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1.0 Introduction

This report was undertaken by Áit Urbanism + Landscape Ltd on behalf of the Parks and Landscape Services of Dublin City Council in support of a planning application for the proposed Landscape Masterplan and Public Realm improvements of St. James' Linear Park, Dublin 8. We were appointed in July 2018 to undertake an initial site assessment and feasibility study of the site which encompasses a linear area (1.16km) of open space adjacent to the 'Red' Luas line, beginning at Suir Road Bridge to the west and ending at Basin View to the east. St. James' Hospital is located on the north-eastern boundary of the site.

The initial assessment served to emphasise the parks potential to much better serve the needs of the community. There is a sense of it being a legacy green space, arising from the closure of the Grand Canal Main Line in the 1970's, and that its true value has yet to be fully realised. The document that follows is a collaboration with the Parks & Landscape Services of Dublin City Council and the local Dublin 8 community that explores this opportunity and puts forth a new holistic vision for the park. This vision draws upon pre-existing assets - connectivity, maturity of landscape, adjacency to institutional centres, engaged stakeholders - and seeks to build an improved and more coherent framework around/and in service to them.

As should be the case for all projects in the public realm, the vision is also about place-making, a place that is used by and representative of the interests and pursuits of local residents and stakeholders. The park should be a hive of activity, a destination, a bustling thoroughfare made vibrant by the people who use and enjoy it. This report will set out proposals for how this destination can be reached, whilst also describing the process that has taken place along the way. In the following pages we will provide a background to the site context and existing environment; provide an outline of the existing planning and development context as well as the substantial public consultation that was undertaken throughout the design process. The design proposals are presented in Section 5 of the report with supporting images and sections.

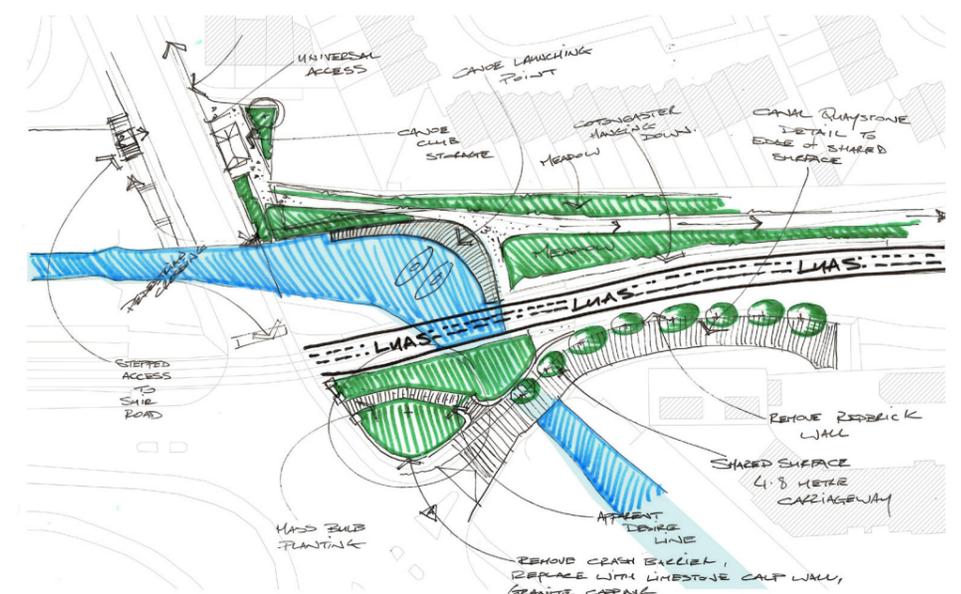
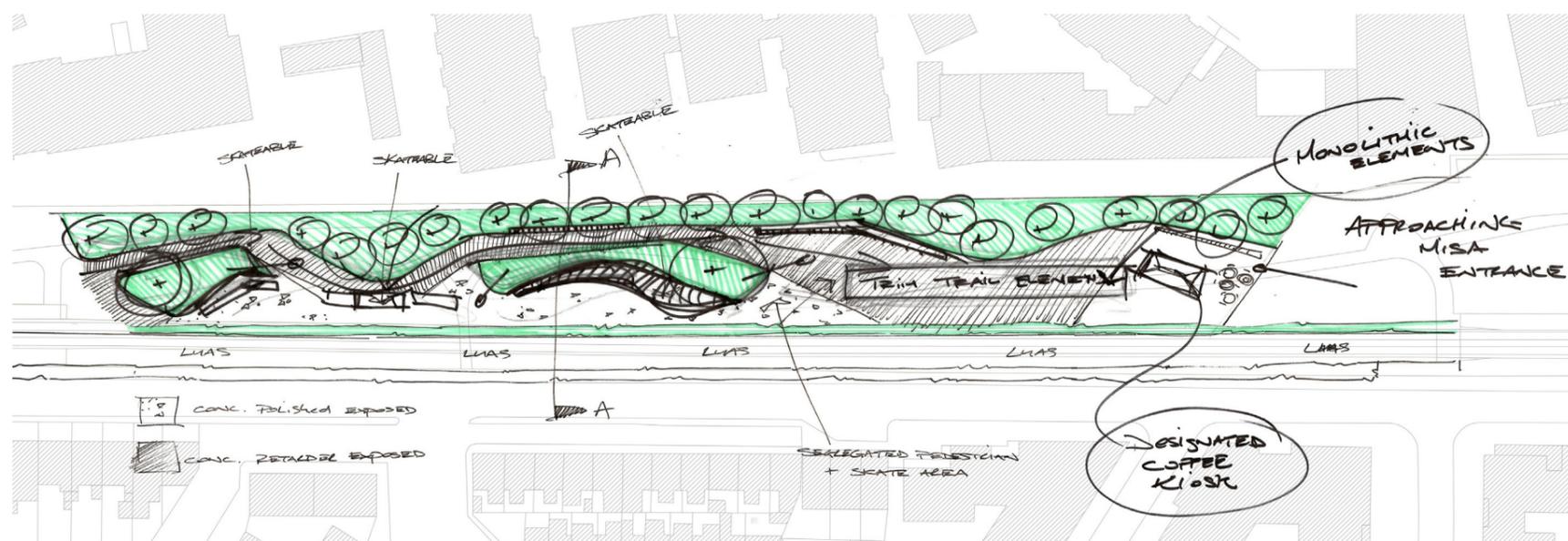
The key objectives of the St. James' Linear Park project is to reimagine this underutilised open space and provide a multi-functional public amenity for the benefit of local stakeholders as well as commuters and users of the wider hospital campus facilities. The enhanced public amenity aims to provide the following benefits:

- An improved pedestrian and cyclist leisure facility and route.
- Provide prominent arrival platforms and gateways to St. James' Hospital and the National Children's Hospital from Fatima and Rialto Luas Stops,

demonstrating high quality hard and soft landscaping finishes.

- Create diverse recreational resource for local residents and the city as a whole.
- Form a green infrastructural link and green corridor connecting into a wider network of open spaces within the City, promoting biodiversity and habitat creation.
- Discourage anti-social behaviour within the park as a result of increased passive surveillance.
- Provide an improved sense of safety and security within the park.
- Provide for the accessibility, traffic, layout, safety and environmental requirements for cyclist and pedestrian facilities.

It is envisaged that once complete, the design proposals will provide a safe, usable and inviting amenity in the Liberties, a park that through high-quality place-making will become integral to the local community and a destination in its own right.



2.0 Site Location & Description

2.1 Site Description

The site comprises a linear portion of green space approximately 1.16km in length, extending from Suir Road Bridge to Basin View in Dublin 8. The surrounding environs are largely residential; Rialto and Maryland are located immediately to the south of the site and Hybreasal to the north. Several well-known landmarks are easily accessible by foot including the Guinness Storehouse and the Irish Museum of Modern Art. The Grand Canal lies to the south and west, passing through the site at its western end. Historically and up to the mid 1970's, the canal flowed through what is now the Linear Park before terminating at the Guinness Basin. It facilitated the transport of malt and porter to and from the Guinness Brewery. Once Guinness had expanded northwards of James's Street, the brewery was able to build its own landing stages on the Liffey. In 1974, the by then derelict line of the canal was infilled and permanently closed. Between 2001 and 2004, the Grand Canal Main Line became part of the Red Luas Line which connects the Point Depot to Tallaght and Saggart. The Red Luas Line is evident today traversing the entirety of the site.

The site is dissected into two sections by the R111 South Circular Road and Rialto Bridge which traverses the site on a north to south axis. This creates a physical divide between the eastern and western portions of the site. Rialto Bridge is a historic landmark in the area originally constructed in 1795 by Henry Roche. The bridge was reconstructed and widened in 1939 and underwent further modifications in 2004 to comply with safety requirements put in place following the introduction of the Red Luas Line.

The western portion of the park, situated between Suir Road Bridge and Rialto Bridge, generally comprises amenity grassed areas and a large number of existing mature trees. A meandering pathway lies south of the Luas line, with entrance points to the park from Grand Canal View and South Circular Road. The path crosses the Luas tracks at the western end of the park, following the edge of the Grand Canal before exiting onto Dolphin Road. The majority of the western portion of the park is delineated by the rear garden boundary walls of residential properties in the neighbourhoods of Mountshannon, Hybreasal and Rialto.

The eastern portion of the site possesses a more open quality with views into the site from St James' Walk which delineates the southern perimeter of the site. The northern park boundary is formed by the interface with St James' Hospital and the new National Children's Hospital which is currently under construction to the eastern side of South Circular Road. The site compound for the National Children's Hospital overlaps a large portion of the park extents; this has been included in the proposed design as it will be reinstated following completion of construction works. Fatima and Rialto Luas stops are both located within this section of the park. A gated entrance from the site to St James' Hospital MISA building is located to the north of Fatima Luas Stop. Several mature trees can be found at the eastern end of the park. Here the topography reflects the site's former use as part of Dublin's canal network, with several depressions and mounds visible in the landform. Elsewhere vegetation is limited to boundary shrub and hedge planting and mown grass verges surrounding the Luas line. An asphalt path lies to the north of the Luas infrastructure for the majority of the route, with two crossing points provided across the line.



Existing view looking west of the Grand Canal and Suir Road Bridge at the western end of the site



View of the Grand Canal Main Line from Rialto Bridge, 1974



View of The Cage Bridge crossing the Grand Canal Main Line, 1974

2.2 Site Analysis

LEGEND

- Cycle lane
- Off-road pedestrian and cyclist route
- Luas Red Line
- Luas stop
- Site boundary
- Secondary vehicular route
- Local access route
- Dublin bus stop
- Vehicular bridge
- Existing trees
- Church
- Water body
- Public green space
- Derelict site
- Sports playing fields
- Semi-private open space
- Hospital Campus
- Community garden
- Site compound
- Proposed Children's hospital
- Notable buildings
- Village centre



Figure 1.3: Site Analysis

Figure 1.2: Aerial photograph of the site taken from Google Earth 2019.



2.3 Site Photographs



View looking west with Fatima Luas Stop visible in the left of the view



View looking west of the northern perimeter pathway and site hoarding to the National Children's Hospital



View of existing tree planting and Luas infrastructure at the eastern end of the site



View looking west of the entrance to the site from South Circular Road



View looking west of the existing mature tree planting lining the path network in the west of the site



View looking east towards Rialto Bridge; palisade fence boundary to Mountshannon Lane in the left of the view

3.0 Planning & Development Context

Dublin City Council Development Plan (2016-2022) (DCCDP)

The city development plan stresses the importance that green spaces play in the health of the city and sets out a clear vision for the need to protect and enhance open spaces for both biodiversity and recreational purposes. The implementation of a green infrastructure strategy is important for the sustainability and attractiveness of the city as a place to live, work and visit.

The site of St James' Linear Park is identified within Dublin City Development Plan (2016-2022) under Zoning Objective Z9 which states:

'To preserve, provide and improve recreational amenity and open space and green networks'

Figure 15 'City Centre Green Routes' within Chapter 10: Green Infrastructure, Open Space and Recreation' of the DCCDP identifies the site as part of a 'proposed green route' connecting Thomas Street to the existing green route that follows the course of the Grand Canal (See Figure 3.1). The site is therefore part of an important strategic link within the west of the city.

Chapter 10 within DCCDP sets out a number of objectives and policies relevant to the development of the site. The plan identifies policies to develop linear parks, particularly along waterways, and to link existing parks and open spaces to provide green chains throughout the city. The plan promotes the enhancement and protection of the landscape through sustainable planning and design for the existing community and for future generations, in order to meet the social, recreational, conservational and ecological needs of the city. The plan aims to promote and improve permeability for pedestrians and cyclists through the city's green infrastructural network, providing access routes to strategic level amenities while ensuring that ecosystems are not compromised. It states an objective of ensuring equality of access for all citizens to the public parks and open spaces in

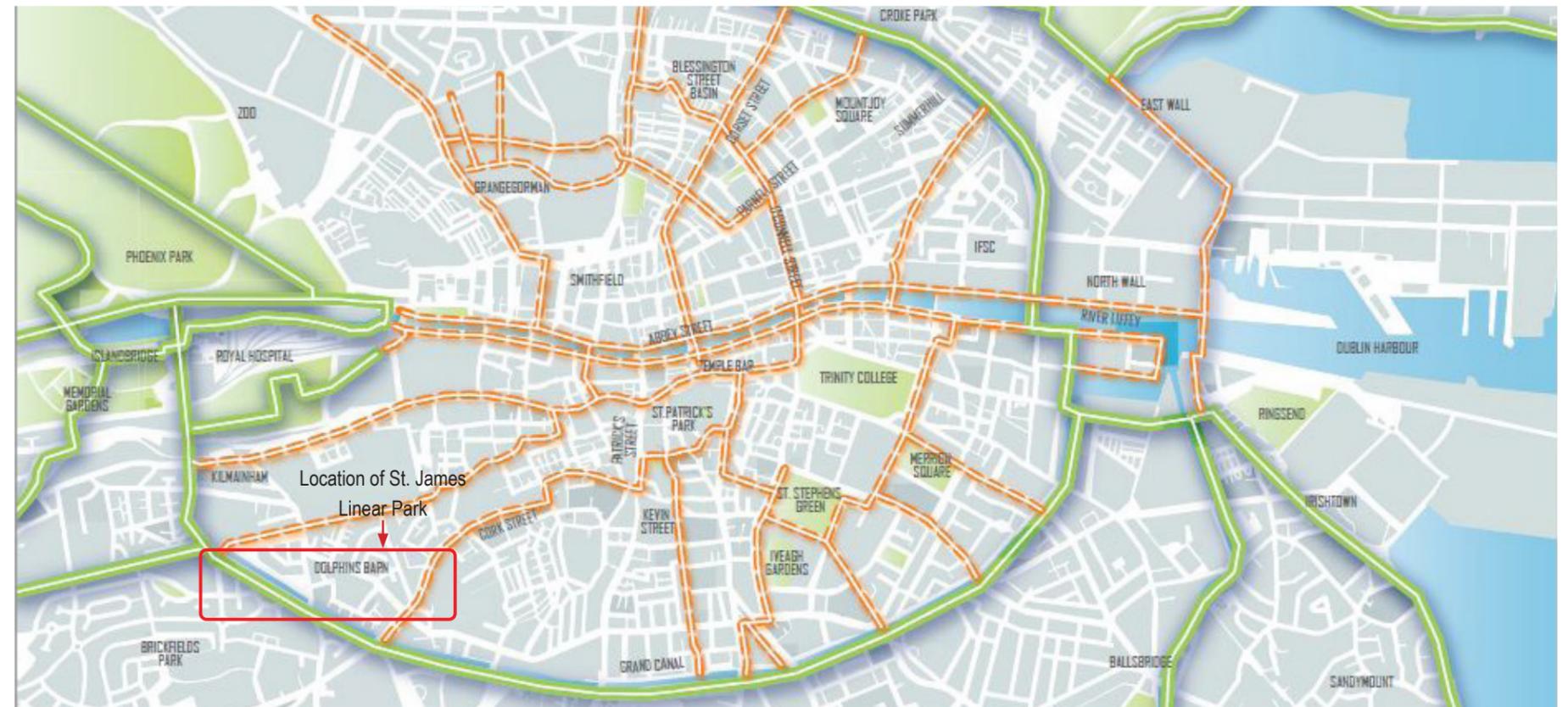


Figure 3.1: 'City Centre Green Routes' as identified within Dublin City Development Plan (2016-2022)

Existing or Previously Proposed Green Route Proposed Green Route

the city. Furthermore, several policies and objectives in relation to play provision are set out, stating the need to provide inclusive and accessible play opportunities for children and young people and to endeavour to provide play spaces open to public use in every neighbourhood in the city.

Policies and objectives in relation to watercourses highlight promoting the city canals as a valuable resource and developing sustainable canal recreational amenities in a manner that ensures that any adverse environmental effects are avoided, remedied or mitigated. The plan aims to promote the protection of flora, fauna and habitats, and to facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban meadows. The implementation of the Dublin City Tree Strategy and the Dublin City Biodiversity Action Plan 2015-2020 are promoted. A good practice approach to tree management and species

appropriate tree planting in the planning of urban spaces in order to ensure continued regeneration of tree cover across the city is encouraged.

Chapter 15: 'Strategic Development and Regeneration Areas: Guiding Principles for Development' within DCCDP identifies the adjoining St. James' Media Campus as a Strategic Development and Regeneration Area (SDRA15). The development of the site will see a total of approximately 7000 people working on the campus and therefore result in a high demand for local amenities and improved accessibility to the campus. The development plan identifies the importance of delivering public realm improvements to James's Walk and St. James' Linear Park to enhance the southern gateway to the hospital campus and as an amenity for the local community.

4.0 Consultation

As part of the design process, a number of public consultations were undertaken between September 2018 and July 2019. Flyers were circulated for each of the workshop sessions amongst the local community via local shops, residents groups and email.

Public Consultation 1

Two initial public consultation workshops were held in the F2 Centre, Rialto on the morning and evening of 13th September 2018. These workshops were attended by local residents and stakeholders, such as representatives from nearby local schools and the National Paediatric Hospital Development Board. The purpose of these workshops was to gain an insight into the local knowledge and views of local residents and stakeholders, and to afford an opportunity for the public to raise issues and provide information pertinent to the project.

The workshops lasted approximately 1.5 hours each and involved a brief introduction to the project outlining site analysis undertaken to date followed by a series of interactive group tasks and a question and answer session. A combined total of approximately 90 people attended both workshops. Both verbal and written communication was summarised, recorded and compiled into a report document. The information extracted give clarity to local perceptions as to the main challenges and issues impacting the parks' usability, its existing positive features and suggestions as to how the amenity offerings could be improved. Some of the main challenges and issues raised included anti-social behaviour, lack of maintenance of the park, rough sleeping, lack of lighting and the appearance and condition of Rialto Bridge. The key positives highlighted included the site is a large green space in an otherwise urban environment, an urban access link and a walking and cycling amenity. The presence of wildlife and the historical value of the site was also mentioned. The main suggestions for interventions within the park included a playground located near to local schools in the eastern portion of the park, a designated cyclist and pedestrian route, improved lighting, provision of a public art space, fitness spaces and the refurbishment of Rialto Bridge.





Public Consultation 2

In July 2019, Dublin City Council re-engaged with the local community and active stakeholders by presenting a draft masterplan proposal based on feedback received in the previous engagement. A drop-in session took place on the evening of 4th July 2019 in the F2 Centre, Rialto, where the draft masterplan for the linear park was put on display on walls and tables for the duration of the evening. Representatives from Áit Urbanism + Landscape and Dublin City Council were present to assist with queries and questions concerning the proposed design and concepts. An estimated 20-25 people attended the session. Following on from this consultation session, the masterplan was available to be viewed on an online platform during which a time period was allowed for written feedback on the proposals to be submitted.

Site Walk

Additional community engagement took place throughout the design development process including a walk of the linear park on 25th June 2019 with local residents and stakeholders who have shown an interest in the future development of the park. There were a total of 15 attendees who were able to offer their views, insights and knowledge of the park.

Mountshannon Residents Consultation

In-depth engagement with residents whose properties back onto Mountshannon Lane was also undertaken. A meeting took place with these residents, during which attendees could express any concerns and opinions on the proposed treatment of the laneway and park boundary in this location. The proposed treatment of the laneway within the scheme has been developed in close consultation with the residents. In accordance with the majority of the residents wishes, the laneway will remain as a separate entity and will not form part of the overall enhancement works.

Stakeholders Consultation

Engagement sessions with stakeholders including Transport Infrastructure Ireland (TII) and St James' Hospital have also been undertaken as part of the process. A presentation to Transport Infrastructure Ireland took place on 17th June 2019. Liaison with representatives of the National Paediatric Hospital Development Board and St. James' Hospital has also been of utmost importance throughout the design process in relation to coordinating design proposals for the entrance points to the hospitals adjacent to Fatima and Rialto Luas stops.



5.0 Design Proposals

The design and layout of the proposed scheme is illustrated in the accompanying masterplan drawing. The design development has been informed by site analysis, research and community and stakeholder engagement. Following on from the information and feedback gathered at the consultation sessions, a design has developed around a number of central planks and themes which are summarised in the accompanying diagrams (See Figures 5.1 to 5.4).

The design strategy for the site seeks to deliver an attractive public amenity, one that forms strong connections to its immediate surroundings and serves as an important pedestrian and cyclist green route into the city. The park is situated on the outskirts of the Liberties, an area in which exists a strong desire and practical need for usable open space and play facilities to serve the local community. The site lies in an important location, forming a green link and ecological corridor from the Grand Canal at Suir Road Bridge towards the city centre. The National Transport Authority (NTA) has identified the length of the park as a primary

cycle route within Dublin's cycle network. The design proposals have therefore been driven by providing dual connectivity and accessibility for pedestrians and cyclists and providing a high-quality passive and active recreational amenity. The design strategy identifies implementing a diverse planting palette of tree planting, wildflower meadow and groundcovers with the objective of habitat creation and strengthening biodiversity within the park.

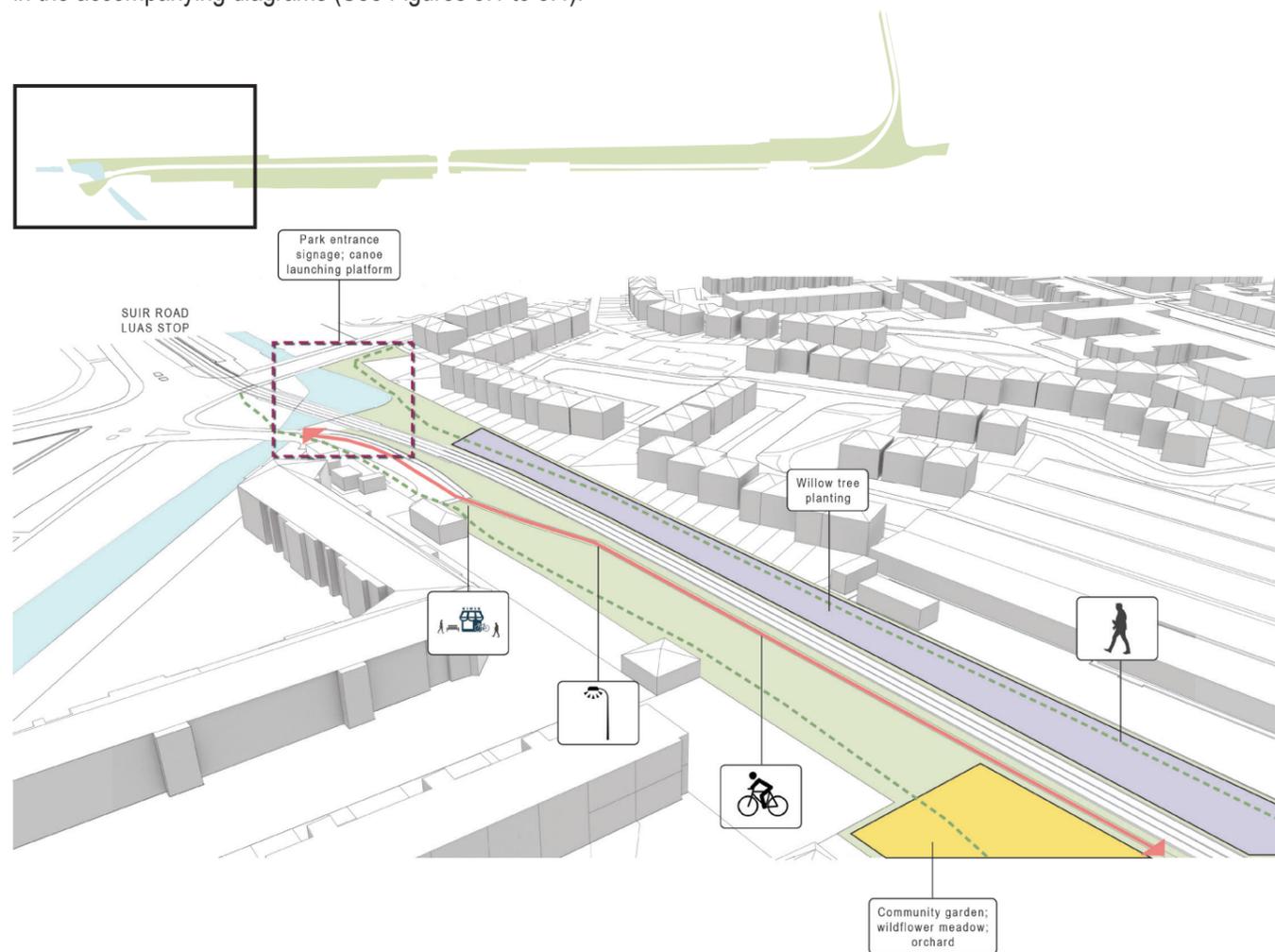


Figure 5.1: Design Strategy: Suir Road Bridge

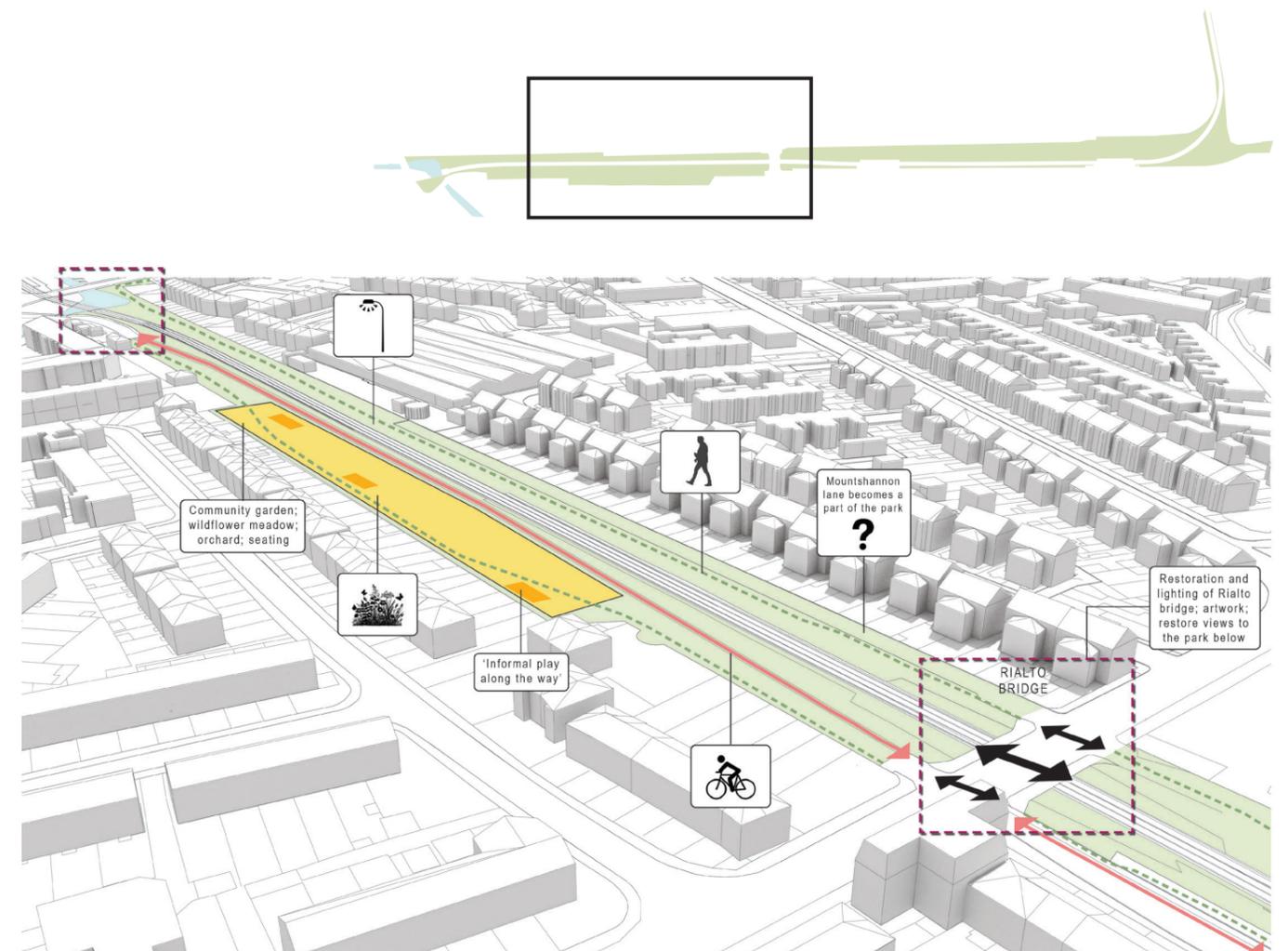


Figure 5.2: Design Strategy: Suir Road Bridge to Rialto Bridge

The park also acts as an important gateway from the Red Luas Line to St. James' Hospital campus and the new National Children's Hospital. The design strategy therefore places importance on providing high-quality arrival spaces to the hospital campus at Fatima and Rialto Luas Stops. The design proposals at these locations have responded to existing landscape plans that have previously been developed as part of the hospital campus development. The landscape proposals have been cognisant of the range of therapeutic benefits that high-quality landscaping and interaction with nature can bring. Proposals that promote visual, olfactory

and tactile stimulation can result in health benefits including less anxiety and depression, stress relief and improvements in mental and emotional well-being. The effects can improve and accelerate the recovery process for patients. For people suffering from dementia-related illnesses, therapeutic landscape design acts as an aid for improving sleep, cognition and memory and lowering stress levels and agitation. The landscape design proposals and planting scheme at the hospital entrances have therefore responded to recommendations for therapeutic design and incorporated a large variety of trees and plants.

The key design features proposed within the park for pedestrians and cyclists include a 4-5m wide 'Share with Care' route stretching from Rialto Bridge to Suir Road Bridge. Two zebra crossing points on Rialto Bridge are proposed in order to improve pedestrian and cyclist safety at the bridge and to enhance permeability between the eastern and western sections of the park. A generously proportioned, universally accessible path network will be introduced throughout the park. Recreational interventions include formal and informal play areas, skateable elements located along the path network and a kayak launching platform with

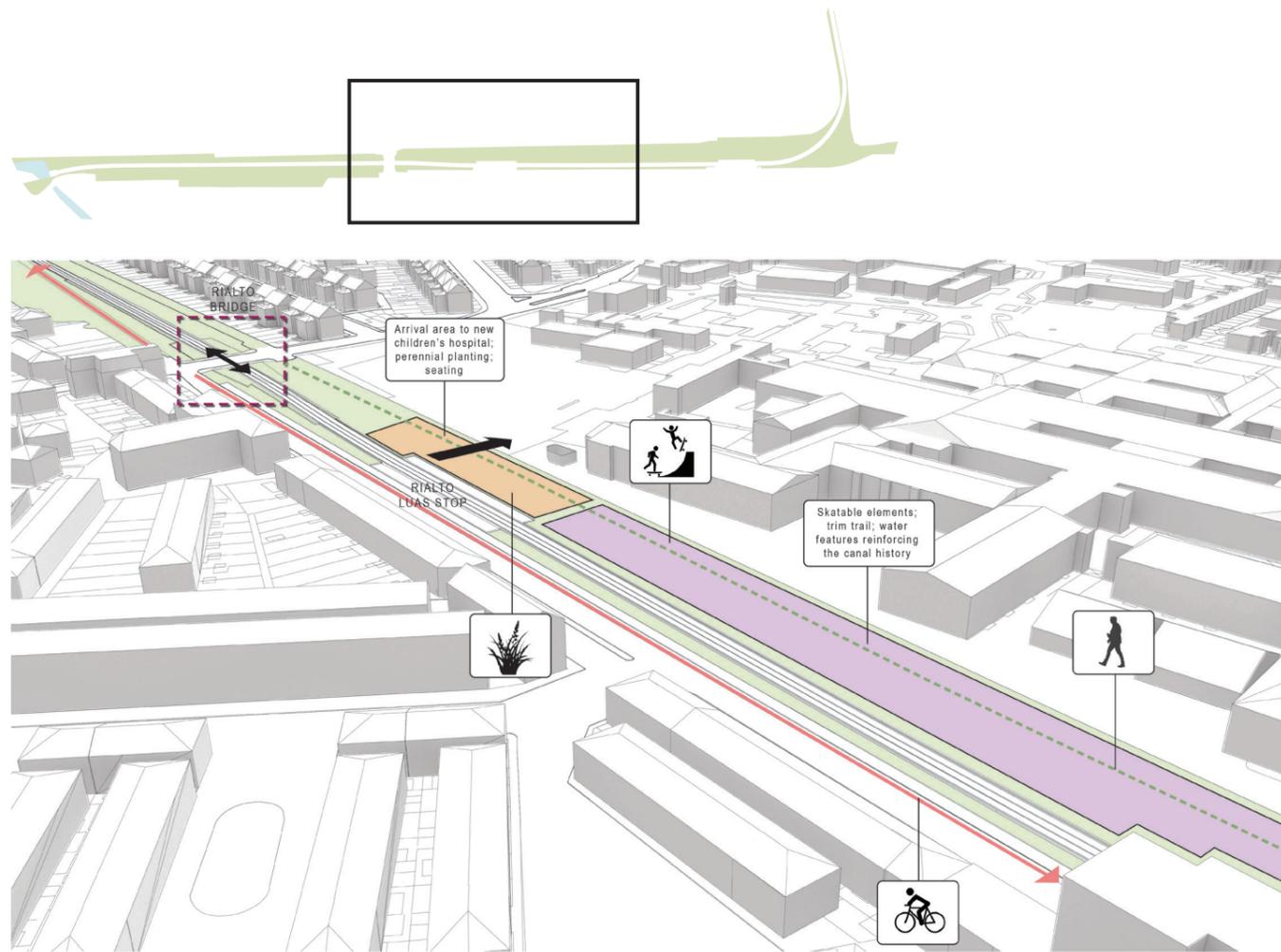


Figure 5.3: Design Strategy: Rialto Bridge to Fatima Luas Stop

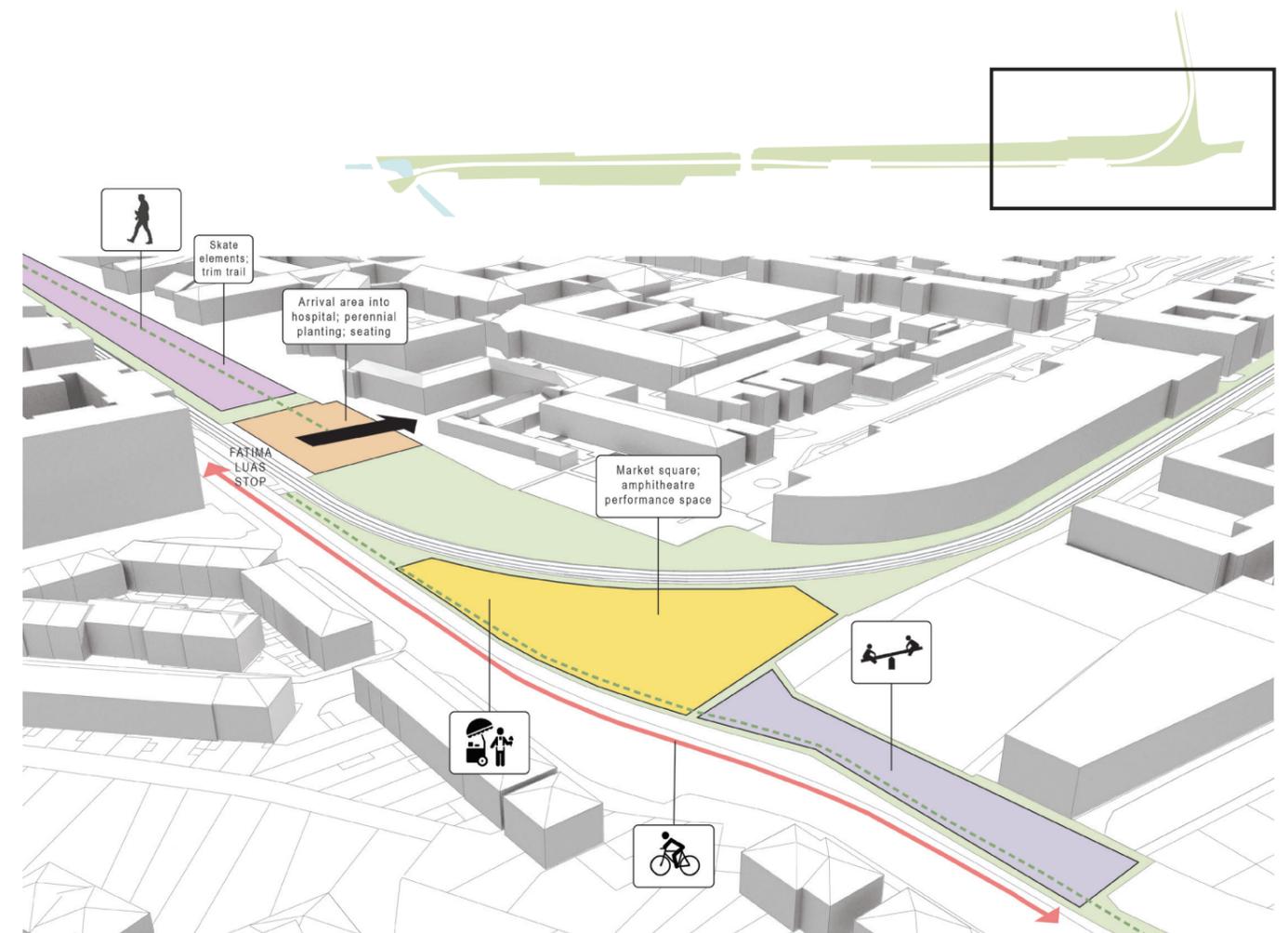


Figure 5.4 Design Strategy: Fatima Luas Stop to Basin View

storage facilities for the use of local watersports groups. Enhanced public lighting is proposed in order to increase safety within the park and to discourage anti-social behaviour. The lighting will be chosen carefully to avoid undue impact on neighbouring residences.

It is proposed that the scheme will be implemented in two phases described below.

Phase 1

The first phase of the scheme proposes an improved arrival space at the existing MISA building entrance to St. James' Hospital. The proposals include for improved circulation from the Fatima Luas platform to the existing gated entrance to the hospital, featuring high-quality hard and soft landscaping finishes. Bicycle parking and bench seating will be provided in a central focal space, featuring a specimen tree and Limestone sett paving. Existing tree planting will be supplemented with additional semi-mature tree planting in areas of amenity grass and wildflower meadow planting.

Phase 2

The second phase of the scheme includes proposals for the remainder of the site, comprising of the section between Fatima Luas Stop and Basin View and westwards from Fatima Luas Stop to Suir Road Bridge.

Works proposed to the east of Fatima Luas Stop include the provision of play facilities for the use of nearby schools and local children. An amphitheatre style gathering space is proposed which utilises the existing landform and topography of the site.

The section of the proposed scheme from Fatima Luas Stop to Rialto Bridge will comprise works to the northern side of the Luas tracks. A 4m wide asphalt pathway connecting Rialto and Fatima Luas stops is proposed, featuring a series of skateable elements along the path network and a variety of soft landscape interventions including groundcover planting and large specimen tree planting. A pocket play area for toddlers and young children is proposed as a resource for families visiting the hospital.

The western section of the scheme from Rialto Bridge to Suir Road Bridge widens and changes character from that to the east of Rialto Bridge. Proposals consist of the creation of a pedestrian and cycle route, involving the widening of the existing path network running to the south of the Luas tracks to an approximate width of 4-5m. Informal nature play elements including grass mounding are proposed along this route to serve as an interactive resource for children. The existing trees lining the path network south of the Luas tracks are to be retained as an important wildlife corridor and habitat. Wildflower meadow planting is proposed to

the perimeter of the Luas tracks and adjacent to park boundaries and will act to enhance and promote biodiversity.

To the north of the Luas infrastructure and to the west of Rialto Bridge, works will include the construction of a 2m wide hard-binding gravel pathway and a new entrance to the park from South Circular Road. A variety of tree planting is proposed including an area of orchard tree planting to the south of Mountshannon Lane, large specimen trees lining the path network and semi-mature trees supplementing areas of existing tree planting. A space is provided that has the potential to accommodate a community garden; a resource which acts as an important local amenity within the urban setting. At the western end of the site, it is proposed to activate the canal as a recreational amenity with the insertion of a timber decked kayak launching platform and facilities for kayak storage



Figure 5.5: Phasing Plan

Phase 1 Phase 2

6.0 Conclusion

St. James' Linear Park, as it exists today, is an open space that runs parallel to the Luas Red Line between Suir Road Bridge and Basin View, and is part of a wider network of shared pedestrian/cycling infrastructure which extends west along the Grand Canal and Luas Line to the Blackhorse Luas Stop. In its current form the park is a through-route rather than a place in which to linger, this a largely due to a poor quality public realm, lack of amenity offerings and ongoing disruption related to construction of the National Children's Hospital. Anti-social behaviour is an ongoing issue and a limiting factor in attracting people to the park, this problem is most acute in the western half of the park where footfall is currently too low to act as a natural deterrent to opportunistic dumping. Rough sleeping takes place in this section of the park also.

There are areas of grass and trees of varying maturity and quality along the route. There are also areas of clipped ornamental planting associated with the Luas Line and wilder, more overgrown scrub and shrub planting around Rialto Bridge and the park's perimeters – particularly the northern boundary between Suir Road and Rialto Bridges.

In terms of obstacles and restrictions to safe public use of the space, there are many given the parks adjacency to a light rail system. There are safety restrictions associated with overhead wires, sightlines and fences/set-backs associated with the safe operation of the trams service. These restrictions have been compounded by the park becoming much narrower due to a portion of it having been given over temporarily to the National Children's Hospital site. This funnelling effect is incompatible with the Luas operations but will largely be alleviated upon conclusion of construction works and reinstatement of the full park area in 2022.

Public lighting throughout the site is inadequate; crossing points at Rialto Bridge are not to standard and are unsafe for both pedestrians and cyclists. There are

no safe crossing zones for mobility or visually impaired users. Other restrictions include poor path infrastructure around Rialto Bridge, poor quality public realm in terms of hardscape materials underfoot and a lack of street furniture generally.

Rialto Bridge proved to be one of the most contentious issues that arose from public consultation. The bridge was modified during the Luas construction works for safety reasons, the consequence being that a once attractive stone structure with open views to the park beneath is now blocked up with large concrete panels, creating a barrier to views east and west and exacerbating an unpleasant experience for pedestrians crossing the bridge.

Ownership and access along Mountshannon Lane to the north-west of Rialto Bridge is an issue of concern for neighbouring residents. Opportunities were highlighted during the design process to include the land within the masterplan proposals, but due to over-riding concerns, related primarily to access and potential anti-social behaviour, it was decided to retain the lane in its existing form.

Alongside these constraints and issues lie many opportunities for developing the site into a high-quality active and recreational amenity. The existing path network can be expanded and realigned to provide for wider and safer shared use for pedestrians and cyclists. The palette of existing trees can, for the most part, be retained where trees are healthy. Ground modelling at the eastern edge of the site which formed part of the Luas construction works can be modified to create an amphitheatre space. The heritage of the site can be incorporated into bespoke elements through the park, referencing the canal and barge associations along with a specific palette of plant species to add seasonal interest. Biodiversity within the site will be addressed through meadow and additional tree planting throughout the site and reinforced with a specific management plan and yearly mowing regimes.

The landscape masterplan proposals as presented within Section 5 of this report are as a direct result of extensive public consultation with local stakeholders; residents, residents associations, local businesses, St. James' Hospital, the TII

and NTA. The masterplan proposals, in conjunction with design proposals for the entrance to the new Children's Hospital and MISA entrance to St. James Hospital, will provide an invaluable asset to the local communities of Dublin 8 and adjacent neighbourhoods of Dublin 12. It is anticipated that there will in time be several thousand employees accessing the wider hospital campus once construction and development works are complete, and there will be a demand for local recreational amenity space, safe and improved access for the benefit of these users and local residents alike.

The proposed development at St. James' Linear Park will achieve the planning policies and objectives of Dublin City Council Development Plan (2016-2022) in creating green infrastructure for the health of this part of the city, by enhancing these open spaces for recreational and biodiversity purposes. The implementation of the masterplan proposals is a much-anticipated amenity desired by the local communities.

Given the current experience of Covid-19 pandemic movement restrictions and the need for locally accessible green spaces to walk and exercise, along with the increase in bike usage for health reasons; the proposals provide an opportunity to invest in and enhance this linear park. The masterplan reimagines this space, populates it with active and recreational use, spaces for communities to gather, communicate and garden. Safe spaces and facilities for exercise for all age groups; space to simply walk and cycle safely within close proximity to their homes. A true neighbourhood park.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

ait
urbanism + landscape

St James' Linear Park Design Research Report

Appendix 1: Site Analysis

Historical Research

Rialto Bridge

The neighbourhood of Rialto inherited its name when a man called Henry Roche got the contract to build an ornamental bridge over the main line of the Grand Canal, just south of what is now St James's Hospital. His design drew comparisons to the famous Ponte di Rialto in Venice. The name gradually spread south until it came to encompass a rough triangle – bordered to the north by the hospital and to the south by the Grand Canal extension.

The original canal was constructed to serve the Guinness brewery, and much of Rialto Street and Rialto Cottages were built to house Guinness employees at the tail end of the 19th century. These developments gave the area a redbrick character which it has retained to this day.

Rialto Bridge remains the only crossing of the former Main Line from Griffith bridge to the old harbour at James' Street. The bridge was reconstructed and widened in 1939 and further modified to comply with safety requirements when the Red Line Luas came into operation in September 2004.



Rialto Bridge, Grand Canal



Rialto Bridge, filling in of the Grand Canal



Entrance into Grand Canal Park



Entrance into Grand Canal Park

The Grand Canal Main Line

The Grand Canal Main Line serviced the Grand Canal Harbour, the City Basin and Guinness Brewery, in the latter's case it facilitated the transport of malt in, and porter out of the brewery. Close to the City Basin, Guinness had the right to draw water from the open culvert that carried water from the River Poddle to the Basin (reservoir); from 1777, the canal itself fed the Basin. Once Guinness had expanded northwards of James's Street, as far as Victoria Quay, it was able to build its own landing-stages on the Liffey. Guinness' own barges carried its barrels down the Liffey to its own ships.

The canal narrowed and followed a bend northwards as it passed south of the city basin (located between what is now Basin View and the Red Line Luas tracks) and approached the harbour - this narrow section was known as 'The Gut'. There was a footbridge across 'The Gut', named 'The Cage' which inherited its name due to the sides added when a man was blown off it in a gale and drowned. In 1974, journalist Elgy Gillespie spoke to local residents for an Irish Times article about whether the by-then-derelict line of the canal should be filled in. The response was that most of the residents wanted it filled in due to rodents and the risks of children drowning in the Canal. This section of the line was closed in 1974.

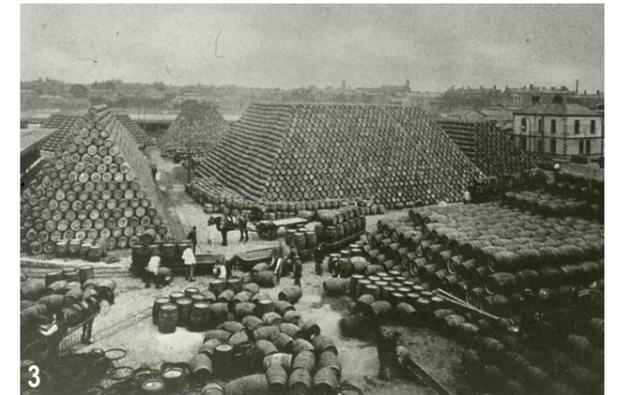
The Circular Line of the Grand Canal is a modern innovation, built between 1790 and 1796. The supply of water to the City Basin ceased in 1869 as the new high-pressure water supply from the Vartry scheme came into use. Between 2001 and 2004, most of Main Line became part of the route of the Red Line LUAS tram system.



Rialto Bridge, Grand Canal



City Basin & Grand Canal Harbour



Guinness Storehouse



The Grand Canal Main Line, 1974



The Cage Bridge, 1974



The Gut view from The Cage Bridge, 1974



Canal Bend from Grand Canal Harbour, 1974



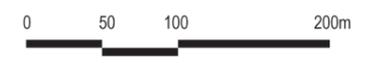
Canal Bend from Grand Canal Harbour, 1974



Existing Green Spaces

LEGEND

-  Public green space
-  Sports playing fields
-  Semi-private open space
-  Derelict site
-  Community garden
-  Water body

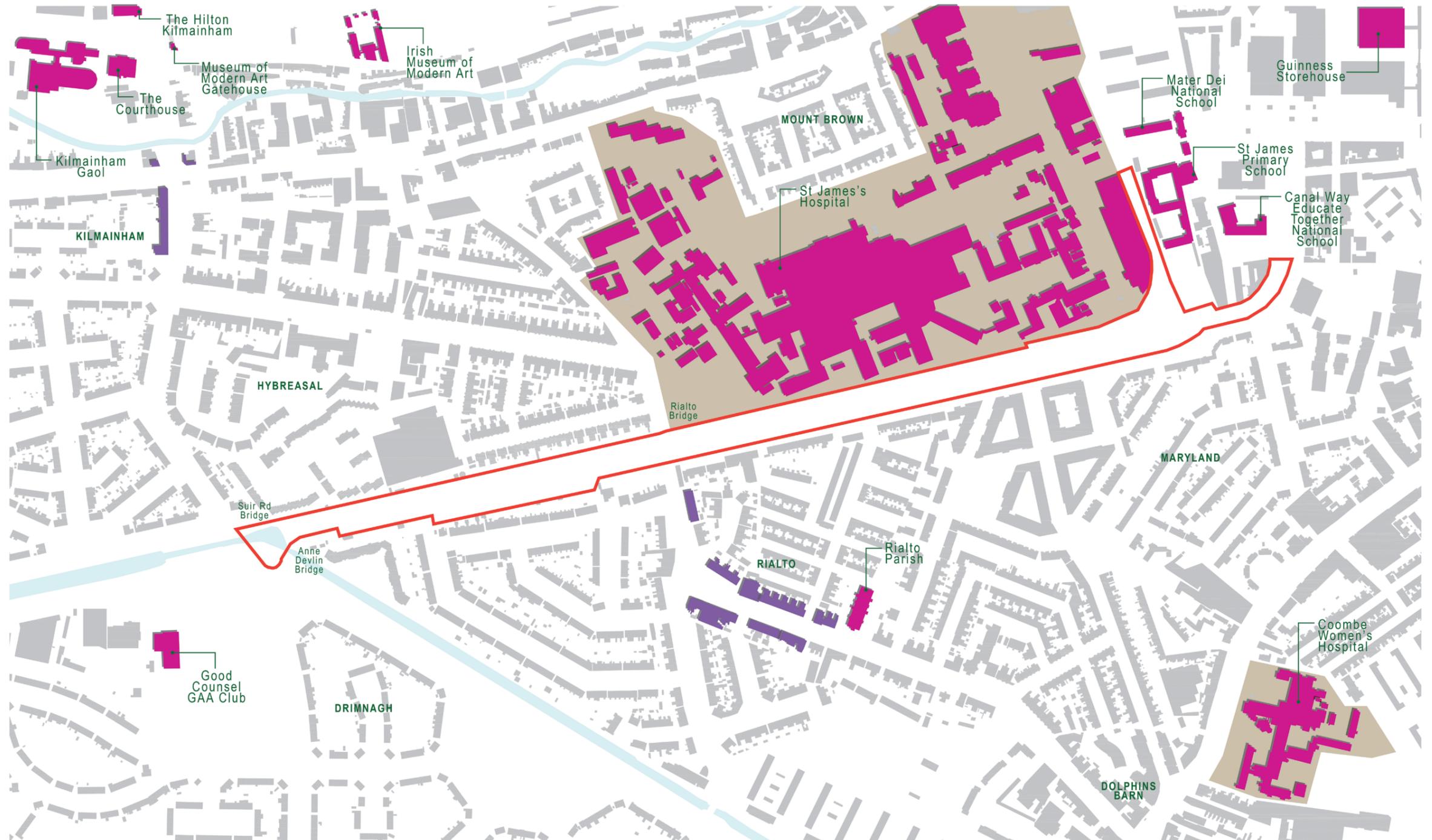




Local Landmarks

LEGEND

-  Notable buildings
-  Village centre
-  Water body
-  Hospital Campus
-  Site boundary



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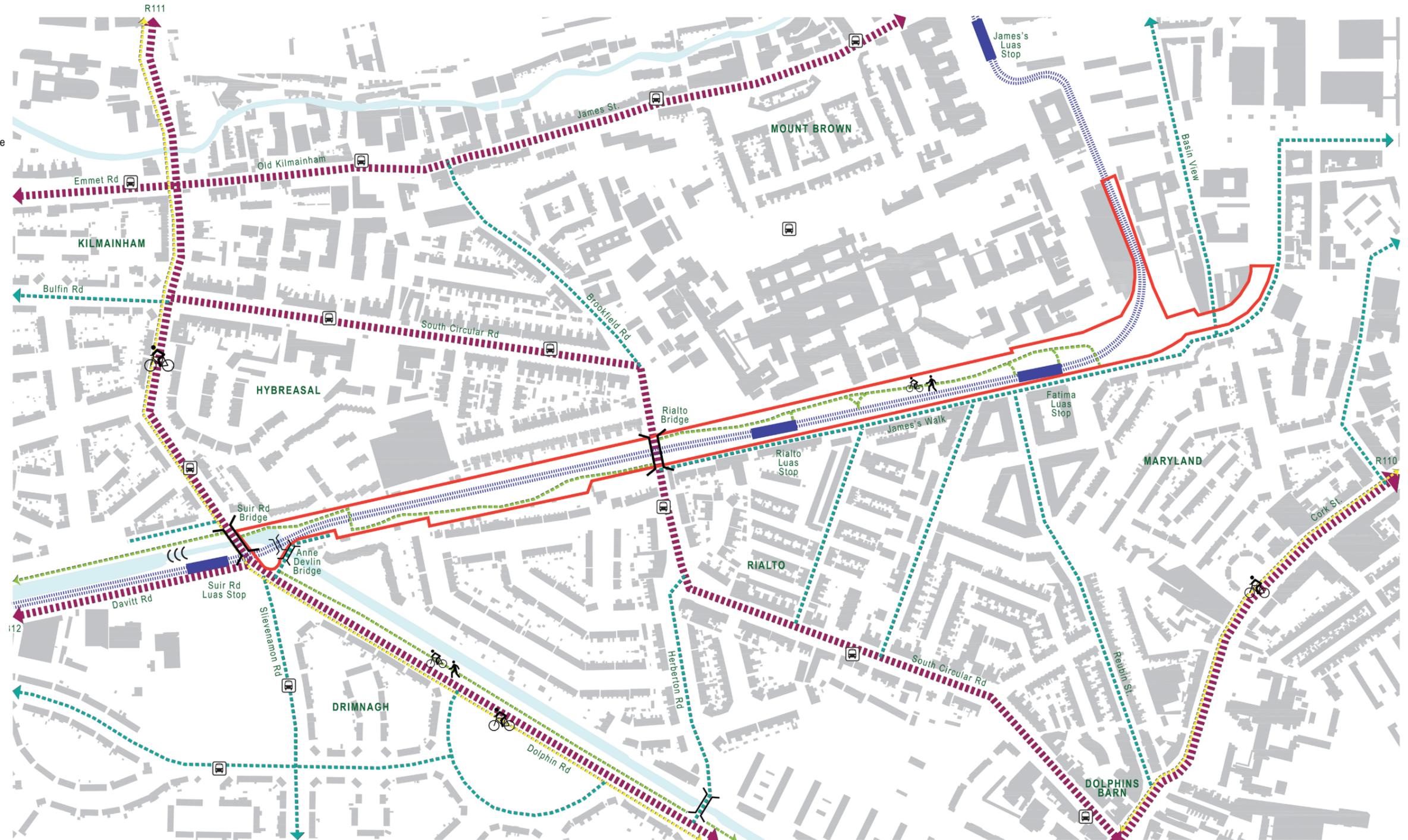




Vehicular, Pedestrian & Cyclist Circulation

LEGEND

-  Cycle lane
-  Off road pedestrian and cyclist route
-  Luas Red Line
-  Luas stop
-  Secondary vehicular road
-  Relevant local road
-  Dublin bus stop
-  Vehicular bridge
-  Canal lock
-  Site boundary

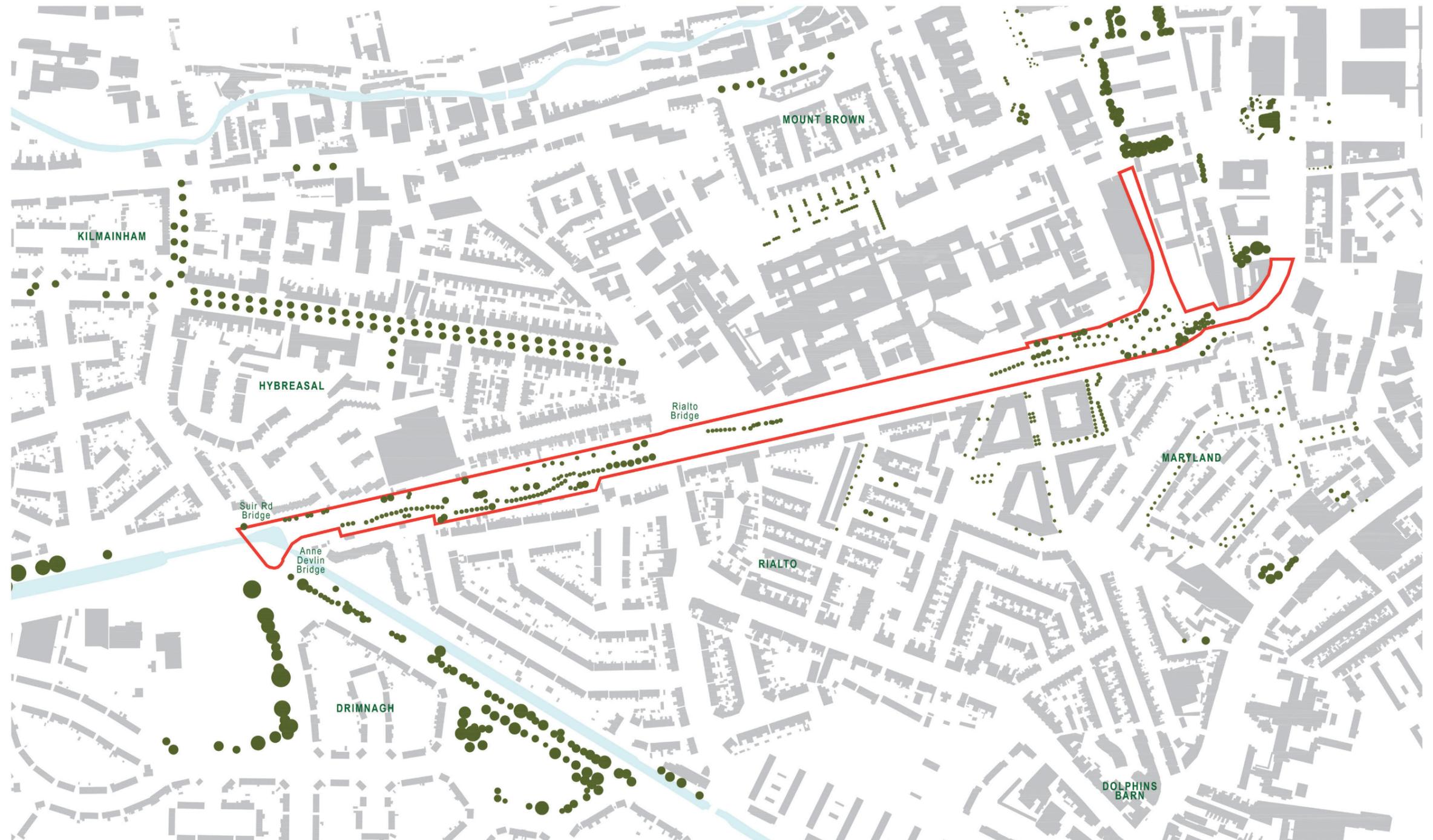




Existing Trees

LEGEND

- Existing trees
- Water body
- Site boundary



0 50 100 200m





Existing Conditions

LEGEND

- Cycle lane
- Off-road pedestrian and cyclist route
- Luas Red Line
- Luas stop
- Secondary vehicular route
- Local access route
- Dublin bus stop
- Vehicular bridge
- Church
- Water body
- Public green space
- Derelict site
- Semi-private open space
- Hospital Campus
- Community garden
- Site compound
- Notable buildings
- Village centre





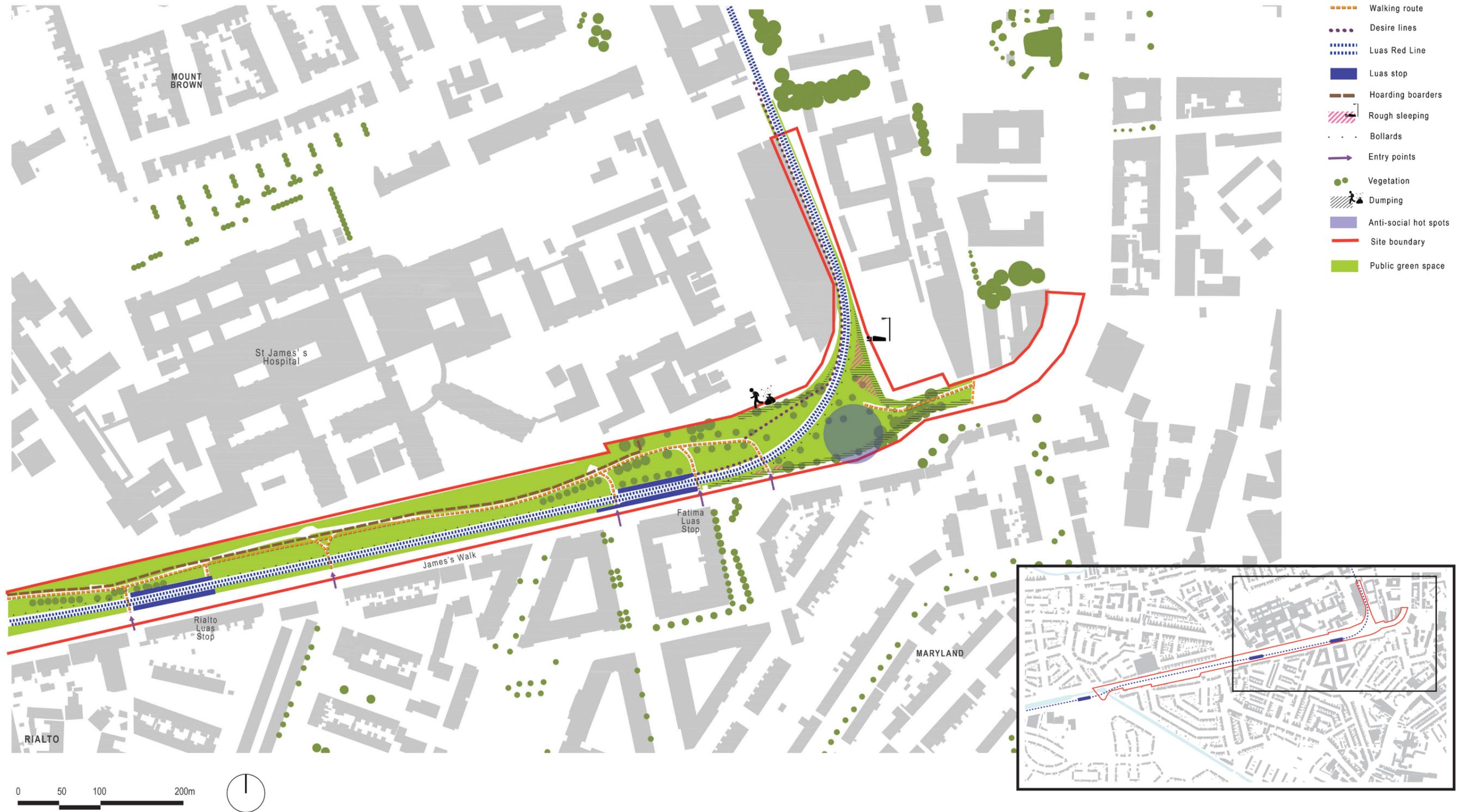
Site Conditions: Suir Road Bridge to Rialto Bridge



- LEGEND**
- Walking route
 - Desire lines
 - Luas Red Line
 - Luas stop
 - Hoarding boarders
 - Rough sleeping
 - Bollards
 - Entry points
 - Vegetation
 - Dumping
 - Anti-social hot spots
 - Site boundary
 - Public green space
 - Sports playing fields
 - Water body



Site Conditions: Rialto Bridge to Basin View





Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

ait
urbanism + landscape

St James' Linear Park Design Research Report

Appendix 2: Consultation



St James Linear P A R K



Community Consultation Workshop

Dublin City Council Parks & Landscape Services are developing landscape designs for St James Linear Park (Brandon Terrace to Rialto Bridge & Rialto Bridge to Suir Road Bridge). A consultation workshop will be held in mid September to offer the local community and active stakeholders an opportunity to give their input. The workshop will involve discussing the St James Linear Park and where opportunities for improvements lie.

When: Thursday, September 13th

Morning: 10:00-11:30am/ Evening: 7:30-9:00pm

Where: F2 Centre, Reuben Plaza, Rialto



St James's Linear P A R K



Community Consultation

Dublin City Council Parks & Landscape Services are developing landscape designs for St James's Linear Park (Brandon Terrace to Rialto Bridge & Rialto Bridge to Suir Road Bridge). Following on from our previous workshop held in September 2018, a draft masterplan for the park will be put on display for viewing by the local community and active stakeholders. This will provide an opportunity for feedback from all interested parties which will be used to inform the further progression of design proposals. Please come along and have your say.

When: Thursday 4th July 2019

Time: 6:00-7:30pm

Where: F2 Centre, Reuben Plaza, Rialto





Public Consultation Report

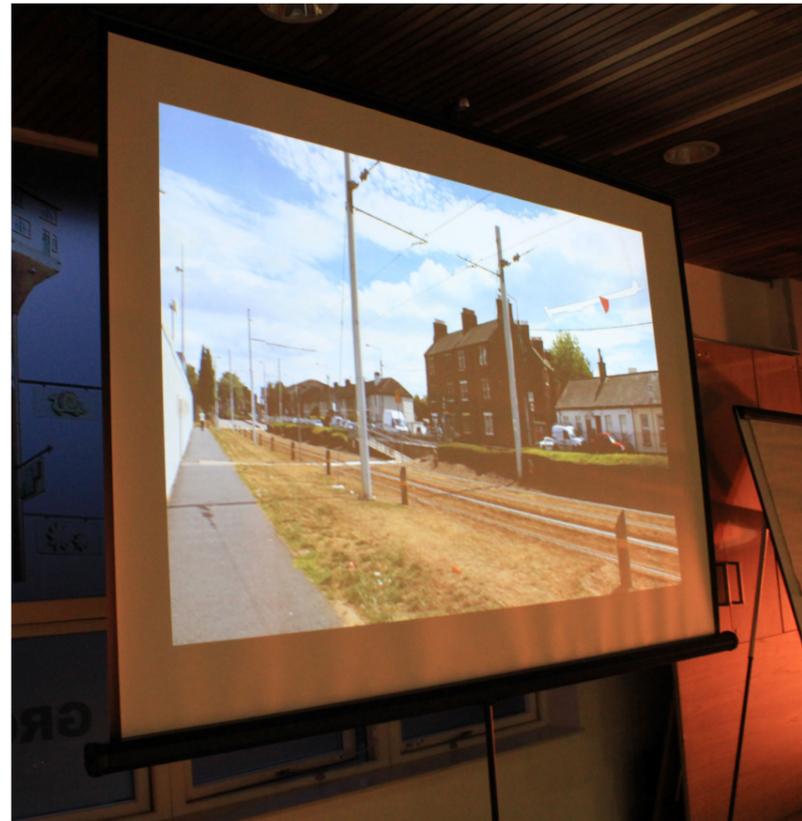
Stage (i) Public Consultation 1

F2 Centre, 3 Reuben Plaza, Rialto, Dublin 8

13th September 2018

Two public consultation workshops were held in the F2 Centre, Rialto on 13th September 2018. One morning and one evening workshop took place, each lasting a duration of approximately 1.5 hours. A brief introduction to the project was provided by representatives from Áit Urbanism + Landscape Limited, outlining the extent of the site area and the site analysis undertaken to date. The attendees were then subdivided into eight groups of between approximately 5-8 people and the workshop tasks were set. The groups were aided throughout the tasks by representatives from Áit Urbanism + Landscape Limited and Dublin City Council. A total of approximately 40 people attended the morning workshop whilst there were approximately 50 attendees at the evening workshop.

The workshops ended with a 15 minute question and answer session where participants were invited to make any additional comments and for questions to be addressed.



The workshops proved to be very informative and useful in gaining an insight into the views of local residents and stakeholders. Attendees at the workshops included local residents mainly of Rialto, Mountshannon, Maryland and Kilmainham. Representatives from nearby schools and the National Paediatric Hospital Development Board were amongst stakeholders present.

Some of the main challenges and issues raised included anti-social behaviour, lack of maintenance of the park, rough sleeping, lack of lighting and the appearance and condition of Rialto Bridge. The key positives highlighted included the site being a large green space, an urban access link and a walking and cycling amenity. The presence of wildlife and the historical value of the site was also mentioned.

The main suggestions for interventions within the park included a playground located near to local schools in the eastern portion of the park, a designated cyclist and pedestrian route, improved lighting, provision of a public art space, fitness spaces and the refurbishment of Rialto Bridge.





Public Consultation 1

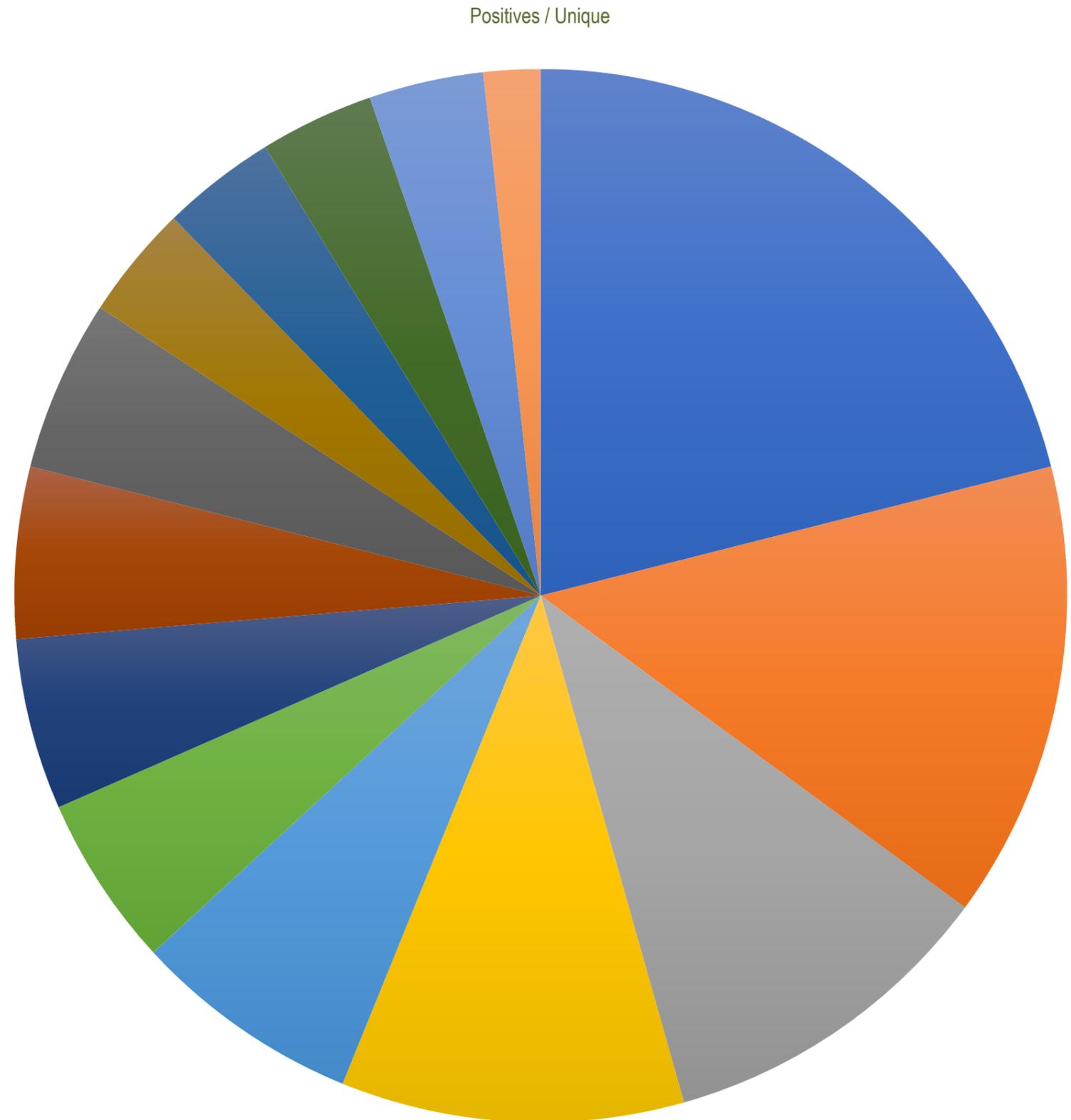
Workshop Task 1: Positive and Unique / Challenges and Issues

Task 1: As a group discuss what is positive and unique about the existing St James's Linear Park and the surrounding area; its amenities, spaces and general character. Discuss the challenges and issues that are encountered in the park and the surrounding area.

Record your comments on the A3 sheets provided; positive attributes on one half, challenges on the opposite half. One participant within each group is to give a 90 second verbal presentation on their findings.

Positives / Unique

- Large Area of Green Space
- Urban Access Link
- Community Amenity Space
- Used A Lot
- A Place to Walk
- Luas Stops
- Historical Value
- Cycle Route
- Wildlife
- Existing Trees
- Diverse Age Groups
- School Recreation
- Visual Amenity
- Public Artwork
- A Place for Physical & Mental Wellbeing





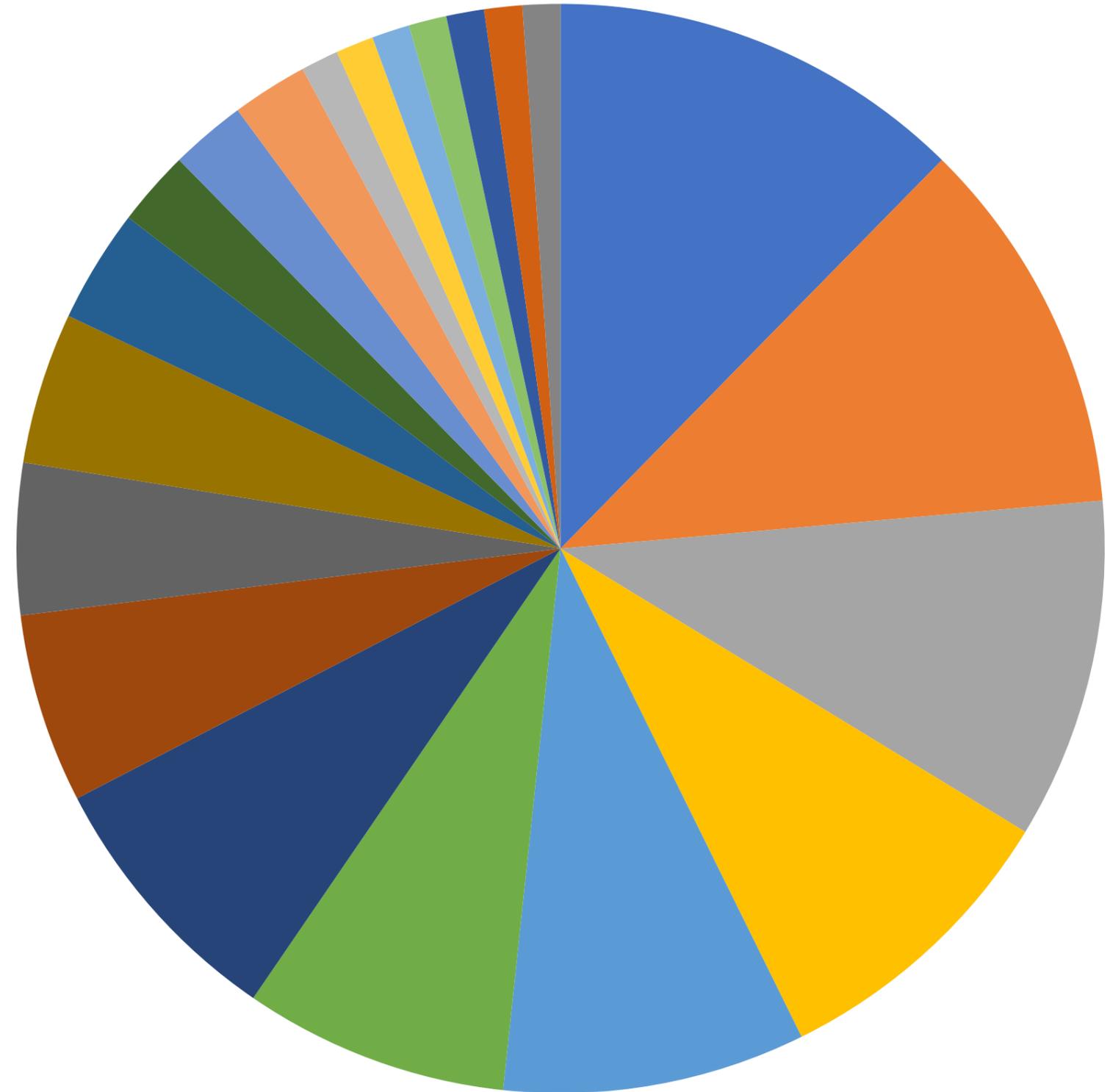
Public Consultation 1

Workshop Task 1: Positive and Unique / Challenges and Issues

Challenges / Issues

Challenges / Issues

- Anti-Social Behavior
- Dumping
- Rialto Bridge
- Unkept
- Difficulty Crossing
- Poor Visibility Through Bridge
- Poorly Lit
- Lack of Security
- Lack of Green Space
- Lack of Maintenance
- Lack of Bins
- Rough Sleepers
- Lack of Recreational Spaces
- Loss of Public Realm
- Lack of Seating
- Little to Attract Passers-by
- Conflict between Cyclists + Pedestrians
- No Interaction with Surrounding Urban Context
- Historically Neglected
- Too Much Traffic
- Not Universally Accessible
- Poor Cycling Surface
- Noisy
- Vermin
- Lack of Passive Surveillance





Public Consultation 1

Workshop Task 2 - Design Ideas & Priorities

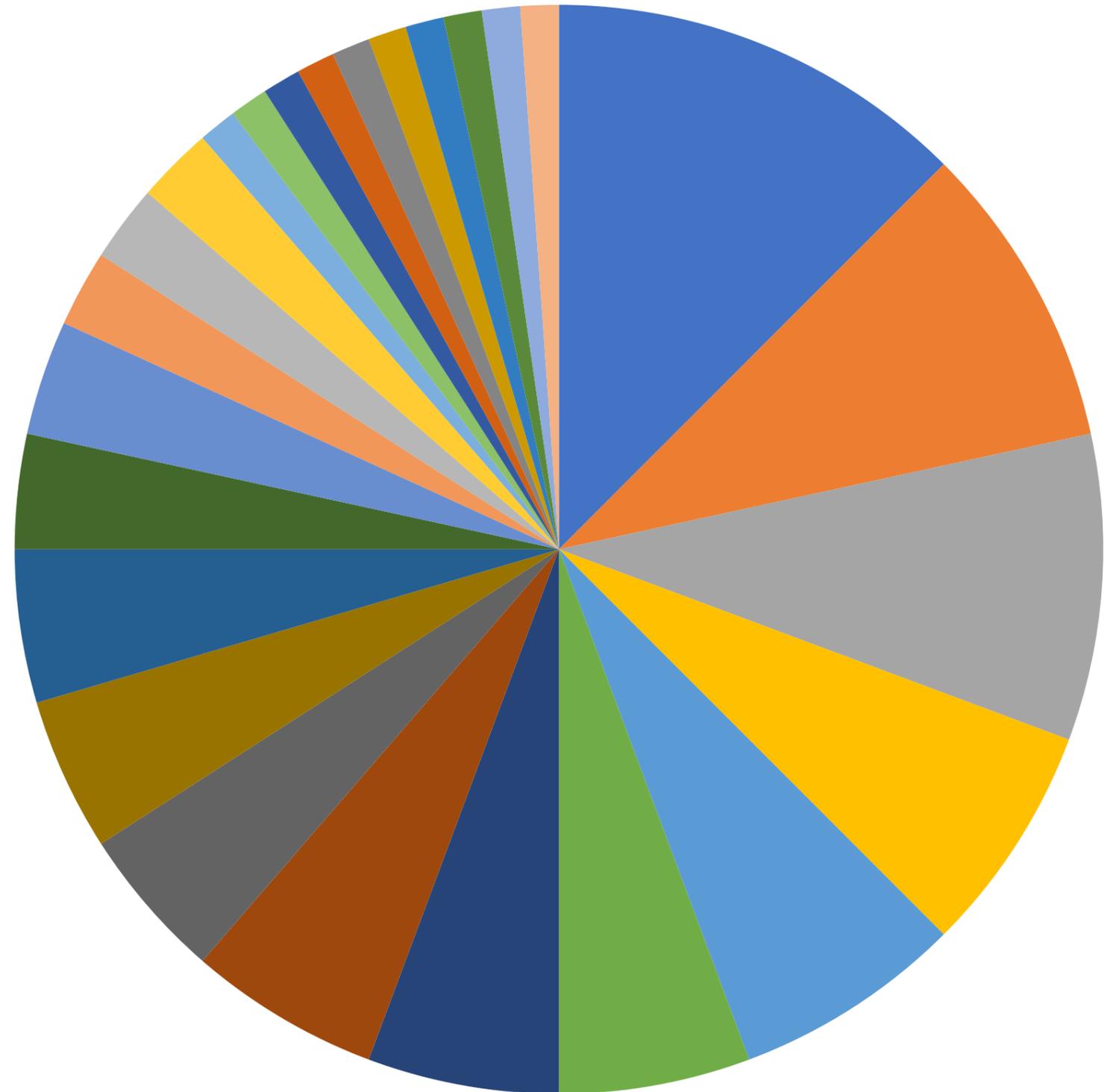
As a group discuss opportunities and ideas for design interventions within St James's Linear Park. Record ideas on 'post-its' and if applicable to a specific location, place on the map provided. Take a sheet of trace paper and prepare a map to capture proposals and ideas.

Each group will be asked to give a 90 second verbal presentation on their top five priority interventions in the park.

Suggested Design Interventions

- Playground
- Cycle + Pedestrian Routes
- Rialto Bridge: Aesthetics + Crossing
- Lighting
- Public Art Space (incl. Graffiti)
- Fitness Spaces
- Increase Sense of Security
- Skate Park
- Wildflower Garden
- Access Points to Hospital + Rialto
- More Planting
- Incorporate History of Area
- Remove Car Parking on James' Walk
- Maintenance
- Bins
- Dog Park
- Shared Pedestrian Space
- Direct Luas Underground
- Allotments
- Space for Community Notices
- Floating Shops on Canal
- Integrate Basin Lane Open Spaces
- Wayfindings
- Restructured Walkway at Suir Rd Bridge
- Farmers Market
- Retain Trees
- Mount Shannon Incorporated into Park

Suggested Design Interventions





Site Walk

St James's Linear Park

25th June 2019

A walk of the linear park took place on the 25th June 2019 with members of the public, local residents and stakeholders who have shown an interest in the future development of the park. There were a total of 15 attendees who were able to offer their views, insights and knowledge of the park.





Stage (i) Public Consultation 2

F2 Centre, 3 Reuben Plaza, Rialto, Dublin 8

4th July 2019

A second community consultation was held on the evening of Thursday 4th July 2019, lasting a duration of 1.5 hours. The local community and active stakeholders were invited to attend to view the draft masterplan for the linear park that was put on display on walls and tables in the F2 Centre, Rialto for the duration of the evening. Representatives from Áit Urbanism + Landscape Limited and Dublin City Council were present to assist with queries and questions concerning the proposed design and concepts. An estimated 20-25 people attended the session with written feedback received from 10 of the attendees. The comments received are detailed on the following pages.





“**Restorative Healing Garden** - nice idea, would you consider varying the type of tree species for biodiversity. See Maribor Old Town for an example. Use Blarney Park Community Garden as a good, positive example of gardening safely to the rear of private housing.”

“I love the whole concept
- just keep going!”

Consultation 2: COMMENTS AND FEEDBACK

“Very positive to see the focus on green space for Dublin 8. **Great to see community gardens** included. Excited to see ‘forest bathing’ and wellness walk areas. However a **fully functioning cycle park** from Rialto Bridge towards town along the road would be **very welcome**.

A suggestion would be that the road along the luas line becomes one way traffic from Marrowbone Lane towards Rialto Bridge in order to provide a **segregated cycle path** (two way). It’s already used as a cycle path on a poorly maintained road. Along the canal cycle path from Suir Road to Ballyfermot - the barriers should be removed to allow for wheelchair, buggy and trailer cycle units to pass through and use the lovely path.”

“Well done - concepts are good if they are delivered. **More outdoor exercise machines** along the length of the linear park would allow people to do a circuit from one side along to return on the other side stopping at 3 or 4 machines every few hundred yards. The ‘broken’ pathway from the Rialto Luas Stop to Rialto Bridge should be completed by raising it up to the bridge structure, breaking the ‘parapet’ of the bridge so that the path comes out level with the path on the bridge itself. That would allow continued flow of pedestrians and cyclists along that side of the linear park - linking the park from Suir Bridge

“As mother of my young children my priorities would be **greenness and safety**. **Stripping back of interventions as planned** would, I think, still provide interest while also keeping a natural, calm walk through a very urban space. Children can find play in anything and doubt we necessarily need lots of equipment that the council may struggle financially to maintain.
Wildflower meadow is great.
Don’t see value in trim trail / exercise machines.”

“Think it’s good. **External group exercise area is really important.** General **security** of it to keep it in good condition. **Rialto Bridge should be enhanced.** Could place tiles on surface, that would enhance appearance of it; maybe a **local artist** could design it or have a design competition. It’s referenced by Patrick Kavanagh in his poem ‘The Hospital’.”

- “Would like to see the project using the opportunity of development to **remove the wall that runs from the rear of James’s National School boundary** to the edge of the luas tracks. It is the old South Dublin Union Wall that was divided by the luas as it bends around behind the National Blood Centre. It serves no functioning purpose, and conceals drug taking; syringes are routinely dumped in the area. We would like to see any of the original brick/stone being retained.
- While we do **seek retention of trees**, we would have **concerns about density between the road and the two playgrounds** (Senior & Junior) on the Brandon Terrace end of James’s Walk.
- We would have **concerns about the use of the amphitheatre at night time** or outside of formal use.
- **Forest bathing location maybe better located** - that area is historical with drug use.”

Consultation 2: COMMENTS AND FEEDBACK (CONT.)

“Looks good. I’d like the architects of the linear park to link with the DCC section re: **planning of positions of bike stands** and to move bike stands located in front of No. 85 St James’s Walk to the linear park.”

- “Great work. **Safe access and crossing at Rialto Bridge must be addressed.** DCC and Children’s Hospital Board should work together to find a solution and funding.
 - **More trees**
 - **Add edible planting**
- **Grass / permeable surfaces** as much as possible
 - Include **lots of bins.**”

“Plan looks great! **Kayak launch and additional trees are an agreed touch.** Also **like the community gardens.** Please **consider lighting impact** for residents backing on to the park. I’d like the park well-lit and safe but also want to avoid lights into my windows all night. Additionally a few residents have **rear vehicular access near the bridge** and we would be keen not to lose this.”



3rd Floor
Newmarket House
Newmarket Square
Dublin 8

Tel: 01-558 4929
E: hello@ait-place.ie
w: www.ait-place.ie