



# The North East Inner City

## Greening Strategy

2018

DRAFT

All plans shown in this document are preliminary and for the purposes of discussion only and are not fixed, all plans will be subject to further consultation



Comhairle Cathrach  
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DUBLIN  
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# Contents

Introduction	Page 1	3.6	Tree Planting Strategy
		3.7	Future Tree Planting Projects
		3.8	Micro-Projects
		3.9	Project Phasing
1.0 The Greening Strategy Study Area	Page 2		
1.1 The North East Inner City - Local Context			
1.2 History and Heritage			
1.3 The Dublin Docklands, Canals and Railways			
1.4 Cultural Heritage			
1.5 2018: Current context of the North East Inner City			
1.6 Demographics			
1.7 Planning Context			
2.0 The ‘Green Infrastructure’ Audit	Page 6		
2.1 The Study Area			
2.2 The Audit : Methodology and Site Appraisal			
2.3 Urban Form			
2.4 Landscape Quality			
2.5 Deficit of quality ‘Green Infrastructure’			
2.6 Existing Green Space Audit			
2.7 Public Consultation			
3.0 The ‘Green Infrastructure’ Vision & Strategy	Page 15		
3.1 The ‘Green Infrastructure’ Vision			
3.2 The Health Benefits of ‘Green Infrastructure’ and ‘Open Space’ (International Best Practice)			
3.3 The Strategic Objectives and Benefits of the ‘Green Infrastructure’ Strategy			
3.4 The ‘Green Infrastructure’ Strategy			
3.5 Open Space Projects			

# Introduction

The North East Inner City Greening Strategy was initiated by Dublin City Council, based on the recommendations of The Mulvey Report. The report entitled ‘*Dublin North East Inner City: Creating A Brighter Future: The Social And Economic Regeneration Of Dublin’s North East Inner City*’ was brought about as a response to the gangland murders in the North East Inner City (NEIC) and wider Dublin area due to the drug trade and related criminal activity. The then Taoiseach Mr. Enda Kenny commissioned the Mulvey report, to report to the ministerial task force, on the challenges that faced the local communities of the NEIC. The ‘terms of reference’ for the NEIC report relating to landscape, are as follows:

*‘To recommend specific measures which would support the long term economic and social regeneration of the area, with a ten year timeframe, including in the areas of:*

- Improving the physical environment.*
- Community development including family, youth and recreation activity.*

*‘To recommend structures/ procedures to ensure better coordination of statutory and non-statutory programmes in the area.’*

The Mulvey report identified a strong statutory presence in the NEIC area, as well as a strong community with a history of volunteerism. There are numerous projects at design, planning and construction stage in the NEIC. However, the Mulvey report highlights that future projects:

- Work in the context of the existing landscape.*
- Provide a focal point and engine room for delivery of the actions and recommendations of the report.*
- Support active engagement of the community in owning both the challenges and the solutions to implement the report.*

The North East Inner City Greening Strategy report has been prepared to identify opportunities to develop and improve streetscapes and open spaces within the area for the benefit of the local communities and visitors alike. It aims to improve the quality of life of local residents through greening enhancements of the physical environment with the hope that, in the context of the Mulvey report, the North East Inner City becomes a safer, more appealing neighbourhood, offering high quality recreational and amenity resources.

The strategy presents a landscape vision with proposals that have a realistic chance of being fulfilled as short, medium and long term projects. The focus is placed primarily on sites that are under the control of Dublin City Council, making design proposals largely independent of third parties.

The Dublin City Parks Strategy (Consultation Draft) 2016 provides an overall strategic framework and vision, directing

parks, landscape development and future management within Dublin City. The North East Inner City Greening Strategy can be viewed in the context of the wider vision, and utilises the success of the Liberties Greening Strategy (2015) as an example to follow.

The Liberties Greening Strategy has highlighted a wide variety of greening projects for the Liberties area, and seen the creation of an ambitious list of works to improve the public realm, the environment and biodiversity in the area. Most recently a new park has been completed, Weaver Park and has proven to be a huge success with another new park on the way in 2019 at Bridgefoot Street. The Liberties Greening Strategy has also seen plans for the refurbishment of historic parks to become vibrant contemporary city parks such as the recently completed St. Audeons Park and the Peace Garden. Other projects such as area wide street tree planting, softening of the city’s hardscape, are ongoing.

The North East Inner City Greening Strategy presents a vision to rebrand the area, through the refurbishment of existing green spaces, derelict spaces, sports and recreational areas and street tree planting. The core of this vision incorporates sustainable urban drainage systems (SuDS), international best practice guidance and biodiversity enhancement. The design proposals for specific sites shown in the document are for the purpose of illustration only. Their design development will be subject to further consultation.

The North East Inner City Greening Strategy is an initiative of the Parks and Landscape Services of Dublin City Council, in collaboration with the Central Area Office. This report has been prepared with the assistance of ÁIT Urbanism + Landscape Ltd.

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# 1.0 The Greening Strategy Study Area

## 1.1 The North East Inner City – Local Context

The North East Inner City is a vibrant community made up of several areas with their own specific identity and character. It is an area recognised for its robust connections with the arts and sports and its diverse and vibrant multi-cultural communities. It is physically defined by the River Liffey and Docklands to the south, Dublin Port to the East and the River Tolka to the north, and covers a total area of approximately 2.55 sq.km. Many significant arterial routes traverse the area, forming direct connections north to the airport and south to the River Liffey. Important landmarks and hubs of attraction are located near the perimeter of the NEIC study area, including the nationally renowned gaelic sports stadium at Croke Park situated to the immediate north, and Dublin's 3Arena to the southeast. The presence of railway infrastructure is prevalent within the area, whilst The Royal Canal, running north to south, acts as a potential important recreational and ecological resource.

## 1.2 History and Heritage

The North East Inner City is an area with strong historical roots. The Georgian era from 1714 to 1830 was a prosperous period of growth which witnessed the development of the Gardiner Estate and the introduction of the Wide Streets Commission, whose legacy remains in the areas wide streets, central squares and redbrick Palladian style townhouses.

Mountjoy Square, located in the area known as the North Georgian Quarter represents one such result of the approach to urban design and planning prevalent throughout the continent during this period. Today, Mountjoy Square is a landmark of national significance and an important part of the Georgian heritage remaining in the city.

The construction of The Royal Canal emerged during the 18th century during the development of the Dublin canal network, a significant step in connecting Dublin to rural Ireland. Its main purpose was a transport corridor, linking Dublin to the Midlands and the River Shannon. The North Customs House and Aldborough House were also significant constructions in the 1780's. Land

reclamation in the area known as 'The Docklands' also began during this period. The results of these developments created one of Dublin City's most affluent areas.

Following the breakdown of the Gardiner Estate in 1846 through an Act of Parliament, and the aftermath of the Irish Famine (1846 – 1849), the North East Inner City suffered an economic downturn leading to significant urban decay, poverty, a severe decline in living conditions and the closure of local industry, due in part to a large influx of poor families from rural areas into the city during this period. Many of the large Georgian houses became tenements and slums for the poor.

## 1.3 The Dublin Docklands, Canals and Railways

The original port of Dublin was historically situated near the current civic offices at Wood Quay. The concentration of port activities moved east of the River Liffey to the North Customs House in the 1790's. The South Bull Wall was constructed in the 1750's to address the dangers presented for shipping in the open waters of Dublin Bay. Control of the port was transferred to Dublin Corporation in 1786.

Substantial development of the north and south docklands continued and Customs House Quay was opened in 1796, followed by George's Dock in 1821, which included large warehouses and storage vaults. As Dublin City prospered during the 18th century, trade expanded with exports of linen and agricultural produce to Britain and the continent. Major imports included coal and luxury goods for the affluent populations in the great Georgian houses north and south of the Liffey. In order to develop the port further, The North Bull Wall was built and opened in 1842.

In 1836 construction work began on the deep water berths at the North Wall, which were extended in the 1870's. Further land reclamation saw the development of Alexander Basin shortly before World War I. In conjunction with the development of the docklands, local factories and industries flourished. The population increased throughout the 19th century and newly reclaimed and vacant land was developed for housing and commerce.

The Royal and Grand Canal harbours were developed in the early 1800's. By the mid 1850's, the docklands had two of Dublin's main railway terminals, Amiens Street and Westland Row. In 1861 the London and North Western Railway Company moved its passenger terminal from Kingstown to the North Wall, followed by the Midland Railway Company opening a new link to the North Wall. Hotels, warehouses and cattle yards moved near the newly developed port and transport infrastructure. Larger employers such as the Railway Companies built housing for workers with smaller cottages built in the backstreets and lanes to house the rising population.

However, much of the housing built during the era of reclamation and dockland development were of low quality. Dublin's Corporation began a slum clearance programme in the early 1900's. This led to urban dereliction as sites were not redeveloped and the population fell. A programme of rehousing began in the 1930's which saw the development of new housing estates in the suburbs, as it was less expensive than clearance and redevelopment of the local tenements.

Containerisation of goods and the development of roll on roll off ferries and the need for storage facilities in large dockside areas led to the decay and dereliction of the docklands; industry declined and poverty increased locally. The docklands and adjacent areas fell into decay with substantial dereliction. The 1986 Customs House Docks Area Renewal Act, marked the first concentrated effort to address urban dereliction and regeneration of the Docklands area in modern times.

## 1.4 Cultural Heritage

There are many important landmarks and focal points of interest situated within or in close proximity to the study area.

"The heart of the North Inner City is a place full of history and adventure, it has all the character that Dublin is so renowned for. It is the heart of James Joyce's Night Town chapter from Ulysses and its streets have seen the birth of the nation from all points of view". N/C Folklore Project



In conjunction with James Joyce, there are also strong literary connections with Sean O’Casey and Brendan Behan, highlighted in the attractions of the James Joyce Centre on North Great George’s Street and The Dublin Writer’s Museum on Parnell Street. Furthermore, the Abbey Theatre is located on nearby Abbey Street. There is also a strong historical association locally with the 1913 Lockout, the 1916 rising and the War of Independence.

The historical sporting connections of the local communities are illustrated in the National GAA Museum of Gaelic Sports in Croke Park. The EPIC Irish Emigration Museum is located just outside the study area on George’s Dock.

1.5 2018: Current context of the North East Inner City

The cumulative impacts of the many factors that led to the decline of the North East Inner City are still visible today, with large parts of the NEIC remaining of low urban landscape quality and significant disadvantage. There are areas with a high concentration of social housing and poor business infrastructure, lying in stark contrast to the redevelopment of the Docklands area to the south of the study area.

Within the NEIC there are numerous opportunities to develop derelict sites, improve existing open spaces and for the creation of urban parks, recreational spaces, formal gardens and allotments. Significant opportunities lie within the wealth of wide thoroughfares that dominate the urban landscape of the North East Inner City that can be enhanced for the benefit of local communities and businesses. The Royal Canal and railway lands have been identified as physical barriers that segregate communities and restrict connectivity within the North East Inner City study area. Both should be considered as valuable assets in terms of future green infrastructure enhancement projects.

1.6 Demographics

The North East Inner City encompasses 74 small areas and five electoral districts and is a ‘RAPID’ designated area of the city. The population stood at

approximately 32,320 during the 2016 Census, resulting in a high population density of approximately 12,670 people per sq.km. This figure is evidently high when compared to the figure of 3,677 people per sq.km for Dublin city and suburbs. 11.78% of this population were aged under 14 whilst 6.63% were aged over 65.

However, these figures vary greatly within the study area. Recent census results highlight the growing gap within the population, with clusters of highly deprived areas sitting in close proximity to affluent populations such as those residents in newer residential developments in the Docklands SDZ, the IFSC, swathes of Sheriff Street and the North Docks.

The 2011 Census identifies over a third of ‘small areas’ within the NEIC categorised as disadvantaged and very disadvantaged, with 19 more sitting below average. High unemployment rates are also evident within the NEIC – in the

2011 Census, male unemployment levels were two or three times higher than the national average and there was a high reliance upon social housing. The NEIC has also seen a rise of non-Irish populations originating from other EU and non-EU countries, with rates within electoral districts ranging from 18% to 52% - higher than the national average of 12%. Some of these populations are subject to backgrounds with economic and social issues.

These ‘small areas’ of ‘very disadvantaged’ are not highlighted in red in the 2016 Pobal Deprivation Index map. As part of the fieldwork undertaken as part of this study, the most or ‘very disadvantaged’ areas identified in terms of very poor physical environment include Taaffes Place in North Strand, Charles Street Great, Sheriff Street Lower, Summerhill Parade, sections of Railway Street and Portland Row. According to the 2011 Census, some of the ‘small areas’ contain 80% lone parent households, with less than 5% of the population attaining third level education.

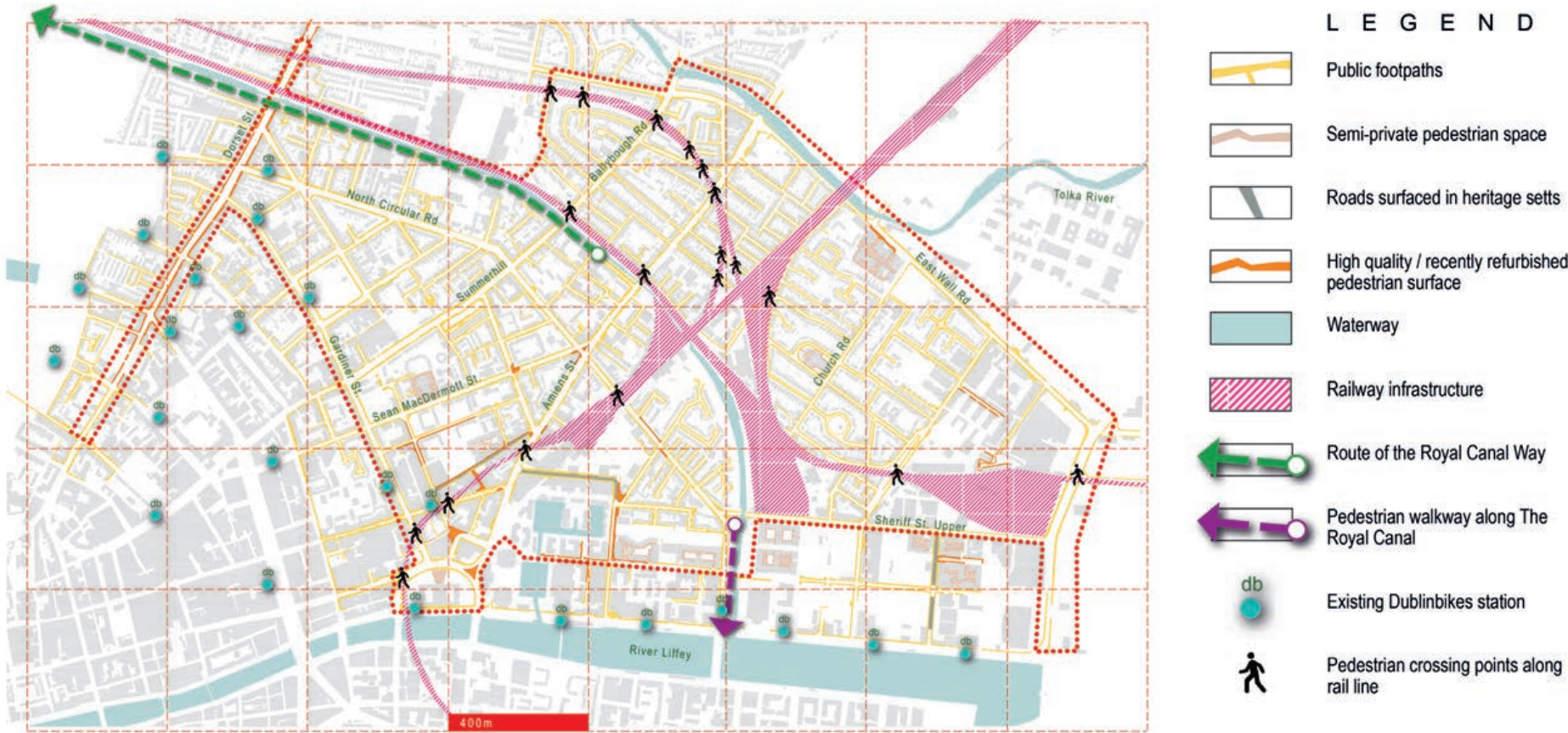
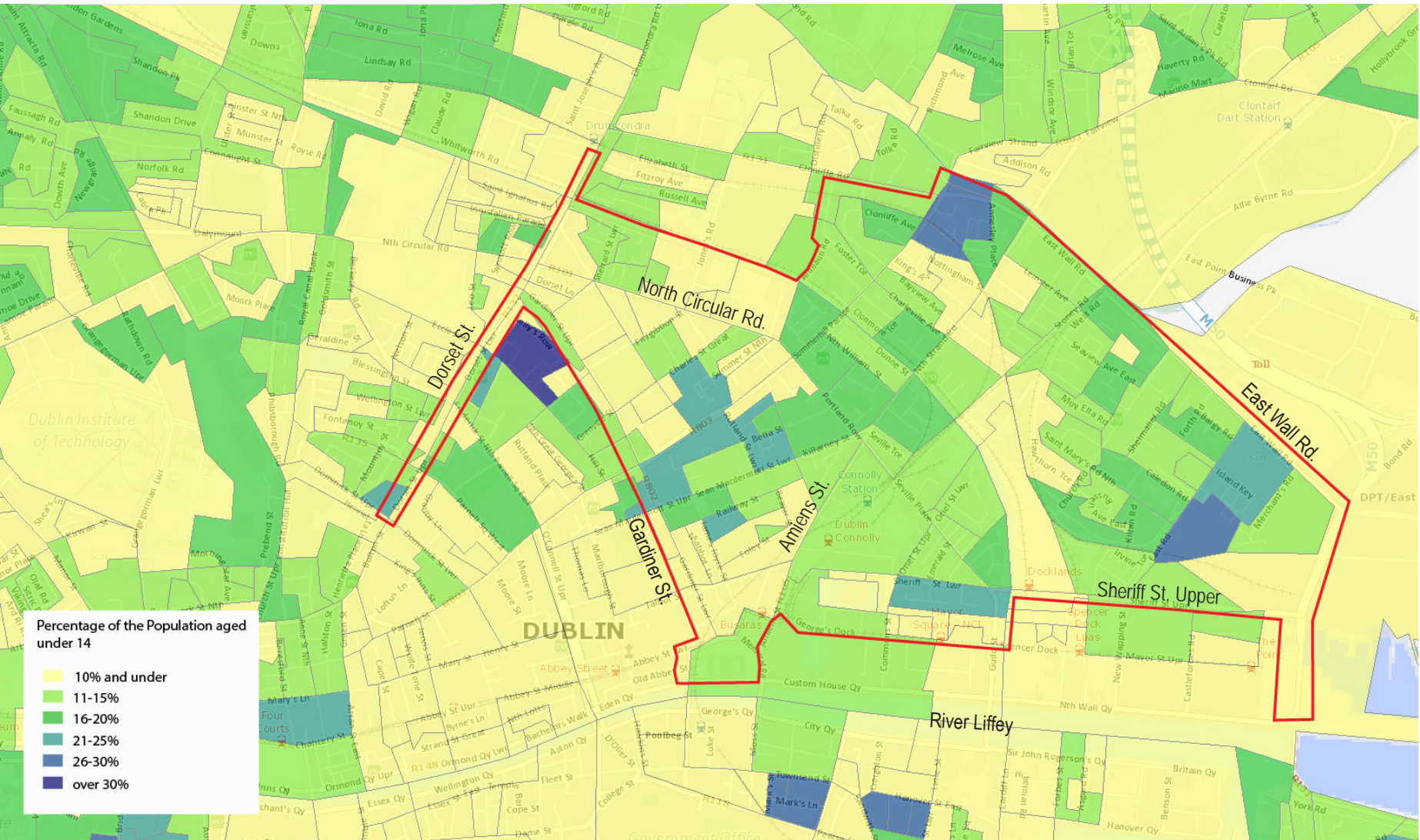


Fig. 1.5.1 Pedestrian network, dublin bikes and railway infrastructure



Fig. 1.6.1 Distribution of children under 14 (Areas with greatest concentration of under 14s shown in dark blue).



1.7 Planning Context

Dublin City Council Development Plan 2016-2022

Dublin City Council aims to pursue a green infrastructure approach to ensure a sustainable city for the use and enjoyment of its citizens and tourists alike. Dublin City Council Development Plan 2016-2022 plans for the future recreation and open space needs of its citizens which ensures the protection of natural assets such as open spaces, landscapes and biodiverse areas which are essential in creating a clean, green and well-connected city.

As outlined in Chapter 10 of the Dublin City Council Development Plan 2016-2022, the key challenges identified by the City Council in developing, managing and protecting the city’s green infrastructure assets are as follows:

- Addressing deficits of green space in some neighbourhoods due to the historic development of the city and retrofitting green infrastructure into existing built-up areas.
- Protecting the existing green infrastructure network from fragmentation and loss due to pressures of urban development within and adjoining the network.

- Recognising and promoting the value of ecosystem services that the green infrastructure network provides to the city.
- Adapting to the uncertainties of the impacts of climate change presently and into the future on the city’s landscape, including its wildlife and its people.
- Increasing awareness of biodiversity through enhanced interpretation on-site and through visitor facilities.
- Improving the mental and physical health of Dublin’s citizens through the provision, maintenance and promotion of sporting, play and recreation facilities at neighbourhood level.
- Locating and developing access to lands presently not being used to facilitate community and allotment gardening in the city.

In order to achieve a green infrastructure within the Dublin City Council area, the council aims to implement a ‘green infrastructure’ strategy, create sustainable connectivity between green areas and provide for the recreational and amenity needs of the population. This vision will be achieved through the implementation of key ‘green infrastructure’ policies and objectives as outlined in Chapter 10 of the Dublin City Development Plan 2016-2022.

Dublin City Development Plan 2016-2022 addresses the need for protecting and enhancing the city’s open spaces for both recreation and biodiversity. It highlights objectives to implement a green infrastructure strategy with core areas, hubs and corridors, and to create sustainable connectivity between green spaces.

The Dublin City Parks Strategy Consultation (Draft) 2016

The Dublin City Parks Strategy Consultation (Draft) 2016 puts forward an overall strategic framework that guides the process of meeting the recreational and conservational needs of the city. Its aim is to create a more liveable and greener city, and highlights the need for implementation of protec-

tive measures in existing green spaces and the sustainable planning of new spaces. The strategy strives to provide the wider community's view as part of the community engagement process, and to advance greening measures and improve the provision of parks and facilities for people and communities.

The following projects and strategies are referenced within the public realm vision within the Parks Strategy that are of relevance to the development of an overall 'green infrastructure' for the North East Inner City study area.

### North Lotts and Grand Canal SDZ, 2014

The redevelopment of the docklands began in the late 1990's. The Dublin Docklands Development Authority (DDDA), was created by the Dublin Dockland Development Authority Act 1997 to lead a major project of physical, social and economic regeneration. The North Lotts and Grand Canal Dock Strategic Development Zone (SDZ) was made by elected members of the developing agency in 2014.

Dublin City Council published a Public Realm Masterplan Strategy document for the SDZ in 2014. The public realm masterplan covers a 60 hectare site area within the strategic development zone. It provides guidance on the layout of streets and parks, and on palettes of materials and street furniture. Its landscape strategy aims to animate the River Liffey, Docks and Campshires with a mix of recreational activities for local residents, workers and visitors to the area.

### The Heart of Dublin : Dublin City Centre Public Realm Plan, 2016

In 2012 the publication of the "Your City, Your Space; Dublin City Public Realm Strategy", Dublin City Council formally defined for the first time what 'public realm' meant and why it is so important to the life of the city. "Your City, Your Space" applied initially to the historical, cultural and commercial core of the city, between the Royal and Grand Canals. The new masterplan, "The Heart of Dublin: Dublin City Centre Public Realm Plan, 2016" derives directly from the work of that public realm strategy. It builds on learning to date and lays out clear guidance and defined priorities for the next 20 years.

This masterplan is an in-depth, long-term vision for the city centre core that can visualise and express in detail an exemplar public realm. It identifies specific projects and brings forward a series of optimum streetscape layouts for the city core. These take account of the analysis, consultations, findings and proposals arising from that process and the major infrastructure projects underway or proposed. It also responds to the needs of high footfall, recreational, community and commercial activity delivering a pedestrian friendly city core.

### Dublin Port Masterplan 2040

As part of the current and future development of the Dublin Port lands, the Dublin Port Company has also put in place a vision for the integration of the port into the city landscape with numerous public realm and amenity projects utilising high quality architecture and landscape design initiatives. This includes new projects to soften its boundaries to the city and provide public realm at the Port Centre for the first time in 35 years. This is the largest physical intervention by Dublin Port to reintegrate the port with the city, and enliven the Port's boundaries with the City.

*"This exciting new project has been designed with the purpose of opening up Port Centre to the City, using new public realm and maritime-inspired sculptural and architectural design to soften the boundaries between the Port and the City. Port-city integration is a major strategic objective for Dublin Port and at the heart of our growing programme of arts, industrial heritage, sports, community and educational initiatives. As Port Centre physically changes for the first time in 35 years, we hope to move another step closer towards re-establishing the links with the City that existed so strongly centuries ago. Here's to a new chapter for Port Centre and its place within the City."* James Kelleher, Project Manager , Dublin Port Company

The scheme is integrated into Dublin Port's future plans for a new internal road network, cycle network and pathways. The 3km route will give pedestrians and cyclists access to the port estate for recreational use for the first time, and includes a perimeter route with vantage points overlooking the Tolka Estuary. There are also plans for the development of a 'City Farm' to the north

eastern boundary of the site. This concept is based on the success of several city farm projects in London City, such as Spitalfields City Farm in Buxton, Vauxhall City Farm in Lambeth and Hackney City Farm in Goldsmith Row. Some of the aims of the Dublin Port City Farm are to allow the children of the inner city to interact with nature in an urban context and provide educational activities in a landscaped setting.

### Delivery of the 'Green infrastructure' Vision

The 'green infrastructure' vision for the Dublin City area is being realised with a substantial number of projects identified in the North Lotts and Grand Canal SDZ, The Liberties Greening Strategy, The Heart of Dublin: Dublin City Centre Public Realm Plan and the Dublin Port Masterplan 2040 which are now complete. Other projects are in progress at design and tender stage.

The North East Inner City Greening Strategy will further strengthen the vision for this historic quarter in the north east of Dublin City. A number of projects identified at the early stages of this study are now at procurement stage by Dublin City Council, Parks and Landscape Services.



## 2.0 The 'Green Infrastructure' Audit

### 2.1 The Study Area

The study area is located in the north-eastern quadrant of Dublin City. The Custom House, River Liffey and Docklands are located to the south. Dublin Port is located to the east with Fairview Park to the north east. Drumcondra and Croke Park lie on the northern boundary, with Dorset Street forming the north-western edge of the study area. Gardiner Street forms the western boundary of the site.

The area collectively referred to as the North East Inner City is a vibrant community encompassing several specific local communities each with their own identity; these include Amiens Street, Ballybough, Buckingham Street,

Foley Street, Gardiner Street, James Joyce Street, Killarney Street, Mountjoy Square, North Circular Road, North Strand, East Wall, Portland Row, Railway Street, Rutland Street, Sean MacDermott Street, Seville Place, Sheriff Street Lower, Sheriff Street Upper and Summerhill, as well as numerous smaller streets and housing estates.

### 2.2 The Audit : Methodology and Site Appraisal

The audit of the 'green infrastructure' of the North-East Inner City study area was undertaken utilising the following methodology.

An initial desktop study was undertaken to review existing green open space, tree canopy cover and accessible habitats. A preliminary tree and green space map was prepared prior to fieldwork on site. Utilising information acquired from departmental plans and review of planning context within the area, an existing community assets map was generated, identifying data gaps in the current information. Current international best practice guidance and standards were used to assess project areas, quantum of amenity space and tree cover to develop target goals for vision and strategy to meet these standards.

Fieldwork tasks that were undertaken include:

- 'Ground truthing' the existing mapping of habitats and green space. Evaluation of green infrastructural linkages, assessing biodiversity value and ecosystem services.
- 'Ground truthing' existing urban trees, broadly categorising recordable data such as size and spread, while identifying species.
- Identifying opportunity sites for urban greening and assessing their Green Infrastructure potential.
- Assessing the potential for streets to accommodate street trees; taking account of street & pavement widths, heritage and land-use considerations and other future projects e.g. Dublinbikes, new cycle lanes.
- An appraisal and mapping of play and recreation facilities within the study area and its immediate hinterland; including informal play and the recreational role of institutional and cultural sites.
- Field observation regarding local micro-climate; exposure, shelter and shading to inform potential tree planting locations and development of suitable planting palette.
- A comprehensive photographic record of fieldwork areas.

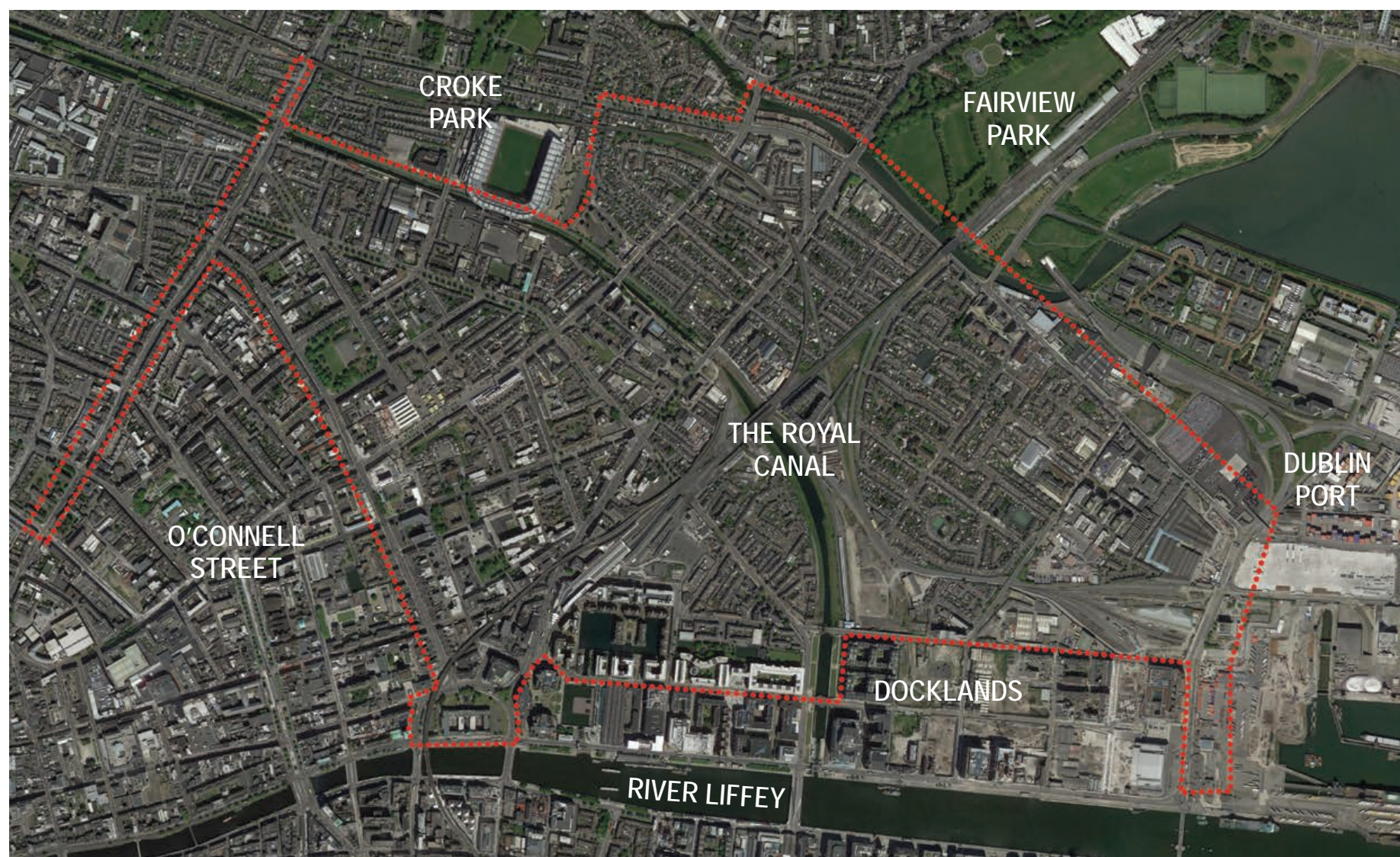


Fig. 2.1.1 The North East Inner City project boundary



- Identifying and mapping of Green Infrastructure assets on private and institutional lands including known green roofs and roof gardens.
- Analysis of project area demographics to inform proposals & interventions.

The findings of the field observations were digitally collated in Autocad over OSI base mapping. Regular meetings were held with the Parks and Landscape Services of Dublin City Council and the NEIC Steering Group. The analysis work was collected and compiled into an A3 report. The conclusion of the analysis stage is presented as a synthesis map of key findings.

## 2.3 Urban Form

Following on from the desktop analysis and fieldwork stages of the study, it is apparent that there are many positive elements present in the urban form and structure of the North East Inner City study area which stem from a rich and diverse historical development dating from the Georgian era.

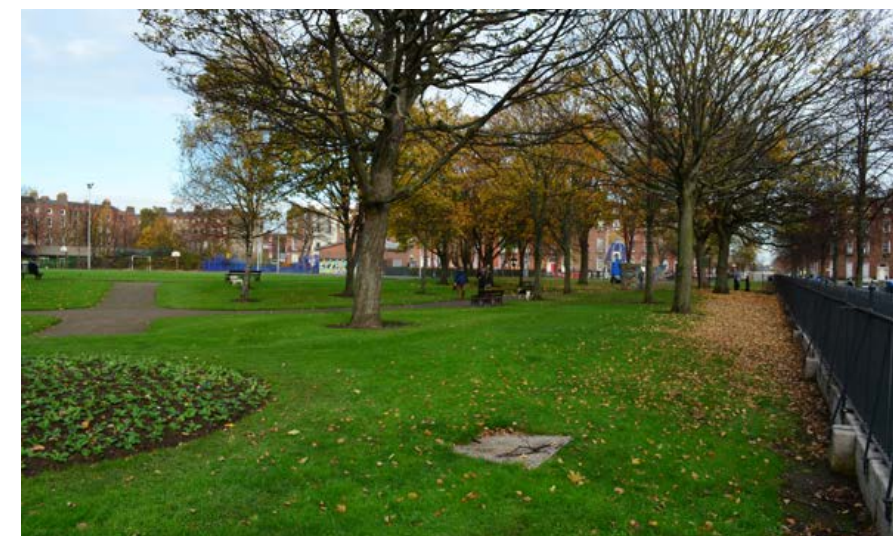
Segments of the historic Georgian streetscape of wide streets and spacious squares still remain intact; notably Mountjoy Square, North Circular Road, Seville Place and Buckingham Street Lower, with distinct residential zones located to the east of The Royal Canal.

North Strand consists of a fine grain historic streetscape of terraced houses lining various streets while the East Wall area has a different identity with more spacious streets and small private front gardens. Social housing blocks are dispersed throughout the North East Inner City, many in need of refurbishment and redevelopment, whilst modern apartment blocks are situated throughout the IFSC and the North Docklands area as part of the North Lotts and Grand Canal SDZ, 2014.

## 2.4 Landscape Quality

Figure 2.4.1 shows an analysis of landscape quality within the North East Inner City. It highlights in particular the presence of railway infrastructure and waterways traversing through the study area and pockets of distinct landscape quality. The analysis highlights areas where a low visual quality of streetscape is evident, characterised by a lack of tree planting, rubbish dumping and low quality public realm. Areas identified to fall within this category include parts of North Strand, the Sheriff Street Lower area, Summerhill and Sean MacDermott Street. The map also illustrates areas where there is a presence of active shop frontages, cafés and restaurants, acting as hubs of attraction and focal points within communities. These include parts of Dorset Street, Talbot Street, North Strand Road, Church Road, Amiens Street, East Wall Road and Summerhill.

Visual and physical barriers exist particularly surrounding railway infrastructure, where high stone walls and fencing can be found. Numerous bridges are present at crossing points over The Royal Canal and Tolka River and as part of the railway infrastructure network. However, these physical features currently act as barriers to pedestrian flow and movement along the east to west axis and make accessibility and connectivity difficult within the North East Inner City area as a whole.



Above: photo of Mountjoy Square Park



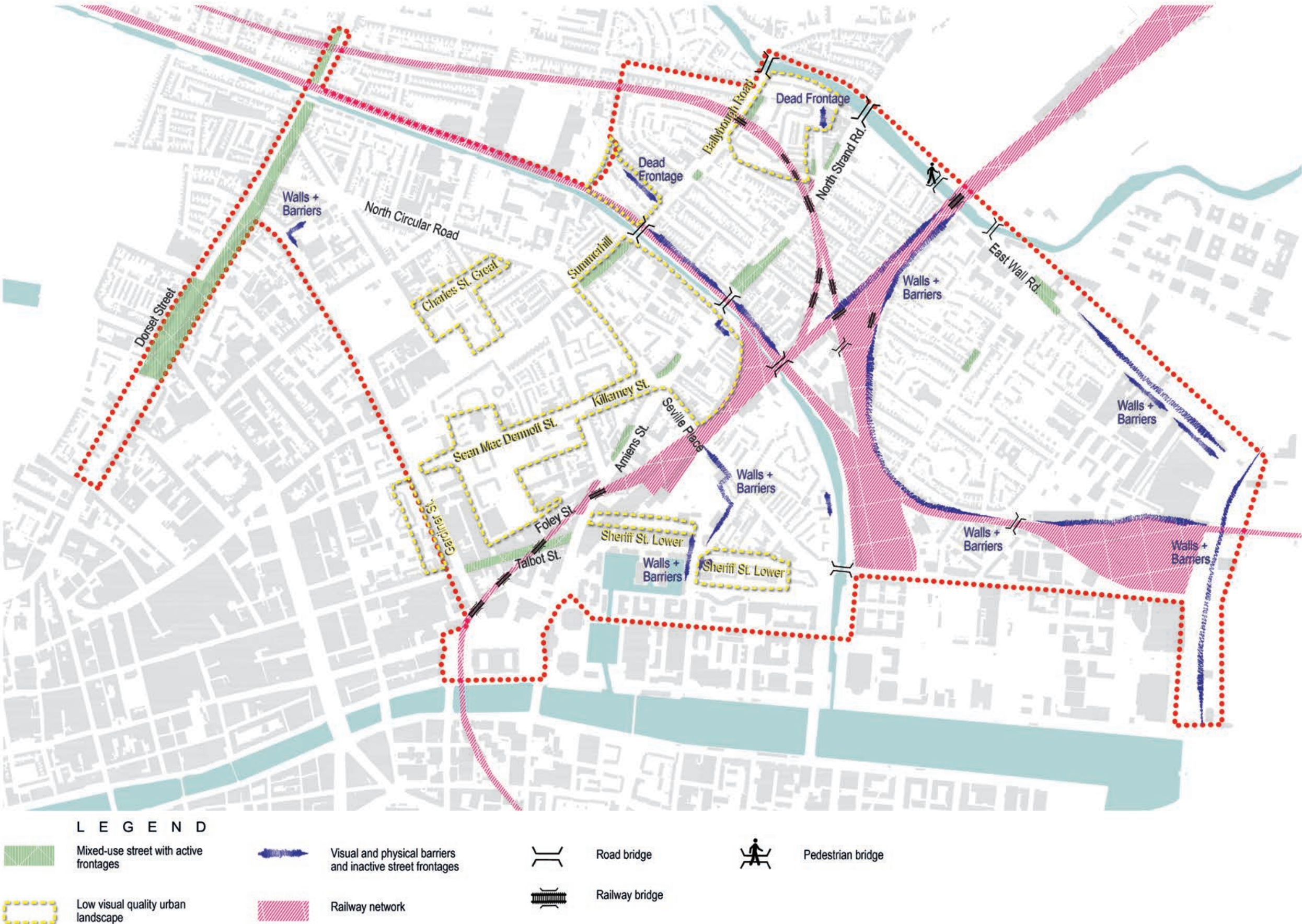
Above: photo of The Royal Canal at Charleville Mall



Above: photo of Mud Island Community Garden located off North Strand Rd



Fig. 2.4.1 Analysis of landscape quality





2.5 Deficit of quality ‘Green Infrastructure’

Tree coverage in the NEIC is sparse with approximately 1000 trees equating to a canopy cover of 1% of the study area. This figure is evidently low when compared to the figure of 10.2% tree canopy coverage for the lands managed by Dublin City local authority. Only a few pockets of good quality street trees exist, notably on North Circular Road and Mountjoy Square. Residential areas in general are devoid of street tree planting as a result of narrow streets

with on street car parking. The map shown in Figure 2.5.1 taken from the Dublin Tree Canopy Study 2017 undertaken by University College Dublin in conjunction with the four Dublin local authorities, shows the percentage of tree canopy cover across Dublin City.

Within the study area as a whole there is also an evident deficit of quality green space, exacerbated by the fact that much of the population live in terraced housing on narrow streets or high density apartment blocks with little

or no private gardens or access to public open space. Publically accessible green space is provided at an average rate of 1.89sqm per person, which lies in stark contrast to an average of 49sqm per person for Dublin city council in its entirety.

The west of the NEIC does have some significant green spaces including the historic Mountjoy Square Park, Diamond Park and Liberty Park. Again, the presence of railway infrastructure and The Royal Canal creates a physical barrier running through the area and makes accessibility to these spaces from east of the canal difficult. Lands adjacent to The Royal Canal and railway need to be utilised more.

For the residents of East Wall and North Strand there is a shortage of accessible open green space bar Fairview Park which is located further north of the Tolka River. East Wall Recreation Centre, although located in the heart of the residential area, is a degraded sports and play facility with insufficient parking facilities and low quality public realm.

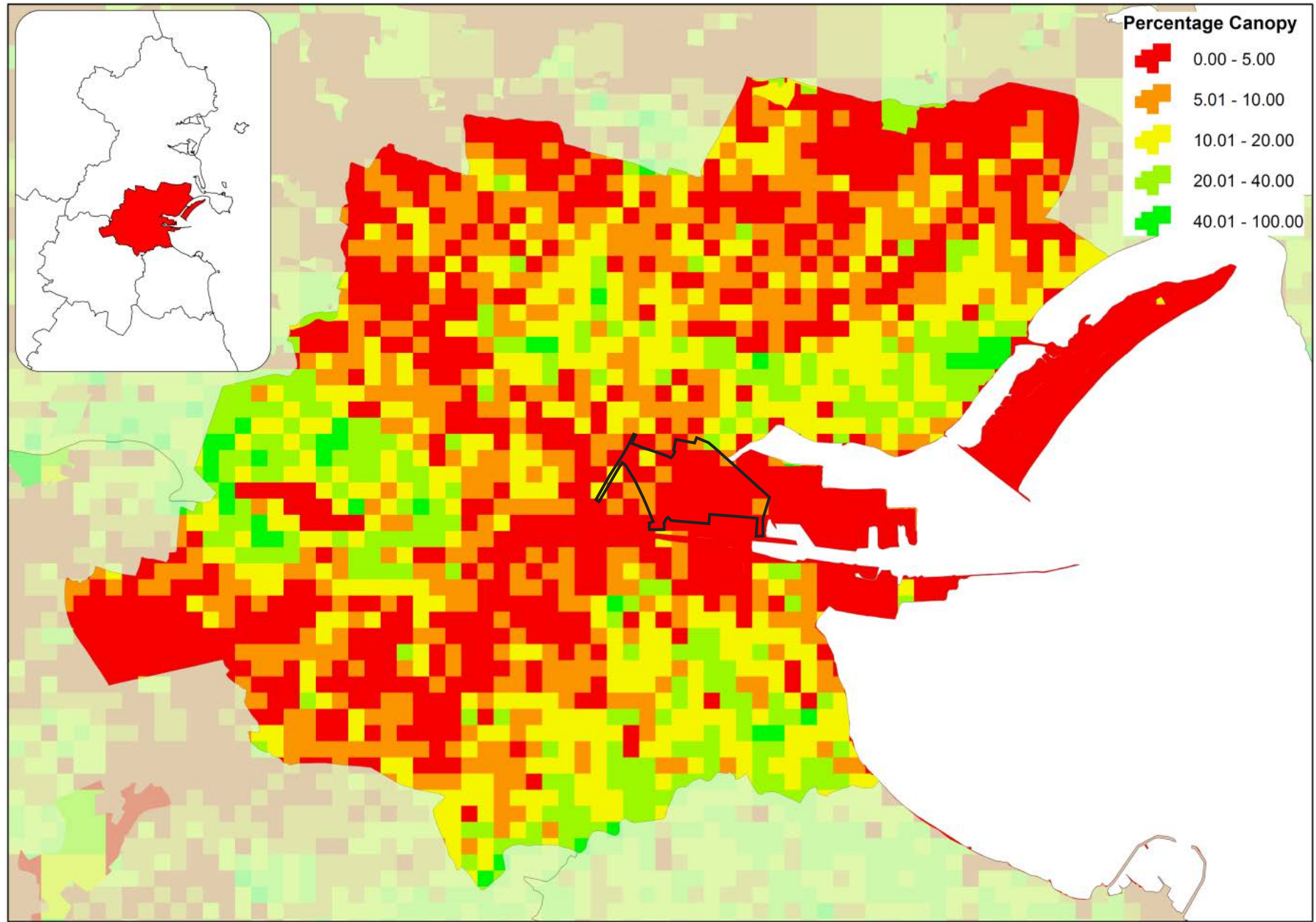


Fig. 2.5.1 Estimated tree canopy cover across DCC managed land. Dublin Tree Canopy Study, University College Dublin, 2017. NEIC study area boundary outlined in black.

2.6 Existing Green Space Audit

Diamond Park

Diamond Park lies in a highly accessible and central location on Gardiner Street, a key arterial route heading north out of the city. It is situated in close proximity to many social housing complexes and other residential accommodation, and the newly constructed Gardiner Street student accommodation. This small 0.7 hectare park was originally developed in 1985 but was later redesigned with the inclusion of a multi-sports pitch, children’s play area and table tennis tables. There is a scattering of early mature tree planting within the park and pockets of grass lawn. Due to its attractive central location and good accessibility, Diamond Park is a vibrant and well-used green space.

Liberty Park

Liberty Park was constructed in 1979, on a site with a notorious history, known locally as ‘the Monto’. Foley Street, which is located adjacent to the park, was formerly known as Montgomery Street, hence the name ‘the Monto’, a red light district which operated from the 1860’s to the 1920’s. ‘The Monto’ was



immortalised as ‘Nighttown’ in the ‘Circe’ chapter of James Joyce’s Ulysses, where the central protagonists Leopold Bloom and Stephen Dedalus together visit a brothel.

Liberty Park is located in a strategically important location acting as a linking space between Sean MacDermott Street, Railway Street, James Joyce Walk and the active shop frontages on Talbot Street. In many aspects it is a forgotten and concealed place within the North East Inner City, and an area noted for anti-social behaviour particularly at night. Safety issues are a concern which discourage local residents use of the park.

In recent years improvements have been undertaken including the programming of events in an effort to displace anti-social behaviour. Events such as the Monto Picnic, Heritage week, speakers corner, arts/musical workshops and many more events have proven to be a great success, encouraging both the use of the park and community involvement.

The park currently is comprised of lawn and semi-mature trees with a simplistic network of paths along the perimeter. Two entrances are located on the northern and southern boundaries and there is a small fenced play area located in the west of the park, linked to the adjacent crèche. Section 3.0 of this study presents additional illustrations on the enhancement and improvement of this open space for the community benefit.

#### East Wall Open Space

Located on Russell Avenue East, the East Wall Open Space is situated in a residential area surrounded by semi-detached housing. The space is circular in configuration and consists of various items of playground equipment, a small multisport astroturf court and community facility building. The space is surrounded by a fence, a narrow road network with low quality surfacing and insufficient car parking. Two mature specimen lime trees are present within the space; the tarmac surface is worn and cracked with protruding tree roots. The playground equipment is dated with poor offerings for play by able and less abled children. However, there is a vibrancy to this local community of predominantly two storey ‘two up two down’ terraced houses. Many houses have been refurbished and there is a sense of both old and new residents with young families in the area. ie skips, toys in front gardens. Section 3.0 of the

report presents two options of proposals for the enhancement and improvement of this park for the local community.

#### Mountjoy Square Park

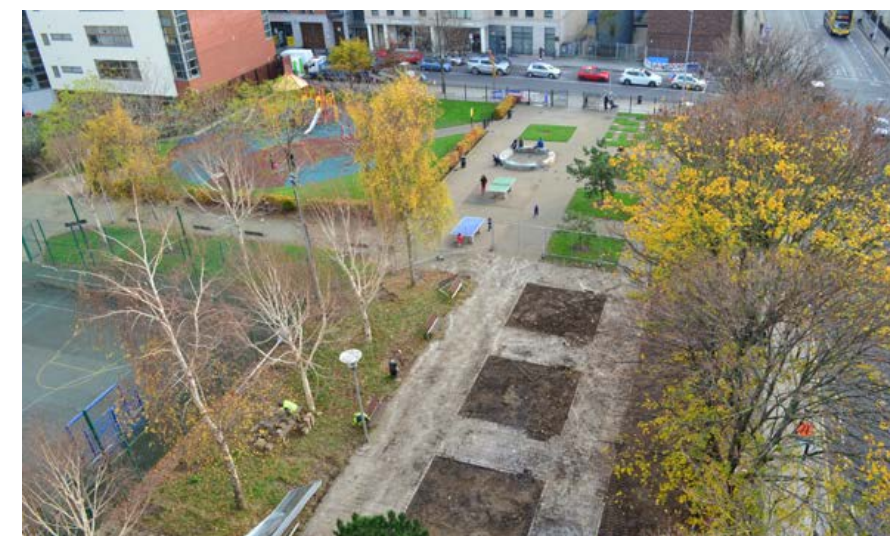
Mountjoy Square Park is a significant green space located within the Georgian streetscape of the North East Inner City, surrounded by wide streets and historic red brick Georgian buildings. It was originally created by Luke Gardiner, the developer of the Georgian streetscape in the early 19th century and formed part of the wider concept for the entirety of Gardiner Street. The park of size 1.8ha consists of a lawn area with a canopy of mature tree cover and path network in the western portion of the park. In the eastern portion there exists a children’s playground, a tarmac sports pitch and a multisport court. A nursery, public toilets and a community building are also present however the buildings are in a poor condition and in need of repair. Numerous entrances lead into the park on all boundaries.

#### The Royal Canal

The Royal Canal is an underused resource due to lack of access. There is a huge potential for the banks of the canal to be developed not only as a pedestrian and cycle route north to south but as a usable recreational open space, promoting biodiversity and allowing for greater pedestrian permeability from east to west. Currently the starting/finishing point of the Royal Canal Way is located on Charleville Mall in North Strand. Plans are in place for the extension of a greenway from Sheriff Street Upper to North Strand (Phase 2 Royal Canal Greenway) and from North Strand to Phibsborough (Phase 3 Royal Canal Greenway). Better connectivity along and to the Royal Canal will be key in a successful Greening Strategy.

#### Sheriff Street Park

Sheriff Street Park is situated east of Guild Street and in close proximity to Spencer Dock and Sheriff Street Lower. A number of youth and recreational facilities are in close proximity including Sheriff Youth Club, St Laurence O’Toole Recreation Centre and local schools. Apartment blocks and residential properties overlook the park from the south and north respectively, whilst the main access is from the northern park boundary. The space comprises of a lawn area with tree planting and path network, playground facilities and a MUGA. Low metal fencing surrounds the park perimeter.



Above: aerial photo of Diamond Park looking south



Above: photo of play equipment in East Wall Recreational Centre



Above: photo of central lawn and tree planting in Liberty Park.



Fig. 2.6.1 Existing green spaces





## 2.7 Public Consultation

### Public Consultation Process

As previously stated, the NEIC Greening Strategy follows on from the recommendations of the Mulvey report “Dublin North East Inner City – Creating a Brighter Future”. The report identifies improvements in the physical landscape as one way in which social and economic regeneration can be encouraged.

One of the central tenets of the report is the importance of community engagement. In order for these recommendations to be fulfilled, it was essential to establish a consultative process that engaged the community and give them an ownership of decisions that are made toward the regeneration of their area.

Workshops were organised by various departments of Dublin City Council and the local area office, with the assistance of the team at Áit Urbanism + Landscape. Community action groups including those identified in the Mulvey Report relating to family & young people services and local residential communities and stakeholders of the NEIC were involved– all of whom could offer a valuable insight into the community deficits and opportunities a greening strategy could help to address.

The attendees were clearly briefed as to the scope of the project e.g. Public realm and DCC lands only, and extent of the study area. The stakeholders were invited to share their ideas and aspirations for greening the NEIC, their local knowledge; spaces that work, and problems and lessons learned from implementing their own projects.

The project team returned for a second meeting to present the draft strategy and outline proposals for key spaces, clearly explaining the rationale behind what was proposed; hierarchy of spaces, priority projects, and green infrastructure benefits. The attendees were invited to comment on the proposals and ask questions.

The stakeholder workshops were advertised on the NEIC website: flyers were circulated via email by Dublin City Council and the Local Area Office to local community and stakeholder groups.

The draft North East Inner City Greening Strategy will be available on the Dublin City Council website for comment as part of the public consultation process.

### The Community and Local Stakeholders: Community Consultation Workshops

A series of community consultation workshops took place in March, May and August 2018 in Charleville Mall Library, North Strand, St Laurence O’Toole Recreation Centre, Sheriff Street Lower, and Ballybough Community Youth & Fitness Centre, Ballybough Road.

The purpose of the workshops was to engage with local residential communities and stakeholders of the NEIC, in order to gain valuable feedback which may aid in the development of the strategy proposals. Participants in the workshops were divided into groups and set a number of tasks to undertake before presenting their findings to the wider audience. The workshops were approximately a 2 hour duration.

The main points arising from the workshops are summarised as follows:

#### *The key positives of the NEIC:*

- Georgian streetscape and heritage (including the wide street network and Mountjoy Square)
- The Royal Canal
- Community gardens
- Strong community spirit
- Very valuable real estate
- Central location



Above: photo of initial public workshop at Charleville Mall Library



Above: photo of initial public workshop at Charleville Mall Library



Above: photo of initial public workshop at Charleville Mall Library



*The key challenges / issues of the NEIC:*

- Derelict and abandoned sites
- Anti-social behaviour, crime and vandalism
- High levels of rubbish dumping
- Lack of pedestrian connectivity
- Large volumes of traffic
- Lack of pedestrian friendly areas
- Lack of green space

*Potential opportunities for greening:*

- The Royal Canal
- CIE Lands
- Street tree planting on wide streets
- Street planters
- Liberty Park
- Mountjoy Square Park
- Spencer Dock lifting bridge
- Community gardens

**Follow-up Workshop, Charleville Mall Library, North Strand**

A follow-up workshop was undertaken in Charleville Mall Library, North Strand with the participants from the initial workshop at this location. The purpose of the consultation was to present the working draft greening strategy document to the attendees, illustrating the opportunity sites identified within the study area and the developed sketch proposals within the greening strategy. A discussion was opened to the floor in order to gain feedback on the proposals and allow for any questions to be addressed.



Above: photo of public workshop at St Laurence O'Toole Recreation Centre



Above: photo of initial public workshop at Ballybough Community Youth Centre

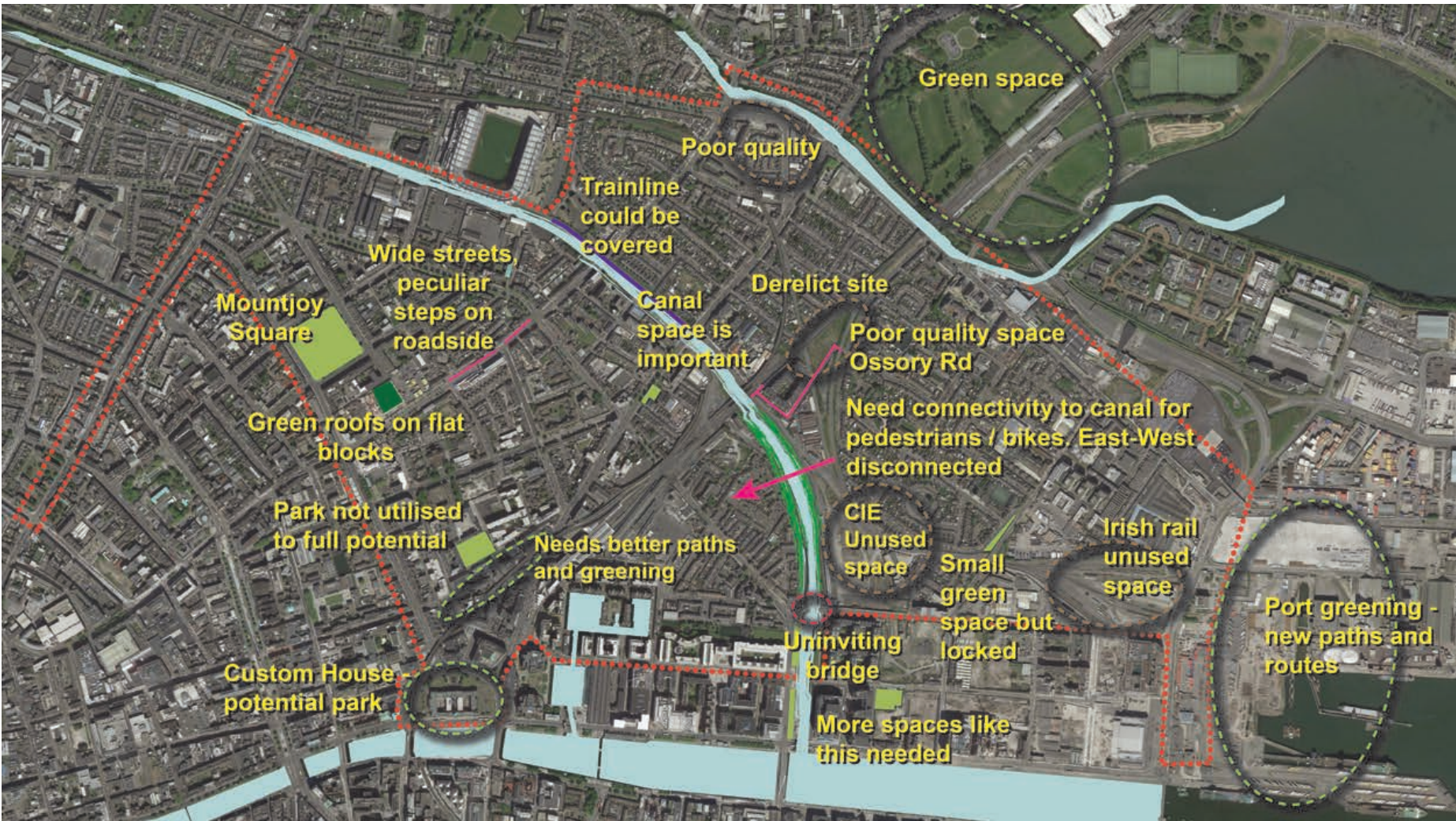


Fig. 2.7.1 Map prepared by one of the groups at the Charleville Mall Library workshop



## Children's Workshops (by Debbie Clarke, Dublin City Council Play Officer)

As part of the consultation process a series of three interactive workshops were undertaken by Debbie Clarke with approximately 20-25 children aged 4-12 years old from Sheriff Street 'After School Project' and St Laurence O'Toole Community Recreation Centre. The children took part in a number of tasks including a mapping exercise, questionnaire, group interview and a 'walk and chalk' activity around their local area. The key information gained from these children's workshops is summarised below:

### *Main Observations:*

- Use of public open space mainly associated with journeys to locations such as the cinema, shops and restaurants.
- Activities provided are mainly organised, for example swimming lessons, dance classes and homework clubs.
- Children are spending a large proportion of their time playing indoors at after school clubs and recreation clubs.
- Outdoor play takes place mainly at a very local level and where there is free play available.

### *Improvements children would like to see in their estate:*

- Painting / art work – street art projects involving engagement from children.
- More parks and small play areas.
- Increased play equipment for children.
- More access to water based activities (Docklands, River Liffey and The Royal Canal).
- Safer streets through traffic calming, street closure, driveways, cul de sacs and roundabouts.
- Footpath network linking estates to public open space, with grass areas set back from the road.

- Improved footpath network linking to schools, shops, conventional play areas and transport links.
- Play areas within public open space and adjacent to well used pedestrian routes to shops and schools. Incorporate seating for adult supervision.
- Increased facilities for teenagers - football pitch, sports courts, water activities, informal open space for social interaction.
- A wide range of locations suitable for social and playful interactions.
- A variety of surfaces and wide pavements for street play.



Above: map created by children during the workshop tasks



Above: the mapping task undertaken as part of the workshop



Above: children during the 'walk and chalk' activity



Above: children during the 'walk and chalk' activity



Above: children during the 'walk and chalk' activity



# 3.0 The 'Green Infrastructure' Vision & Strategy

## 3.1 The 'Green Infrastructure' Vision

In order to address the key recommendations and observations of 'The Mulvey Report', and the deficit of 'green infrastructure' identified during the course of this study, Dublin City Council aims to implement a 'green infrastructure' strategy for the NEIC area. This vision will be achieved through the implementation of key 'green infrastructure' policies and objectives as outlined in Chapter 10 of the Dublin City Council Development Plan 2016-2022.

In conjunction with existing masterplans outlined in section 1.0 of this report, 'The North East Inner City Greening Strategy' will support the council's vision for improved connectivity between communities, enhanced public realm, a network of new and refurbished urban parks, street tree planting, play areas and civic spaces.

The success of 'The Liberties Greening Strategy 2015' has seen numerous projects successfully implemented by the Parks and Landscape Services of Dublin City Council. The ongoing implementation of the vision laid out in 'The Liberties Greening Strategy 2015', has had a dramatic impact on sections of urban landscape of Dublin 8, with significant benefits for local communities and businesses alike, and has also attracted new investment locally.

## 3.2 The Health Benefits of 'Green Infrastructure' and Open Space'

There are numerous studies on the health benefits of 'green infrastructure' urban green space interventions, of most note is 'The World Health Organization : Urban Green Space, A brief for Action'.

Urban green space interventions are defined as actions that significantly modify the quality, quantity and accessibility of urban green space. A broad spectrum of interventions at different scales include :

- Tree / shrub planting along streets or railway lines
- Small urban parks, pocket parks and playgrounds
- Green roofs and green walls
- Parks and urban meadows
- Greenways / green corridors
- Coastal, riverside, canal, lakeside trails linking green to 'blue space'
- Recreational and urban gardening – community, school, playground, sports areas
- Facilitating access to urban woodlands, forests or natural wildlife areas

The environmental benefits of a robust and cohesive green infrastructure in a community include :

- Improved air and water quality
- Buffer zones for noise pollution
- Mitigation of impacts of extreme events
- Reduction of the environmental health risks of living in an urban area
- Enhanced biodiversity

The health benefits in providing green infrastructure and open space to communities include :

- Support and facilitation of health and well being
- Stress alleviation and relaxation
- Encouraging physical activity & play
- Promoting social interaction and community cohesiveness
- Improved mental health and well being from contact with nature
- Improved physical fitness, cognitive and immune function

These benefits can be of particular relevance for socially and economically disadvantaged areas which often have the least access to high quality open space and green infrastructure.

## 3.3 The Strategic Objectives and Benefits of the 'Green Infrastructure' Strategy

One of the principle aims of Dublin City Council local authority is to improve the quality of life for the communities of the North East Inner City by addressing the issues and recommendations made by The Mulvey Report and implementing the 'green infrastructure' strategic objectives of Dublin City Council Development Plan 2016-2022.

The areas in which we live should be somewhere we want to be, and are happy to belong to. Open spaces and green infrastructure are key to ensuring that communities can benefit from a wide range of social, environmental and health benefits as well as making the areas in which we live more physically attractive; areas we are proud to live in, raise families and grow old. Good planning and management of these assets, once established, will also ensure continued benefits for generations to come.

The strategic approach of this green infrastructure strategy is to integrate existing and future landscape proposals and interventions into the heart of the physical environment through community participation, and by creating and maintaining an urban realm with high quality open space and streetscapes.

## 3.4 The 'Green Infrastructure' Strategy

The Greening Strategy aims to take full advantage of the benefits of existing green spaces through proposing substantial improvements to the functioning of existing parks, some of which are currently uninviting and lack quality recreational facilities. Furthermore, the strategy seeks to capitalise on the wide street network that is evident in areas of the North East Inner City, which presents an opportunity for increased street tree planting, sustainable urban drainage systems, improved greened pedestrian connections and in turn an enhanced public realm. There also lies an opportunity for greening amongst smaller residential streets through tree planting of smaller sized species in build-outs. Consideration has been given at an area wide scale, ensuring each neighbourhood has been considered as a separate entity in order to

prioritise the most suitable strategy appropriate in each case, and to ensure a balanced distribution of facilities across the NEIC study area. Figure 3.4.2 illustrates the overall strategy for the NEIC study area, encompassing the redevelopment of the green space network and linking routes.

The following section of this report proposes possible greening interventions and designs for these green spaces and streets. Existing green spaces focused on include Diamond Park, Mountjoy Square Park, East Wall Open Space, Liberty Park and The Royal Canal. Some of the wide streets and key arterial routes identified with opportunities for street tree planting include Sean MacDermott Street, Dorset Street and North Circular Road.

A proposal is put forward for a new linear green space on Killarney Street. This green space is proposed to make better usage of the wide street network and one-way traffic flow that exists in this location, providing play facilities and seating areas. Furthermore, improvements to the stepped terrace on Summerhill are proposed as a greening measure and to enhance the visual quality of the streetscape.

There is also scope to extend the Dublinbikes network. Currently only five Dublinbikes stations are located within the area, however there are a number of stations located immediately to the south and west of the project area. An increased volume of stations situated near to focal locations and along pedestrian links would be of great advantage.

Through the benefits of the Greening Strategy, a transformed urban public realm and green space network can be created, which assists in tackling social and environmental problems, and endeavours to develop a robust platform from which future generations can thrive.

Fig. 3.4.1 Ecological hubs and linkages

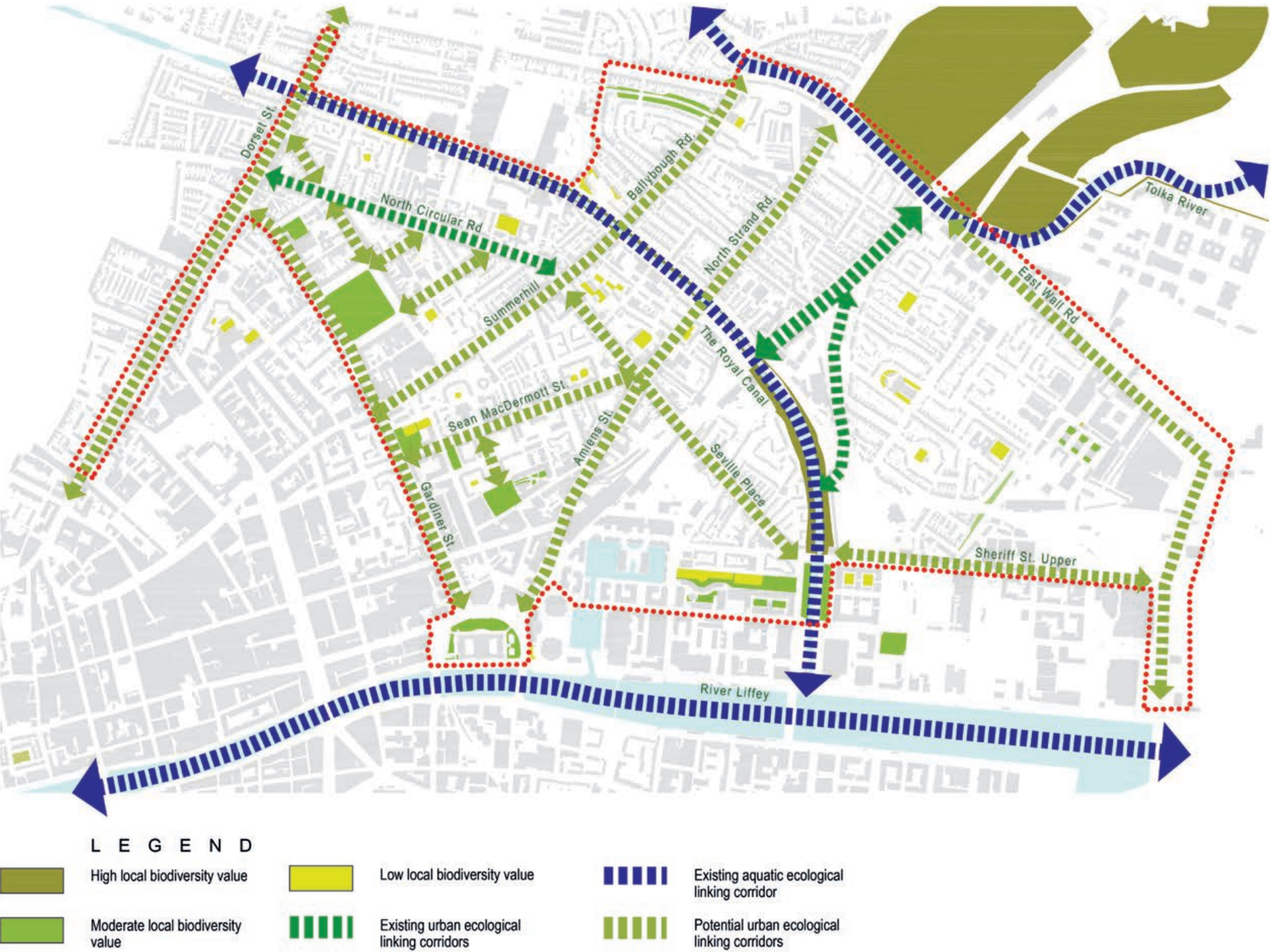
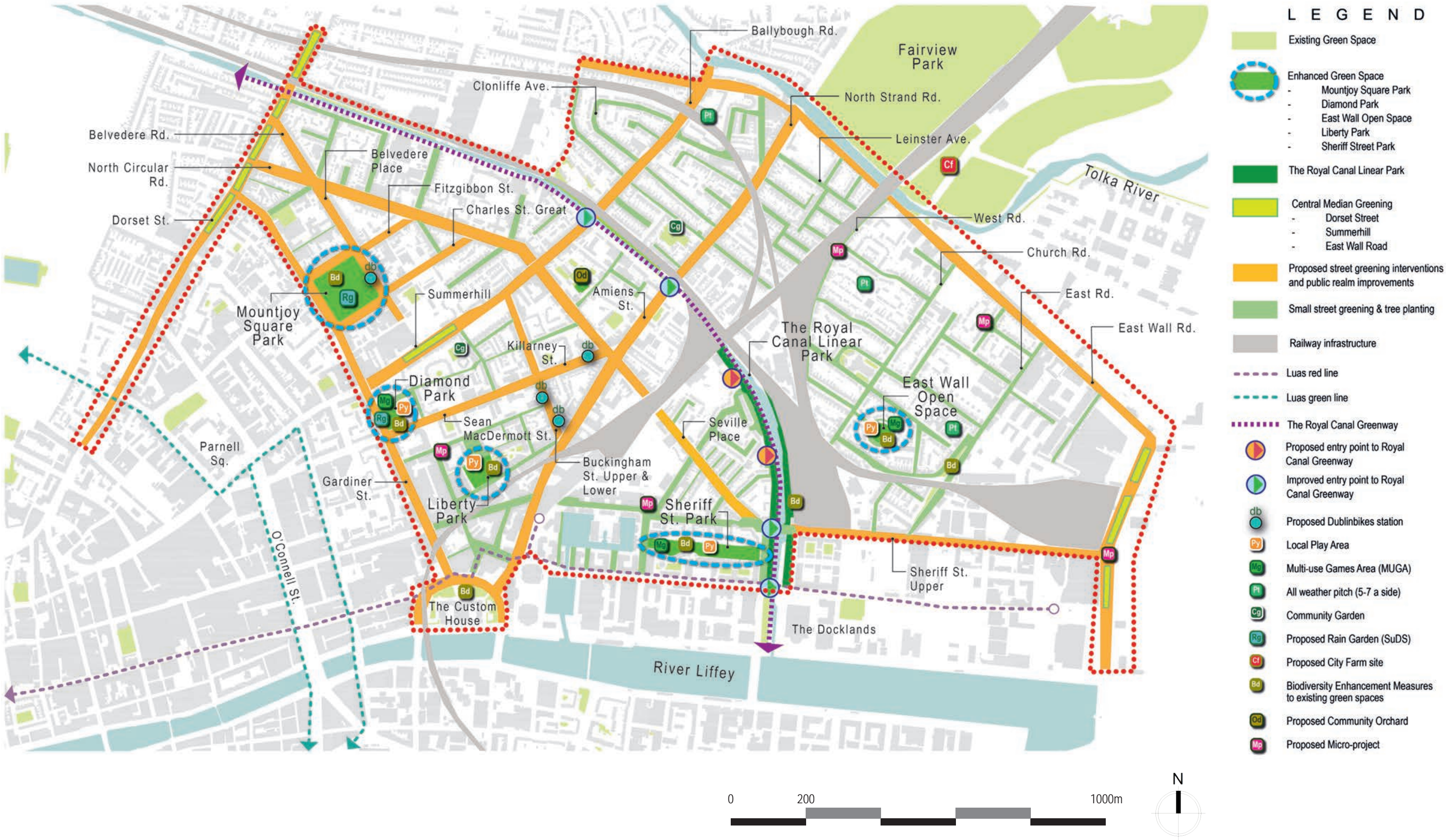




Fig. 3.4.2 Area Wide Strategy





## 3.5 OPEN SPACE PROJECTS

### 3.5.1 Diamond Park

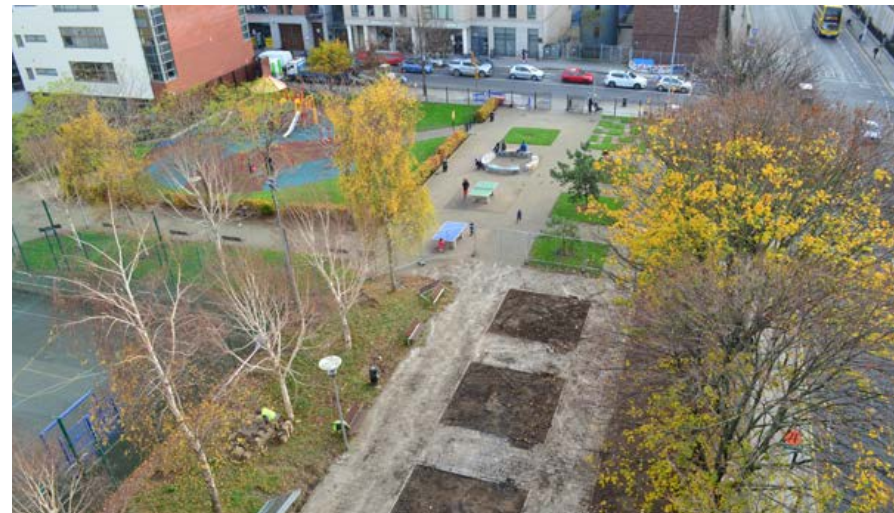
Diamond Park located on Gardiner Street is a popular and actively used neighbourhood park. In 2018 Dermot Foley Landscape Architects were appointed to facilitate the development of a master plan for the refurbishment of this park. Local workshops are planned for the autumn of 2018. The strategic intention is that this amenity will continue to serve the community as an active urban recreational park with improved facilities and new opportunities for all ages and abilities.



Existing: View from the south-west corner of Diamond Park



Precedent: Urban park sports court



Existing: Aerial view of Diamond Park



Precedent: Petanque court and sports court



Fig. 3.5.1 Location of Diamond Park



Existing: Children's playground located in Diamond Park



Precedent: Urban skate park



3.5.2 Mountjoy Square Park

A conservation plan and historic landscape study was conducted in 2014 by Howley Hayes Architects and Dermot Foley Landscape Architects for the Mountjoy Square Society. The conservation plan considers the history and development of Mountjoy Square spanning a period of 200 years, identifying changes in planting, buildings and features. The plan highlights the importance of Mountjoy Square as an Architectural Conservation Area, and its need to be recognised as a significant part of the Georgian heritage in Dublin. Guidance for ongoing maintenance and management is provided as a means of ensuring the preservation of the landscape. A long term management plan is suggested which integrates the importance of the park as a place of cultural and historical significance, alongside supporting its use as a valuable and popular amenity for residents and visitors. The conservation strategy involves reinstating the historic layout of the park (see Figure 3.5.2b), whilst making provisions for both active and passive recreation. Whilst in the short term provision of active amenity resources is planned for, in the longer term the vision is for predominantly passive usage with play facilities still accommodated. A long term strategy for managing existing trees and planning for their future replacement is also highlighted.

Some recommendations contained in the conservation plan and historic landscape study include:

- Public realm improvements in order to improve accessibility and visibility of park entrances. This could include controlled pedestrian crossings to be located at park entrances and good quality paving in keeping with the historic nature of the area.
- The restoration of the original park footpath network of wide curving pathways and a perimeter path, along with a central lawn and contoured beds.
- Provision of new facilities such as a café and public toilets, creating a hub of activity. An exhibition space for the history of the square and Georgian Dublin may also be provided.



Fig. 3.5.2a Location of Mountjoy Square Park

- Possible inclusion of bandstand / park shelter to host cultural events.
- Newly designed play area for different age groups.
- Potential removal of buildings once a suitable alternative location is found in the nearby vicinity for community activities.

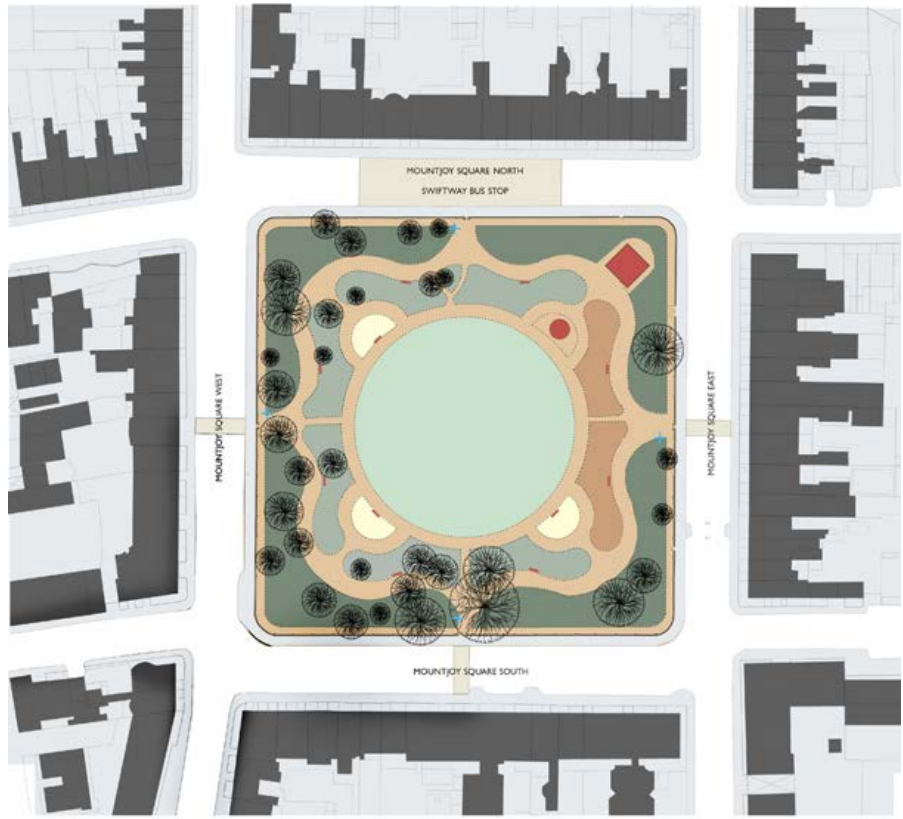
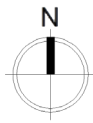


Fig. 3.5.2b Proposed Historic Layout Reinstatement





### 3.5.3 East Wall Open Space

The area of East Wall located in the north eastern quadrant of the study area comprises of predominantly residential land use with a distinct identity. The area extends east of The Royal Canal and is bounded by West Road on the western perimeter, East Wall Road to the north and East Road to the east. In the 2016 Census the population of the area stood at 4,300 people.

Although Fairview Park is a key amenity to the north of East Wall, there is an evident lack of green space situated within the area; East Wall Recreational Centre and MUGA's within Sean O'Casey Community Centre and East Wall Youth Centre act as the only green spaces. Accessible public green space is provided at a rate of 0.89sqm per person, which is lower than the average figure of 1.89sqm per person for the NEIC study area as a whole.



Fig. 3.5.3 Publically accessible green space within the East Wall Area



Existing: East Wall Recreational Centre play equipment



Existing: Open green space between Church Rd and East Rd



Existing: East Wall Men's Shed in the grounds of Saint Joseph's Catholic Church



East Wall Open Space

Two proposals are suggested for improvements to East Wall Open Space. The first shows a redesign where the existing community facility building is retained and refurbished, whilst the second proposal removes the existing building.

Both proposals for the space would include:

- Reduction in hard standing surfaces
- Additional tree and ornamental planting
- Improved play facility
- Removal of surrounding railing
- Surrounding road homezone treatment
- Retention of existing astroturf pitch



Existing: East Wall Recreational Centre - astroturf pitch

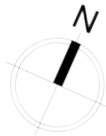


Existing: Residential road surrounding the recreational centre

Option A: Plan



All plans shown in this document are preliminary and for the purposes of discussion only and are not fixed, all plans will be subject to further consultation





## East Wall Open Space



Precedent: All weather sports pitch



Precedent: Playground with bark mulch safety surfacing



Precedent: Embankment slide on mounding

## Option B: Plan



All plans shown in this document are preliminary and for the purposes of discussion only and are not fixed, all plans will be subject to further consultation





3.5.4 City Farm, Dublin Port

The ‘City Farm’ project is proposed to be located on Alfie Byrne Road and is part of the overall masterplan improvements at Dublin Port. The farm aims to act as a visitor attraction as well as providing local children access to the freedom of an urban farm in a landscaped setting. The concept is based on the success of several city farm projects in London City. Discussions regarding the project are in progress with the Parks & Landscape Services of Dublin City Council.



Fig. 3.5.4 Approximate Location of Proposed City Farm



Precedent: Spitalfields City Farm, London



Precedent: Vauxhall City Farm, London



Precedent: Hackney City Farm, London



Precedent: Vauxhall City Farm, London



Precedent: Hackney City Farm, London



Precedent: Vauxhall City Farm, London



### 3.5.5 The Royal Canal

#### The Royal Canal Greenway

A Part 8 process was undertaken in 2015 for plans to improve accessibility along The Royal Canal. The Royal Canal Greenway (of which Phase 1 from Guild Street to Sheriff Street was completed in 2012) seeks to create an uninterrupted pedestrian and cycle way along the canal from Sheriff Street to Ashtown, to be completed in 3 stages (Phase 02-04). The Greenway will act as the starting point of an east to west route from Dublin to the west of Ireland as proposed by Waterways Ireland.

The proposals for the Greenway aim to join the waterside routes along the canal through connectivity and engineering improvements. This connectivity along the canal is to be much welcomed and warranted; however, these enhancements for pedestrian and cyclist connectivity must go in tandem with public realm improvements to the spaces along the canal.

Further development of improved accessibility to the canal, the most significant green amenity within the project area, is also required. An improvement of connections to the various neighbourhoods which it passes through along its route is vital in allowing the ease of use of this amenity.

The existing bridge crossings along arterial routes are an obvious starting point for enhancing connectivity to the surrounding neighbourhoods. These should be viewed as gateways to the canal and as such have an elevated public realm (See Figure 3.5.5).

As identified within The Royal Canal Greenway Part 8 document additional connection points for pedestrians/ cyclists could be provided such as at Oriel Street Lower and Ferrymans Crossing.

Elsewhere, streets in proximity to the canal like Charleville Mall do little to address their waterside location and could benefit from public realm and greening improvements.



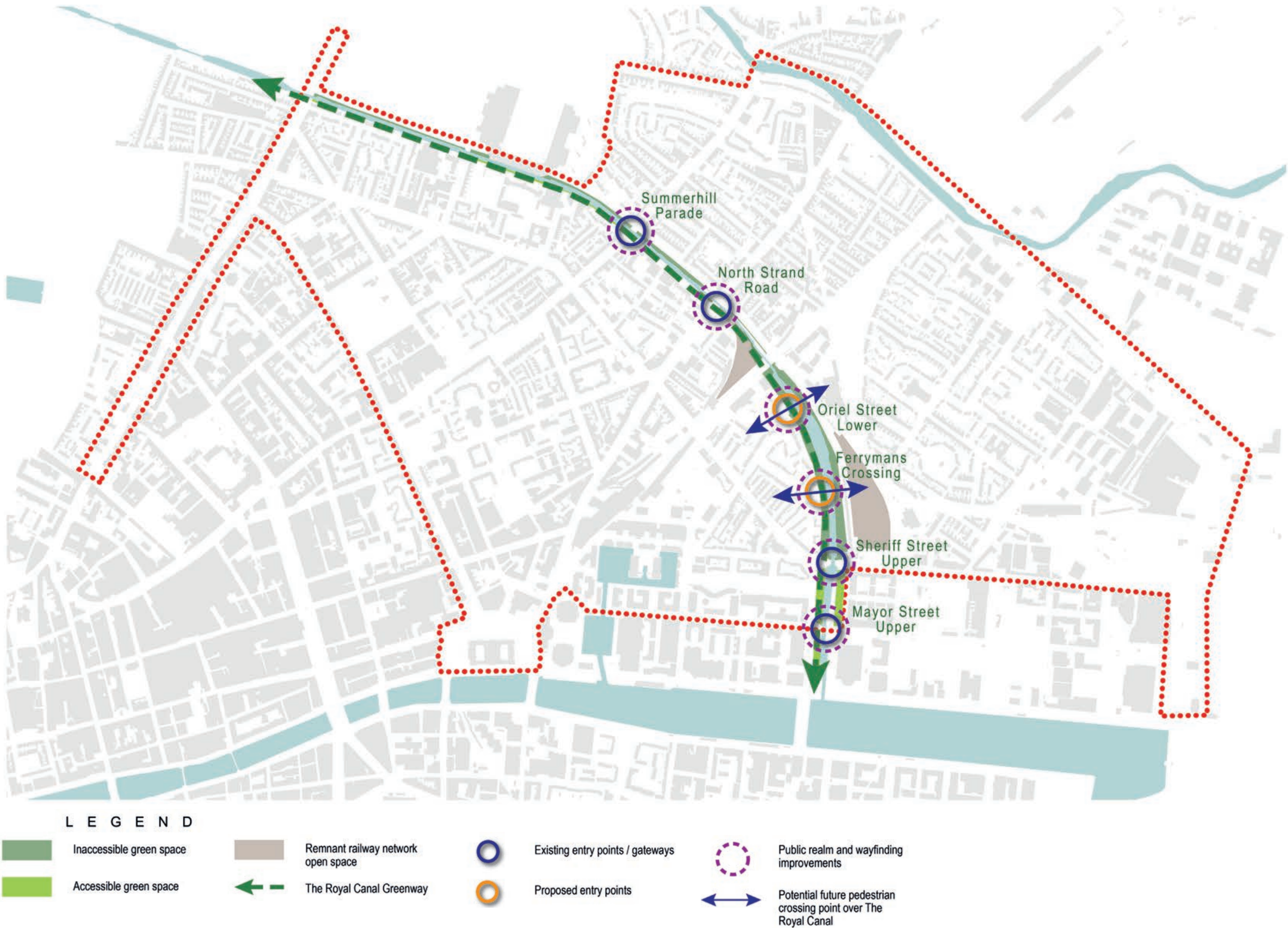
Phase 2 of The Royal Canal Greenway from Dublin City Council Part 8 Application



Visuals of Phase 2 of The Royal Canal Greenway from Dublin City Council Part 8 Application



Fig. 3.5.5 Existing and potential 'gateways' and entry points along The Royal Canal



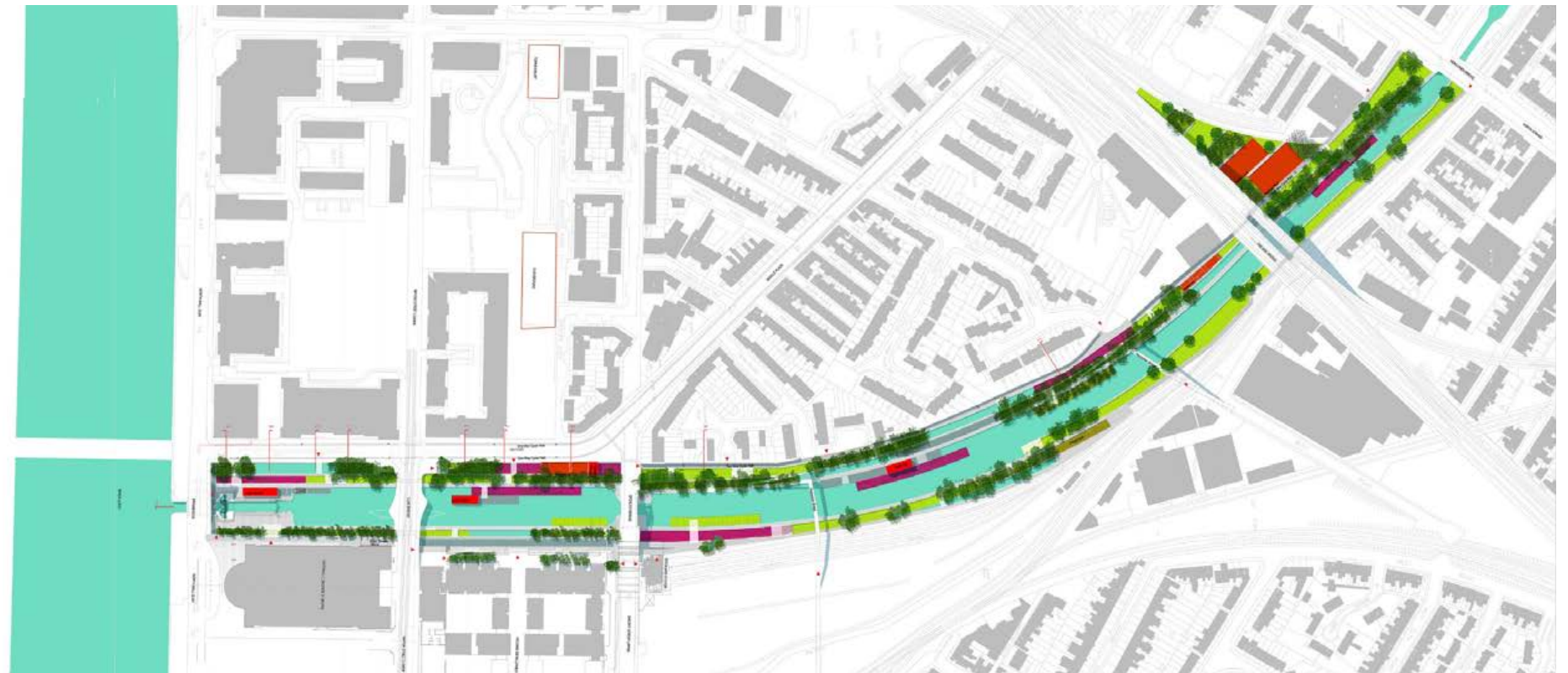


### Royal Canal Linear Park

A proposal for a linear park along The Royal Canal was developed in 2008 by Agenceter for Dublin Docklands Development Authority. The proposal incorporates the section of the canal stretching north from the River Liffey to Newcomen Bridge, North Strand Road. It presents a vision for a linear park along the canal, integrating the canal itself with its banks and creating a physical and visual continuity. The proposal has a goal of reactivating the canal with the provision of promenades, sports facilities and spaces for relaxation, and through forming new connections with the surrounding neighbourhoods.

High levels of biodiversity are promoted within the proposal which consists of a series of wet and dry gardens covering an area of over 6 hectares. These comprise of water basins, native gardens with planted and lawn areas, and exotic gardens with grass and perennial planting. Active areas are proposed including a children's play area, kayak club, skate park, multi-sport platforms and boating facilities. Sports pitches are also suggested in the lands immediately adjacent on the west bank of the canal.

The proposal aims to transform the canal into an urban link, forming connections between neighbourhoods, the Docklands and the rest of the city. It includes a two way cycle path on the west bank and a pedestrian link on both sides of the canal.



Royal Canal Linear Park Masterplan, Agenceter Landscape Architects and Urban Designers



Visual of Royal Canal Linear Park, Agenceter Landscape Architects and Urban Designers



3.5.6 Liberty Park

The proposals for Liberty Park improvements would include:

- Improved wayfinding and connectivity to the surrounding Talbot Street Quarter
- Improved pedestrian linkages through the park from Foley Street to Railway Street and beyond to Sean MacDermott Street
- Strengthened relationship of the park with Foley Street through removal of plinth wall and railing
- Refurbishment/ relocation of play area
- Improved interaction between ground floor units and the park
- Park public lighting & CCTV
- Resurfacing of paths
- Herbaceous & tree planting
- Amphitheatre performance space
- Skate bowl



Existing: View of mature trees in Liberty Park



Existing: Marion Shrine within park



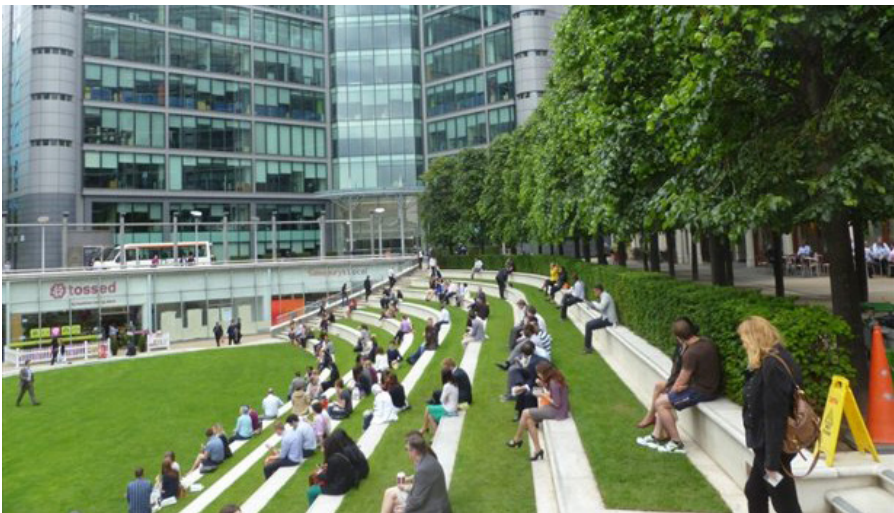
Fig. 3.5.6 Location of Liberty Park



Existing: Fenced off crèche play area in north west corner



Precedent: Skate bowl in Weaver Park, Cork Street, Dublin



Precedent: Amphitheatre in Sheldon Square, London



Precedent: Bespoke hardwood bench seating



Liberty Park Plan View





Liberty Park Sketch View





## 3.6 TREE PLANTING STRATEGY

The Dublin City Tree Strategy 2016 - 2020 highlights the importance of urban trees and puts forward a vision for the long term management of public trees in the city. It forms a framework for implementation of tree policies and puts into place an action plan which highlights objectives and responsibilities.

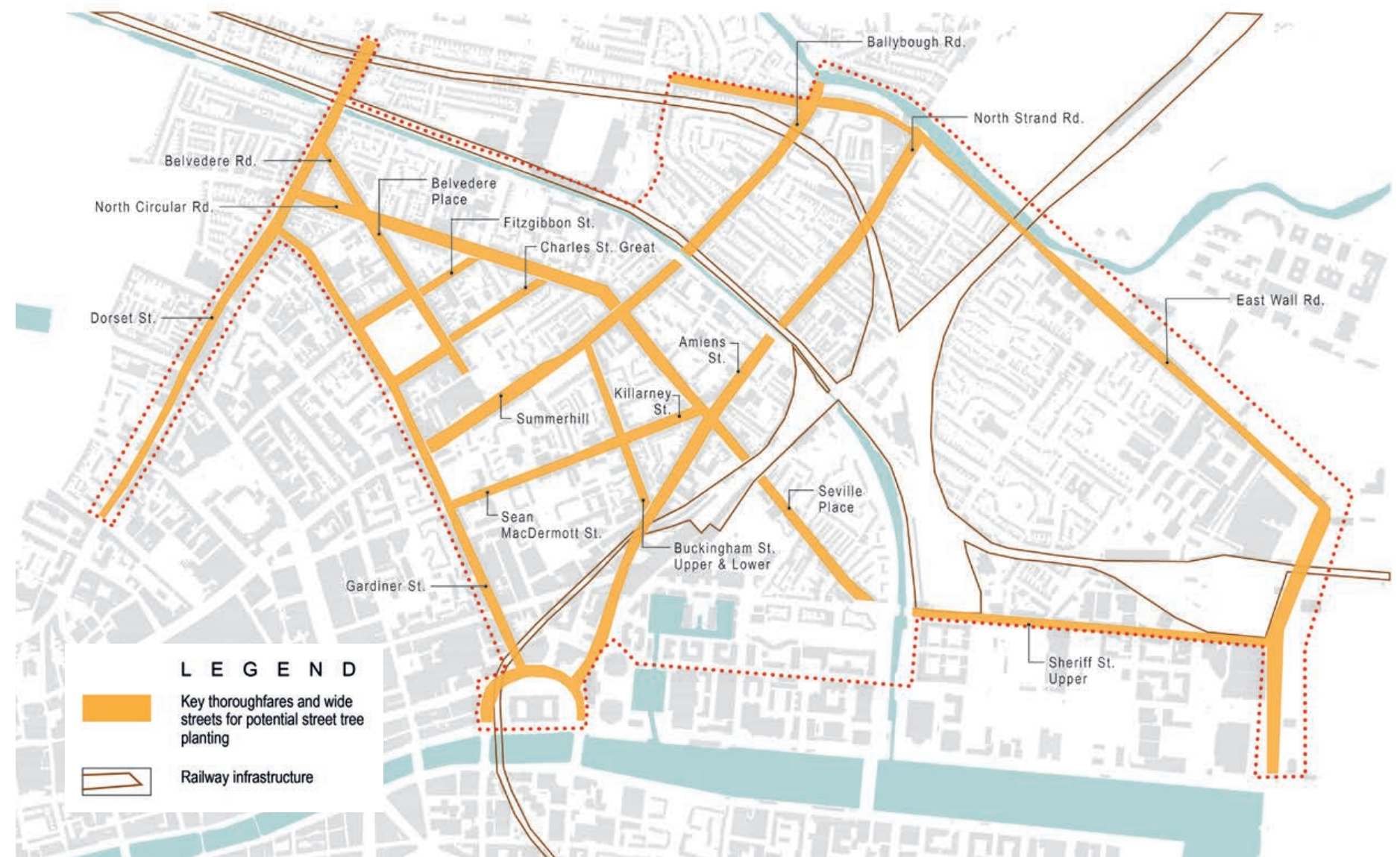
In conjunction with this vision, the tree planting strategy within the North East Inner City aims to increase the number of street trees in the area by taking full advantage of opportunity locations for street tree planting. Figure 3.6.1 and Figure 3.6.2 illustrate the streets identified as part of this study to be suitable for new street tree planting.

The focus will be placed on planting long lived tree species where feasible. Opportunity sites for street tree planting can be created through pavement build-outs, particularly within the wide street network within the North East Inner City and where parking spaces can be omitted. This approach ensures that trees are not planted within close proximity to buildings and over utilities located beneath footpaths (See Appendices which illustrates whereby omitting every third parking bay, a space of approximately 18m from tree centre to centre is achieved, allowing for the planting of large species). Smaller tree species could also be planted within street build-outs in small clusters in order to emphasize their presence. The tree pit surface also provides the opportunity for groundcover planting and the provision of seating or cycle stands.

The strategy proposes that the species selection is based upon the scale of the street or space in which it is to be situated. Hence, wide streets such as Killarney Street, North Circular Road and Dorset Street can accommodate large tree species such as Lime Trees and London Planes (See section 3.7.4 and 3.7.5). Likewise, medium scale streets are suitable for medium sized trees such as Birch and Turkish Hazel, whilst narrow residential streets such as those in East Wall and North Strand are more suitable for small species such as Pear and Hornbeam. (See Appendices for demonstration of this principle and Section 3.7.6).

In order to achieve high quality tree planting and to ensure that the trees can reach their maximum potential it is important that tree pits are adequately sized and properly prepared. Street tree pits should acquire a minimum rooting

Fig. 3.6.1 Key arterial routes and wide streets for proposed tree planting projects



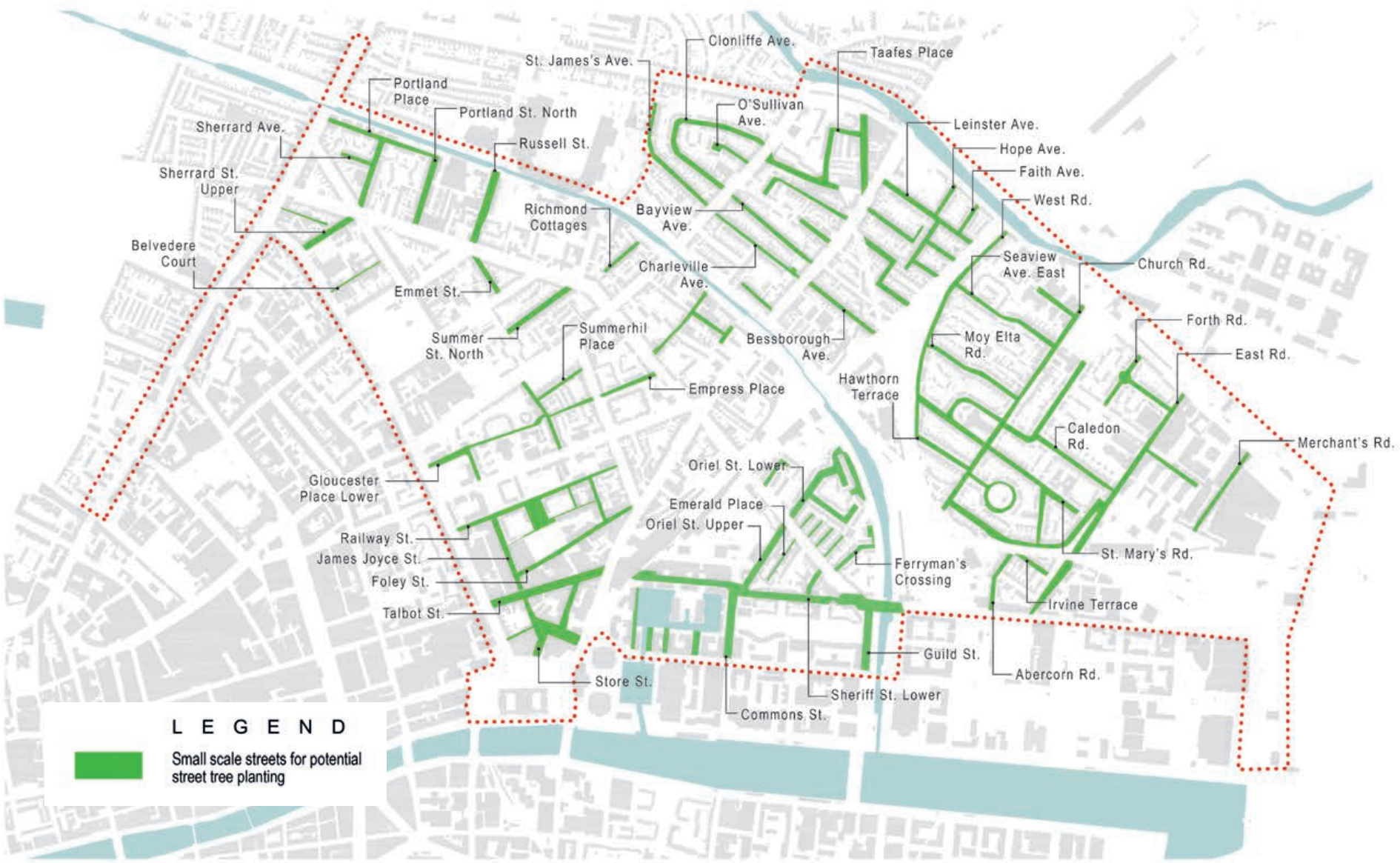
volume of 4 cubic meters of good quality growing medium (soil) and where feasible rooting volumes of 12-16 cubic metres should be provided. This is the equivalent of an area of an on-street parking space. It may be necessary to utilise load bearing soils on busy sections of streets, in order for paving to be placed on top of the tree pit.

An important benefit of tree pits is their ability to serve as a SuDS function, whereby surface water run-off coming from hard surfaces and buildings can be directed to tree pits. The soil within the tree pits then filters the water

before infiltration occurs into the ground or it overflows to the stormwater sewer network. This assists in tackling localised flooding. This tree pit is well established in some US cities including Seattle and Philadelphia. The principles of the stormwater tree pit are further explained in the Appendices.



Fig. 3.6.2 Small scale streets for proposed tree planting projects



Precedent: Street tree planting and high quality paving treatment



Precedent: Residential large mature street tree planting



Precedent: Public linear roadside greenspace



## 3.7 FUTURE TREE PLANTING PROJECTS

### 3.7.1 Sean MacDermott Street

Sean MacDermott Street is among one of the most recognised street names within Dublin's North East Inner City. Important buildings and landmarks are located in the area, including the derelict former Magdalene Laundry site and Aldborough House. The Home Statue can be found at the intersection of Killarney Street and Sean MacDermott Street.

Sean MacDermott Street is another wide street, relatively traffic calmed and with on street parking available on both sides for its entire length, much of which would appear under utilised. A reduction of on street parking and inclusion of build-outs could form part of greening measures along this street.



Existing: Public Swimming Pool with Magdalene Laundry Building opposite



Existing: Wide street with ample on street parking



Fig. 3.7.1 Location of Sean MacDermott Street



Existing: Opportunistic pavement parking on open corners



Precedent: Public bench seating and tree planting on gravel surface



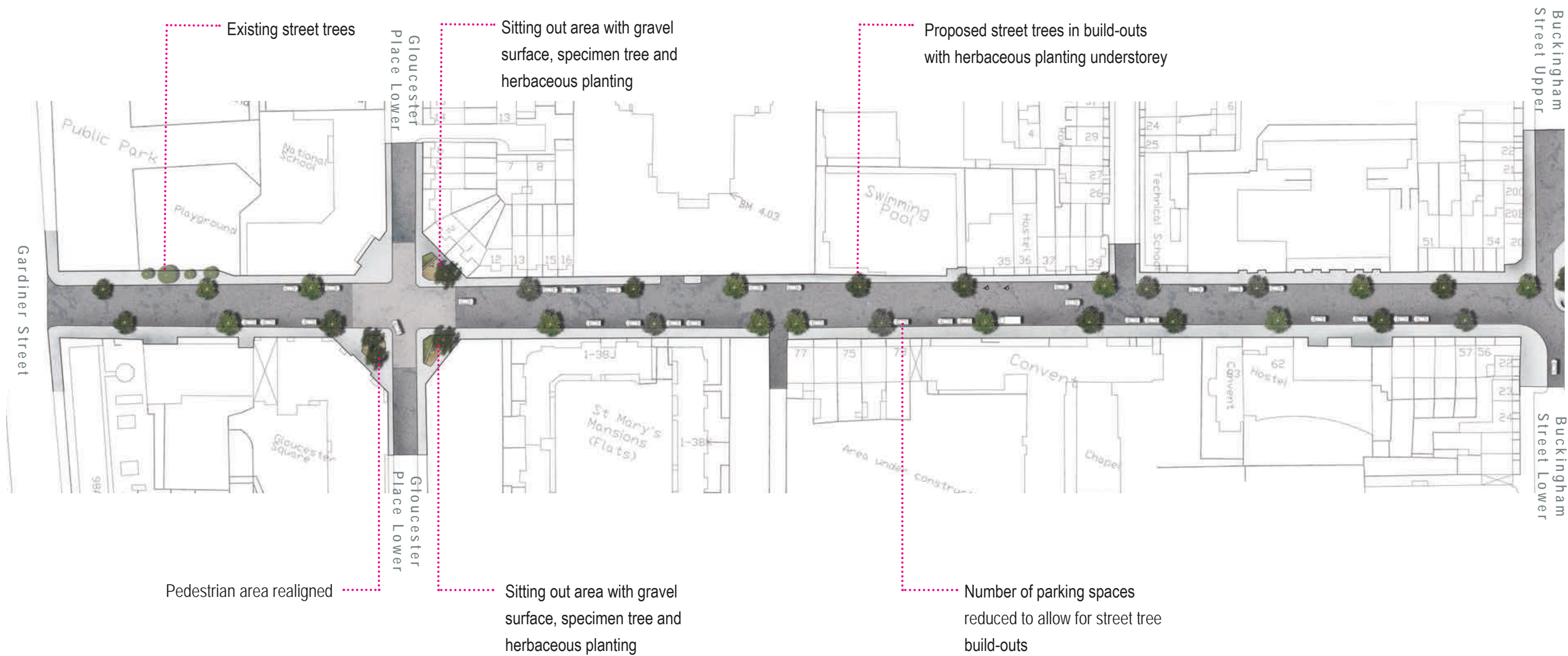
Precedent: Large avenue street tree planting



Precedent: Street tree pit with groundcover planting



Sean MacDermott Street Plan View



All plans shown in this document are preliminary and for the purposes of discussion only and are not fixed, all plans will be subject to further consultation





## Sean MacDermott Street Sketch View

Proposed street trees in build-outs with herbaceous planting understorey

Number of parking spaces reduced to allow for street tree build-outs





3.7.2 Killarney Street

Along with Sean MacDermott Street, Killarney Street forms a key linking route from the North Circular Road to the O’Connell Street area. Along this spine are a number of proposed capital projects, from the redevelopment of Aldborough House and the Magdalene Laundry site to the Cluid Housing regeneration at Railway Street. The Home Statue memorial sculpture is situated at the western end of Killarney Street, whilst the iconic Five Lamps stands at the junction of Killarney Street and Seville Place. The later is a renowned structure created in approximately 1880 as a memorial to Lieutenant General Henry Hall.

Killarney Street currently has a one way traffic system in place with traffic calming in the form of carriageway narrowing at the junction with Buckingham Street. The street is overly wide for a one way system and in that lies potential for a creation of a linear pocket green space.

A reduction in carriageway width to approx. 3.5m would be more in line with the one way traffic system. The extra space gained would enable the widening of the pedestrian zone and presents opportunities for significant greening.



Fig. 3.7.2 Location of Killarney Street



Existing: Home Statue memorial on Killarney Street



Existing: Wide street with one way traffic system and on street parking



Existing: View from Sean MacDermott Street showing traffic calming carriageway narrowing



Precedent: Linear green space with seating and planting



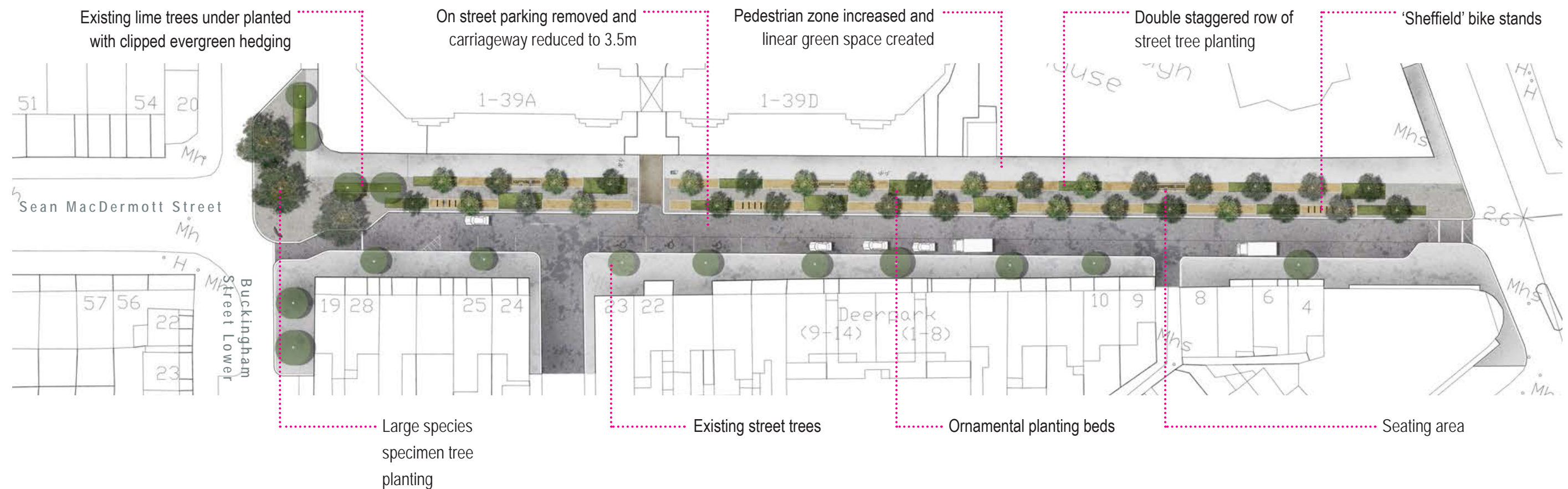
Precedent: SuDS features incorporated into street planting



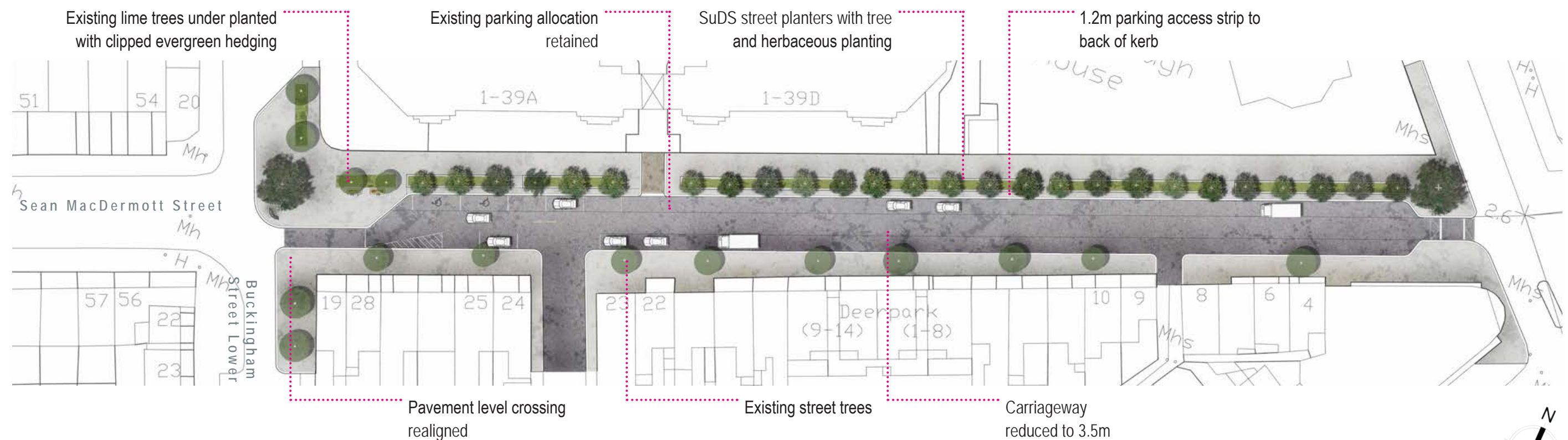
Precedent: Street seating and tree and ornamental planting



Killarney Street  
Option A: Plan View



Killarney Street  
Option B: Plan View





Killarney Street  
Option A: Sketch View

Bench seating on a hard-binding gravel surface

Carriageway reduced in width to 3.5m

Street tree pits



Sheffield bike stands

Ornamental planting with double row of street tree planting



### 3.7.3 Summerhill

Summerhill / Ballybough Road is a key arterial route within the North East Inner City, passing over The Royal Canal. It forms a junction with Gardiner Street at the southern end and extends northwards to the Tolka River. The streetscape has a low visual quality, with derelict buildings dispersed along the length of the road. A notable feature on Summerhill is the stepped concrete terrace on the most northern side of the road, designed to overcome the level change locally.

Key interventions on Summerhill could include a retro fitting of the existing central traffic median strip, under planting with herbaceous and hedging species whilst retaining the existing trees.

The existing terrace of steps towards The Royal Canal end of Summerhill presents an opportunity for significant public realm improvements and street greening. Measures here could address the change of level; rebuilding and replacing of the steps whilst including tree and ornamental planting beds to create a separation from the carriageway.

The bridge crossing at Summerhill Parade presents an opportunity for public realm improvements in association with The Royal Canal Greenway; it is a nodal point of connection and gateway both onto the canal and into the city.

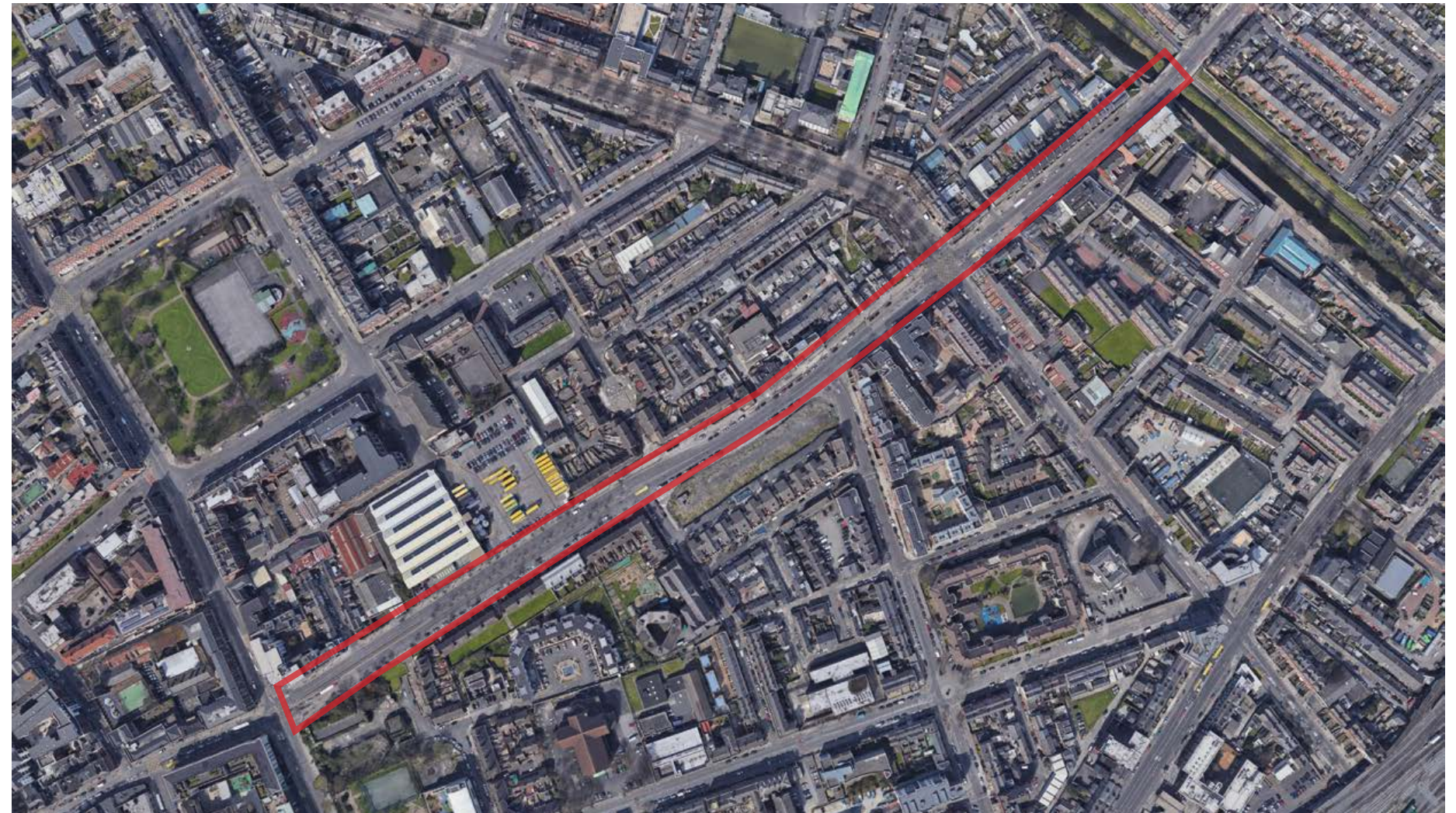


Fig. 3.7.3 Location of Summerhill



Existing: Stepped terrace and wall on Summerhill Parade



Existing: 'Gateway' to The Royal Canal from Summerhill Parade



Existing: Central median strip on Summerhill



Summerhill  
Option A: Sketch View



Bespoke seating  
incorporated into steps

Steps relaid in granite paving

Line of street trees

Ornamental planting beds

Street level planting bed with upstand  
kerbing



Summerhill  
Option B: Plan View





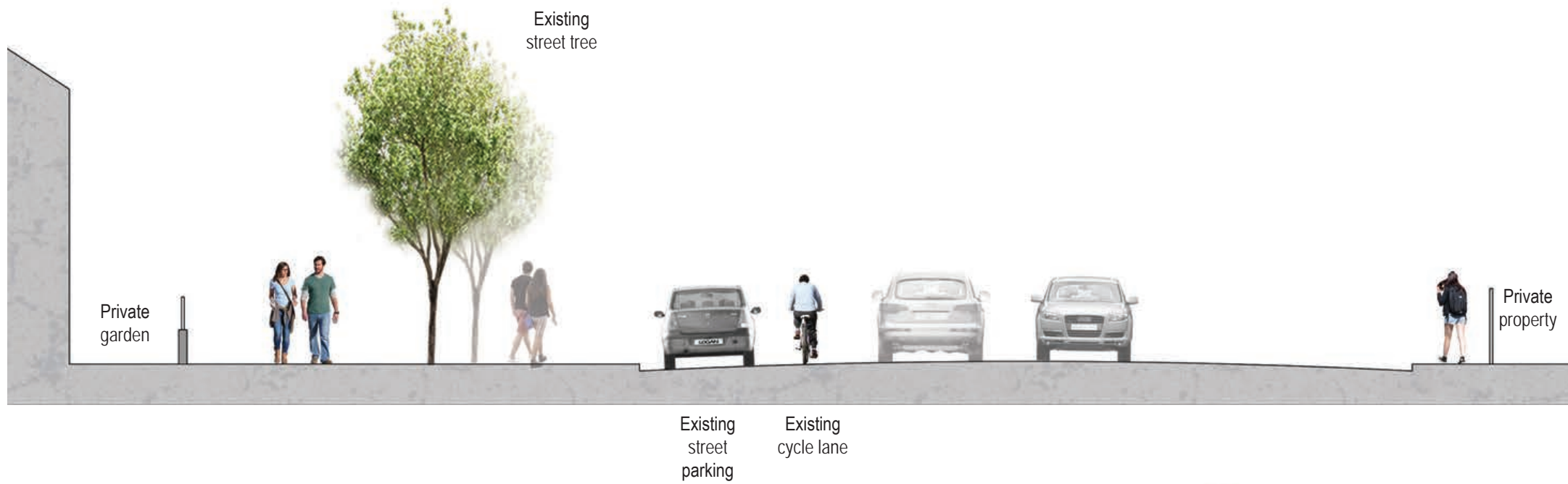
Summerhill  
Option B: Sketch View



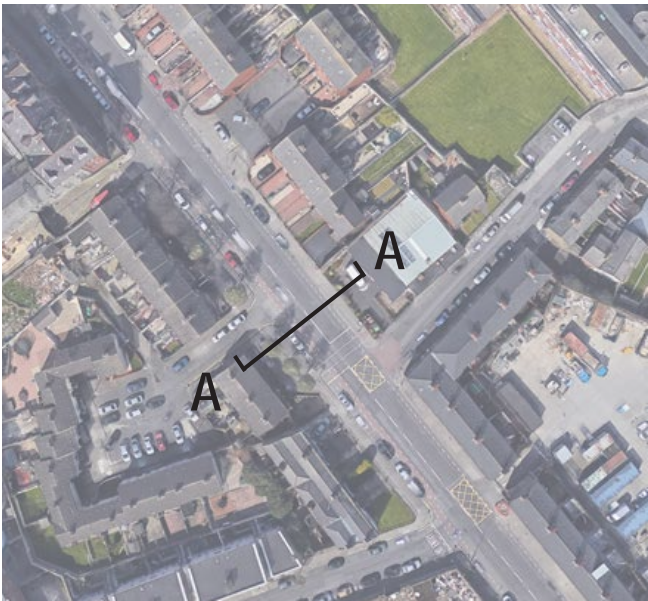


3.7.4 North Circular Road

Section A-A: Existing



Section A-A: Possible Greening Intervention



Location of section on North Circular Road



Existing: view of North Circular Road



Precedent: Groundcover planting beds with tree planting

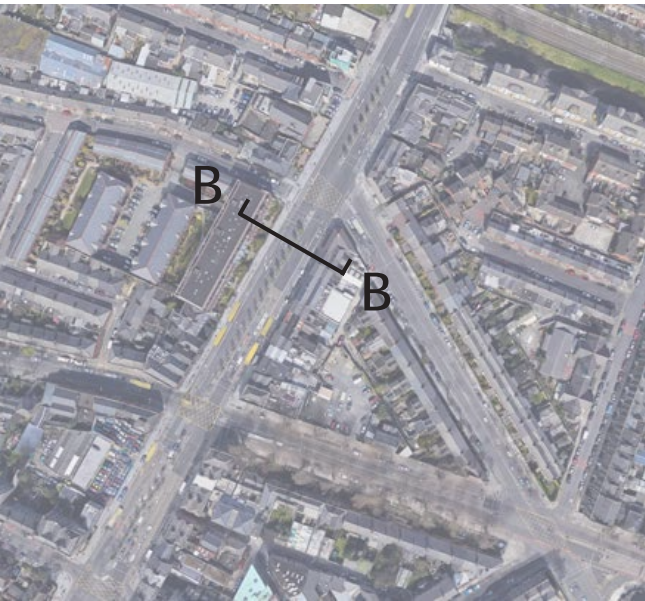
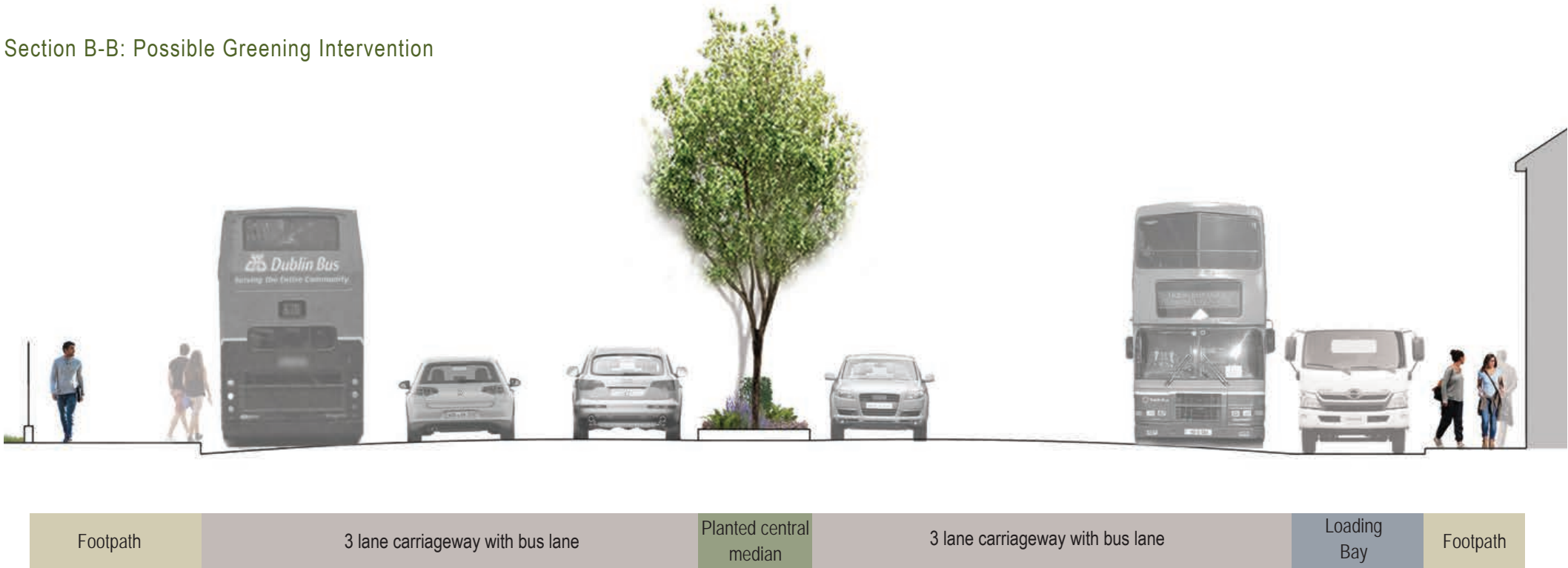


3.7.5 Dorset Street

Section B-B: Existing



Section B-B: Possible Greening Intervention



Location of section on Dorset Street



Existing: view of Dorset Street



Possible greening intervention: planted central median

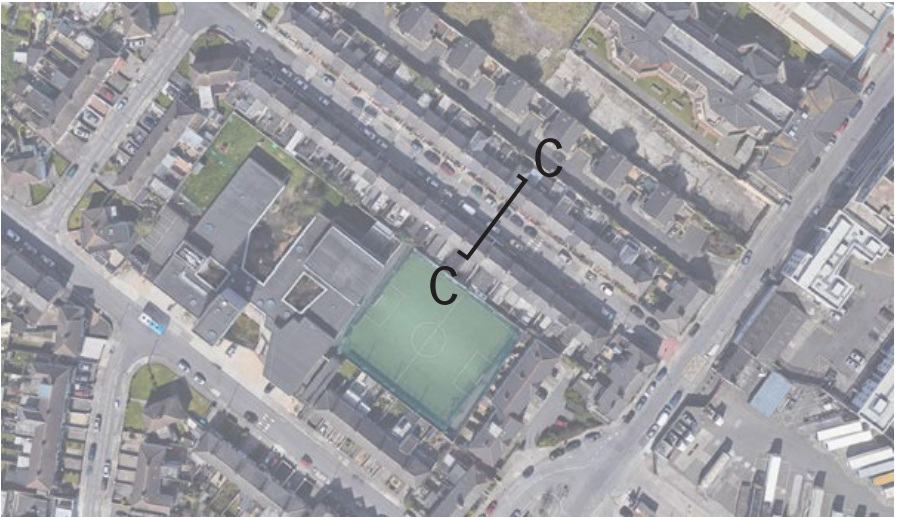


3.7.6 Small scale residential street: Caledon Road, East Wall

Section C-C: Existing



Section C-C: Possible Greening Intervention



Location of section on Caledon Road



Existing view of Caledon Road



Precedents: Residential street with tree planting in build-outs (left); example of small species tree Field Maple(right)



3.8 MICRO-PROJECTS

3.8.1 Oriel Street Upper Plaza

A large hard-standing paved plaza is situated at the southern most end of Oriel Street Lower in the Sheriff Street area. This has the potential to be transformed into a small pocket park with bench seating, tree planting and grass lawn area.



Existing: hard-standing plaza on Oriel Street Lower



Possible greening intervention at Oriel Street Lower

3.8.2 West Road, East Wall

West Road is situated along the western boundary of the East Wall Residential area and runs parallel to the railway network. Terraced housing and a pavement exists on the eastern side of the road, whilst the western roadside features a narrow pavement with tree planting and hence little space for pedestrian movement.

Proposed greening interventions here could include the planting of a herbaceous border amongst existing tree planting on the western side of the road. The creation of this green verge would increase the local biodiversity value and aesthetic quality of the roadside space.



Existing: pavement with tree planting on West Road



Possible greening intervention: herbaceous planted border on West Road



### 3.8.3 Cluid Housing Regeneration - Railway Street

The regeneration of St Mary's Mansions on Railway Street will present an opportunity for public realm and greening improvements in and around the area where the site bounds.

A significant garden space is to be created in close proximity to the development due to the proposed set back of the buildings off Railway Street. This open space combined with improvements to Gloucester Lane and its link through to Railway Street and Liberty Park will potentially elevate the public realm in the locality.



Cluid Housing Regeneration - CGI View From Gloucester Place Lower



Cluid Housing Regeneration - CGI Aerial View

### 3.8.4 Belvedere Place Plaza

An island of hard-standing pavement exists at the wide road intersection of Belvedere Place and North Circular Road. Potential greening interventions in this location could include large sized species tree planting on grass lawn, whilst retaining the surrounding pavement network.



Existing: view of Belvedere Place Plaza



Possible greening intervention: tree planting with grass lawn

### 3.8.5 Forth Road, East Wall

Located in the north of the East Wall residential area, the large area of hard-standing pavement at the intersection of Forth Road and Bargo Road presents an opportunity for street greening. Possible greening interventions could comprise of planting of medium-scale tree species with grass lawn.



Existing: Aerial view of intersection of Forth Road and Bargo Road



Possible greening intervention: tree planting with grass lawn, Forth Road



3.9 PROJECT PHASING

This section of the report outlines the phasing of proposed projects previously highlighted within this report. The projects and proposals are sub-categorised into Phase 1, Phase 2 and Phase 3, as shown in Figure 3.9.1.

Budget Estimate Phase 1 (2018-2021)

Mountjoy Square

Diamond Park

Liberty Park

*Tree Planting Projects*

Killarney Street

Summerhill

Sean MacDermott Street

Dorset Street Phase 1 (Median Refurbishment)

East Wall Area (Residential Street Planting Stage 1)

North Strand Area (Residential Street Planting Stage 1)

*Minor Projects*

Belvedere Place Plaza

Guild Street Plaza

Guild Street Canal Walk

City Farm (Feasibility)

Community Planting Project (Area Wide Stage 1)

Budget Estimate Phase 2 (2021-2023)

East Wall Recreational Space

Royal Canal Linear Park (Feasibility)

*Tree Planting Projects*

Fitzgibbon Street

Belvedere Place

Dorset Street Phase 2 (Extension of Median - Feasibility)

East Wall Area (Residential Street Planting Stage 2)

North Strand Area (Residential Street Planting Stage 2)

*Minor Projects*

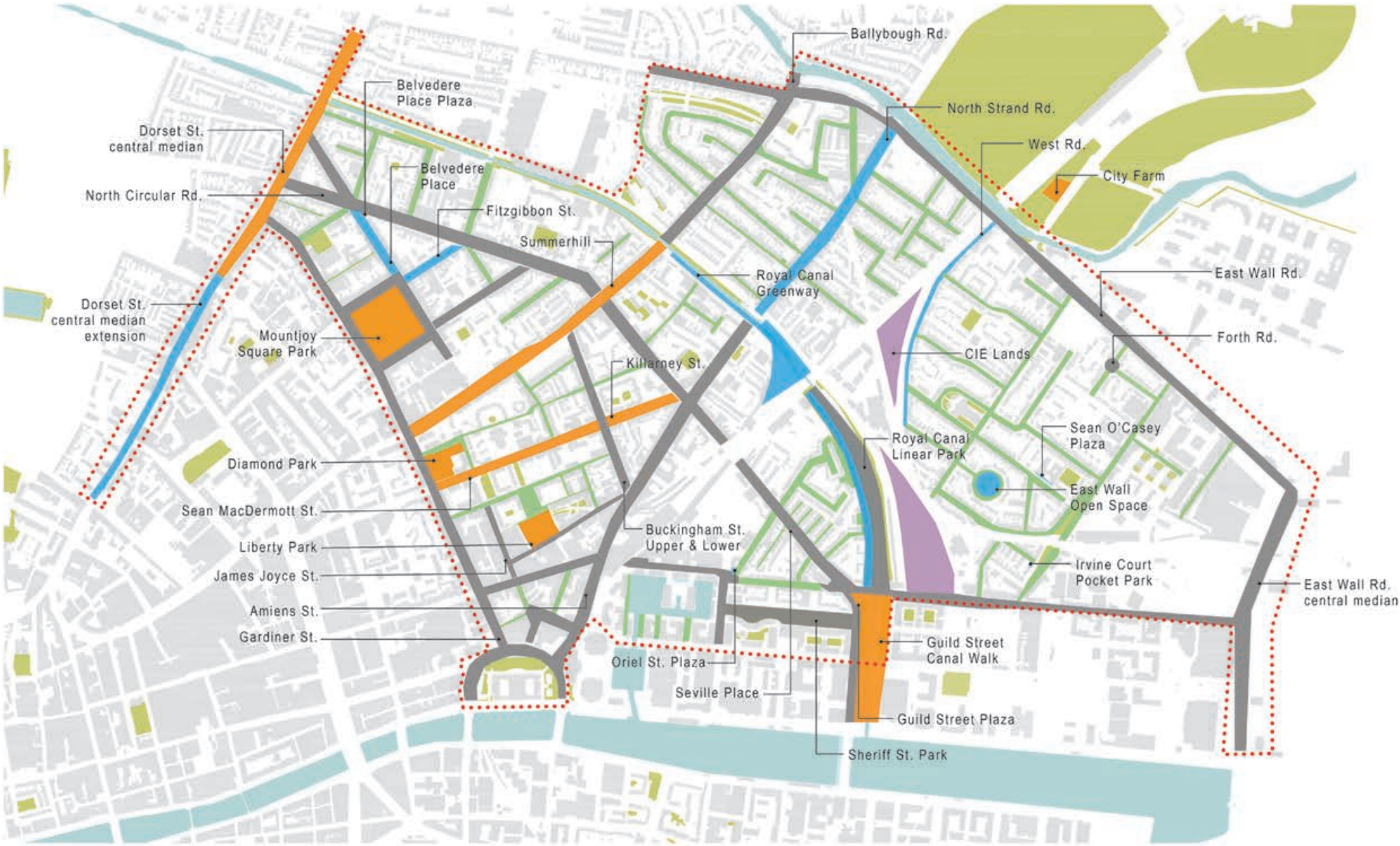
West Road Planting

Irvine Court Pocket Park







Oriel Street Plaza

Community Planting Project (Area Wide Stage 2)

Fig. 3.9.1 Phasing of key projects within the strategy



L E G E N D

	Phase I projects		Phase III projects		Residential street greening projects (Phase I, Phase II and Phase III)
	Phase II projects		Potential Future projects		Existing green space

Budget Estimate Phase 3 (2023-2026)

Sheriff Street Park (Feasibility)

Royal Canal Linear Park

*Tree Planting Projects*

Charles Street Great

East Wall Area (Residential Street Planting Stage 3)

North Strand Area (Residential Street Planting Stage 3)

*Minor Projects*

Sean O'Casey Community Centre Plaza

Forth Road

Community Planting Project (Area Wide Stage 3)





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