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For Landscape Plans / Drawings Please See Volume Two
Dublin City Council and the National Transportation Authority propose to improve cycling routes from Talbot Street / Connolly Station to Clontarf at the Alfie Byrne Road. In order to bring existing cycleways and bus lanes to the required standard and accommodate the traffic lanes within the road corridor, realignment of existing kerb lines and lanes will be required to ensure safe and where feasible segregated movement of pedestrians, bicycles, buses and other vehicles.

The impact of the above changes will be minor in places where the existing road corridor is adequate, however in places significant changes will result in new pavement, some loss of roadside trees and opportunities to recreate a new public realm through the project area.

The rationale and engineering design is explained in detail in the proposals by RPS Consulting Engineers. The purpose of this report is to outline the changes occurring to the landscape / townscape and public realm, and to articulate the proposals to mitigate adverse impacts of these changes and also to take advantage of the opportunities provided to reimagine urban areas and streetscapes as part of the new infrastructure being created.

Two key character areas form the route corridor:
1. Fairview Park and Marino Village
2. Amiens Street / North Strand

The character of these areas is described below, the potential impacts of the cycleway scheme and the landscape design response to mitigating impacts and enhancing the routes.
This part of the route corridor runs from the Tolka River and includes Marino Mart and Clontarf Road as far as Alfie Byrne Road. The maps below illustrate the historical evolution of this urban village from open water/seaside to the gradual infill and development of the area with the construction of the rail line that now delineates the areas from the open sea at Clontarf.

The photographs adjacent, dating from the early to mid 20th century, illustrate a young Fairview village with its distinctive built north western edge and young trees and parkland to the south and east. The photographs below from today illustrate an older urban environment, but with little change to the built form and structure other than the huge increase in traffic now filling the wide streets.
Today Fairview village is a thriving and desirable suburb of Dublin City. Its key structure of contrasting built urban edge to the north and soft parkland edge to the south now bounded by spreading mature trees, a key part of its distinctive and unique character. However, the wide road is a significant traffic artery into the city and links between the park and its village can be difficult to navigate.
The relationship with, and contrast between, the built urban edge of Fairview and the green parkland edge of the park is unique and part of the distinctive character of this part of the City. However, whilst high quality trees are still flourishing the overall quality of the park edge has become eroded by traffic and intrusion of the road onto the park boundary.

The photographs adjacent and below illustrate some of these qualities, features and potential opportunities.
Ongoing variation to pavement
Kerbside trees struggling

Contrast of thriving trees inside park boundary and those struggling at kerbside

Links to changing rooms
Key Characteristics - Summary

- Contrasting Built / Urban and Green / Parkland edges
- Wide busy road
- Visual clutter – signage, rails etc
- Inviting park, poor accessibility
- Reduced visibility into the park – lack of Security/Passive Supervision
- Gateway role – seaside and city
- Huge variability in park boundary edge from attractive continental style promenade in double row of trees to squeezed cluttered uninviting narrow footpaths.
- Some trees to kerbside clearly struggling in the heavy trafficked environment – including vehicular damage.

Some re-invention of this space is required to accommodate the various existing uses pleasantly and safely and enhance Fairview village. The cycleway project provides an opportunity to address some of these issues whilst mitigating some of the inevitable impacts generated.
Key Elements of Scheme:
The project involves the realignment of existing road space to achieve 1 no. cycleway, bus lane and 2 no. traffic lanes in either direction in accordance, wherever feasible with National Cycle Manual Guidance, best practice and segregation of use. In places, the optimum design is constrained by the existing road space and buildings, Fairview Park and its mature trees to the main road, and the span of the existing pedestrian overbridge at Merville Avenue.

The final design will result in the following impacts and opportunities:
- Loss of kerbside trees
- Construction issues in accommodating new footpaths and cycleway beneath the crown of retained trees within the park boundary
- Opportunity to re-imagine the park-village interface addressing mitigation of the above issues, enhancement of the boundary and creating improved amenity to the park and for the village, increasing use, activity and surveillance, improving integration and links.

Approximately 64 no mature to semi-mature trees will be removed at Fairview along the road frontage of the park. Of these the Arborists Report categorises them as follows:
- “U” – 8 no. Recommended for removal currently
- “A2” – 9 no. Trees of high quality with a min. 40 years life expectancy
- “B2” – 18 no. Trees of moderate quality with a min. 20 years life expectancy
- “C1&C2” – 29 no. Trees of low quality with a minimum of 10 years life expectancy.

One of the rows of trees along the existing roadside footpath will be removed, and this double row of trees and footpath feature where it exists will be lost at the roadside. The visual feature created by the trees i.e. the wooded park edge, roadside greenery and enclosure will largely remain as the large mature trees within the park, along the boundary, will be largely retained and supplemented. Up to 15 of the above trees located within the park boundary may be preservable as detailed design provides alternative layouts avoiding the best of the trees. Construction methods will require a no-dig method around existing retained mature trees – building ground levels up to protect root systems and tree health.

Mitigation proposals below will recreate the boulevard edge to the park by planting 78 new trees to rejuvenate the park boundary and a further 30 new street trees to the north side of the street and central islands to enhance the interface with the village.
Concept:
Recreate and enhance the park boundary as a new esplanade between the village /
urban area and wider park:
• Providing new roadside footpath, walkway and shared surface for urban park
promenading,
• Recreating and rejuvenating the double row of trees as a central linear corridor
linking the village and the park and providing a focal point for urban life in this
bustling village.

These concepts are illustrated in the indicative plans and sections above and
precedent images from Dublin and elsewhere.
• Links and crossings as events and new places in the urban streetscape
Description of Corridor
This corridor is a key traffic artery into the city. The wide road is bounded by both vernacular housing, and commercial buildings, as well as more contemporary buildings and institutions. Building height ranges from single and two storey to several stories, particularly as one approaches the city centre. The character is typical inner city urban Dublin, with a strong historical sense of place and landmark settings such as the Five Lamps, Talbot Street, Connolly Station, the Royal Canal and Tolka River, and two railways crossing the corridor. However the quality of the environment is poor due to the current strong domination of vehicular traffic.

Key Characteristics
- Wide street dominated by road space and traffic
- Isolated rows of fine mature Plane trees – some young trees
- Poor enclosure, lack of greenery, hard landscape dominates.
- Characterful Dublin area

Impacts / Opportunities
- 6 no. London Plane trees will be lost – all Category A1 i.e. the highest quality
- Opportunity to create more continuous tree lined avenue, greening, softening and enclosing the street
- Opportunity for improvements to pedestrian environment and public realm – paving, furniture etc.
Streetscape Design Concept
• Create more continuous tree lined avenue, greening, softening and enclosing the street. Trees to be established where feasible along footpaths as services, space and functions allow
• Improvements to pedestrian environment and public realm – paving, furniture etc. particularly at focal points and new pedestrian “build-outs” at Five Lamps and similar junctions

These concepts are illustrated in the indicative plan and adjacent and precedent images.
Planting and Materials

Trees

Existing trees throughout the road corridor consist predominantly of:

- London Plane Plantanus X hispanica
- Lime/Linden, Tilia cordata
- Sycamore, Aver pseudoplatanus

There are also scattered small flowering and other species as well as occasional Norway Maple (Acer platanoides) and Holm Oak (Quercus ilex).

As tried and tested street trees with a strong contribution to the character of Dublin streetscape it is proposed that most new street trees would reflect existing locally common species – London Plane, Lime and Sycamore – particularly along streets and directly along the road corridor / pavements. Street trees would be planted in rows of the same species.

New planting to Fairview Park will reflect the more random mixed character of tree species.

Tree sizes to Fairview Park will be Semi-Mature 20-25cm girth 5-5.5m ht to 25-30cm girth 6-6.5m ht. Street trees elsewhere will be Extra Heavy Standard 18-20cm girth 4.5-5m ht.

Tree Sizes to Fairview Park

- Semi-Mature Trees – Typically from 20-25cm girth, 5-5.5m height to 25-30cm girth, 6-6.5m height at planting

Hard Landscape – Paving, finishes and Furniture

Paving materials will reflect existing precedents in the area to which they will tie in and/or be in keeping with Dublin City Public Realm Strategy. Materials, paving and site furniture will be agreed at detailed design stage with Dublin City Engineers and Planners, and the Dublin City Parks Department.