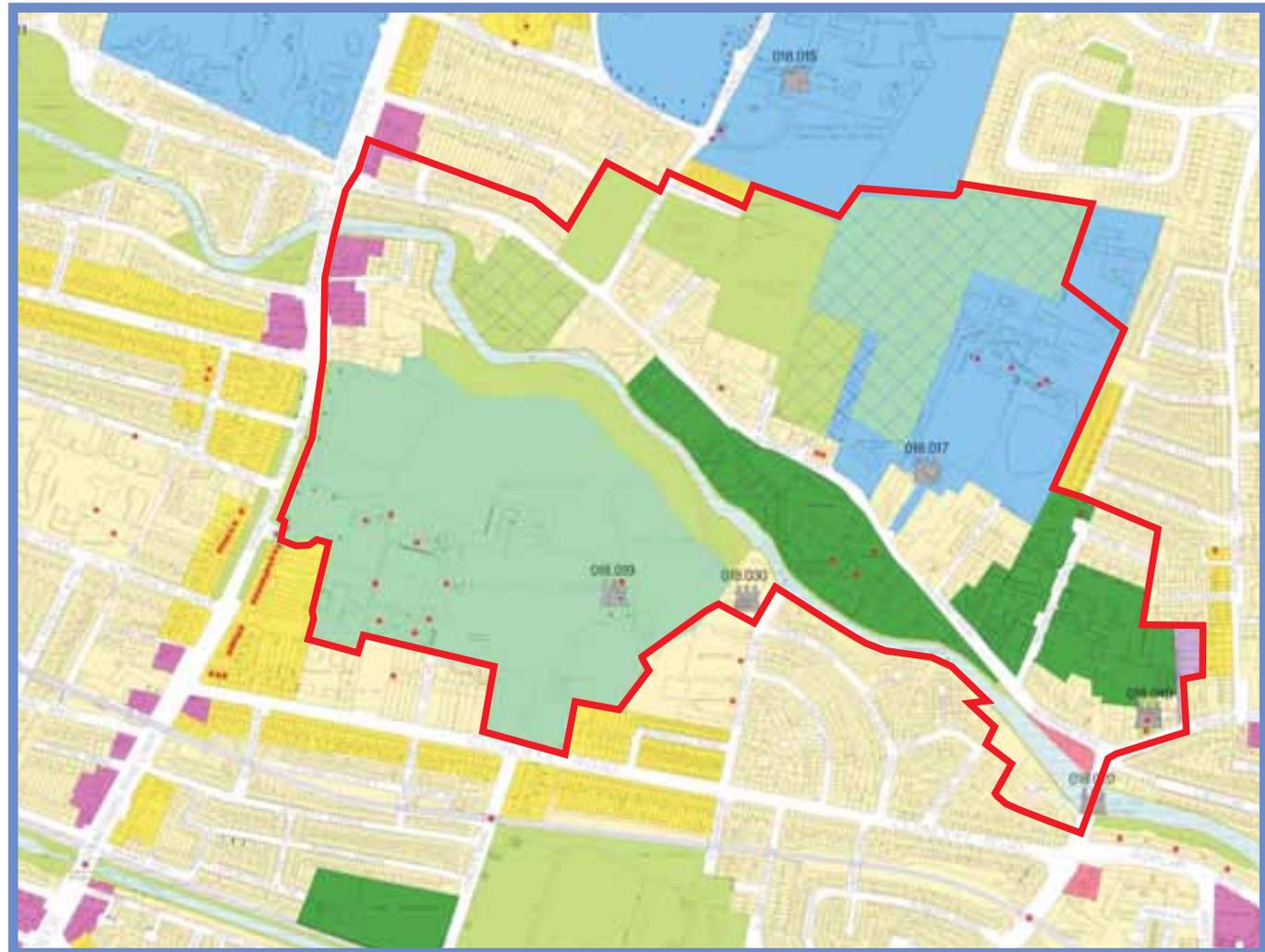
A number of measures are recommended with regard to management of the River Tolka catchment. All significant developments should be required to submit a Flood Impact Assessment. There are policies for storm water control in all new developments whereby no additional storm water discharge, above the current 'greenfield' level, is allowed into the River Tolka. Sustainable drainage systems are encouraged in any new development with higher standards of drainage infrastructure to reduce infiltration. Such policies would apply to any redevelopment proposals in the study area.

USE ZONING OBJECTIVES

Zone Z1	To protect, provide and improve residential amenities	
Zone Z2	To protect and/or improve the amenities of residential conservation areas	
Zone Z3	To provide for and improve neighbourhood facilities	
Zone Z4	To provide for and improve mixed services facilities	
Zone Z5	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation	
Zone Z9	To preserve, provide and improve recreational amenity and open space	
Zone Z10	To consolidate and facilitate the development of inner suburban sites for mixed use development of which office, retail and residential would be the predominant uses	
Zone Z12	To ensure that existing environment amenities are protected in any future use of these lands	
Zone Z15	To provide for institutional and community uses	

SPECIFIC OBJECTIVES

Specific Site Objective (see Written Statement Section 14.11.0)	
Protected Structures. [RPS takes precedence]	
Sites of Archaeological Interest	



Dublin City Development Plan 2005 - 2011

3.0 Richmond Road Context

3.1 Topography and Urban Form

Just over a kilometre in length, Richmond Road parallels the course of the River Tolka, and falls some 4 metres between the two bridges. The road retains its historic form in its curving alignment and relationship to the lands on its northern side, marked by avenues and entrances to institutional lands. On the southern side the natural fall of the land towards the riverbank makes a difference in level of some 2 metres below the road. However the relationship between Richmond Road and the river is almost entirely severed, with no discernible visual or physical connection, except at the small riverside park at the eastern end.

3.1.2 West End

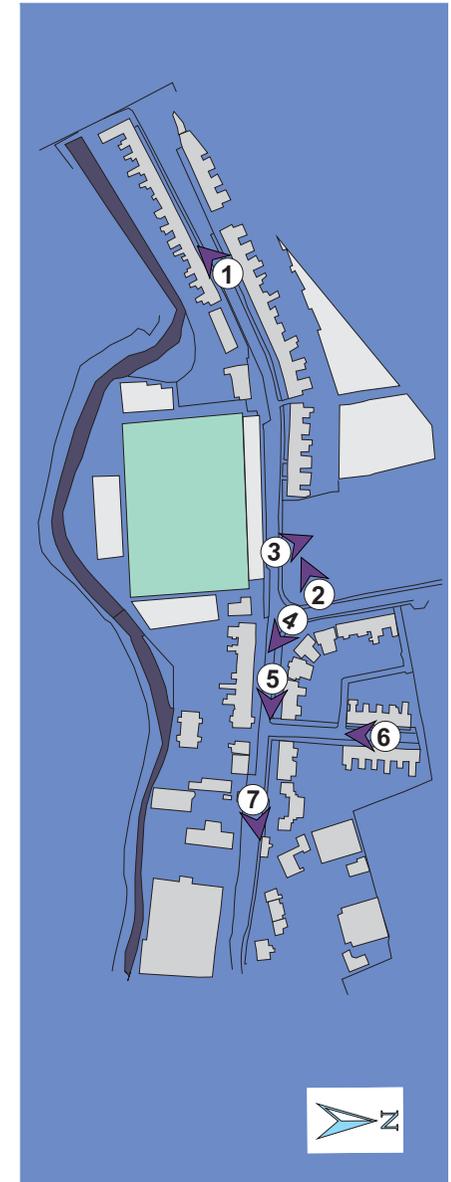
At the western end between Drumcondra Road and Grace Park Avenue, the character is predominantly residential, comprising generally intact two-storey redbrick terraces, with a consistent building line. Tolka Park Football grounds occupy a substantial site on the south side of Richmond Road, where the river bends around a promontory.

3.1.3 East of Grace Park Avenue Northern Side

East of Grace Park Avenue, the northern side of Richmond Road presents a broken, apparently disordered building line. The staggered frontages arise from the historic relationship of the parallel plots to the curve of the road. The discontinuity in building line is emphasised by two factors; firstly the incidence of gateways and avenues, and secondly the opening up and setting back of frontages, where late 20th Century developments provide large forecourts for parking. As Richmond Road turns towards the junction with Fairview Strand, an intact streetscape of 1 and 2-storey buildings is re-established.

3.1.4 East of Grace Park Avenue Southern Side

The southern side of Richmond Road is in mixed industrial use and has a similar pattern of open forecourts for parking and vehicle loading. Buildings are generally of the large-span warehouse type, many having extensive signage on the elevations facing the road. The former distillery buildings provide a strong visual landmark for the area.



3.2 River Tolka

The river has 3 distinct character areas-

- Downstream of Drumcondra Bridge the river flows to the rear and side of gardens and industrial premises. The boundaries are characterised by various flood defence measures including embanking and wall building. The river curves around the Tolka Park Stadium and a steep embankment lies between the stand walls and the river.
- The middle section between Tolka Park and the weir has an open aspect to Holy Cross, Clonliffe on the southern side and the banks have a semi-natural wooded habitat. The weir marks the limit of normal tides.
- Downstream of the weir the river is again enclosed, bounded to the south by back gardens, many having mature tree and shrub planting and the original treatment of railings on a sloping concrete bank.

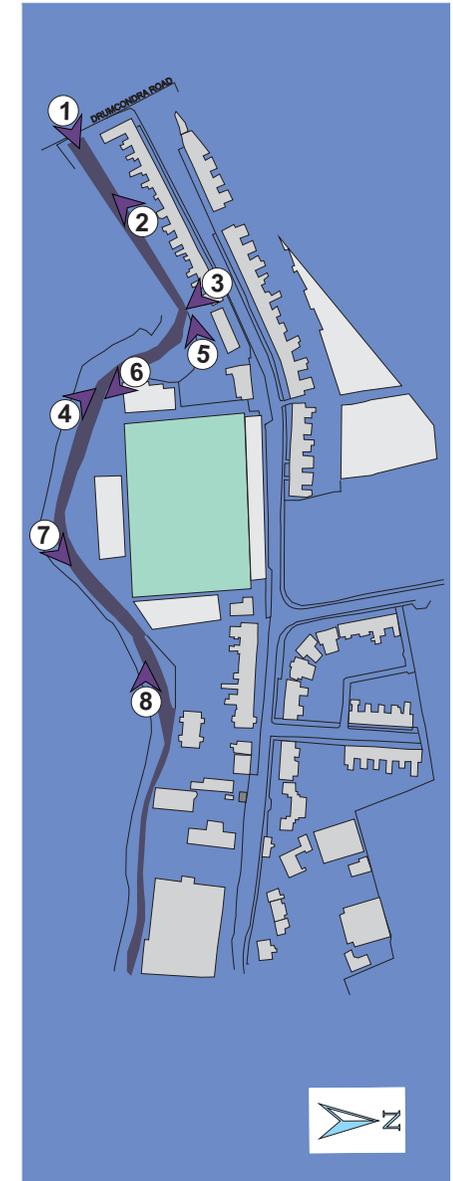


3.3 Density

Recently, around Richmond Road, the average residential density of developments granted permission is 154 dwellings per hectare (ha) or 62 per acre ranging from 100 units per ha (40/acre) to 200 units per ha (81/acre). The size of the sites ranged from 0.0976 ha (0.24 acres) to 0.7 ha (1.7 acres).

By comparison, average densities in the City Centre are in the region of 200/ ha, while in inner suburbs average residential densities range from 39 to 245 per ha, giving an average of 133 units per ha.

Based on population of each Ward, in the City centre, there are 76 people per hectare; while in the Richmond Road area there are 37 people per hectare. If the large tracts of institutional lands, however, are deducted from the total land area, then the population per hectare in the Richmond Road area rises to 62 persons.



4.0 History, Conservation and Archaeology

Richmond Road dates from 1760 with the western end completed in 1821. The road retains its historic form in its curving alignment and relationship to the lands on its northern side, marked by avenues and entrances to institutional lands.

4.1 Recent Studies

The most recent studies of the area are as follows:

- In 2001, Dublin City Council commissioned the Conservation Studies Unit in the School of Architecture in UCD to undertake a Conservation Study in the Richmond Road area. The Draft Conservation Report, 2002, proposes a conservation strategy for the Richmond Road area.
- The MUBC (Master in Urban and Building Conservation, UCD) Urban Study of Drumcondra, Fairview and Marino, 2002 provides a detailed analysis of the buildings and features of the area.
- The Draft Drumcondra Development and Open Space Strategy, DCC 2003, prepared guidance for the future redevelopment of institutional lands, including proposals for the conservation and enhancement of features of the historic demesnes.

4.2 Historical Development

Originally, the area to the north and south of the River Tolka was used primarily for agriculture. The civil survey in 1649 indicates the Clonliffe estate as a 250 acres farm with fair stone house slated and tow houses of office, one watermill. At this stage, Drumcondra Road, the main highway from Dublin, the origins of Grace Park Road (Goosegreen Lane) and Philipsburgh Avenue (Ellis Lane) existed.



John Roque 1760 OS Map

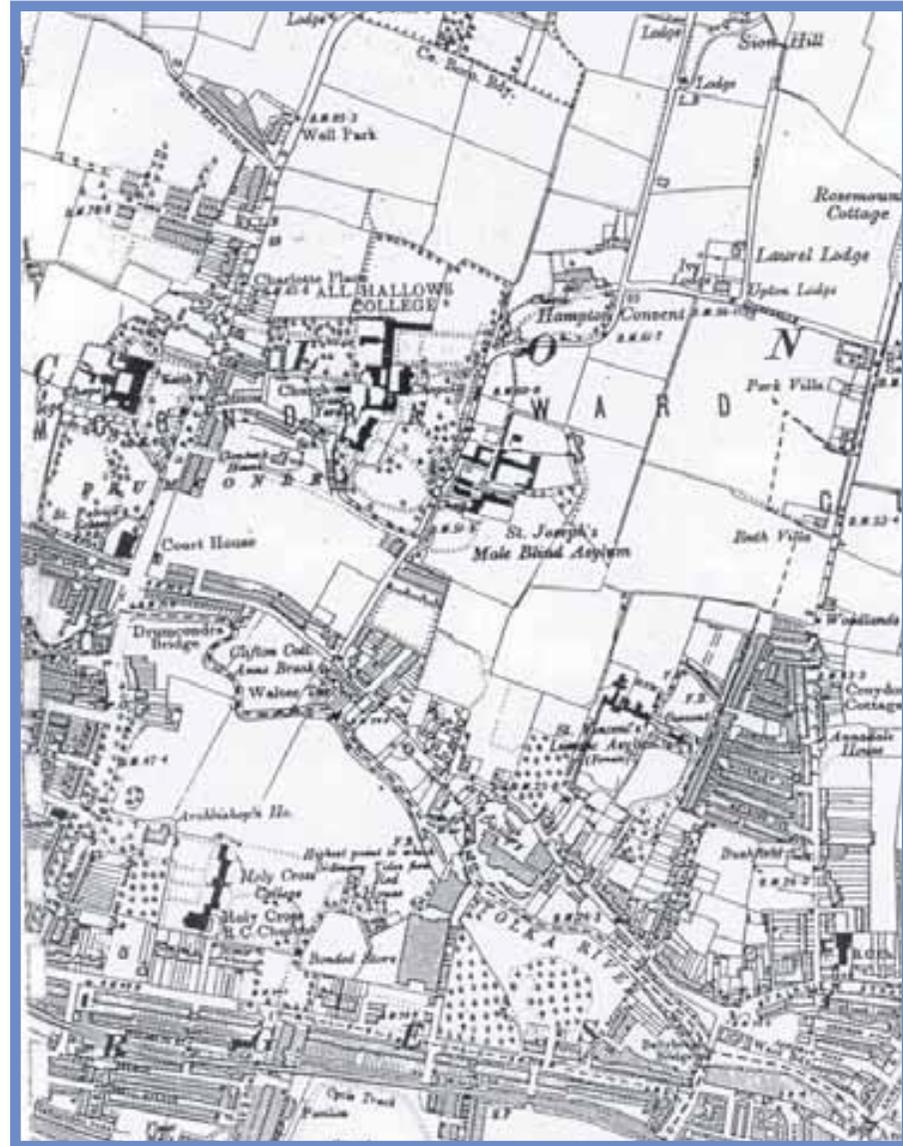
In the 18th Century, Richmond Road was originally laid out to provide access to Drumcondra Castle/ Richmond House and followed a level immediately above that of the river's flood plain. John Rocque's map, 1760, shows the road running westwards from Ballybough Bridge and turning northwards at Goosegreen Lane (Grace Park Road). The road allowed for the development of villa demesnes sited to take advantage of the setting and views of sea and mountains beyond the developing city. Four lanes /roads led to these villas, that is, Waterfall Avenue, Convent Avenue, Richmond Avenue and Philipsburgh Avenue.

The remainder of Richmond Road was laid out between 1816 and 1821 to connect Fairview to Drumcondra Bridge. Between 1780 and 1850, Richmond House was used as a convent and girl's school. While St. Joseph's, formerly the site of a castle, dating from 1560, was remodelled in the late 1700's to form the fabric of a classical castellated Regency house.

In the 19th Century, the large houses and estates were converted to institutional use. St Vincent's was purchased in 1856 to provide an asylum with the red brick block completed in 1895. The foundation stone for Clonliffe College, a seminary for the training of Catholic priests, was laid on 3rd May 1860. St. Joseph's School for the Male Blind was started in 1882.

Major industrial development intruded into the idyllic landscape with the construction in 1873 of the Jones Road Distillery complex (later the Dublin Whiskey Distillery Co.) approached from Distillery Road by a cast iron bridge. The Clonliffe Paper Mill was constructed on the southern bank. The 1889 map shows that the river course was altered to form two Mill Ponds. The stone boundary wall of the distillery curved northwards to encompass a pond and a weir. This is the 'Waterfall' of Waterfall Avenue and of Waterfall View terrace.

With industry came employment and the emergence of small terraces at either end of Richmond Road, on Richmond Avenue and Philipsburgh Avenue, gradually infilling along the Northside of the road.



1889 OS Map

The mid to late 20th Century saw the emergence of the light industrial and mixed use which is evident today; these developments obscured the natural topography of the river and its relationship to the existing and former estates.

4.3 Historical Significance

The Draft Conservation Report, 2002, produces clear evidence of the significant landscape of this area which contributes to its special character, (typified as 'Rus in Urbe'), namely:

- The landscape unit related to, and comprising of the valley/ watershed of the River Tolka bounded to the north by high ground extending to the ridge at Whitehall, and to the south by the plateau extending to the North Circular Road and Mountjoy Square;
- The watercourse of the River Tolka which substantially survives from earlier times and acting as a centrepiece to the historic settlement;
- The road pattern, retaining the alignment of earlier routes.
- The surviving buildings from various periods from the late 17th century.

4.3.1 Vistas

Several vistas, both intact and partially intact are identified, which it is recommended to retain and/or reuse in future developments.

4.3.2 Sites of Archaeological Interest

The following sites are included in the record of Monuments;

- DU018-015, Grace Park Road (Drumcondra Castle), Castle Site, Settlement Cluster Site, Barn Site and Gatehouse Site
- DU 018-017, Richmond Road, (Richmond House) Castle Possible Site

- DU018-019, Clonliffe Road Dwelling Possible, Buildings Site
- DU018-022, Luke Kelly Bridge (Ballybough Road) Bridge Site, Fish Weir Site, Battlefield Site, Gateway Site
- DU018-030, Distillery Road, Watermill Site
- DU018-040, Fairview Strand, Jewish Burial Ground

4.3.3 Buildings and Features

The historic character of the area survives and is evident in a number of places;

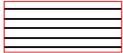
- Upper end of Richmond Avenue, including the 18th century dwellings;
- Blythemont Stone Warehouse opposite the avenue to Richmond House and including the entrance space and mature trees;
- Grouping of houses and mature trees, at junction of Waterfall Avenue and Richmond Road;
- Setting of Distillery buildings in relation to river and bridge.

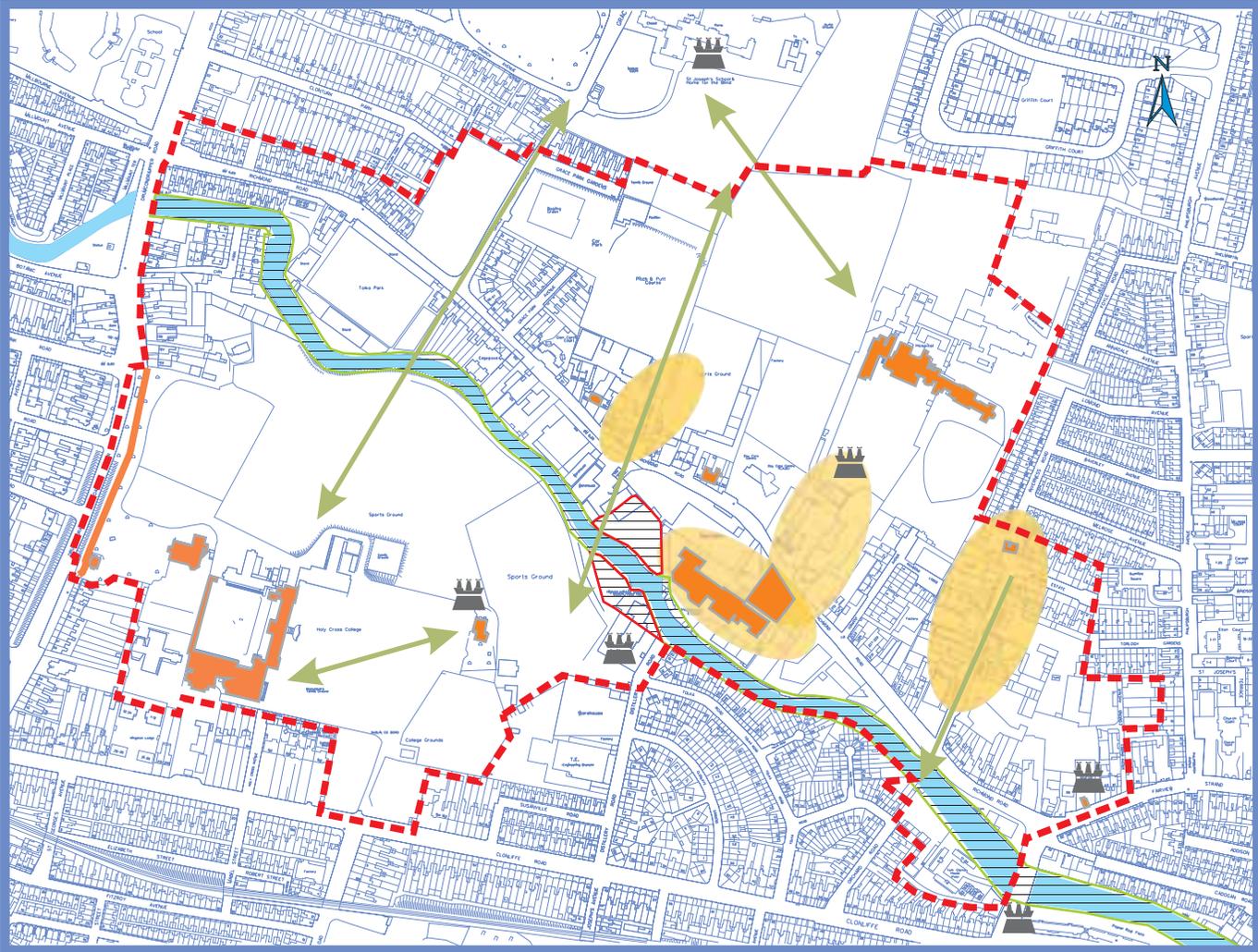
4.3.4 Protected Structures

There are nine buildings/structures listed in the Record of Protected Structure in the City Development Plan 2005-2011 which are detailed in Appendix 1.

Map 4 details the protected buildings/ structures, archaeological sites, conservation and historic areas.

CONSERVATION & HERITAGE

- Sites of Archaeological Interest 
- Protected structures..... 
- Zone of historic character..... 
- Conservation Area..... 
- Vistas..... 



5. Infrastructure and Services

5.1 Transport and Movement

Transport networks and future proposals are an important factor in the development of any area. In line with the principles of sustainable development, higher densities are recommended close to high quality public transport routes, usually within a distance of 500 metres from Quality Bus Corridors (QBC) and 800 metres from railway stations.

5.1.1 Roads

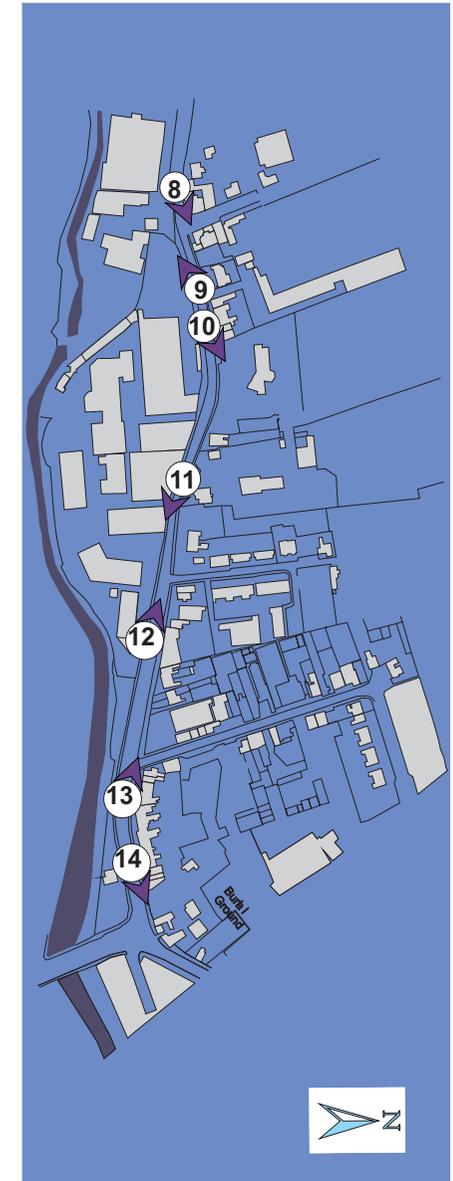
Richmond Road is a minor orbital route, running parallel to the River Tolka east-west between the main radial routes and Quality Bus Corridors (QBC) at Drumcondra Road to the west and Malahide Road to the east. One other radial route, Grace Park Road, and four cul-de-sacs (Grace Park Avenue, Waterfall Avenue, Convent Avenue, and Richmond Avenue) are served by Richmond Road.

The road is a heavily trafficked route, functioning as a link road between the N1 at Drumcondra Road and the Port/East Link/N11.

Richmond Road remains a 'rural' type road with little change since its inception. The characteristics of the road are:

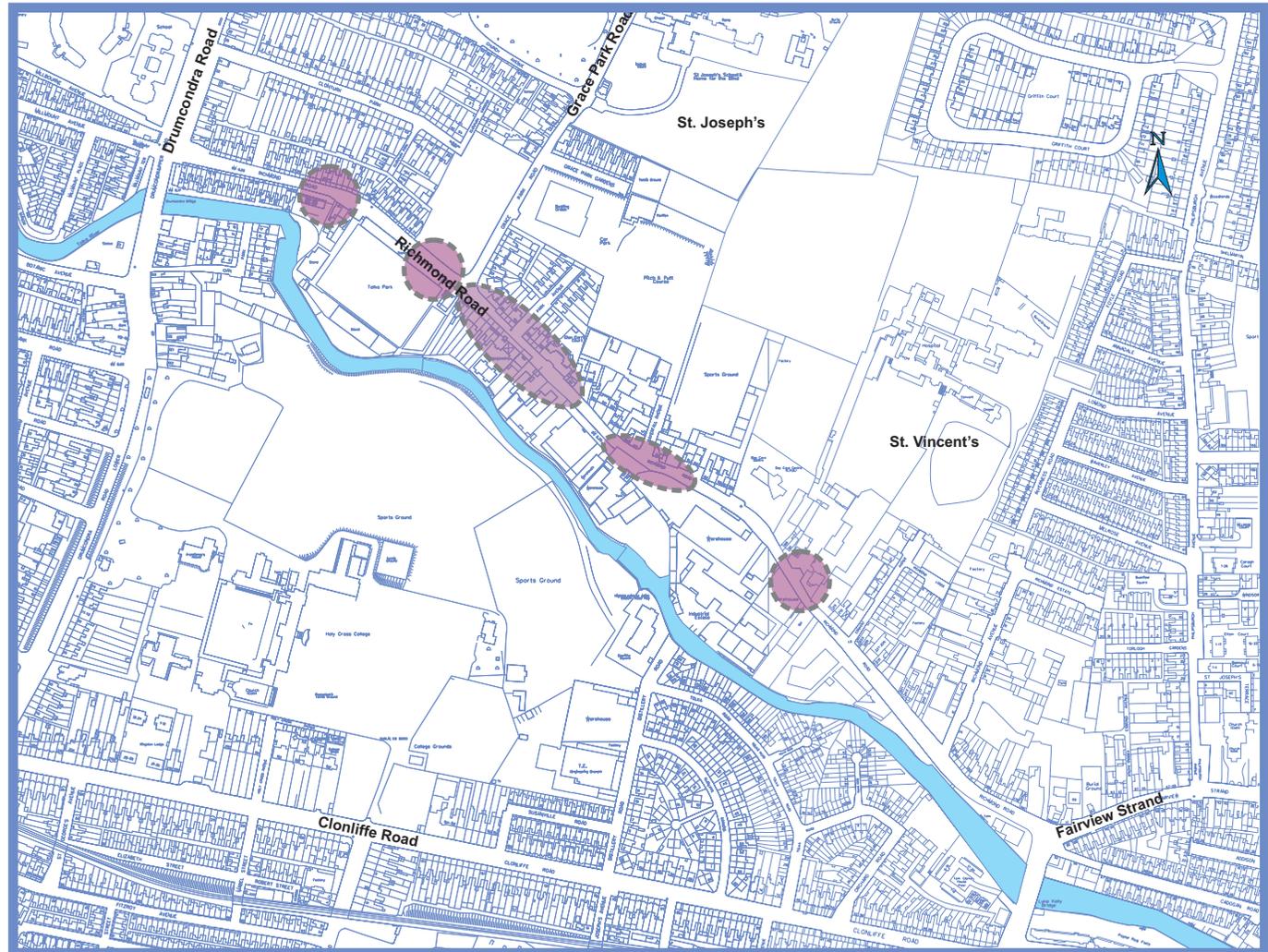
- The volume and speed of traffic has significant adverse impacts on the local environment.
- Pavement widths are severely constricted in some stretches, particularly so between Nos. 112 and 130.
- Vehicles mount the pavement in some stretches causing damage to kerbs and pavements, and a hazard for pedestrians. Between Convent Avenue and Grace Park Road, the carriageway is between 5 to 6 metres wide.
- Pavements at setback frontages are used for parking, for example, at Tolka Park Stadium, Richmond Builder's Providers and Leydon's Cash and Carry. The loading of heavy vehicles on these pavements is extremely hazardous for pedestrians.
- There is just one signalised pedestrian crossing near the Grace Park Road junction.

Map 5 identifies the constricted parts of the road (see page over)



ROAD ANALYSIS

Pinch Points



5.1.2 Public Transport

There is no bus service along the road. The western end of Richmond Road, just beyond Grace Park Road, is within a 500 metres distance of Drumcondra Road QBC (bus routes 3, 16, 33, 36A, 41, 60). To the east, the road is served by No. 123 bus which runs from Griffith Avenue to the north, through Philipsburgh Road, Fairview Strand, through O'Connell St. and South Inner City, including St. James Hospital and terminating in Drimnagh on the south side.

There are no cycle routes along the road.

Using measures of public transport accessibility with ranges of 1 (low) to 5 (high), the DTO gives this ward a rating of 3, i.e. 41-60%

Map 6 details the existing transport system.

5.2 Sanitary Services

5.2.1 A main 750mm foul sewer runs along Richmond Road. There is severe overloading of this sewer currently which would need to be alleviated in order to facilitate future development.

5.2.2 The River Tolka is the second largest river, after the River Liffey, in terms of its length and catchment area. It provides a storm water channel along this part of the city. The river has a history of flooding. As a result of the River Tolka Flooding Study, Final Report, DCC 2003, a number of Flood alleviation works have been undertaken along the River. The River Tolka has been widened, the Distillery Weir removed and, where necessary, flood protection works constructed to provide protection from the 1 in 100 year flood in the river. The net result of these works is the reduction of the flood plain in the vicinity of Richmond Road.

5.3 Social and Economic Infrastructure

The study area consists of the southern part of the ward of Drumcondra South A and the northern section of Drumcondra South B ward. There has been little change in population since 1980. In 2006, the preliminary census results gives the population of the area as 5,305 persons (3,937 and 1,368 respectively) representing an increase of 71 persons since 2002.

The area is primarily residential with commercial uses and two institutional lands at St. Vincent's Psychiatric Hospital to the north and the former Clonliffe College to the south.

Close to the Plan area, there are two district centres at either end of Richmond Road, namely, on Drumcondra Road and at Fairview. Both of these centres are linear in form. These district centres are typical with mainly convenience stores, chemist, newsagent, take-away, doctor surgeries and other services.

The nearest Public Library is at Marino Mart. The Post Office is located on Drumcondra Road Lower. The nearest hospitals are the Bon Secours in Glasnevin, Beaumont Hospital and the Mater.

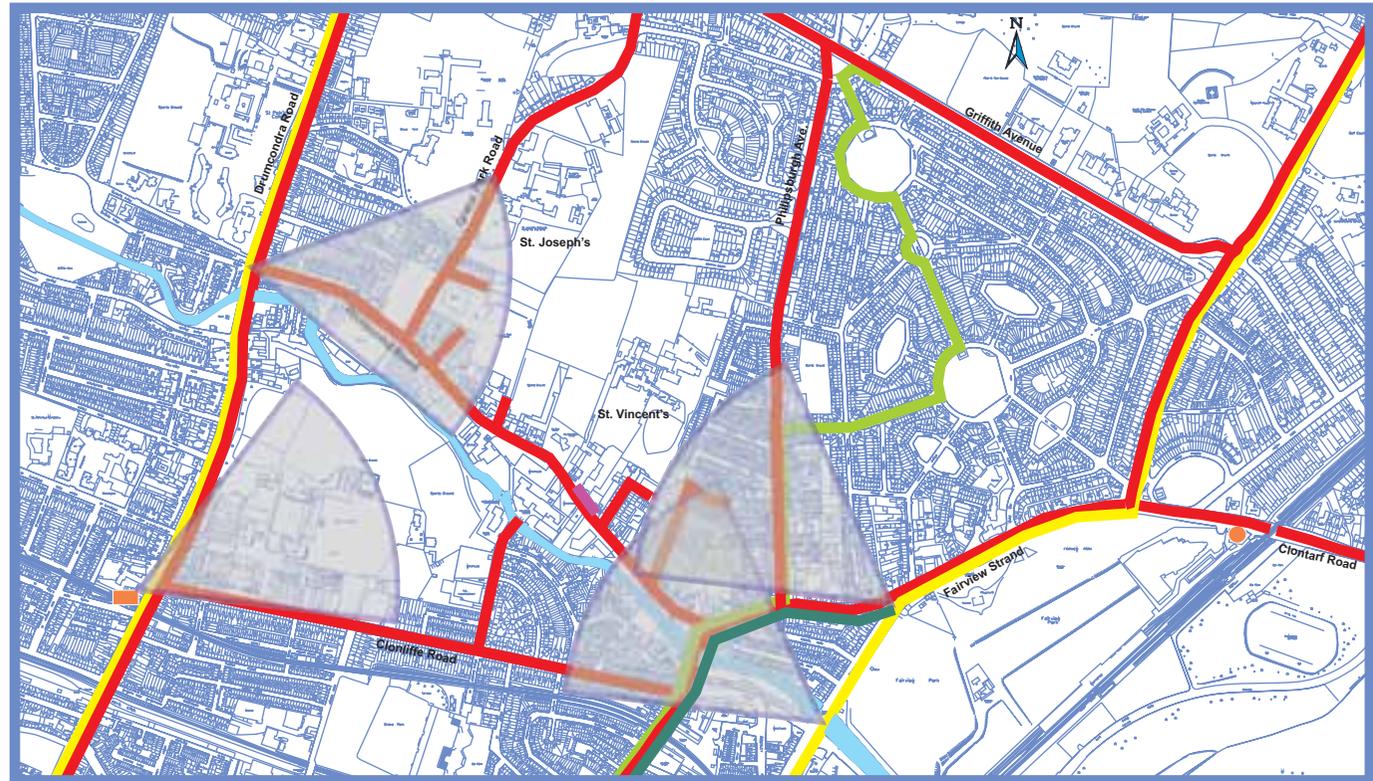
There are a number of primary and secondary schools in the area, for examples, St. Patrick's, St. Joseph's Community School, and on Griffith Avenue, St Vincent de Paul and CBS.

St Patrick's and All Hallows are third level institutions with Dublin City University on Collins Avenue.

The nearest Garda stations are in Clontarf, Raheny and Store Street in the City.

EXISTING MOVEMENT FRAMEWORK

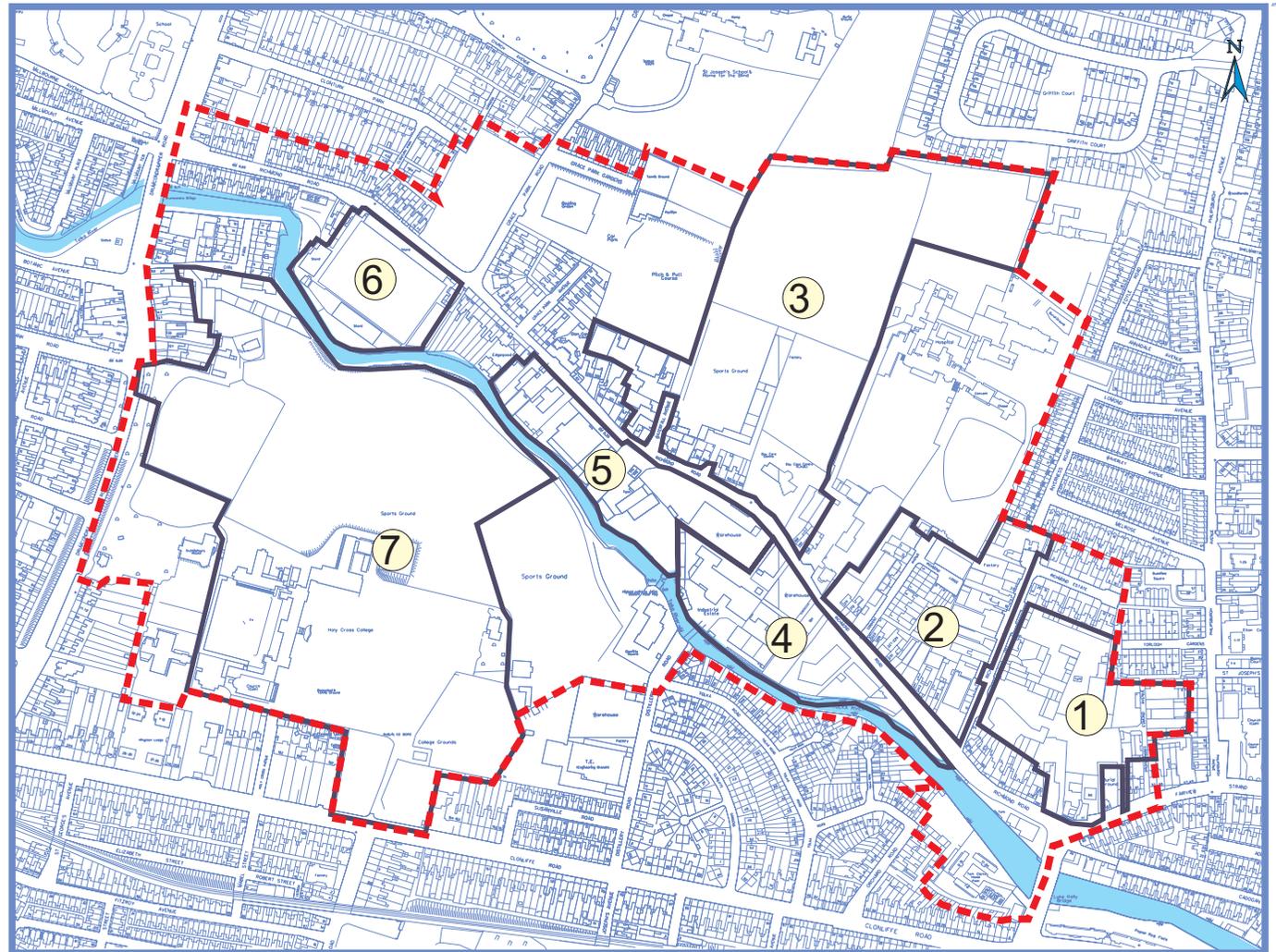
- Existing Road Network..... 
- Quality Bus Corridor..... 
- Planned Quality Bus Corridor..... 
- Other Bus Routes..... 
- Drumcondra Road Arrow Station..... 
- Clontraf Dart Station..... 
- Area within 500m of QBC/Rail..... 



6.0 Constraints and Opportunities

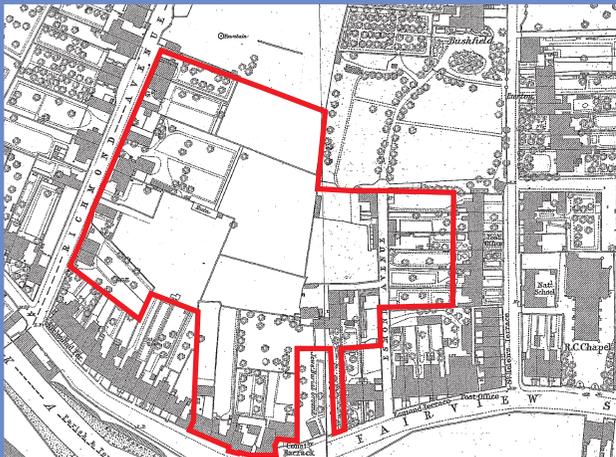
6.1 Character Zones (1-7)

The area has been divided into seven character zones as shown on Map 7. Each zone has been examined with regard to its current and historical characteristics and potential development areas.





Extract from Development Plan 2005 - 2011



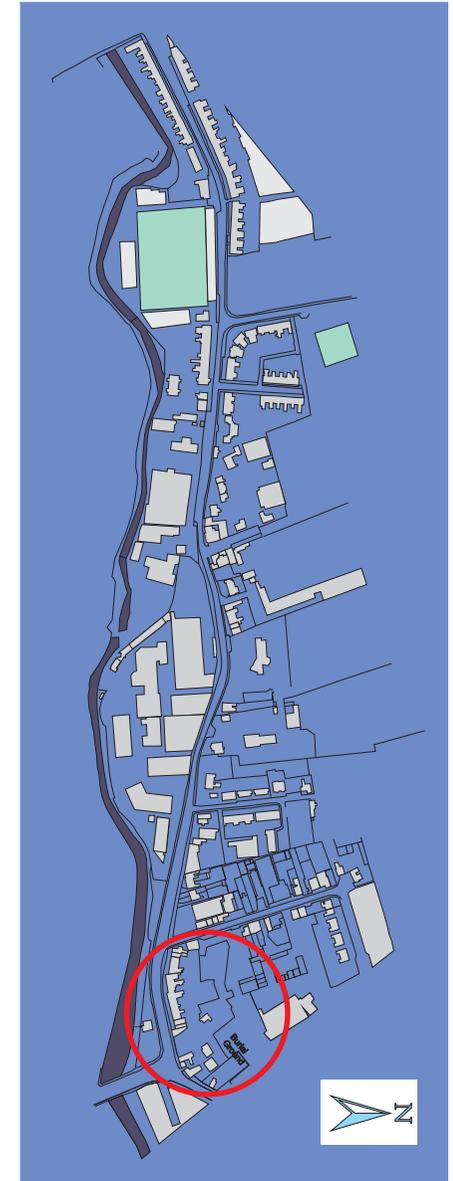
Extract from 1889 OS Map (1828)

6.1.1 Character Zone 1

This area includes the Z10 lands east of Richmond Avenue where there are 2 principle ownerships. The zone includes Meagher's Lounge to the south zoned Z1 and lands on Esmond Avenue to the east zoned Z6. Potential development sites have a total area of 1.8 hectares.

Access to development lands is principally off Richmond Avenue. Esmond Avenue is a narrow mews type laneway, c.4.5metres wide.

The 1889 OS map shows the 19th Century development of residential terraces in the area, a pattern that continued in the 20th Century. The development lands comprise the former gardens and backlands of the residential streets, which have developed in mixed industrial/services/distribution type uses. The recent trend for this type of use to relocate to outer city leaves many sites vacant or underutilised. Planning permission was granted for 128 residential units, retail unit and crèche in three blocks on Davies lands. The other main area to the north is the subject of a current planning application for 121 apartments, four retail units and community room in four blocks.





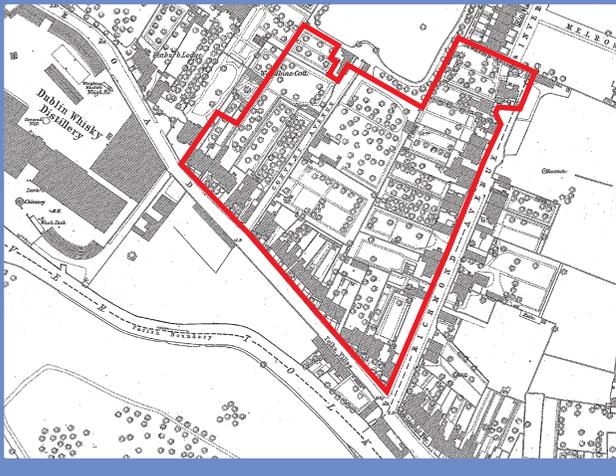
Extract from Development Plan 2005 - 2011

6.1.2 Character Zone 2

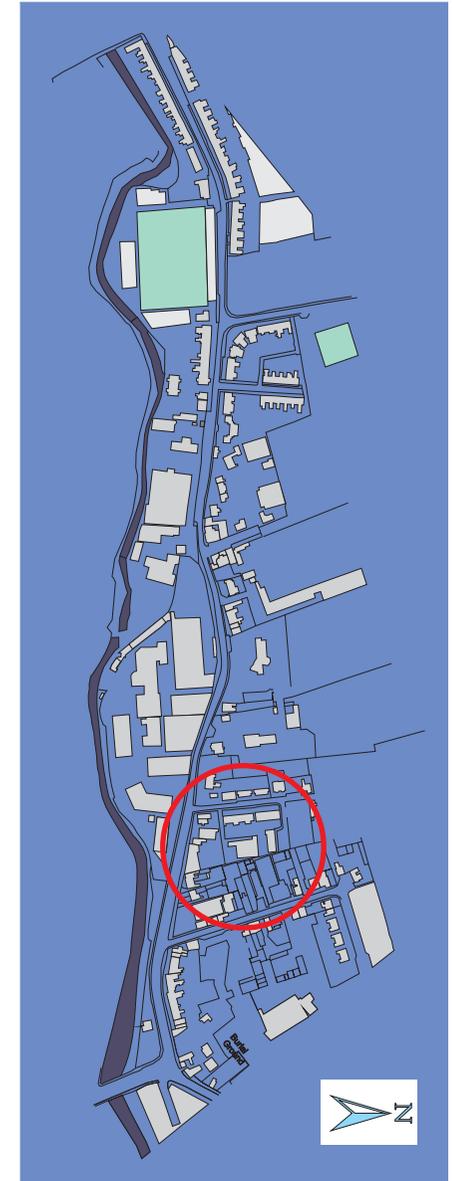
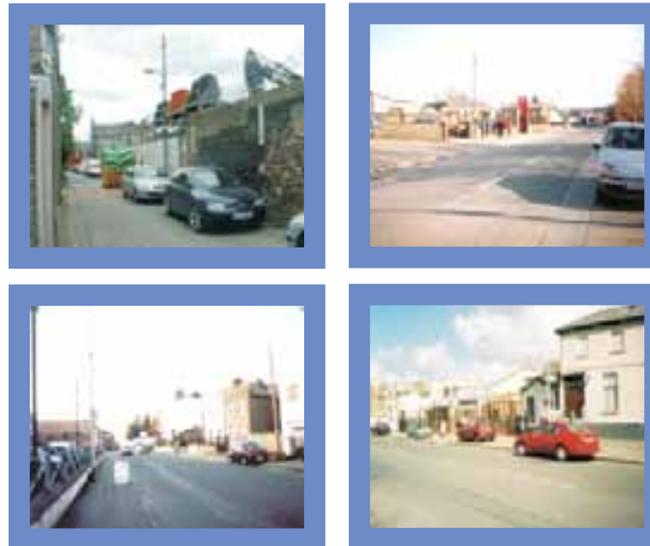
This area includes the Z10 lands west of Richmond Avenue and lands zoned Z1 on Convent Avenue. These sites are in multiple ownership. Access to development lands is off Richmond Avenue and Convent Avenue, with individual premises having direct access from Richmond Road. Potential development areas have a total area of c. 1.4 hectares.

The 1889 OS map shows the 19th Century development of residential terraces on Richmond Road, the staggered frontage relating to the plot alignments. Redevelopment in the 20th Century set back the building line behind parking forecourts. Convent Avenue is the approach road to St. Vincent's Psychiatric Hospital, and now includes recent residential development.

The development lands comprise the former gardens and backlands of the residential terraces and villas which, in common with Zone 1, have developed in mixed industrial/services/distribution type uses.



Extract from 1889 OS Map (1828)





Extract from Development Plan 2005 - 2011



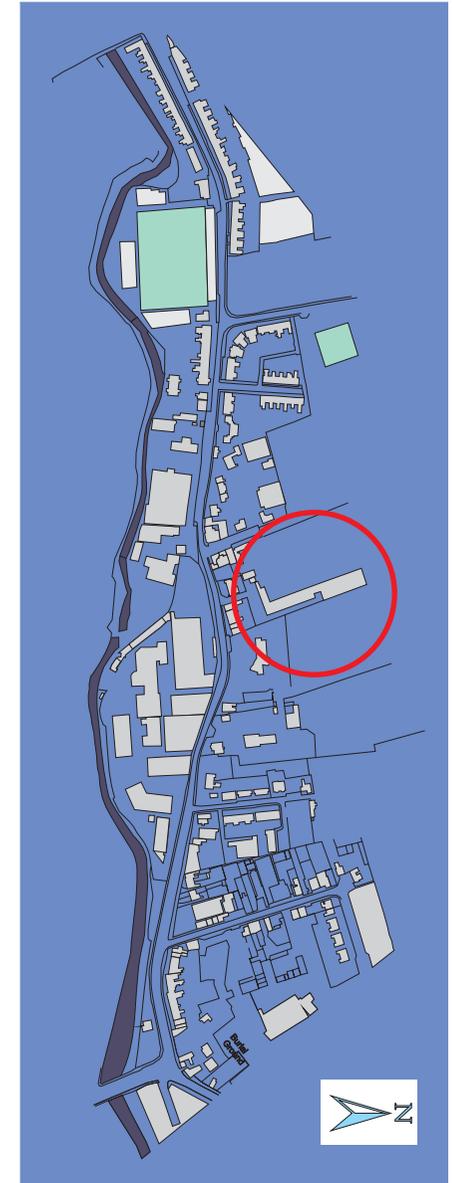
Extract from 1889 OS Map (1828)

6.1.3 Character Zone 3

This area includes development sites at St. Vincent's Psychiatric Hospital, with the landuse Z12; together with adjacent and neighbouring parcels of land zoned Z15 and Z1.

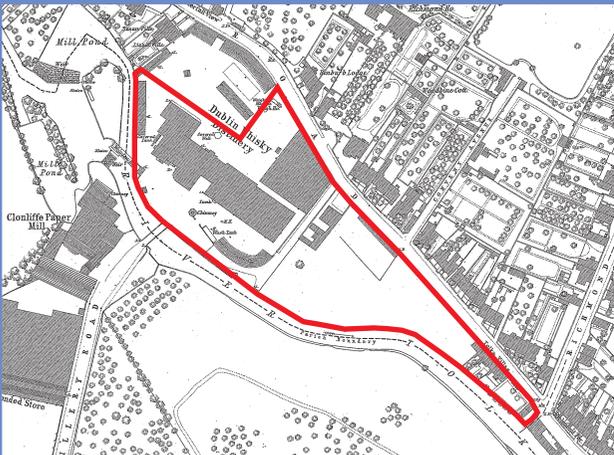
The St. Vincent's Trust is the principle landowner. Access to development lands is off Richmond Road and Waterfall Avenue. Potential development area is c. 4.5 hectares.

The 1889 OS map shows the pattern of open fields and the development of formally landscaped grounds associated with villas overlooking the river. Waterfall Avenue is on the old approach route to Drumcondra Castle (St. Joseph's).





Extract from Development Plan 2005 - 2011



Extract from 1889 OS Map (1828)

6.1.4 Character Zone 4

This area comprises the Z10 lands south of Richmond Road from the small riverside park to the Distillery buildings, and includes the HB Dennis site. The Tivoli Centre and Blythemount Warehouse (part of former distillery) are protected structures. Redevelopment is in progress with permission for apartments with retail and offices in refurbished existing structures. Access to development lands is off Richmond Road, with access to the Distillery complex via a new bridge over the River Tolka from Distillery Road.

The 1889 OS map shows the setting and approach route to the distillery complex, with the Clonliffe Paper Mill on the southern bank. East of the distillery, lands are undeveloped with the exception of Tolka Villas, later demolished.





Extract from Development Plan 2005 - 2011

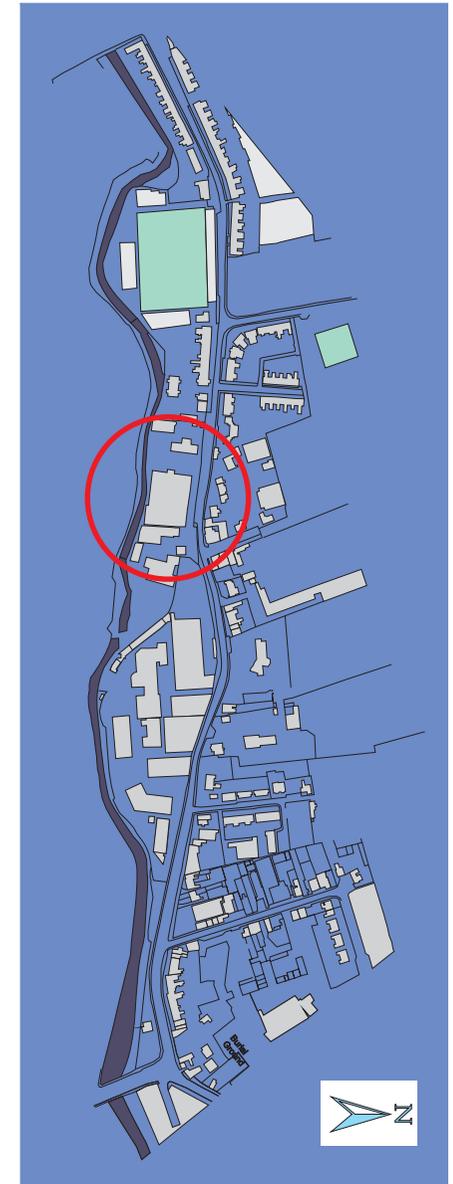
6.1.5 Character Zone 5

This Area comprises the Z10 lands south of Richmond Road from the Distillery buildings to the Edgewood apartments opposite Grace Park Avenue. Access to development sites is from Richmond Road. The principle ownerships are Leydens Cash and Carry and Richmond Builders Providers, whose site is partially located on one of the former distillery mill ponds. To the west sites are in plots running from the road down to the riverbank and include the Maxol Service Station and shop. Potential development area is 1.67 hectares.

The 1889 OS map shows the relationship of Waterfall Avenue to the mill ponds and weir, and the villas sited to take advantage of the setting Lizzie Ville, Susan Ville, Waterfall Cottage, Boru House and Lodge (commemorating the nearby site of the Battle of Clontarf) and Tolka Lodge.



Extract from 1889 OS Map (1828)



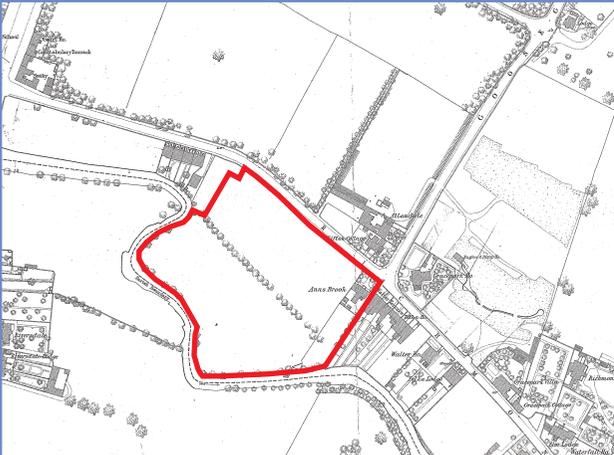


Extract from Development Plan 2005 - 2011

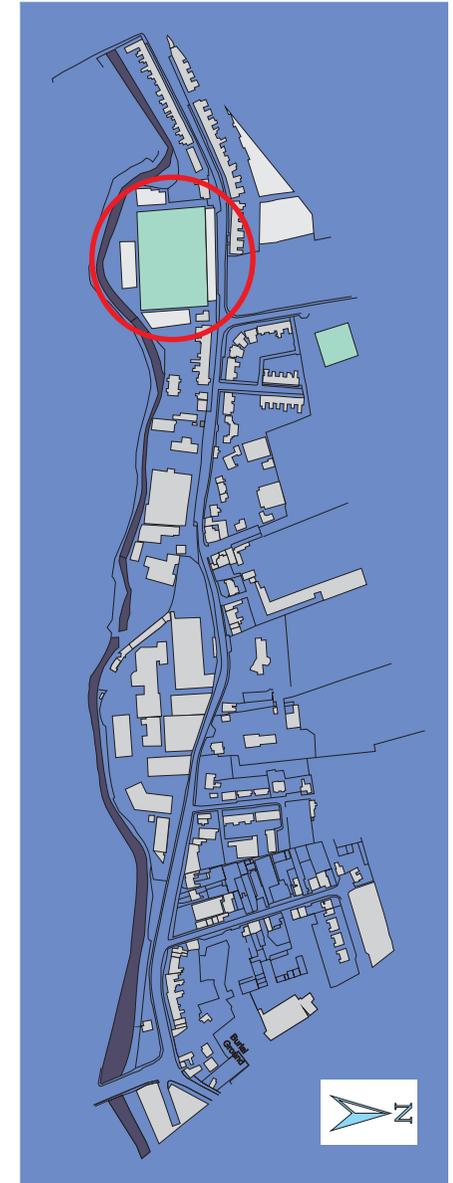
6.1.6 Character Zone 6

This area comprises the Tolka Park Football Grounds, Zoned Z9 (partly Z1). The site is owned by Dublin City Council and leased to Shelbourne Football Club until 2062. The level site is floodlit and surrounded on all four sides by viewing stands. A steep embankment falls to the River Tolka, and is secured by raised block walls. The land area is c.1.49 hectares.

The 1889 OS map shows the open promontory on the banks of the river, 'Annsbrook' house and the fields lying between Drumcondra Road and Grace Park Road which were later to be developed as residential terraces.



Extract from 1889 OS Map (1828)





Extract from Development Plan 2005 - 2011

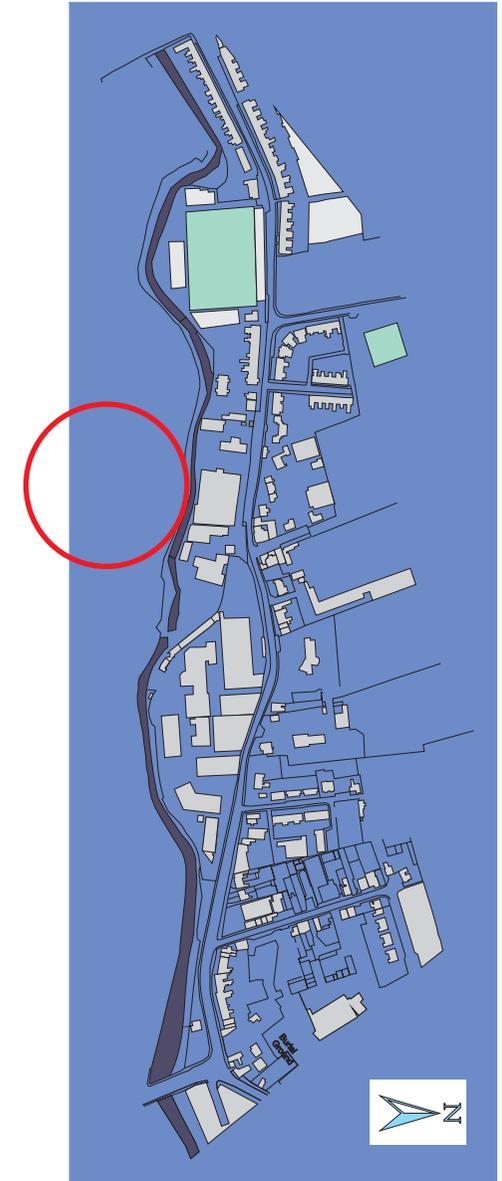
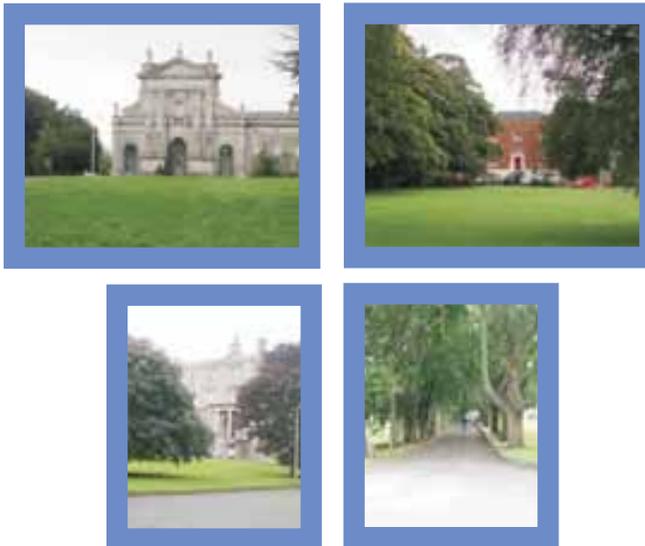
6.1.7 Character Zone 7

This area comprises the Clonliffe College Estate which is zoned Z12 with provision for a linear park along the River which is zoned Z9. There are a number of Protected Structures. The potential development area is c. 12 hectares. Main access to Clonliffe is from Drumcondra Road and Clonliffe Road.

The 1889 OS map shows the older buildings, without the mid 20th century extensions, surrounded by fields sloping down to the river. The Archbishop's House is set in a mature landscape with its own access to Drumcondra Road.



Extract from 1889 OS Map (1828)



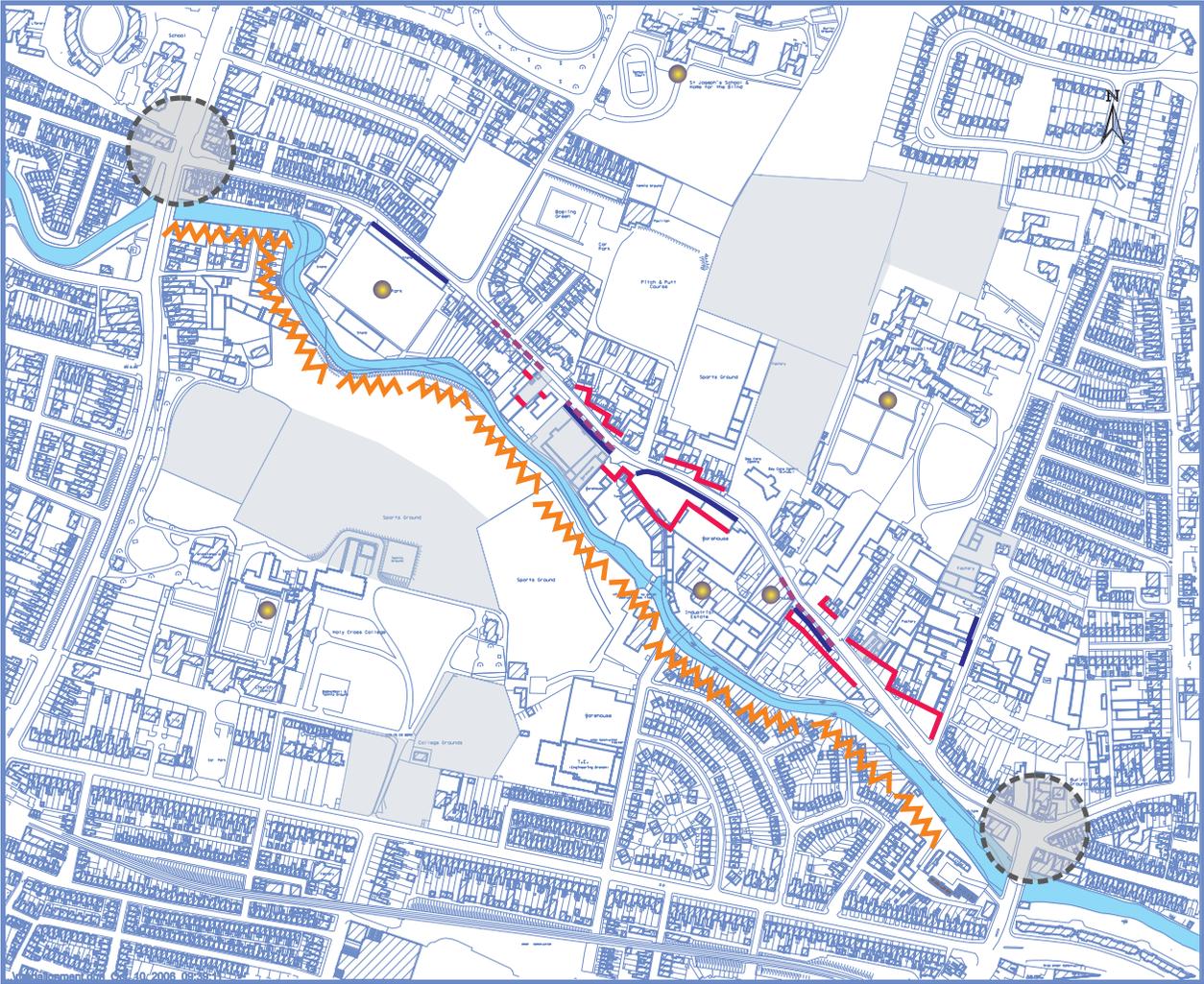
6.2 Urban Features

Map 8 - Issues and Urban Analysis details the area using definitions of various physical characteristics.

The map illustrates that there are two existing nodes or focal points which are at either end of the Road, at the intersection with Drumcondra Road and Ballybough Bridge. Between these focal points, the main movement corridor is Richmond Road with limited access and linkages north to south with only Grace Park road and Philipsburgh Avenue providing north-south access. Another physical characteristic of the road is the building line which is staggered and discontinuous, reflecting the historical evolution of the area. There are a number of inactive frontages, such as, at Tolka Park Stadium, Leydens cash and carry, the builder's providers and Ergo. Landmarks associated with the area are, Tolka Park, the former distillery buildings, St Vincent's hospital buildings and Clonliffe College. The Tolka River, a primary natural feature, is an edge or boundary to the area, closing off access south to Clonliffe Road.

ISSUES & URBAN ANALYSIS

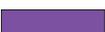
- Existing nodes / Local Centres..... 
- Staggered and discontinuous frontage..... 
- Edges..... 
- Constricted road / pavement widths..... 
- Inactive frontages..... 
- Landmarks..... 
- Vacant / underutilised sites..... 

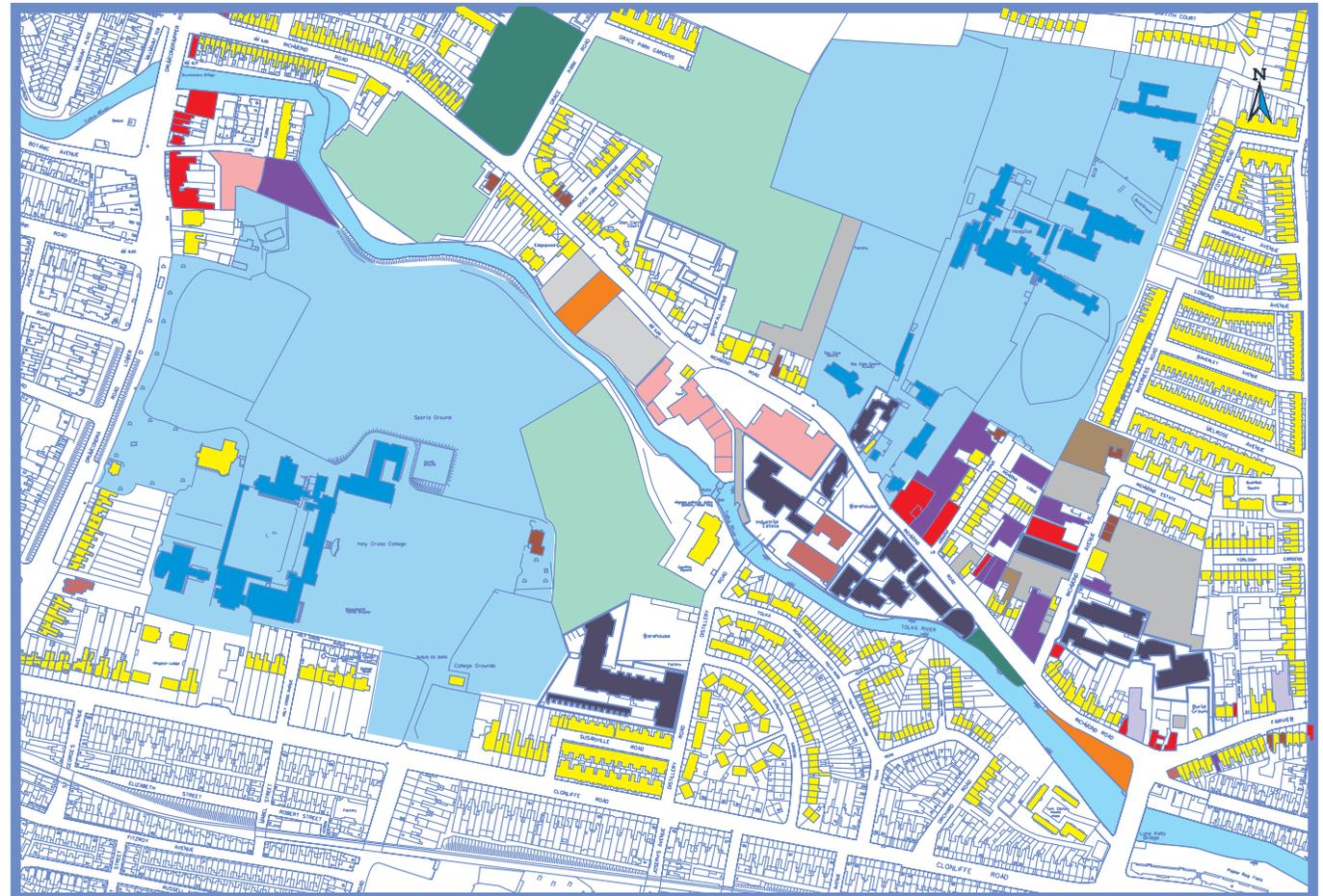


6.3 Land Ownership, Building Plots and Uses

Terraces and semi-detached houses are the predominant building form around Drumcondra Road, Grace Park Road and Philipsburgh Avenue. In between, the central area is characterised by large building plots both to the north and south of the River, such as, Tolka Park, the Institutional lands of St. Vincent's Psychiatric Hospital and the former Clonliffe College, and businesses, such as, the former Panelling Centre, Leydens, the builder's providers and former premises, such as, the Tivoli centre, H.B Dennis, Davies and O'Donnell sites. Most of these are in private ownership or held by Trusts. Dublin City Council is the beneficial owner of Tolka Park lands (70-110 Richmond Road). Dublin City Council granted the lands by way of a lease for a period of 99 years from 25th March 1963 to Donnelly Fruit and Vegetable Limited.

LAND USE

Residential.....	
Offices.....	
Retail Units.....	
Retail Warehousing.....	
Petrol Station.....	
Public House.....	
Industry.....	
Open Storage.....	
Institutional.....	
Public Open Space.....	
Private Open Space.....	
Community.....	
Vacant/Misc.....	
Under Construction.....	



7.0 Area Action Plan

The plan aims to achieve certain qualities in any redevelopment which are recognised as providing good environments with an enhanced public domain. The aims are, therefore, to improve movement and connectivity (permeability), increase vitality (vibrant, safe, comfortable and active), and provide a variety of uses and activities, within a legible and enhanced environment which is capable of adaptation and change.

The urban design strategies of the Plan are:

- (a) To establish sustainable densities and a mass of activity which is balanced and consistent with protecting the historic and landscape character of the study area.
- (b) To develop a coherent streetscape along Richmond Road, secondary streets within the study area and proposed/future access roads.
- (c) To develop a contemporary architectural style, sustainable design, complementary to the grain and character of the remaining historic fabric.
- (d) To provide for the enhancement of the public realm, the existing streets and new routes, public spaces, walkways and parks, especially along the River Tolka.

7.1 Urban Design Guidelines

Uses

Located between the river and the road and on either side of Richmond Avenue, the predominant land use objective is Z10 mixed use where any redevelopment proposals must include a substantial commercial component with residential; mono uses shall not generally be permitted. The design of buildings will incorporate the commercial use with appropriate floor to ceiling heights, from a minimum of 3.5 metres to 4 to 4.5 metres (live work units). In the design, the protection of amenity and the reduction of conflict between the various uses are paramount in terms of noise, traffic levels, and security.

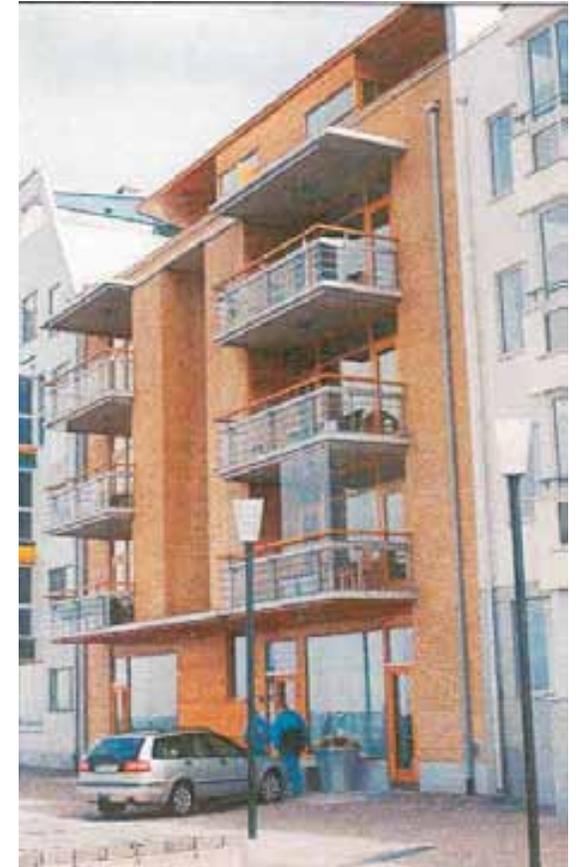
In schemes of 50 or more units, 25% of the units shall be family units and no more than 15% of units shall be one bedroom units. Family refers to a household of two or more persons, where at least one person is aged under 18. The floor area of family units shall be at least 90 sq. metres, providing for children in the number, type and layout of the rooms and open space. In schemes of 50 or more units, the average size of apartments across the entire development shall be a minimum of 75 sq. metres. On all sites the proportion of one bedroom units shall be no more than 15%. Provision of communal facilities such as laundry facilities, storage space and children's play space will be expected in larger developments.

Childcare facilities are required in residential development of 75 units or more.

The provision of Part V housing will be required as set out in the Development Plan.

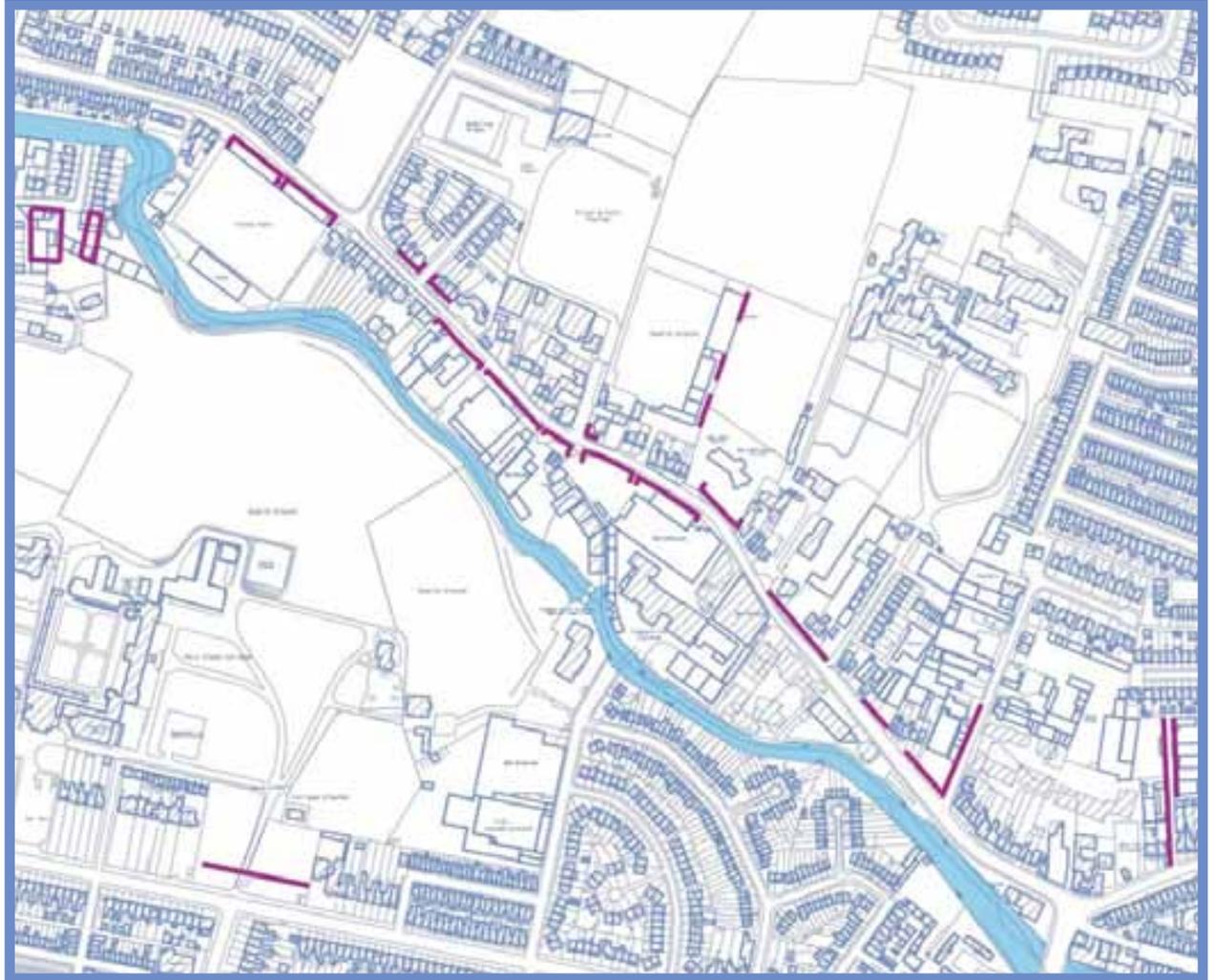
Building Lines.

Building lines need to be established, especially along the southern side of the Richmond Road. **Map 10** illustrates the building lines for Richmond Road, Esmond Avenue and Clonliffe Road in the case of redevelopment. Active frontages (doors and windows) should connect to the public street.



PROPOSED BUILDING LINES

Proposed Building Lines..... 



Heights, Scale and Massing

Heights of buildings, while impacting on existing buildings, define the enclosure of space. The Plan addresses the existing context and guidance for new development.

In proximity to the existing buildings, the heights of new buildings must be sensitive to the existing scale and height of the adjacent buildings. In particular the distance between opposing windows, depth and plot frontage should reflect the existing context. **Map 11** illustrates areas where the existing context must be respected. The main areas are close to 2 storey houses, such as, Richmond Avenue, Esmond Avenue and Waterfall Avenue. Other areas include Drumcondra and Clonliffe roads, and the institutional buildings of Clonliffe and St. Vincent's Hospital where the dominant height is 4 storeys. In these locations, new buildings must retain a distance from, and step down to existing buildings. Redevelopment in proximity to the existing residential streets to the north of Richmond Road (excluding institutional lands), the height shall be restricted to a maximum of three storeys with a set back. Also in this area, in developments of 50 or more units on any site, there must be a mix of dwelling types, to include town houses, maisonettes etc., Other criteria to assess the appropriate height's are maintaining adequate daylighting, open aspect and space and degree of privacy; current standards of distance to protect privacy range from 15 metres (mews) to 20 metres distance between opposing windows.

Between the road and the river, the height of any development immediately along the road is confined by the width of Richmond Road and distance to opposing windows. **Section 1** illustrates the minimum width of the road between an existing house and possible development. In redevelopment to the south of Richmond Road, between the road and the River Tolka, which is situated immediately adjoining (fronting) the road (rather than located in the backland area of the site), the height should be a maximum of four storeys with a set back depending on, in addition to site development standards, daylighting and overlooking.

Certain locations, due to their size and distance from the existing buildings, will be capable of surpassing the existing heights which predominates the area, namely, parts of the institutional lands at St. Vincent's and Clonliffe College and along part of the banks of the River. In addition to the historical and natural settings of these areas, key factors in judging the appropriate heights will be adequate daylighting, ventilation, open space and degree of privacy.

In redevelopment proposals for higher buildings (4storeys plus), there must be a quality in the relationship of the height of the buildings to the open space. In addition, adequate daylighting will facilitate determining the scale of, and width of space between buildings. In each case, privacy and quality of open space will be considered in judging the appropriate height.

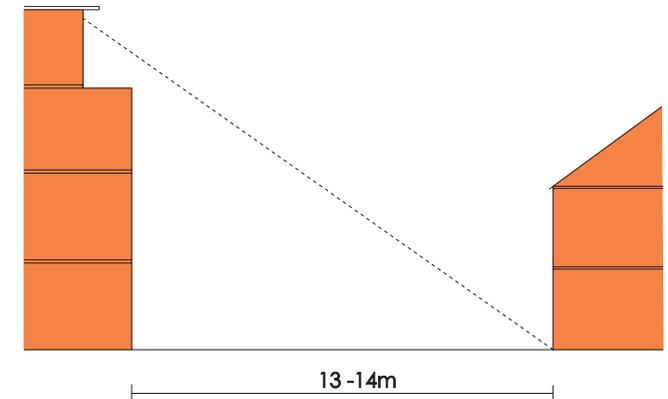
The depth of new buildings will be in the range of 9 to 14 metres, in order to facilitate maximum natural ventilation and lighting.

Sustainability

The design of all new buildings will follow the principles of sustainable development where the defining feature is a significant reduction in environmental impacts.

Features of sustainable buildings should include measures to:

- Reduce energy consumption and associated emissions of carbon dioxide;
- Minimise the use of resources such as water and construction materials;
- Reduce the release of pollutants;
- Maximise the use of sustainably sourced and recycled materials (e.g. timber);
- Promote sustainable travel choices through public transport and cycling provisions;
- Promote health and well being (lighting and ventilation);
- Conserve, or enhance biodiversity.



Public Realm

In any redevelopment, there should be a hierarchy of open space differentiating between the levels of activity and relationship and orientation of buildings, from the public street, river frontage, public open space/squares, pedestrian cycle route to private space.

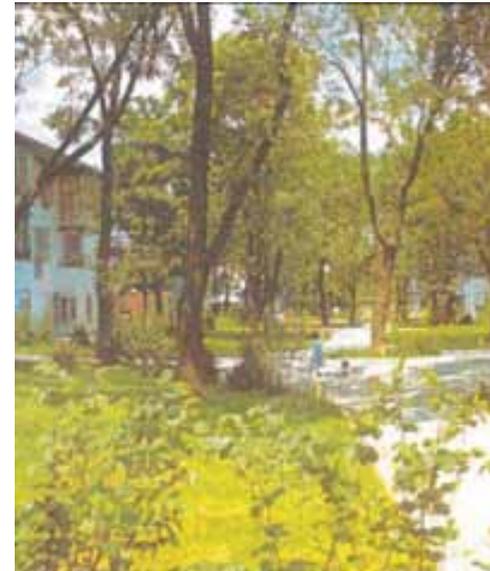
Private open space shall be provided in the form of rear gardens / patios / terraces for ground floor units and balconies at upper levels. Balconies should be integrated into the main structure of the building with vertical privacy screens between adjoining balconies. The minimum width of balconies shall be 1.5 for one-bedroom units and 1.8 for two or more bedroom units. Desired sizes are 5 sq. m. for one bedroom; 6.4 sq. m. for two bedrooms; and 6.7 sq. m. for three bedroom units. In this area, 10 sq. metres per bedspace of private open space is appropriate.

In addition, semi private or communal open space with limited public access, in the form of landscaped areas should also be provided. Roof gardens offer limited potential (climate and safety) and should not form the major share of such space.

In apartment schemes, provision for the play needs of children should be as follows:

- Within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme of 50 or more units; and
- Within play areas (200–400 sq. metres) for older children and young teenagers, in a scheme of 150 or more apartments.

In general, the amount of public open space should be 10% of the total site area, except on institutional land, Z12 and Z15, where 20% and 25% respectively is required. Central squares, routes to the river are examples of public open space provision. Along the northside of the River, public open space provision will include the linear corridor on the banks, including walkway. A public facility should be provided in the new public spaces, such as, a playground/ sitting out area, which facilitate activity.



With proposals for development, a landscape plan and scheme for the different open space areas and link routes shall be prepared which will incorporate both hard and soft landscaping, an appropriate lighting scheme and full details of all surface materials and planting.

In the provision of open spaces, such as, riverside corridor, linear park, pedestrian routes, parks / plazas, central squares, landscaped forecourts, new development shall incorporate active building frontages which overlook the spaces in order to ensure good surveillance and within the design of the spaces adequate security measures shall be incorporated



7.2 Conservation Strategy

- (a) To build on and respect the architectural and historic heritage of the road and its natural environs by identifying structures, landscape and elements of infrastructure for protection.
- (b) To make proposals for the re-use of structures of architectural and/or historical importance and for their integration with new contemporary fabric.
- (c) To promote the adaptation of older buildings for sustainable new uses with guidelines.
- (d) To safeguard and develop the quality, continuity and biodiversity of the River Tolka, institutional lands and open spaces, and balance these priorities with the need to improve public amenity and access in the area.

The objectives are:

- 7.2.1** To protect significant surviving structures identified in the Record of Protected Structures and to add to the Record of Protected Structures (RPS) subject to assessment, the following significant buildings and structures, namely:
- Warehouse (Blythemount) on Richmond Rd, already mapped
 - Richmond House, 5-bay 2-storey house in grounds of St. Vincent's pre-1837 Note 'Richmond Castle' (national monument) was located in the vicinity of Richmond House
 - No. 1 Waterfall Avenue (Waterfall House) detached 4-bay 2-storey over basement with attic storey c.1810.
 - Detached bow-fronted redbrick 2-storey house, 3-storey return in grounds of St. Vincent's facing onto Richmond road pre-1837

7.2.2 To safeguard the buildings and structures listed in Appendix 2, in future development proposals, which are identified as contributing to the local architecture and streetscape.

The importance of these buildings to the character of the area must be recognised in Development Control where the objective would be to safeguard these structures in future development proposals, especially as Policy H27 in the Development Plan seeks the retention, re-use, and refurbishment, using appropriate materials and techniques, of older buildings.

7.2.3 To enhance or restore views and vistas as follows:

- Views of the River from Richmond Avenue and Waterfall Avenue and the partially obscured vistas of the river valley and Dublin mountains from the entrance approach to St. Vincent's.
- Vista of the river valley and the Dublin mountains from the entrance area of St. Joseph's;
- Vista of Clonliffe from the southern fields of St. Joseph's and the old approach route from Waterfall Avenue.
- Vista of the Red House, across the front lawn from Clonliffe College.
- Vista between St. Joseph's and St. Vincent's.

7.2.4 To protect and enhance the essential topographical features and designed relationships of the area. Where development is on sloping ground, buildings should sit in real ground and step up the slope.

7.2.5 To create a framework to enable future development to be so designed, that where essential features and relationships have been obscured, the opportunities for them to be uncovered and enhance are exploited.

7.2.6 To ensure the retention of the historic watercourse where it survives and the amenity potential of the watercourse is developed in a way that respects its historic role and maximises public access to the riverbank.

Biodiversity

The Tolka and its banks are a key wildlife habitat in the area. The river supports bat species, otters, breeding birds and traditionally supported salmon. Continuity of vegetation cover along the banks is crucial, as are links to other green spaces (institutional lands and open spaces, canal and railway lines) and water bodies in the locality in order to provide cover, feeding and commuting routes.

Existing and potential 'hot spots' for biodiversity are also key local interest areas - these include semi natural 'wild' riparian areas along the Tolka, and interests such as semi natural grassland, hedgerows and trees in the areas identified as Institutional lands.

The ecological network could be affected by redevelopments which may use the river as a means for surface water disposal. The integration of SUDS (Sustainable Urban Drainage systems) in proposed developments, would aid surface water disposal, flood and pollution management. With regard to policy U27 of the Development Plan, the integration of SUDS should incorporate soft engineering solutions for purposes of water attenuation in areas adjacent to the river and large redevelopment sites.

Along the banks of the River, with the flood alleviation works, the northern bank is characterised by walls, while the southern bank on the Clonliffe lands is characterised by a more natural habitat. With the objective of improving public access to the River, any development along the northern bank should incorporate existing habitats in creating the public riverside corridor. In any redevelopment of the southern bank, and incorporated into the design of the linear park, there should be a strong ecological and riparian emphasis including semi natural areas, woodland/ scrub, wildland, sloping banks and natural water attenuation areas. Linkages through the Clonliffe lands to consider links to canal and railway lines to the south for green spaces and wildlife requirements.

Institutional lands and large private open spaces could contain existing habitats of local and national interest, such as, semi natural grassland, hedgerows, trees, natural wetland areas, traditional woodland, scrub, wildland, sloping banks and water attenuation areas.

It is important that ecological assessments are undertaken with any redevelopment proposals having regard to the City Council Draft Biodiversity Action Plan and should consult the Habitat Mapping Project to determine the components of natural heritage in place to be retained and networking of green spaces. Habitat management schemes on open spaces and parks should be incorporated in accordance with best practice for biodiversity.

The objectives are:

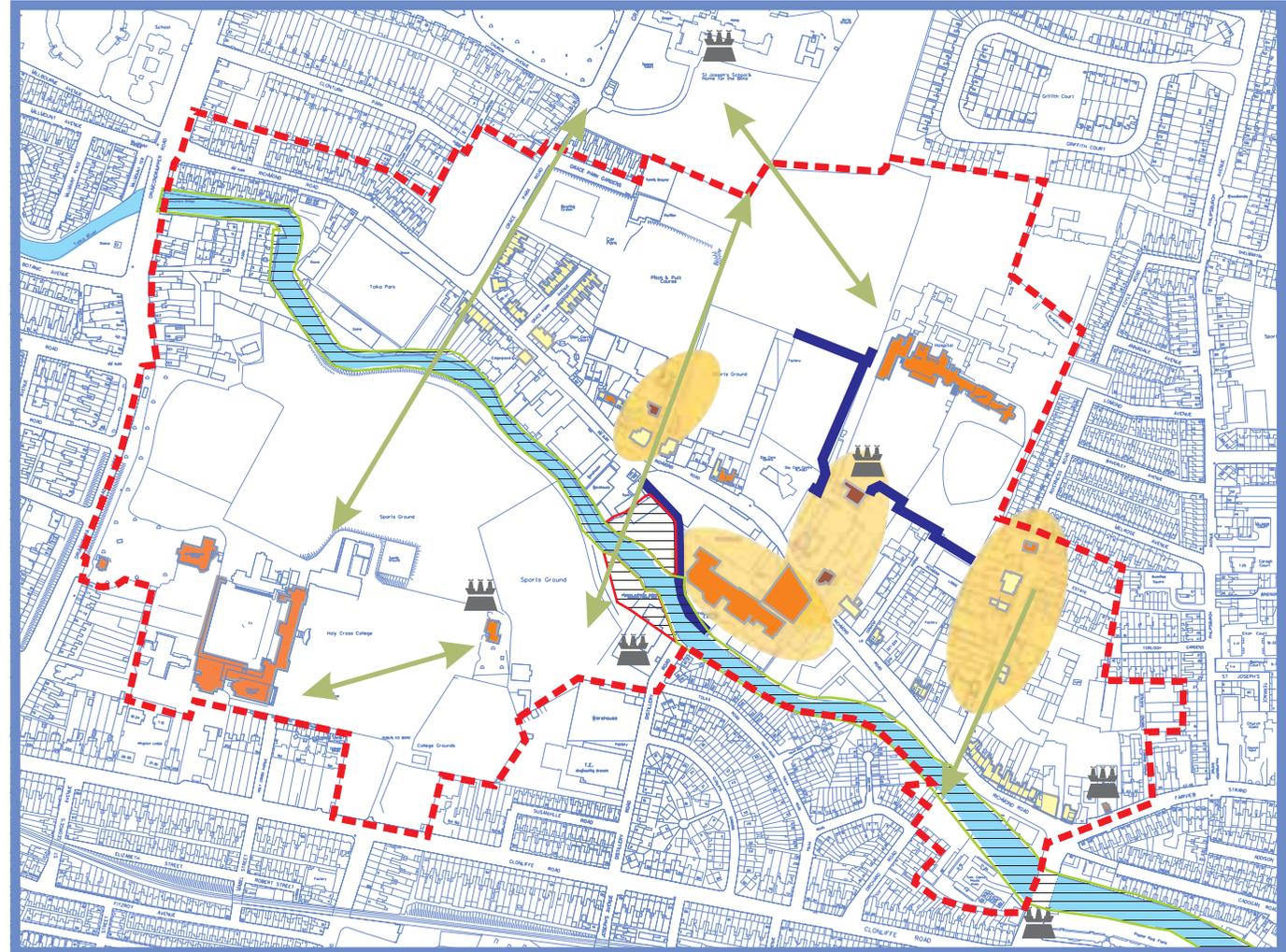
- 7.2.7** Seek the retention and enhancement of existing natural habitats, in particular, along the Riverbanks and on large sites subject to development proposals.
- 7.2.8** Integrate Sustainable Urban Drainage systems in major development proposals, with, where possible, the incorporation of soft engineering solutions (e.g. wetlands/ water bodies as part of the landscape plans) for purposes of water attenuation in areas adjacent to the river and large redevelopment sites.
- 7.2.9** Undertake ecological assessments of institutional lands, private open spaces and development sites along the River with proposals for redevelopment, where existing natural heritage interests should be fully assessed and incorporated into the design of the redevelopment with habitat management schemes in accordance with best practice for biodiversity. All ecological assessments must have regard to the City Council Draft Biodiversity Action Plan and consult the City Council's Habitat Mapping Project.
- 7.2.10** Protect and conserve the natural river habitat.
- 7.2.11** Incorporate existing natural habitats and green buffers, where possible, in the provision and development of the publicly accessible riverbank corridor.

Map 12 summarises the Conservation strategy for the area.

MAP 12 - CONSERVATION STRATEGY

CONSERVATION STRATEGY

- Sites of Archaeological Interest 
- Protected structures..... 
- Recommended for inclusion in record of protected structures..... 
- Significant contribution to architectural heritage/ streetscape..... 
- Other structures of interest..... 
- Zone of historic character..... 
- Conservation Area..... 
- Existing vista..... 



7.3 River Tolka

- (a) To develop and exploit the amenity and recreational value of the Tolka River in the layout and access arrangements for all new development, with the aim of creating both new pedestrian accesses and a continuous linear park along the river.
- (b) To identify pedestrian linkages to Richmond Road and the existing institutional lands both to the north and south of Richmond Road.
- (c) To identify and protect important views and vistas from the higher grounds to the north to the Tolka River and southwards to Clonliffe College.

The aim is to provide public access to the River Tolka. In all redevelopment, there will be the provision of a public corridor, including walkway, on the banks of the River; it shall not be provided in the form of a boardwalk. The corridor will be 8 metres wide and be contained within the boundaries of the sites. As part of a landscape scheme, appropriate lighting for pedestrians shall be provided. The layout of the development should be orientated to ensure overlooking of the corridor. The landscaping of the riverside corridor should enhance the natural environment and facilitate bird and wildlife habitats.

In line with the Council's policy, no development should be gated and, as part of any development proposals, pedestrian/cycle access will be provided from Richmond Road to the corridor with the main vehicular access and additional routes. Along the road, pedestrian/cycle routes to the River should be provided at intervals of at least 60 to 70 metres, while respecting the identified historical vistas.

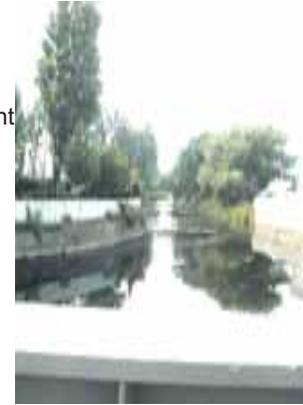
Equally important is to provide access across the River to the south to link up with Distillery Road and the proposed 35 to 40 metres wide linear park at Clonliffe College on the southern bank.

Three crossings have been identified:

- At Distillery Road, with any further development proposals, public pedestrian/cycle access across the new bridge will be provided;

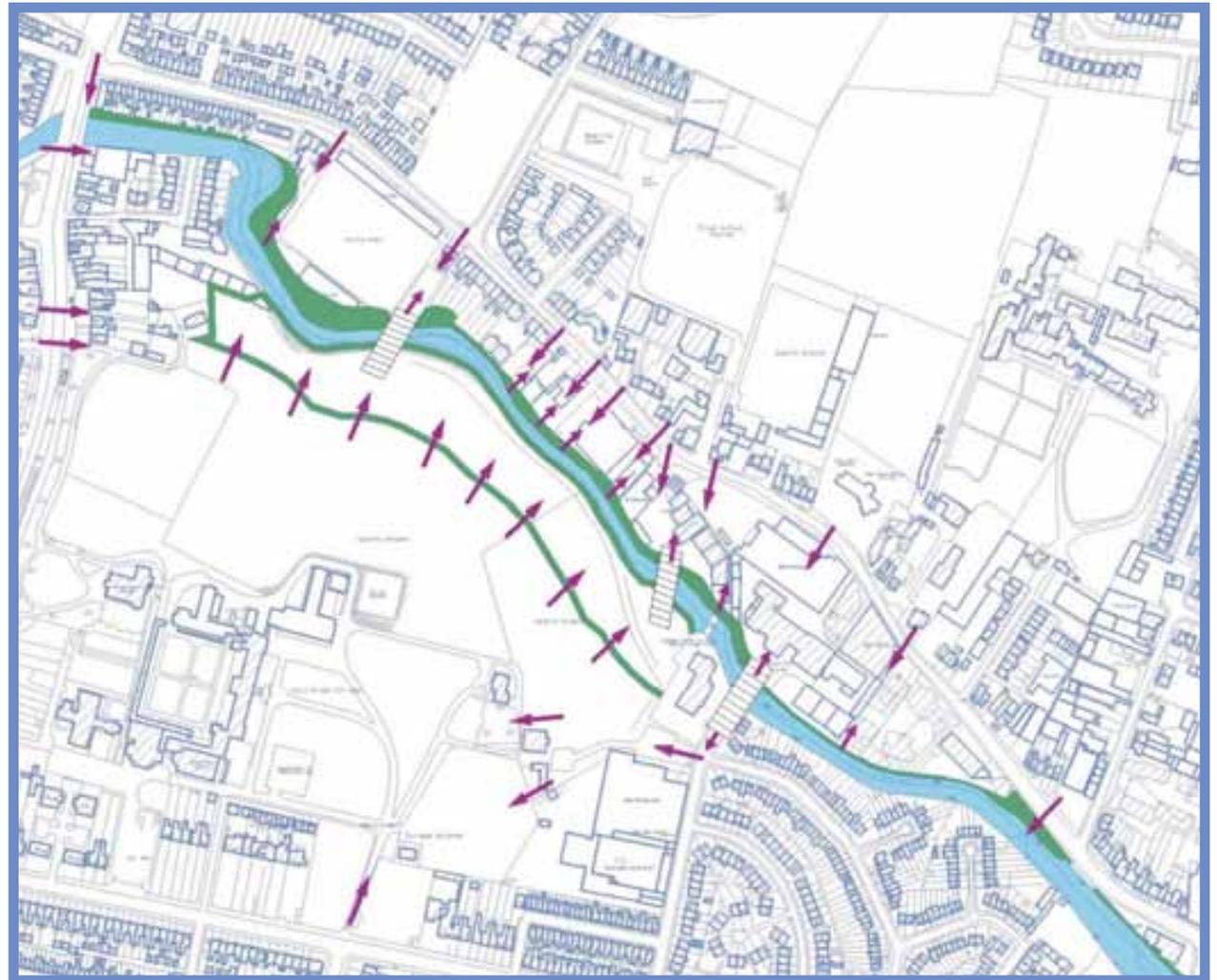
- On an alignment with Waterfall Avenue, any redevelopment will include a pedestrian/ cycle bridge across the River;
- At Tolka Park, in the event of any redevelopment proposals.

Map 13 illustrates the routes and potential river crossings.



PROPOSED RIVER ROUTES & CROSSINGS

- 8m Wide Corridor..... 
- Cycle/Pedestrian Routes..... 
- Cycle/Pedestrian Crossing..... 



7.4 Traffic, Movement and Linkage

Overall the aim is to achieve a better balance between vehicular, pedestrian and cycle movements within the area.

The objectives are to:

- (a) To provide additional linkages throughout the area by providing public access routes from the existing roads to the redevelopment and within the site to facilitate the movement of pedestrians and cyclists.
- (b) To improve/facilitate vehicular access to the institutional lands and development sites on and in the vicinity of Richmond Road.
- (c) To establish a coherent road and footpath alignment along Richmond Road between the junction with Grace Park Road and Philipsburgh Avenue, while having regard to the significance of the historical alignment of the road, by upgrading the road and, where feasible, to achieve a minimum width of a 7.5 metres carriageway with advisory cycle lanes and pavements on either side.

In addition to the access route to, along and across the River (see 7.3), pedestrian and cyclist routes will include, Richmond Road to both Griffith Court and Grace Park Road through St. Vincent's Hospital, and Waterfall Avenue to Grace Park Road through St. Joseph's. On the south side of the River Tolka, the main pedestrian/ cycle linkages are from Drumcondra Road to both Clonliffe Road and Distillery Road through Clonliffe College. The premises along the River have sufficient existing vehicular accesses.

St. Vincent's Hospital has a limited access from Convent Avenue. In the case of the potential redevelopment land to the west of St. Vincent's Hospital, the appropriate new main access is along the side of the existing day care centre. To the north of the hospital, only if further hospital facilities are proposed, a suitable vehicular access is from Griffith Court with restricted pedestrian and cycle access to the south.

In redevelopment proposals, the pedestrian/cycle route from Richmond Road to Griffith Court and Grace Park Road, through the institutional lands of St. Vincent's (and part St. Joseph's) will be incorporated in the design of main spine routes with a limited/short distance pedestrian/cycle route connecting to the main spine roads.

The feasibility of the pedestrian/cycle route along the historical walls path of St. Vincent's Hospital will be examined with proposals for redevelopment at the masterplan stage.

In redevelopment proposals for the former Panelling Centre, the pedestrian/cycle route through the site to the riverside corridor should be incorporated in the design of the main access road.

The design of pedestrian/cycle routes and access roads in redevelopment proposals shall incorporate active building frontages which overlook the routes in order to ensure good surveillance and within the design of the routes a lighting scheme and adequate security measures shall be incorporated.

Map 14 illustrates the potential linkages and access routes

Due to the significance of the historical streetscape on parts of Richmond Road, there is limited opportunity to achieve adequate road width between 112 and 130 Richmond Road (southside). For the remainder of the road, however, from Drumcondra Road to Luke Kelly Bridge, as part of any redevelopment proposals, a strip of land will be required between 1.5 to 2.5 metres at the following locations:

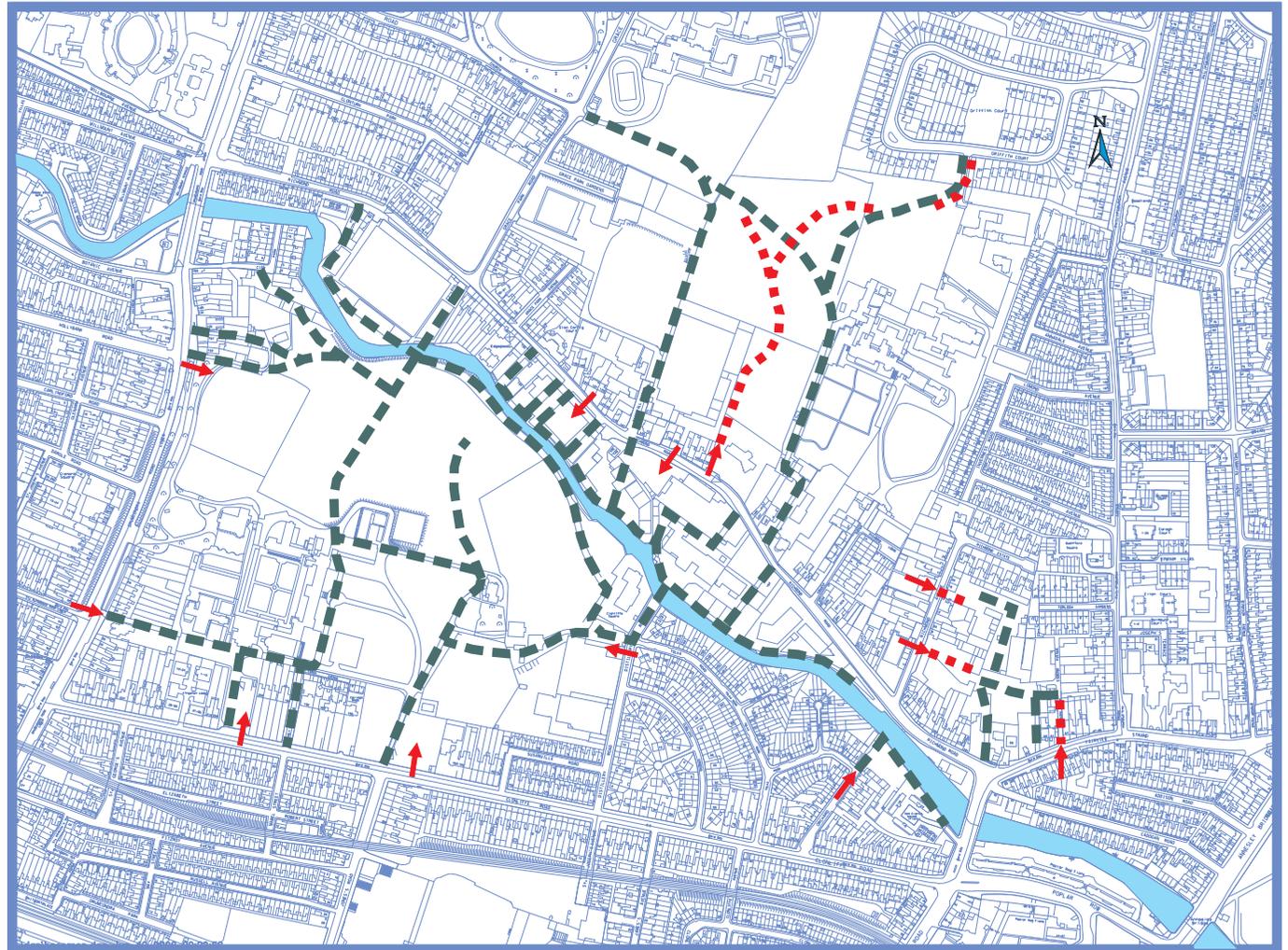
- Between 52 and 68 Richmond Road;
- At Tolka Park;
- Between 130 to 144 (former Panelling Centre) Richmond Road;
- At the Builder's Providers and Leydens retail warehouse, where there is an existing road widening strip;
- Between 193 to 219 Richmond Road.

PROPOSED MOVEMENT FRAMEWORK

Proposed Access Routes..... 

Proposed Pedestrian / Cycle Routes..... 

Vehicular Entrances..... 



From 269 Richmond Road to Luke Kelly Bridge, an additional traffic lane will be inserted in order to improve traffic movements at this junction.

As part of the upgrading of the road, a scheme of environmental improvements, lighting and traffic management will be included.

The main opportunity to enhance the environmental amenities is on the northside of the road, between Convent Avenue and Richmond Avenue. In the event of any redevelopment, an additional 5 metres strip will be required along this section to provide wider pavements with tree planting, lighting, and a limited number of lay-bys, thereby avoiding the infrastructure services in the road. Pavement materials shall be to the highest quality and durable, preferably natural stone.

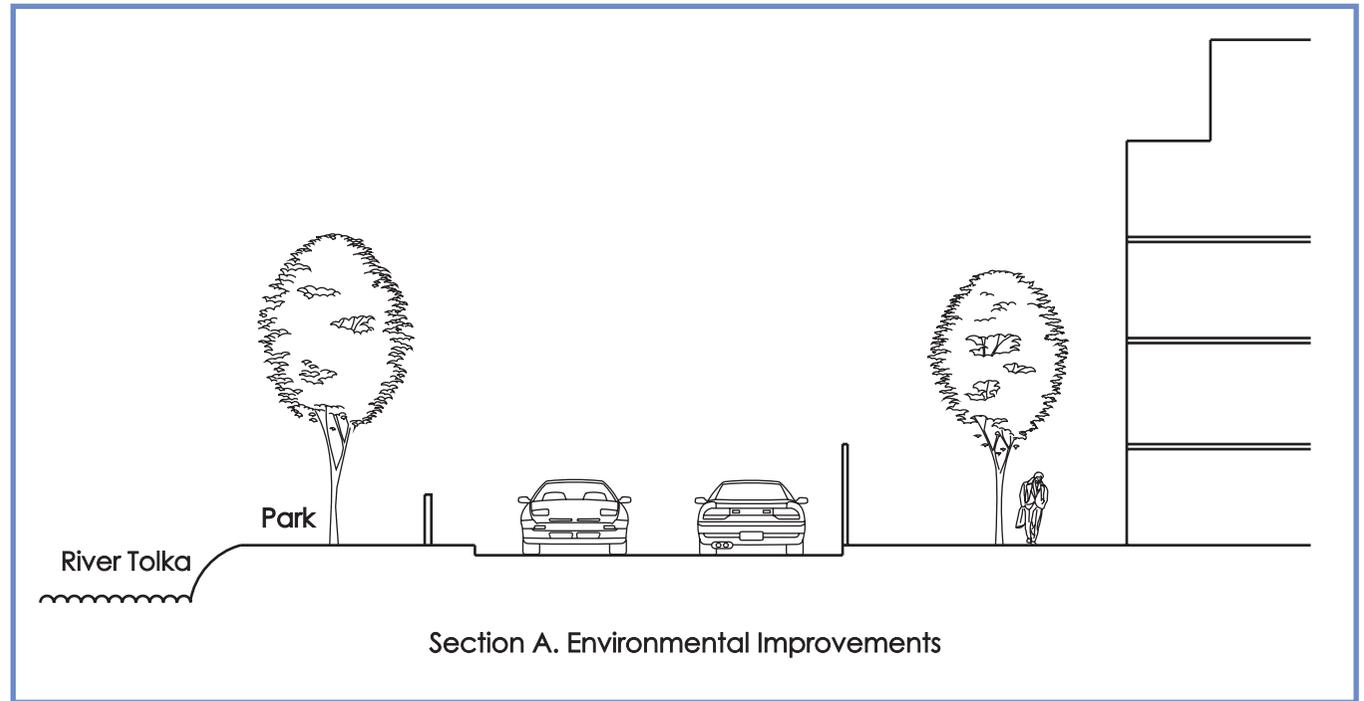
With any redevelopment, the aspect to the roads should be enhanced with soft and hard landscaping.

Map 15 shows the locations for road widening and environmental improvements. Proposals are indicative subject to detail design. The road scheme will be included in the City Development Plan 2005 – 2011 by way of a variation. The design stage of the road scheme will be carried out in 2007 with the intention of including the scheme in the next Capital Programme 2008-2010.

7.5 Service Infrastructure

The Engineering Department intend to carry out improvements to the Drainage infrastructure in the Richmond Road area. The options to be assessed include:

- The feasibility of installing separate sewerage systems by constructing a local surface water sewer network to collect surface runoff from roads and from new developments is to be assessed.
- The availability of spare capacity in adjacent sewers within the catchment is to be evaluated.
- To examine the possibility of improving the existing drainage infrastructure within Richmond Road in conjunction with the Road Widening Scheme.



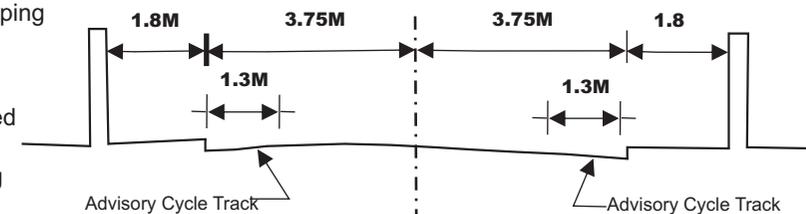
- The feasibility of increasing the capacity of Clontarf Pumping Station and of providing additional storage up stream of the Pumping Station.

At Drumcondra a pumping station will be constructed this year to deal with local surface water flooding which occurs during periods of high flows in the river. Another pumping station for local surface water flooding is planned for Fairview Park.

In addition, a new watermain (250mm) will be required along Richmond Road in the medium term and could possibly be laid in conjunction with the road widening scheme, along part of the southern side of the road.

The objective is: -

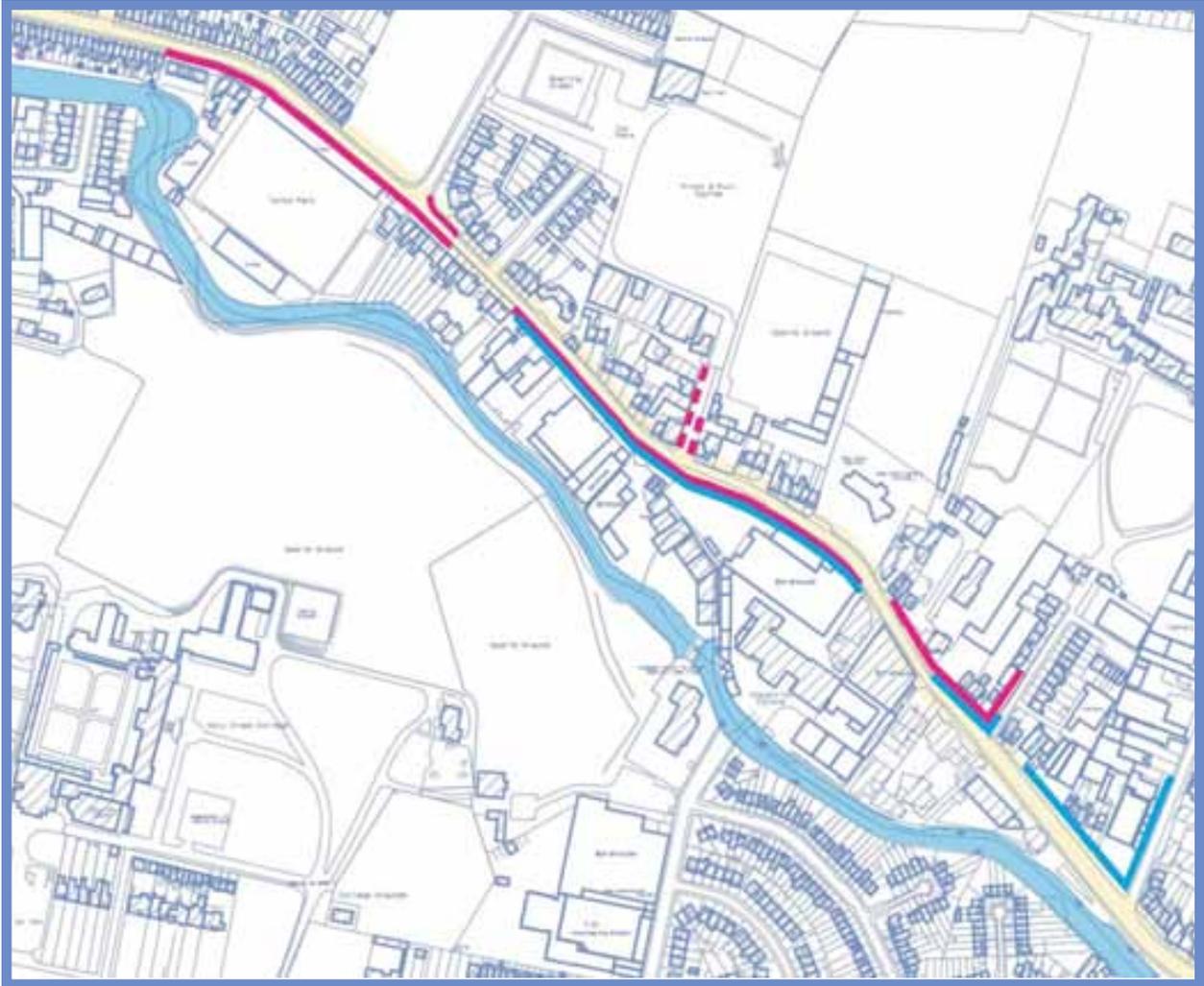
Provide for the upgrading and/or expansion of utility infrastructure to serve development in the Plan area.



Proposed Road Section

ROAD ALIGNMENT

- Road Widening..... 
- Environmental Improvements..... 
- Upgrading with Traffic Management,
Lighting and Environmental
Improvements..... 



8.0 Potential Redevelopment

The potential redevelopment area consists of 23 hectares of which the former Clonliffe College forms 12 hectares. On either side of Richmond Road, the estimated growth in population is between 3,500 to 5,500 persons. The Clonliffe institutional lands could provide for 2,500 to 5,000 persons.

Map 16 illustrates the main Urban Design Proposals in the Plan which are as follows;

New Development; Main areas for development are at St. Vincent's Hospital, former Clonliffe College lands, the northern side of the River and a small infill area on Richmond Avenue. The uses will include institutional, mixed use, residential / mixed use and potential new neighbourhood centre. With redevelopment, building lines along Richmond Road will be established.

Public Domain; With redevelopment, public spaces are identified to add to existing parks, namely;

Linear park on the southside of the River,
Riverside corridor,

Public parks/squares in St. Vincent's Hospital and between Richmond Avenue and Esmond, and

Public square/plaza in the mixed use zone between Richmond Road and the River which will open up the River frontage and provide a new focal point/neighbourhood centre.

Connection and Movement; A number of new access routes including pedestrian and cycle crossings of the River Tolka are proposed in order to provide connections throughout the area. A road scheme with upgrading, traffic calming, lighting and environmental improvements is proposed, subject to detail design.

The area has been divided into seven development zones as shown on **Map 17**. which are;

Zone 1 Former Davies, O'Donnell sites.

Zone 2 Mixed Use and Residential.

Zone 3 St. Vincent's Hospital.

Zone 4 Tivoli Centre / Distillery.

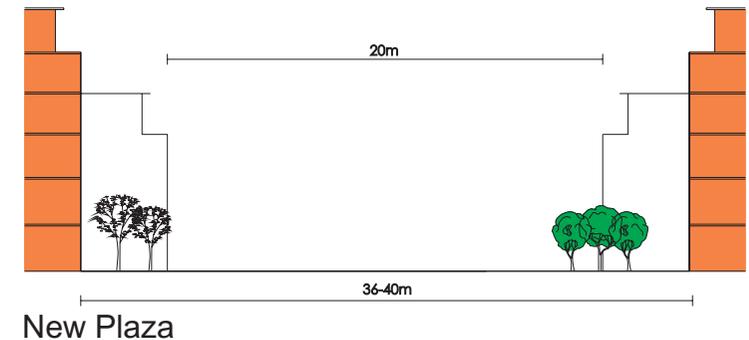
Zone 5 River Commercial.

Zone 6 Tolka Park

Zone 7 Former Clonliffe College lands.

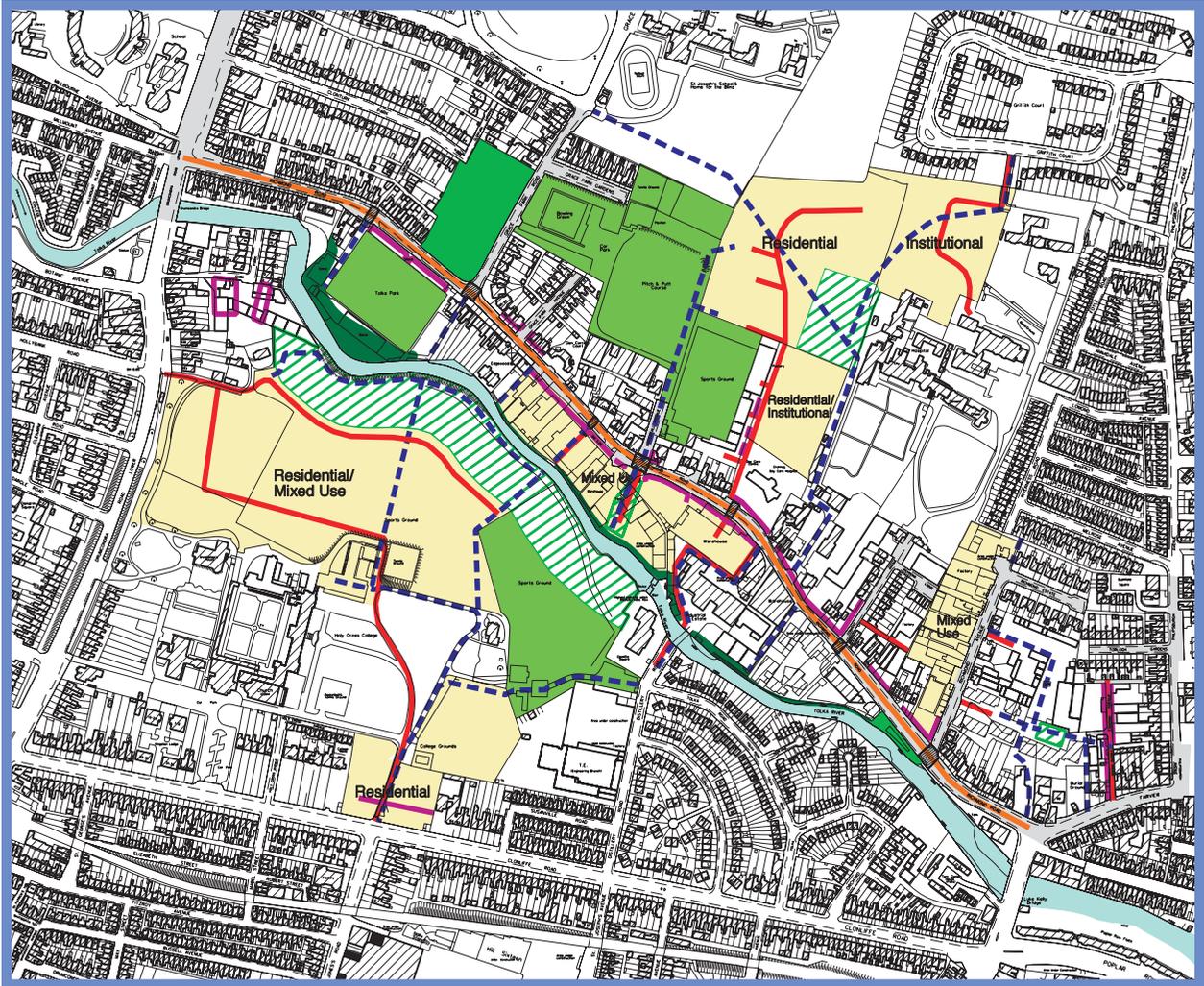
A Masterplan is required for these institutional lands and any masterplan will have regard to, and be guided by the principles of this Area Action Plan. Possible uses on land zoned Z12 are listed in the City Development Plan.

Any draft masterplan for Clonliffe lands must have regard to the principles of the Area Action Plan.

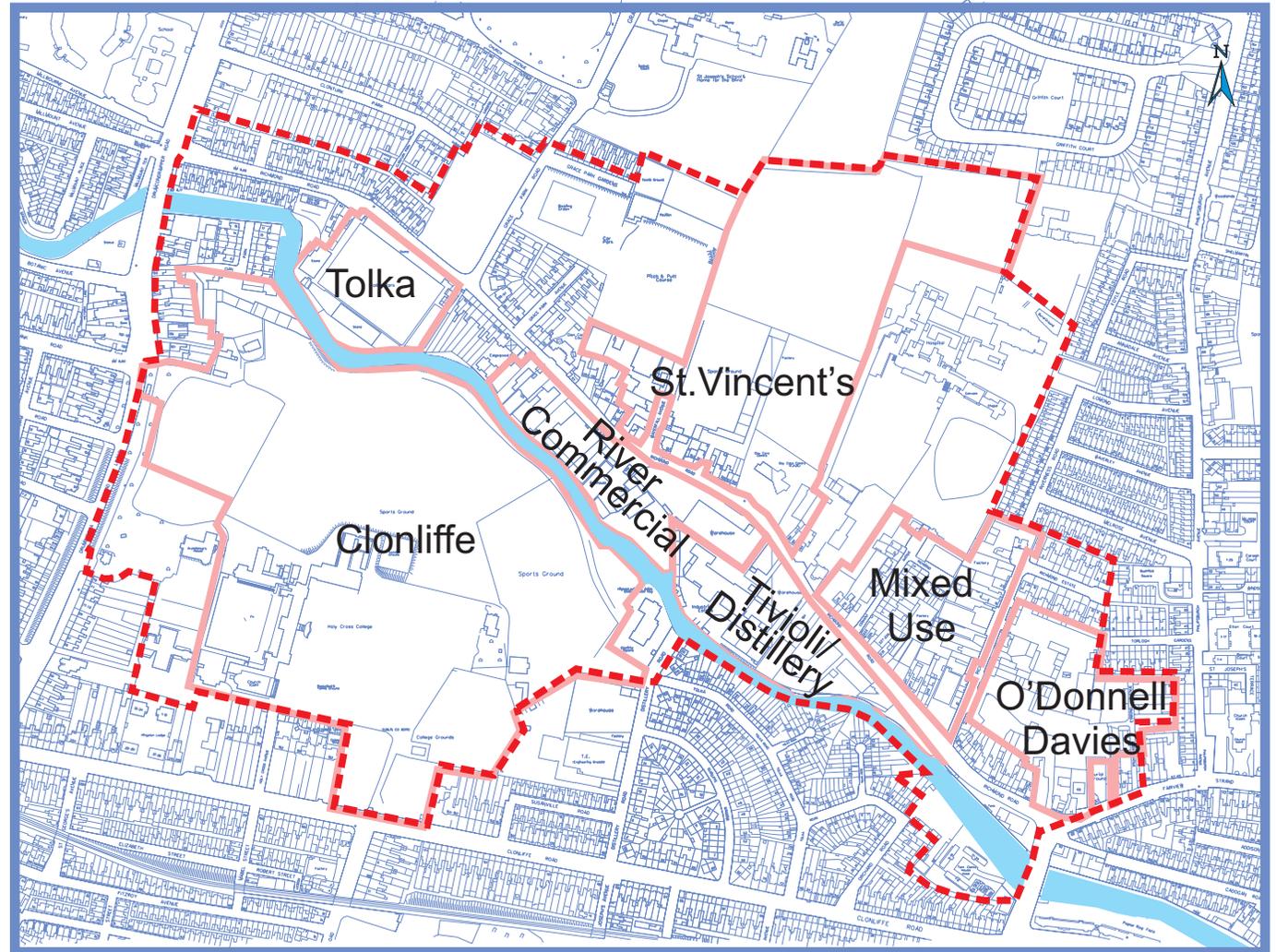


URBAN DESIGN PROPOSALS

- Existing Public Open Space [Green Box]
- Existing Private Open Space [Light Green Box]
- Main Development Areas [Yellow Box]
- Proposed Building Line [Purple Line]
- Proposed Parks/Plaza [Green/White Hatched Box]
- Proposed Riverside Walkway [Dark Green Box]
- Proposed Access Routes [Red Line]
- Proposed Pedestrian Cycle Routes [Blue Line]
- Road Improvement Scheme [Orange Line]
- Proposed Stone Paving (Traffic Calming) [White/Black Hatched Box]



MAP 17 - POTENTIAL REDEVELOPMENT ZONES



9.0 Implementation and Phasing

It is intended that the Local Area Action Plan for Richmond Road would cover a time period of ten years (2006-2016). It is intended, however, to review the policies, proposals, phasing and implementation of the LAAP in 2010 in order to assess its effects and make any amendments in line with the review of the Dublin City Development Plan 2005-2011.

The implementation of the Area Action Plan will be an evolving process and will be the subject of an on-going dialogue with the local community, the various stakeholders from the public and private sectors.

It is intended to identify a programme of environmental works, prioritise the works and provide a phasing programme for implementation through the timeframe of the Plan, in line with redevelopment proposals.

Objective:

To develop a phasing programme to accompany this Plan.

Appendix 1 - Conservation

Protected Structures

St. Vincent's Psychiatric Hospital, Main Hospital building, former convent and chapel c.1837.

Red House (Clonliffe House) detached Georgian House c.1760.

Archbishop's House detached Victorian residence office c.1890.

Entrance gates, wall and gate lodge at Archbishops House Holy Cross College and Church 1860-1876.

No. 137 Richmond Road 2-storey Georgian-style terraced house.

Nos. 163 and 165 Richmond Road 3-bay 2-storey terraced houses.

Tivoli Centre between Richmond Road and Distillery Road, a complex of linked industrial buildings c.1860 including 4-storey and 7-storey brick buildings, 2-storey limestone warehouse (Blythemount).

31 Richmond Avenue 5-bay 2-storey over basement house c.1780-1800.

Structures making Significant Contribution to Local Architectural Heritage/Streetscape

- 1 Nos. 8A and 10 Richmond Avenue semi-detached 2-storey over basement building c.1760 with single-bay annex (No.10) to side
- 2 No. 8 Richmond Avenue, semi-detached 2-storey over basement building c.1760
- 3 No. 19 Richmond Avenue 2 bay, 2-storey brick fronted building c. 1880
- 4 No. 130 Richmond Road 'Tolka Lodge' single-storey over basement double fronted house
- 5 Nos. 2, 4, 6, 8,10 Grace Park Road Single-storey redbrick terraced houses

- 6 No's 23 and 25 Richmond Avenue, semi detached 3 bay, 3 story over basement buildings c. 1780 - 1800
- 7 Nos. 93, 99, 101, 103, 105, 107,109,111,113 Richmond Road 2-storey redbrick over granite basement terraced houses
- 8 Nos. 137A and 139 Richmond Road, part of 2-storey terrace with No.137, which is in RPS
- 9 Nos. 141 and 143 Richmond Road, semi-detached two-storey houses c.1900
- 10 Nos. 145 and 147 Richmond Road semi-detached 2-storey redbrick houses c.1885, corner Waterfall Ave.
- 11 No. 149 Richmond Road attached 2-storey house c.1840, corner Waterfall Ave
- 12 No. 151 Richmond Road (Mount Auburn) attached 3-bay 2-storey house c.1830
- 13 No. 161 Richmond Road, part of terrace with 163 and 165.
- 14 Nos. 189,191, Richmond Road, pair of 2-bay 2-storey houses
- 15 Nos. 211 and 213 Richmond Road, 3-storey over basement, arch way to side of 213
- 16 Nos. 223 and 225 Richmond Road, pair of 2-storey houses, side entrances
- 17 Nos. 241, 243, 245 Richmond Road, terrace of 2-storey houses
- 18 Nos. 257A, 257,261, 263, 265,267, 271, 273, 275, 277, 279, 281, 283-285 (Meaghers Bar) Richmond Road
- 19 No. 3 Richmond Avenue, 2-storey redbrick house
- 20 Waterfall Avenue, former Waterfall Villa, attached 2-storey house, L-shaped plan, c.1835
- 21 Nos. 64-68 Richmond Road, terrace of 2-storey houses
- 22 Nos. 112, 114, 116, 118, 120, 122, 124, 126 Richmond Road, terrace of 2 and 3-storey houses