HISTORIC DEVELOPMENT PATTERN

The historic development of North Dublin shows how radial roads have become faster in recent decades and how more junctions can help calm traffic.

1967 Ballymun

least dense part of Dublin

fast, wide road

sprawling green spaces

sprawling green spaces

2 junctions per km

2001 Ballymun

moderately dense

main street character

centre clearly defined

5 junctions per km

1930 - 1960 suburb

noticeably less dense than city centre

dual carriageway

defined green spaces

4 junctions per km

Victorian Suburbs

slightly less dense than city centre

traditional main street

5 junctions per km

City Centre

· Most dense part of Dublin

· Streets and open spaces clearly defined

· Small Scale City Blocks

· 7 junctions per Km

URBAN DESIGN

What is Urban Design?

Planning is about putting land uses, and transport provisions in the best places on a map to achieve economic, social and physical development goals. Architecture is about designing specific buildings. Urban Design is about the spaces between buildings - making places in other words - it is the next step after planning and the one before architecture.

Some urban design ideas for Ballymun:-

The emphasis is on making 'places' rather than 'spaces'.

- The Ballymun Road and Shopping Centre should be remodelled to create a main street with activity on both sides of the road.
- Each of the five constituent neighbourhoods of Ballymun should have their own signposted turnings off the Ballymun Road, Santry Avenue and Jamestown Road.
- Each turning leads to a large open space - a public park or landscaped playing fields. These places will help give each neighbourhood a distinct identity.

There will be a hierarchy of streets and spaces with particular characteristics:

- **Main street:** mixed uses, 4-5 storeys high, ground level activities, colonnaded elevations, tree lined pavements and median
- **Parks**: roads around their perimeter, railings, substantial tree planting, play areas, lit paths and so forth to help make them elegant and safe places to use
- **Avenues:** trees in grass verges, walled front gardens, 3 storey buildings, bus routes, leading to local shops and neighbourhood facilities, e.g., Balbutcher Lane, Shangan Road
- **Greens:** small landscaped parks overlooked by houses so they are safe places to walk, play and sit. Neighbourhood facilities could be beside these places, e.g., Shanliss Green, Sillogue Green
- **Cul de sac, courts, mews:** quiet destinations, shared road and path surfaces, two storey high buildings, safe places for children to play

Massing Concept Plan

It is important to introduce variety and character into a two storey suburb. The new parks would best be edged with three storey or higher buildings. The local centres could have some three storey buildings to help emphasise their focal purpose.
The main street needs buildings of four or more storeys to contain the wide road; some examples of other streets are shown in section. High private apartments and a tower hotel could be the new symbols of a regenerated Ballymun. The M50 junction could have such a landmark building - perhaps a 10+ storey high hotel to help distinguish the Ballymun junction from others. The Santry Avenue/ Ballymun Road junction is another natural place for a tall building.

KEY:

Neighbourhood Centre

Town Centre

Main Street

3 or 4 storey

2 storey Housing

Public Green Space

School Green Space

Approach to Ballymun from M50

Ballymun Road as a Main Street

New park at Coultry

Typical neighbourhood centre

Tree lined streets - front gardens

A green and cul de sac

The Masterplan attempts to be a flexible framework. Consultation will be on-going throughout the regeneration process.

This section describes the principles for the spaces between buildings.