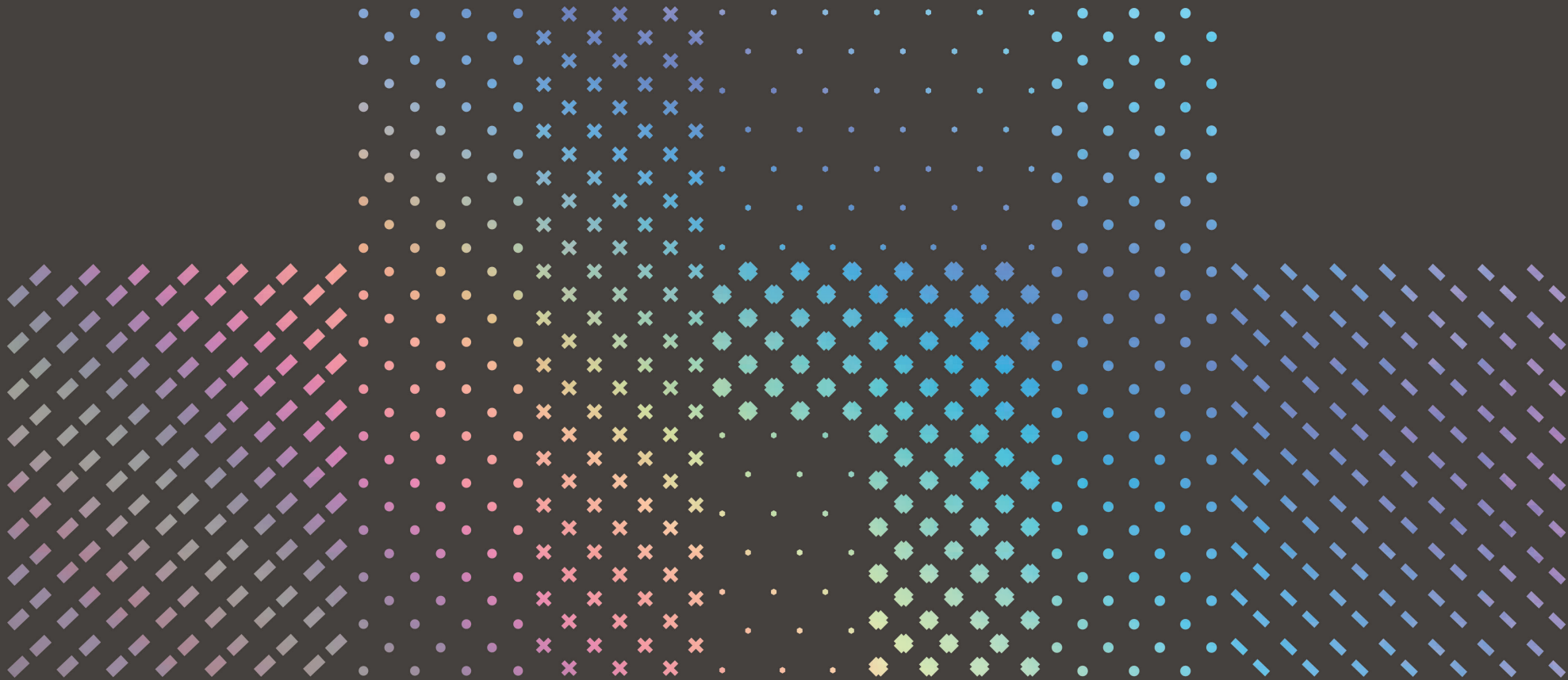


South Dublin County Council
Lucan Public Realm - Part 8 Public Consultation
Village Green & Main Street

D-01 Project Descriptions &
Architectural Heritage Impact Assessment

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dhbarchitects



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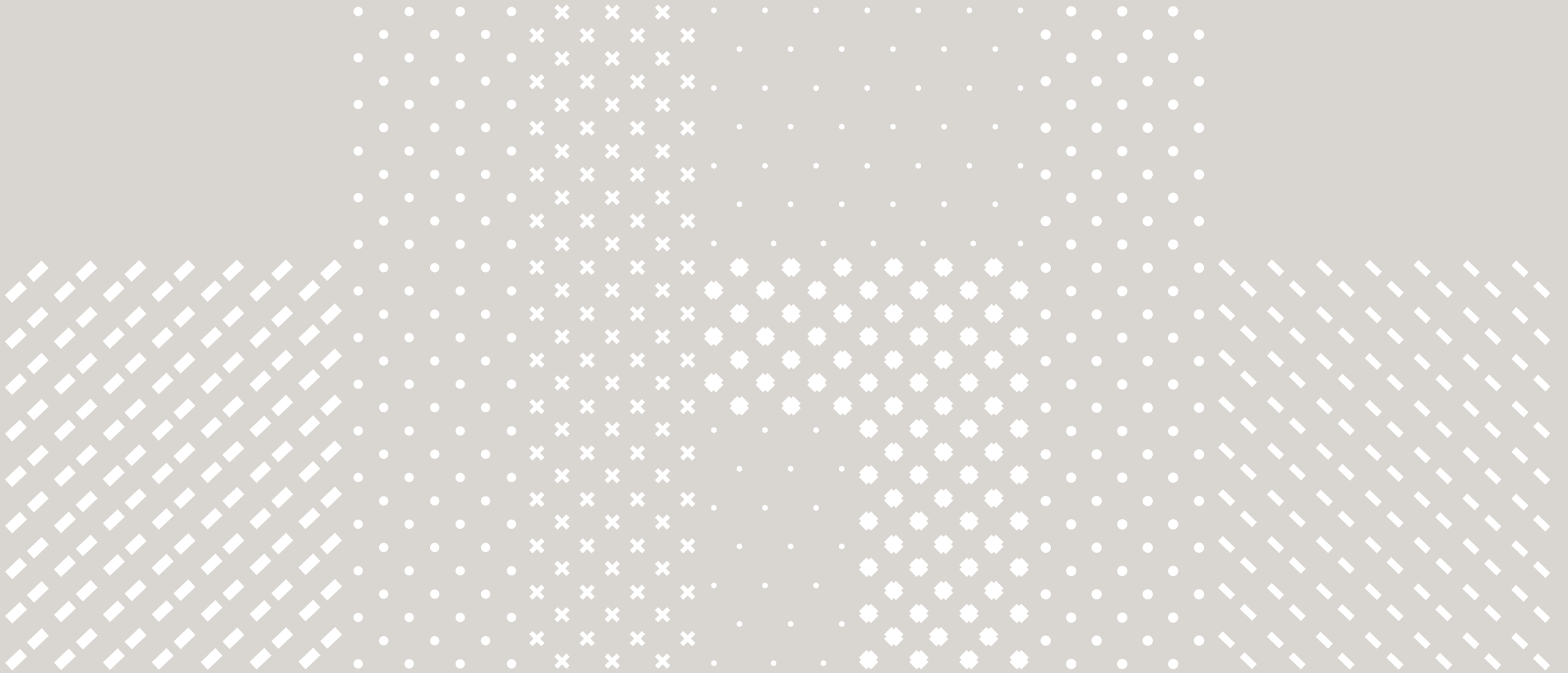
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SECTION A

Project Descriptions



A1. Main Street

A1.1. Extent of the works

All the area from its southern junction at Lucan Road/Griffeen bridge as far as its northern junction at Dispensary Lane/Vesey bridge and from the building line on its western side to the flood wall along the Griffeen river on its eastern side.

A1.2. Nature of the works:

1. The demolition and removal of the current street finishes consisting of Tarmacadam, concrete and pre-cast pavours, along with the concrete kerbing and sundry street furniture are to be removed. This will be done with great care where the finishes meet the buildings and walls etc., and around the existing trees along the Griffeen river wall.
2. The removal of two trees on the

western side, one outside the Bank of Ireland at the northern and the other outside AIB at the southern end.

3. The overhead power lines are to be removed and rerouted through underground ducting and a new street drainage system is to be installed. New ducting will be provided for public lighting and utilities. Existing manhole covers and services chambers will be reset and levelled. Natural drainage will be installed along the existing tree line beside the Griffeen river where feasible, depending on root conditions and direction.
4. Ducting will be provided to the new carparking spaces for their potential conversion to EV charging spaces if required.
5. A concrete slab will be placed over the utilities layer and new finishes provided to the finished levels. These



Fig.1

finishes will include asphalted areas, stone and paving and will be to 'shared surface' standards, i.e. generally without kerbs or changes in level.

6. The reduction of parking spaces from 37 to 26 bays in the Main Street area, the addition of a bus stop.

7. The addition of new lighting poles, of benches, bins, and fixed and removable bollards and bicycle parking stands at various locations as shown on the drawings.

8. The removal of the stone infill between the piers of the former horses' watering point beside the weir and its replacement with a toughened glass screen.

A1.3. Design rationale:

At present this street is predominantly weighted towards car use. It serves primarily as a public carpark and the double line of parking (arguably two-and-a half lines because of the 45° parking on the eastern side) is a deterrent to pedestrian movement

across the thoroughfare towards the Grifteen river side. As a result the Green park generally goes unnoticed and there is no amenity incentive to the street.

The design intent is to make this end of Main Street a better place for all of its users. This means reducing the number of car journeys and reducing the number of car-parking spaces so that more space can be provided for pedestrians and cyclists. The reduced number of car spaces can have a higher turnover by reducing the staying time so that the nett loss in space numbers will be compensated. Additional spaces are being proposed within a minute's walk of the area, as per the wider parking map provided with this submission.

By eliminating overparking and through rationalizing street furniture, lighting and services, the street can be largely decluttered. This will encourage more pedestrian interaction with the wider urban environment and will make the street feel safer, particularly for the elderly, small children etc.

By proposing a shared surface to eliminate kerbs and abrupt changes to levels and surfaces we can make the street more universally accessible, for wheelchair users, for the seeing-impaired and for those of reduced mobility. By providing the same surface for all users, drivers, pedestrians, cyclists and so on, there is a shared sense of responsibility towards safely inhabiting a shared space, where no user group has the upper hand and all have equal status

A2. Village Green



Fig.2

A2.1. Extent of the works

All of the current area of the Green between the Griffeen river, Lucan Road and Dispensary Lane including the footpath to the Lucan Road on its southern end and the footpath at the Vesey bridge/Dispensary Lane junction at its northern end.

A2.2. Nature of the works:

1. The removal of 7 no. existing trees (as shown in red on the drawing), the retention of 2 no. existing trees (one of which - the Christmas tree - is to be replanted) and the addition of 5 no. new trees along with approx. 45m of new flowering hedge along Dispensary Lane, and new planting throughout, including an area of wildflower meadow and an area of reinforced grass.
2. The excavation to a maximum depth of approx. 1.8m of new amphitheater steps and seating providing access to the

Griffeen river.

3. The excavation to approx. 1.2m of a new seating area beside the Griffeen river facing Vesey weir and bridge.
4. The widening of the footpath at the southern end of the Green with new steps into the Park.
5. The construction of a metal frame bandstand structure capable of taking a temporary roof covering.
6. The rerouting of the footpath on Dispensary Lane through the Green by means of a ramped path running inside the planted boundary and connecting to the extended footpath on the southern end.
7. The replacement of the metal guarding and handrail along the Griffeen River edge with a glass and metal guarding, including the protection of the amphitheater seating ends.
8. The removal of the rubble stone

wall and capping forming the boundary to the southern end of the Green and its reconstruction in a changed configuration to form a new western boundary to the widened footpath under these proposals, as well as stone retaining walls to the new amphitheatre seating within the park.

A2.3. Design rationale:

This pocket park known as Lucan's Village Green is currently isolated in the middle of some very trafficked thoroughfares with little sense of connection to its surroundings. Its most immediate urban counterpoint on the far side of the Griffeen river, Main Street, is cut off from it visually through two lines of trees, and two rows of parking. On the Dispensary Lane side and towards Lucan road on the southern end the park level is lower and a boundary wall and planted borders serve to further isolate it physically and visually from these surroundings. The footpath on the Dispensary Lane side is

narrow and feels unsafe in heavy traffic. On the southern end the footpath is a bit wider and the park is visible but no direct access is possible. From the Main Street side, even when standing along the flood wall between the trees, the Green is obscured by a mix of planting and trees, mostly unplanned which further removes it from any connection to the environment of Main Street. Within the park itself, the pergola with its Wisteria overgrowth tends to create a further barrier both visual and physical. The Green's strengths are those qualities that have become obscured in recent times: its continuous frontage to the river Griffeen and Main Street; its sense of openness towards Vesey bridge and its sunken sense of intimacy with its back turned to the traffic. The design proposals seek to restore the Green's more direct relationship to Main Street. This separation started with the need for parking followed more recently by the requirement for flood defences. To overcome these barriers to connection the

design proposes first to encourage people to cross Main Street to be closer to the Green and the river and then to provide opportunities for those on the park side to engage with the river. The activities of one group can be observed by the other, and the Green's rediscovered presence and proximity will encourage those using the Centra to bring their sandwich to the river's edge or those on Main Street to lean on the flood wall while watching the ducks in the park.

In the interests of increasing the visual connections between both elements it is proposed to remove a number of trees which currently screen the park from Main Street. These trees are a mature weeping willow and a semi-mature Chestnut at the southern end, and along the river bank, a young Sycamore and a number of relatively young birches. A mature Birch is being retained and the Coniferous 'Christmas tree' is being moved to a new location a few metres

away. In lieu of these it is proposed to plant a Sweetgum, a Hawthorn and a number of Wild Plum trees. These are trees that change appearance and colours throughout the year, adding a strong seasonal flavour to the Green.

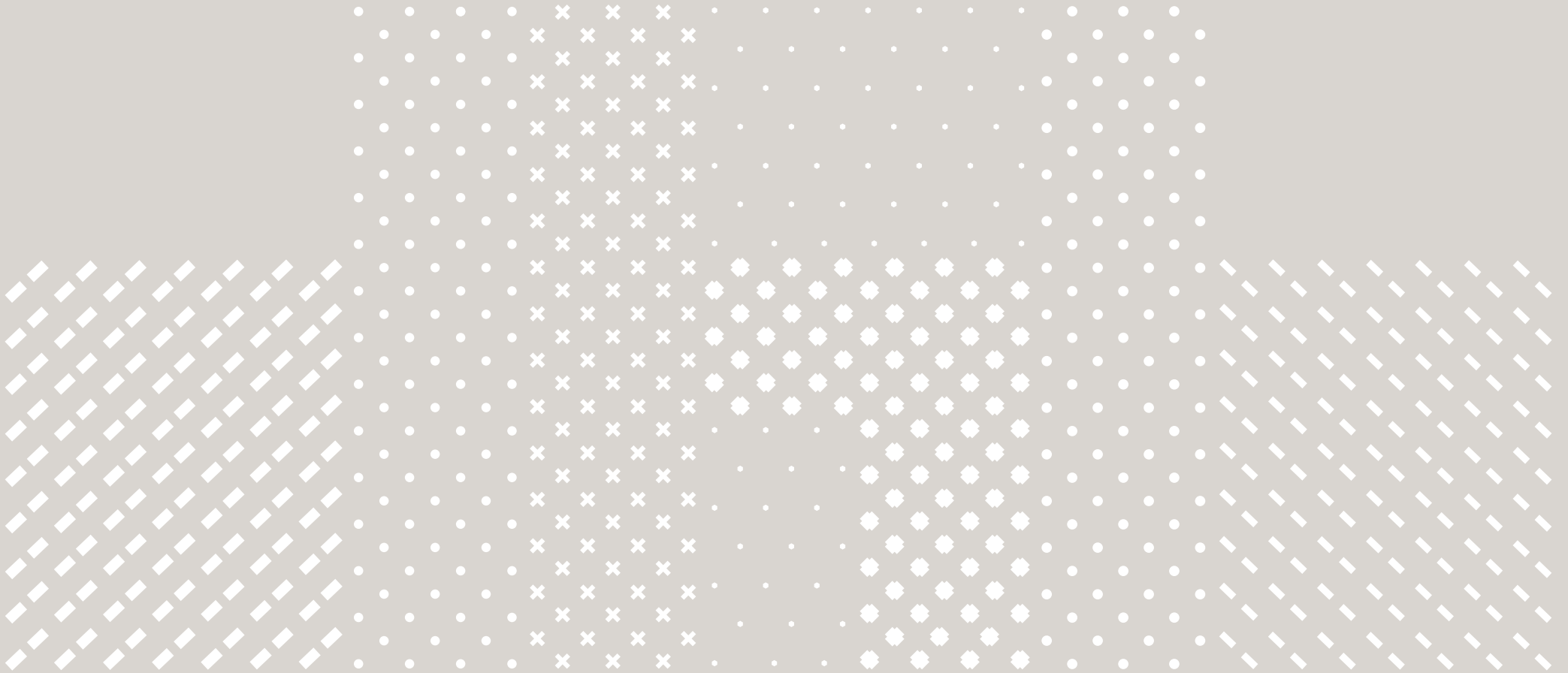
The Green will become a necessary route for pedestrians from Sarsfield Park or the upper end of Main Street because of the displacing of the footpath on the western side of Dispensary Lane. The widening of the footpath on the southern end just beside Griffeen bridge will provide a welcoming platform for entry to the park as well as a gateway arrival point to Lucan village for cyclists and for public transport. This widened footpath will form a mini-plaza and a new entrance to the park. In order to make this new entrance it will be necessary to move the existing rubble stone wall with its pillow-stone cappings. The wall will be reconstructed to form a new boundary on the river side of this new landing area and

the remaining stone will be used within the park to form the benches to the amphitheatre area.

SECTION B

Architectural Heritage Impact Assessment

The impacts of the proposals are considered in the context of the character appraisals above and on the fabric, or tangible elements, and on the setting, or intangible elements, of the place.



B1. Main Street & Village Green Character Appraisal



Fig.6

B1.1. Description summary:

The spatial qualities of the place are defined by an eclectic series of building frontages which rarely exceed two storeys in height, on three sides of a planted green with contours falling diagonally towards the north west. The frontages are largely continuous on the western side. The eastern side is occupied by the freestanding Methodist church set back behind a wall along the footpath edge. The southern side (Lucan Road/Adamstown Road corner) consists of two contiguous public houses as far as the Griffeen river bridge. The adjoining Garda station is set back from the road and sits on the axis of the view from the Green along Main Street looking south. The views to the north culminate with Vesey bridge and, along Dispensary Lane

on the other side of the Green, towards the Mall in the Lucan bridge direction.

The park is entered at footpath level at its northern point, just beside the Vesey bridge and extends, more or less at this level, to meet a 1.2m high (approx.) retained embankment below the footpath at its southern end. From this corner where it meets the Griffeen bridge a metal railing extends the length of the Griffeen river as far as the Vesey bridge. The Griffeen river has been canalized between the Griffeen and Vesey bridges by means of a two parallel rubble stone walls, the one on the western (Main Street) side having been built up in at least two constructional phases to its current height, which is approx. 1m above footpath level.

The park has an unplanned quality to it with a random mix of tree species

Main Street & Village Green Character Appraisal

and shrubs. The pergola with its wisteria overgrowth provides a focal point while also impeding views into and through the park, particularly during the summer months.

B1.2. Tangible qualities

There are four principal compositional components contributing the place's spatial character;

- the presence of the surrounding buildings and edges on three side, forming a continuous frontage on the Main Street side,
- the green area in the centre to the east of the Griffeen river line, including its trees, planting and borders, and the tress along the river's edge on Main Street,
- the road system, footpaths and parking spaces surrounding the green area,
- the stone wall along the western

edge of the Griffeen and the bridges over it at each end of the space.

The nature of the finishes to the footpath, road and parking areas is haphazard and there is clutter via signage poles and street furniture and restriction of movement, particularly pedestrian movement, between and along footpaths due to inadequate width and obstacles such as continuous parking etc.

B1.3. Intangible qualities (the space of the Green)

- a sense of scale that is at once human and in keeping with the scale of Lucan,
- a sense of informality and familiar use,
- a sense of self-containment with no great sense of outward connection,
- a sense of being isolated from the Griffeen river.
- a materiality consisting of stone walls and trees.



Fig.7

B2. Main Street Impacts

Changes to or impacts on fabric and setting as a result of the proposed works:

- The demolition and removal of existing surfaces to footpaths and roadway and excavation to a depth of approx. 500mm average: These finishes consist of tarmacadam/asphalt and concrete pavements having no particular value, historic or otherwise. Impact: temporary, during works.
- The removal of two trees, one at each end of Main Street. These are young Lime trees, planted within the last 10 years. The arborist's report advises that these trees have a poor rooting environment and are therefore unlikely to grow well. Impacts: no impacts on historic fabric, existing buildings or structures; minor impact on setting.
- The addition of surface finishes to the footpaths and carriageways, consisting of masonry pavements, concrete and asphalt. Impacts: no impacts on historic fabric, existing buildings or structures; enhancement of setting (through consistency of materials and design, elimination of level changes).
- The reduction of parking spaces from 37 to 26 bays in the Main Street area. Impact: no impacts on historic fabric or existing buildings; enhancement of setting (through environmental improvement allowing for freer, safer movement).
- Works to existing overground utilities and drainage, as well as the addition of seating and lighting. Impacts: no impacts on historic fabric or existing buildings; minor impacts on setting by visual additions to the streetscape; these impacts are mitigated through careful siting and design. (Note that the undergrounding of electrical supply cabling will require the addition, in some cases, of rising cables and ducts on the facades of buildings. These locations will be managed on a case-by-case basis at detailed design stage in consultation with the building owners/occupiers and the planning department of SDCC).
- Addition of underground ducting and pipework for public utilities and drainage as well as the provision of natural drainage (SuDS) along the river Griffen bank. Impacts: No impact on historic fabric, existing buildings or structures; no impacts on setting.
- The addition of bollards, bicycle parking stands and signage. Impacts: no impacts on historic fabric or existing buildings; minor impacts on setting by visual additions to the streetscape.
- The removal of approx. 3m² of rubble stonework between the capped stone piers of the former horses' watering point and their replacement with a toughened glass guarding. Impacts:

B3. Village Green Impacts

Changes to or impacts on fabric and setting as a result of the proposed works:

Landscaping

- The removal of seven trees from the existing Green area and its general relandscaping. **Impacts:** Major, though temporary, impacts on existing flora and fauna while the earth removal and re-landscaping works are underway. Post-work impacts include a changed visual environment, though the new park landscaping is designed to enhance the new park setting and that of Main Street.
- The addition of five new trees, and the transplanting of an existing tree (as well as the retention of the large Birch) along with extensive planting of hedgerows, shrubs, bulbs, grass and wildflower meadow. **Impacts:** No impacts on built fabric; enhancement of Green and Main street setting.

Civils/ works

- Deconstruction of the stone wall to the south of the Green and its reconstruction on the western side of the new plaza/extended footpath; reuse of the remaining stone quantities as facing to the benches of the riverside amphitheatre. Note that the southern portion of this wall appears on late-nineteenth century photographs and is connected by extension to the Griffeen bridge parapet wall which is a Protected Structure. **Impacts:** the historic fabric of the wall is being reconfigured in a number of new locations as part of a new setting. All of the material is being retained and reused on site. The new wall to the plaza will be an exact reconstruction of former state of the wall so that its original character can be appreciated. The setting of this end of the Green will be permanently altered as a result of this change but these changes are necessary as part of

the design rationale for the Green area.

- Removal of the current pergola constructed of masonry (rubble stone with brick trim) and timber, and its replacement with a lightweight steel structure capable of taking a temporary roof covering (the flower mosaic will be recorded for reconstruction within the new pergola). **Impacts** (on fabric): not significant as this structure is not historic nor of particular architectural merit; (on setting); only temporary since the structure is being replaced with a similar object as part of the new visual landscape of the Green and Main Street.
- The addition of a) the amphitheatre seating and steps facing Main Street, and b) the stepped seating facing the Vesey Bridge. **Impacts:** no impacts on historic fabric, existing buildings or structures; minor impacts on setting, since these works are below the park levels and do not obstruct views.
- The addition of a new paved

Village Green Impacts

and ramped footpath just inside the eastern Green area boundary, from the Vesey Bridge end to the new southern mini-plaza. **Impacts:** No impacts on existing built fabric; no significant impacts on the setting of the Green since these works are confined to the (new) ground level.

- The replacement of the existing metal railing along the Griffeen river edge with a new railing of metal and glass. **Impacts:** No impacts on existing built fabric (apart from the fabric of the railings themselves which is not historic); no significant impact on setting (the new railings are designed to be more transparent than the current ones).

- The removal of approx. 15m length of rubble stone wall (with 'cow-and-calf' capping) along the Green's boundary with Dispensary Lane and the removal of the existing entrance gateway and steps (opposite the Methodist church). These works are of relatively re-

cent origin and the stonework of the wall is not of historic importance. **Impacts:** the loss of approx. 15ml of low rubble stone walling and the loss of the gateway and limestone steps; little or no impact on the Green's setting as these works form part of the new configuration and the new setting.

