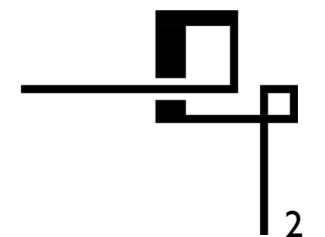


Active Travel: Landscape Design Report



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1.0 DEVELOPMENT DESCRIPTION

1.1 DEVELOPMENT DESCRIPTION

This Landscape Design Report has been prepared in support of an application for the 3FM Project being submitted by Dublin Port Company (DPC), focusing in particular on the proposed new Active Travel Route which forms part of the overall proposed development. The 3FM Project represents the concluding phase of the Masterplan initiatives essential for realizing Dublin Port's full potential by 2040. The project primarily centres on the Dublin Port Company-owned lands situated on the Poolbeg Peninsula, which constitutes one-fifth of the entire Dublin Port estate and is commonly referred to as the southern port area.

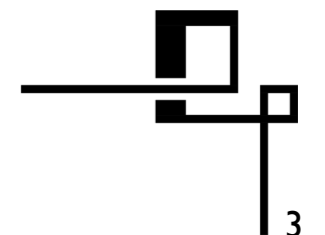
Forming a key element of the 3FM project, the Active Travel route accounts for a 5.5km travel route for cyclists and pedestrians to easily navigate through Dublin Port lands, connecting areas of Dublin city north and south.

Cyclists will be afforded an opportunity to travel a direct route on currently hostile and somewhat difficult to navigate lands via a segregated commuter corridor of 5m width. At Pembroke Cove close to Sandymount village, and the proposed 3FM Port Park, a 'share with care' portion of the route is adopted for integration with the proposed parkland. This area will also be used for orientation towards Poolbeg Lighthouse and the Great South Wall which is currently a key leisure attraction of Dublin Bay.

Along the route, a number of stop points are proposed which affords cyclists and pedestrians the opportunity to temporarily deviate from the main path and experience enhanced public spaces, such as public plazas, seating areas, and open parkland. These areas are hard landscaped zones, and varying materials are deployed for their execution. Additionally, to integrate Dulin Port's cultural heritage, the Active Travel Route incorporates fixed interpretive elements aimed at physically conveying the area's historical context and significance. Improvements to linear spaces along the route, and to the perimeter of Pigeon House precinct area are also proposed as part of the project.

Visitor attractions and connecting travel routes within Port lands are a key objective of Dublin Port Company's vision of Masterplan 2040. Proposed Stop Points and connections to adjoining travel corridors and visitor attractions illustrate the commitment by Dublin Port Company to ensure further Port & City integration.

The purpose of this design report is to provide an overview of the proposed Active Travel Route network, which includes an improvement of the character areas within the 3FM Project proposals.



CONTENTS

DRAWING LIST

This Report is to be read in conjunction with the following landscape drawings submitted under separate cover: (13No. Total)

STOP POINT A, North Wall Square

1. **33-P-100** (Proposed Landscape Plan, Stop Point A)
2. **33-P-101** (Proposed Section)

STOP POINT B, Maritime Village

1. **33-P-200** (Proposed Landscape Plan, Stop Point B)
2. **33-P-201** (Proposed Planting Plan)

STOP POINT C, Pembroke Cove/ Port Park

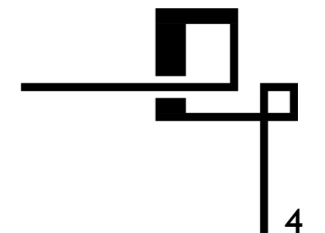
1. **33-P-300** (Proposed Landscape Plan, Stop Point C)
2. **33-P-301** (Proposed Plan Intermediary Stop Points)
3. **33-P-302** (Proposed Section AA, Stop Point C)

STOP POINT D, PIGEON-HOUSE-PRECINCT

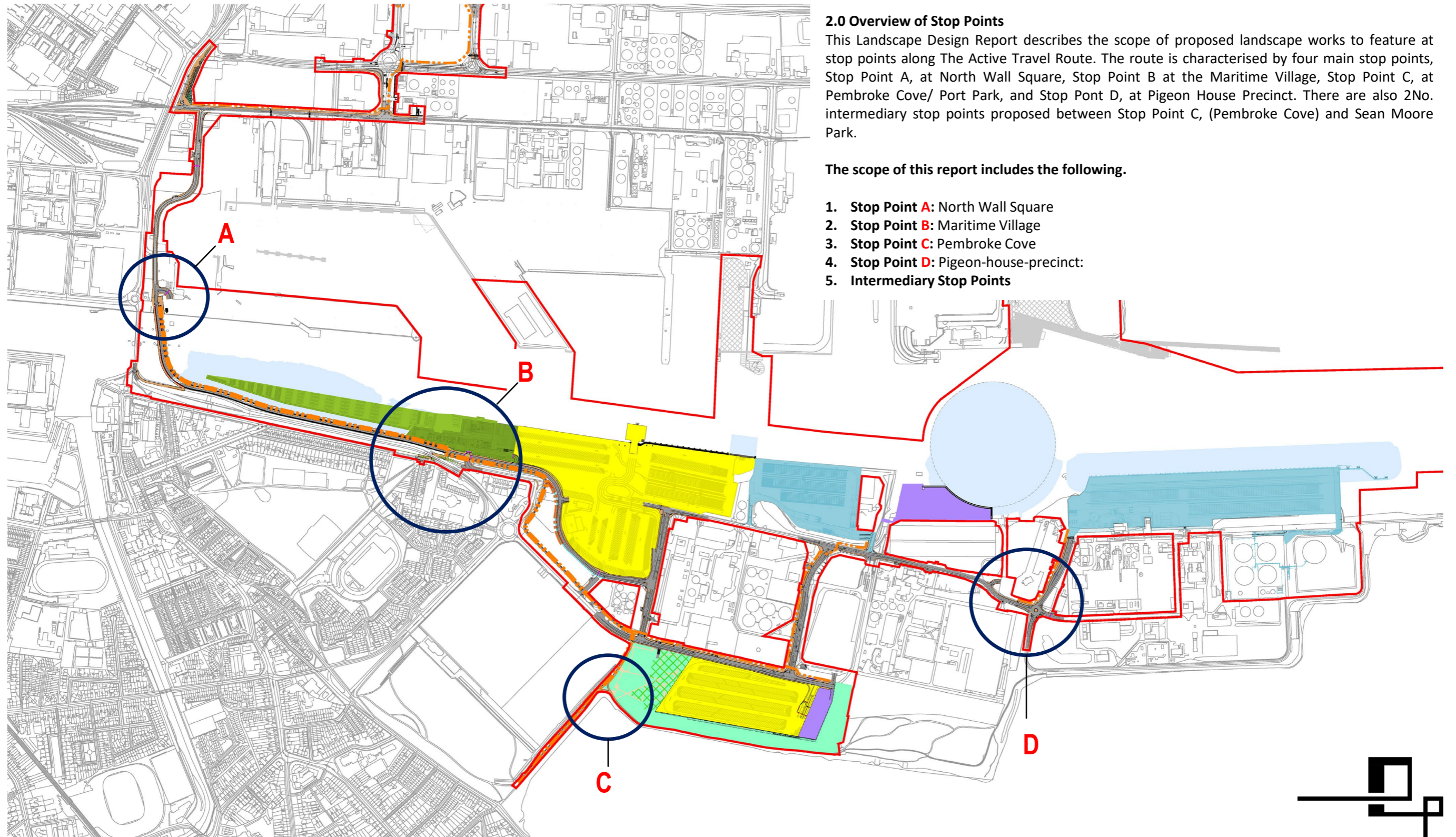
1. **33-P-400** (Proposed Landscape Masterplan, Pigeon House Precinct)
2. **33-P-401** (Proposed Landscape Plan, Pigeon House Precinct)
3. **33-P-402** (Proposed Planting Plan, Pigeon House Precinct)
4. **33-P-403** (Proposed Boundary Treatment, Elevations)

Soft Landscape (Between Stop Points)

1. **33-P-500** (Proposed Planting Plan, Pigeon House Rd)
2. **33-P-501** (Proposed Planting Plan, South Bank Rd)



2.0 DESIGN STATEMENT: PROPOSALS



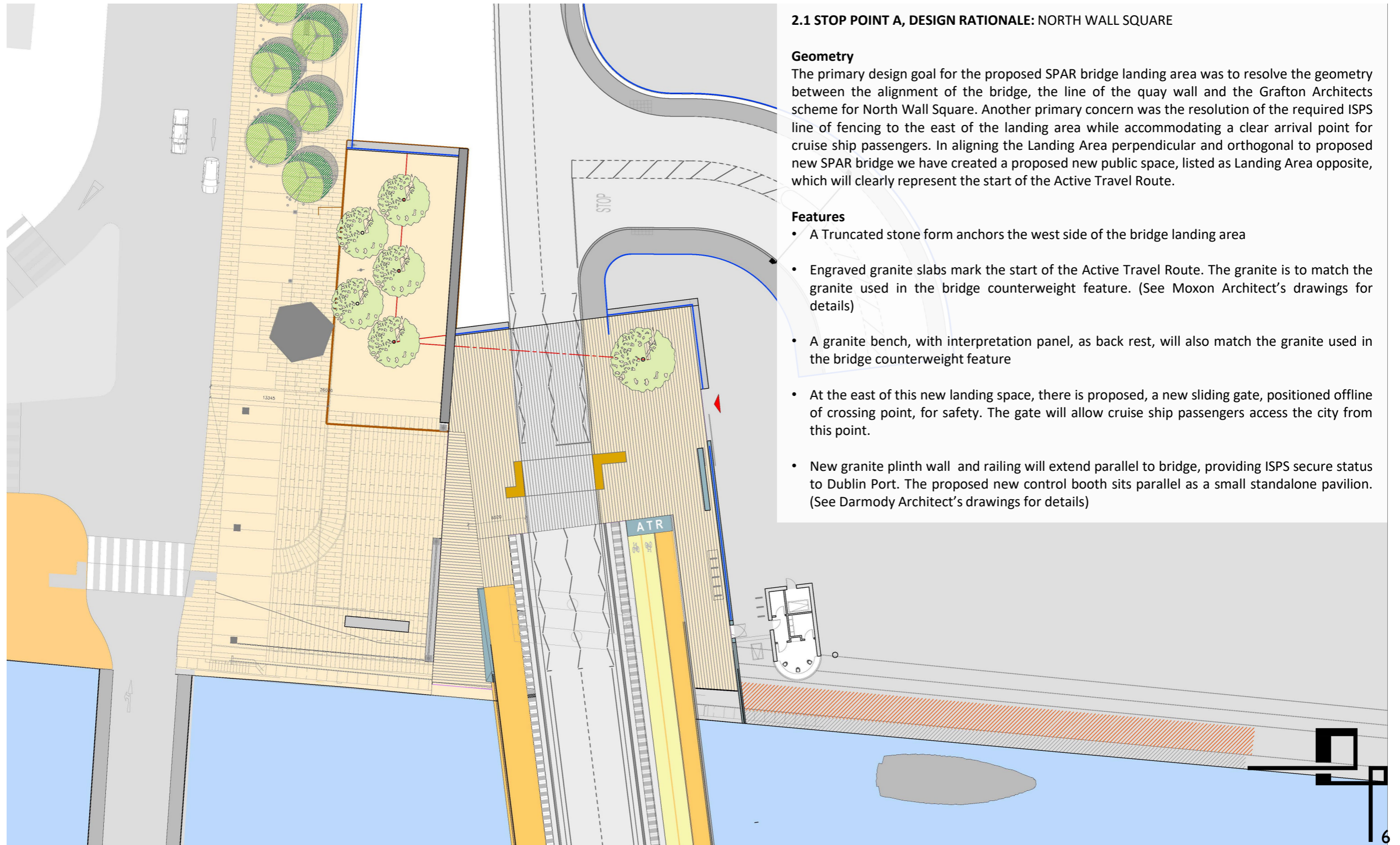
2.0 Overview of Stop Points

This Landscape Design Report describes the scope of proposed landscape works to feature at stop points along The Active Travel Route. The route is characterised by four main stop points, Stop Point A, at North Wall Square, Stop Point B at the Maritime Village, Stop Point C, at Pembroke Cove/ Port Park, and Stop Point D, at Pigeon House Precinct. There are also 2No. intermediary stop points proposed between Stop Point C, (Pembroke Cove) and Sean Moore Park.

The scope of this report includes the following.

1. Stop Point A: North Wall Square
2. Stop Point B: Maritime Village
3. Stop Point C: Pembroke Cove
4. Stop Point D: Pigeon-house-precinct:
5. Intermediary Stop Points

2.0 DESIGN STATEMENT: PROPOSALS



2.1 STOP POINT A, DESIGN RATIONALE: NORTH WALL SQUARE

Geometry

The primary design goal for the proposed SPAR bridge landing area was to resolve the geometry between the alignment of the bridge, the line of the quay wall and the Grafton Architects scheme for North Wall Square. Another primary concern was the resolution of the required ISPS line of fencing to the east of the landing area while accommodating a clear arrival point for cruise ship passengers. In aligning the Landing Area perpendicular and orthogonal to proposed new SPAR bridge we have created a proposed new public space, listed as Landing Area opposite, which will clearly represent the start of the Active Travel Route.

Features

- A Truncated stone form anchors the west side of the bridge landing area
- Engraved granite slabs mark the start of the Active Travel Route. The granite is to match the granite used in the bridge counterweight feature. (See Moxon Architect's drawings for details)
- A granite bench, with interpretation panel, as back rest, will also match the granite used in the bridge counterweight feature
- At the east of this new landing space, there is proposed, a new sliding gate, positioned offline of crossing point, for safety. The gate will allow cruise ship passengers access the city from this point.
- New granite plinth wall and railing will extend parallel to bridge, providing ISPS secure status to Dublin Port. The proposed new control booth sits parallel as a small standalone pavilion. (See Darmody Architect's drawings for details)

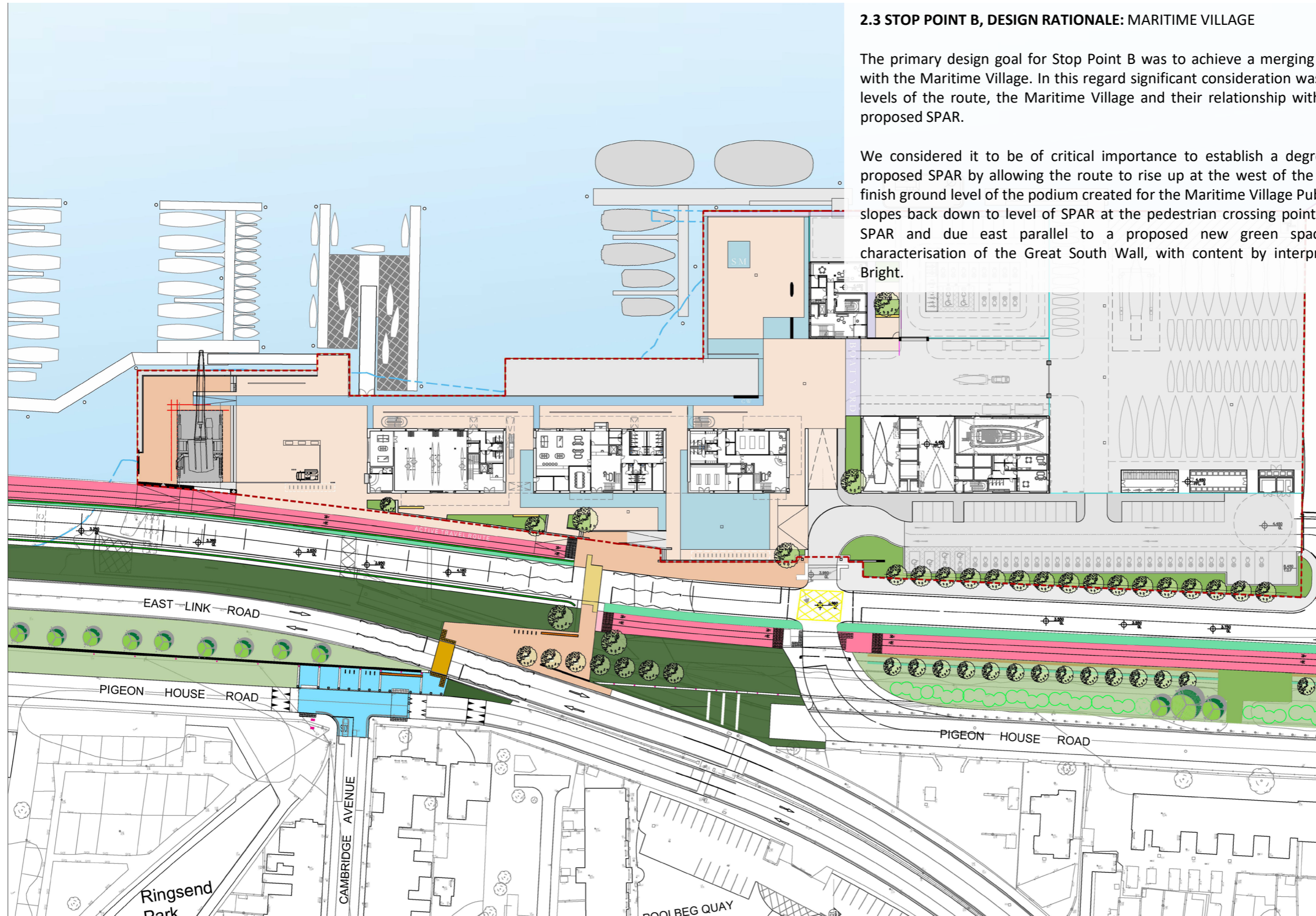
Plan, North Wall Square, AKA Stop Point A. (see Drawing 33-P-100 for details)

2.0 DESIGN STATEMENT: PROPOSALS

2.2 STOP POINT A, 3D VIEW Due East from North Wall Square towards Dublin Port



2.0 DESIGN STATEMENT: PROPOSALS



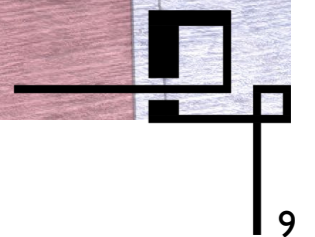
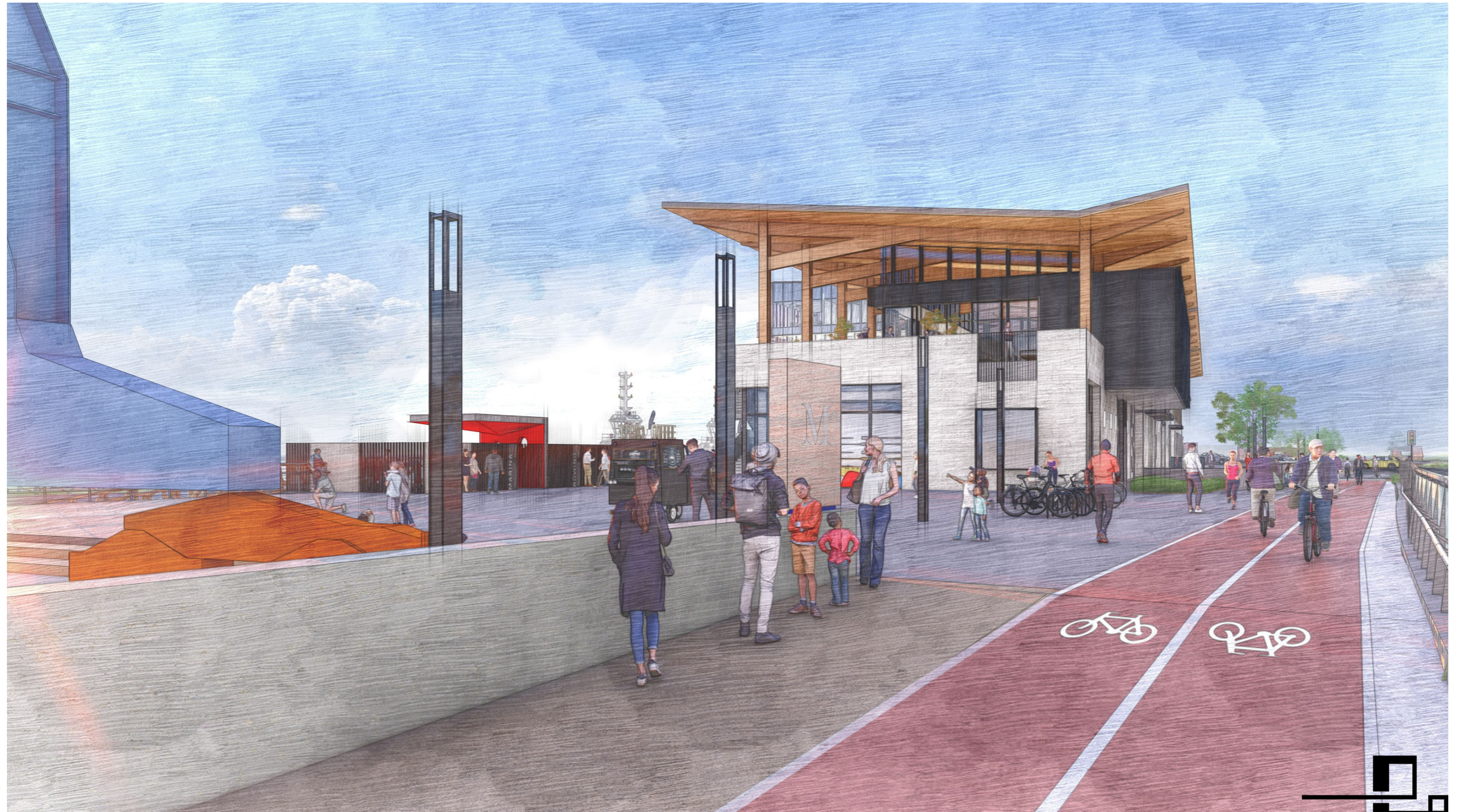
2.3 STOP POINT B, DESIGN RATIONALE: MARITIME VILLAGE

The primary design goal for Stop Point B was to achieve a merging of the Active Travel Route with the Maritime Village. In this regard significant consideration was given to the finish ground levels of the route, the Maritime Village and their relationship with the finished levels of the proposed SPAR.

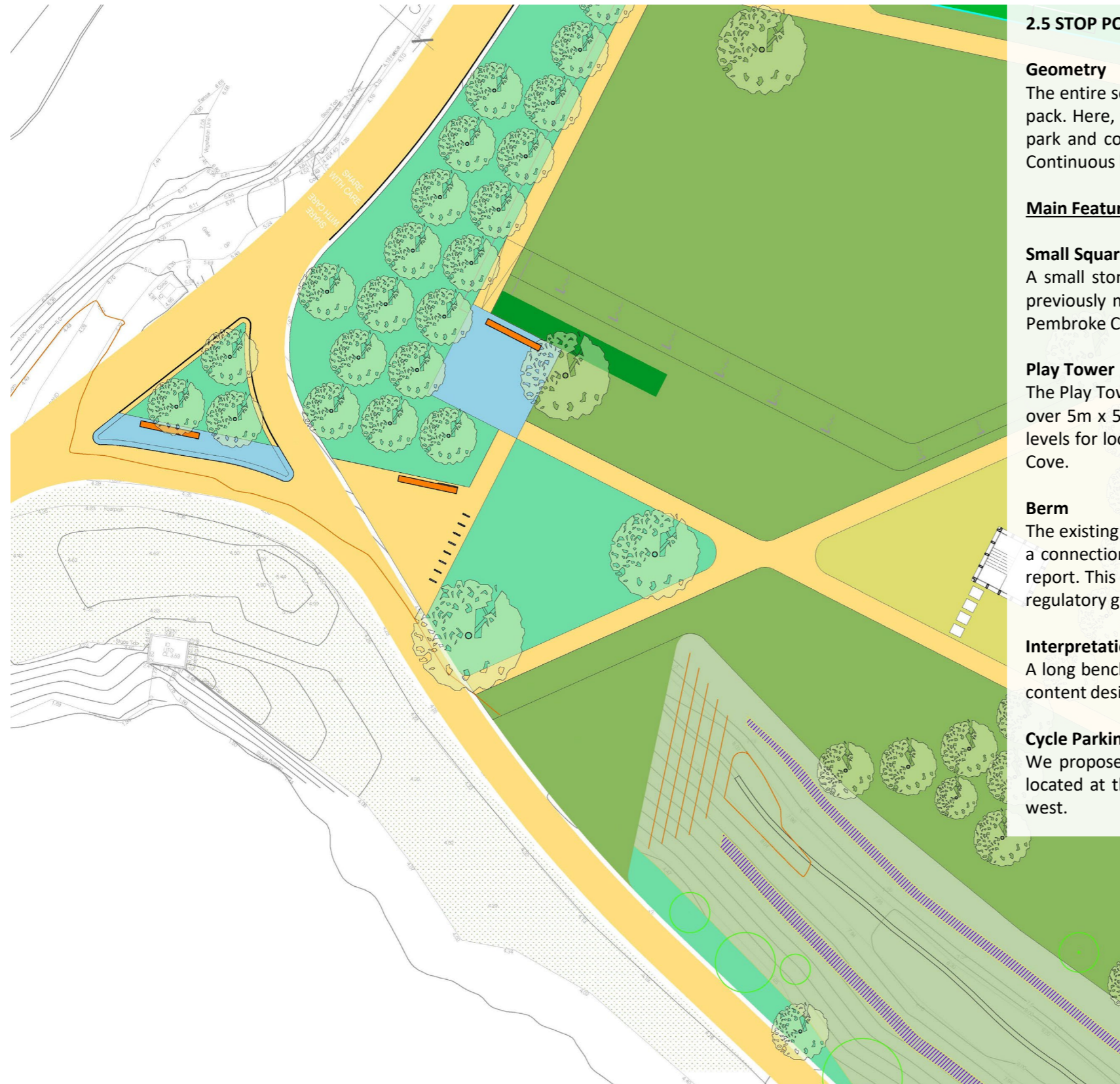
We considered it to be of critical importance to establish a degree of separation from the proposed SPAR by allowing the route to rise up at the west of the site to meet the proposed finish ground level of the podium created for the Maritime Village Public Events Space. The route slopes back down to level of SPAR at the pedestrian crossing point and progresses across the SPAR and due east parallel to a proposed new green space featuring a landscape characterisation of the Great South Wall, with content by interpretation designers We Are Bright.

2.0 DESIGN STATEMENT: PROPOSALS

2.4 STOP POINT B, 3D VIEW Due East towards Maritime Village



2.0 DESIGN STATEMENT: PROPOSALS



2.5 STOP POINT C, DESIGN RATIONALE PEMBROKE COVE/ PORT PARK

Geometry

The entire southwest corner of Port Park is known as Stop Point C within the Active Travel Route pack. Here, the Active Travel Route bisects a grove of birch trees at the corner of the proposed park and continues east while it folds towards the park to form the southern main entrance. Continuous lines connect the areas, planted triangle to southern entrance to park

Main Features South end of Port Park

Small Square

A small stone paved square with a feature bench and specimen tree, nestles adjacent to the previously mentioned grove of Birch trees. Positioned as a good rest area with views out over Pembroke Cove.

Play Tower

The Play Tower is a laminated timber feature for children and adults alike, with a footprint of just over 5m x 5m, and rises approx. three storeys in height over 6 half landings, to form two main levels for looking out over the adjacent treetops towards Dublin Bay, Dublin Port and Pembroke Cove.

Berm

The existing (3.9m high), Berm is proposed to be cut back on the west side of the site to establish a connection the Pembroke Cove and the water of Dublin Bay, as previously mentioned in this report. This fill material, noted to be contaminated, will be disposed of offsite under appropriate regulatory guidelines and restrictions.

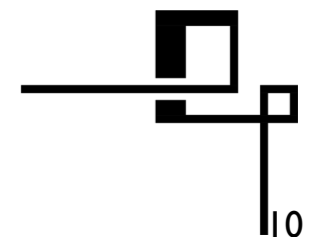
Interpretation

A long bench with a feature back rest will be installed at the Main Entrance, with interpretation content designed by designers, We Are Bright.

Cycle Parking

We propose to provide a minimum of 26No. Cycle parking spaces for the park. 14No. Will be located at the Main Entrance to the south with 12No. located at the Sports Entrance to the west.

Plan, Pembroke Cove, AKA Stop Point C. (see Drawing 33-P-300 for details)

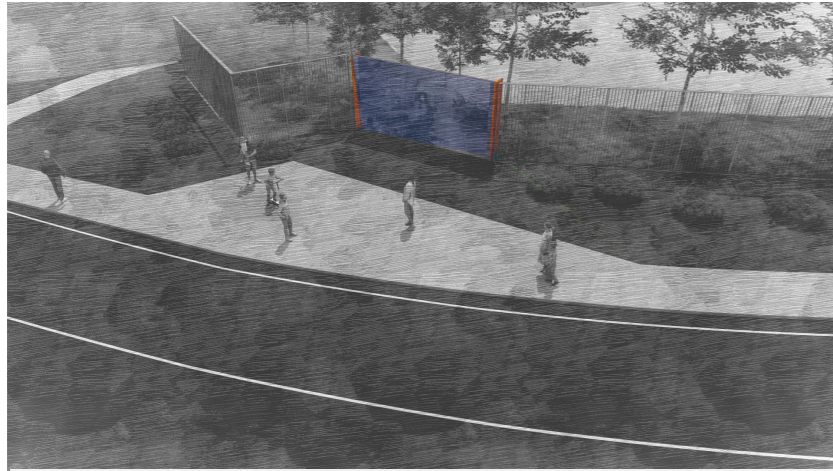


2.0 DESIGN STATEMENT: PROPOSALS

2.6 STOP POINT C, 3D VIEW Due North At Pembroke Cove towards Main Entrance to Port Park



2.0 DESIGN STATEMENT: PROPOSALS



GREAT SOUTH WALL

Steel screen, height to match fencing, with graphic illustration applied to surface. See **great south wall** pack by Darmody Architecture for details

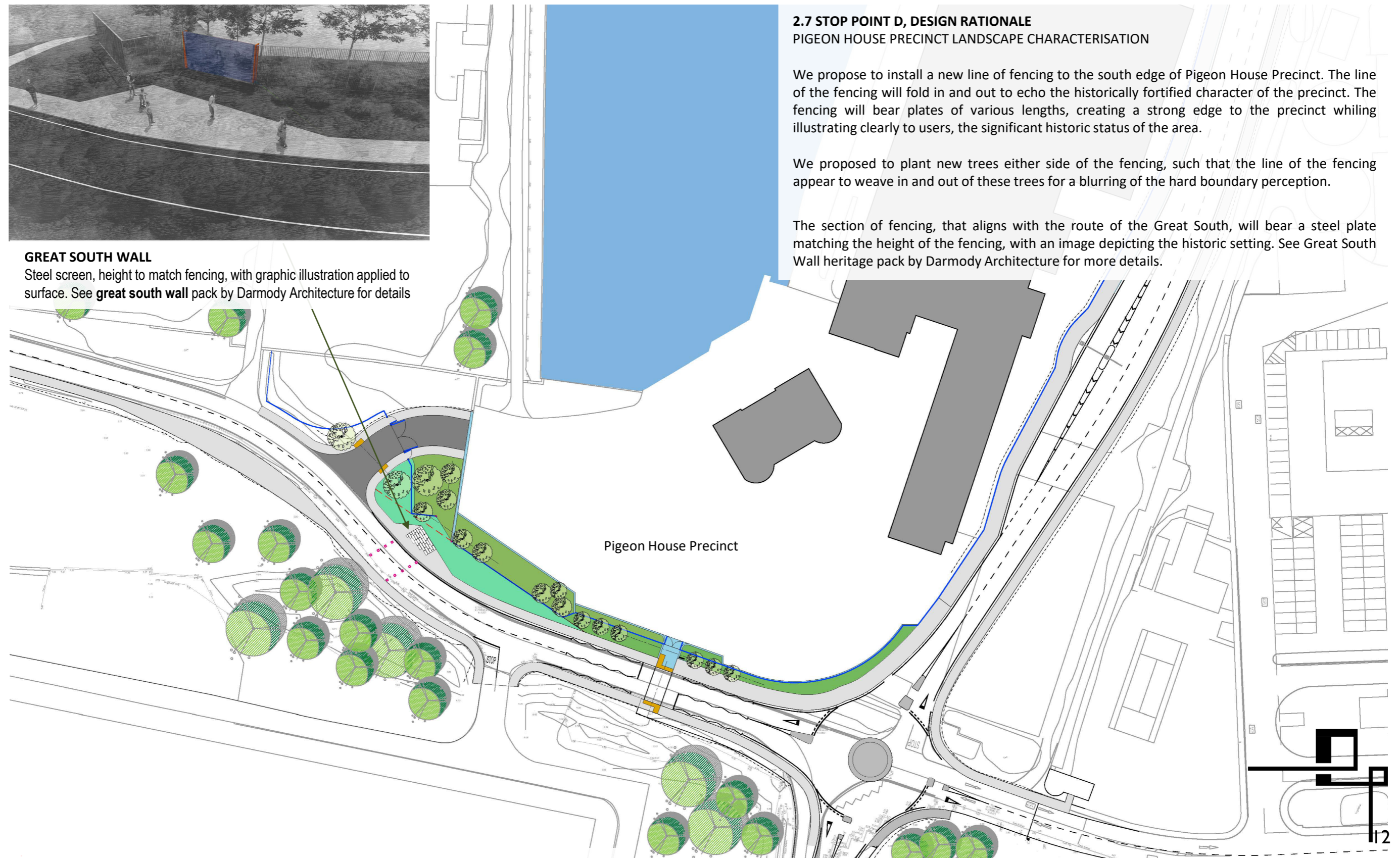
2.7 STOP POINT D, DESIGN RATIONALE

PIGEON HOUSE PRECINCT LANDSCAPE CHARACTERISATION

We propose to install a new line of fencing to the south edge of Pigeon House Precinct. The line of the fencing will fold in and out to echo the historically fortified character of the precinct. The fencing will bear plates of various lengths, creating a strong edge to the precinct while illustrating clearly to users, the significant historic status of the area.

We proposed to plant new trees either side of the fencing, such that the line of the fencing appear to weave in and out of these trees for a blurring of the hard boundary perception.

The section of fencing, that aligns with the route of the Great South, will bear a steel plate matching the height of the fencing, with an image depicting the historic setting. See Great South Wall heritage pack by Darmody Architecture for more details.



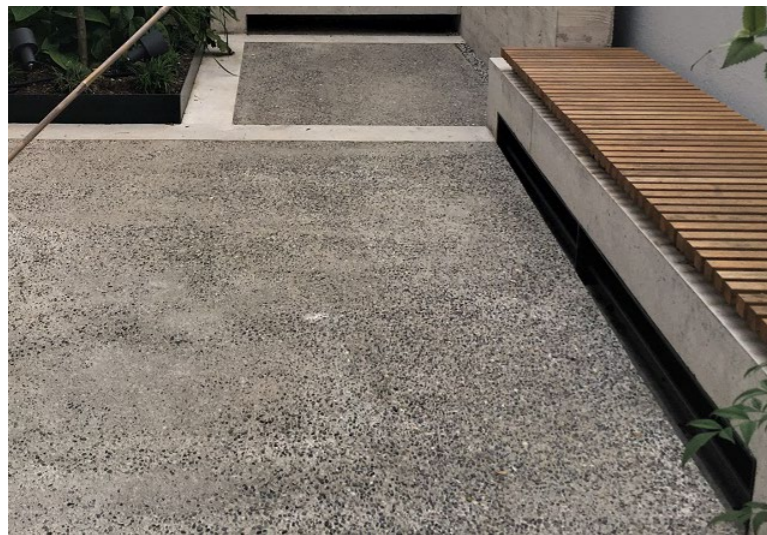
Plan, Pigeon House Precinct, AKA Stop Point D. (see Drawing 33-P-401 for details)

2.0 DESIGN STATEMENT: PROPOSALS

2.8 STOP POINT D, 3D VIEW at Pigeon House Precinct



3.0 REFERENCE / MATERIALITY



3.1 Reference / Materiality

As a practice TTT take great care to apply reference material that is implicitly understood by the practice. As such these references are typically only places, we have visited in person or are works the practice have previously built.

The careful use of materials and texture, even in a single plane can spatially define transitions within a landscape from one space to the next, enriching the experience of passing through that landscape. Landscape and bodily movement become harmonised.



Addastone Plus: Corn Flint



4.0 PLANTING



Aesculus hippocastanum 'Baumanii'



Pinus nigra var. *nigra*

4.1 Trees, Proposed

All trees proposed will be native. See TTT drawings 33-P-200, 302, 401, 500 and 501 for species, quantities, spacings and size.

All proposed planting of trees is to be best quality semi-mature evergreen specimens of native *Pinus sylvestris*, *Pinus nigra* and *Ilex aquifolium*. These trees will be installed at a significant size as our client and SAMRA (Sandymount and Merrion Residents Association) both wish to achieve an immediate impact regarding screening to Plot O.

New ornamental planting to be comprised of predominately native trees, native hedgerow and native grasses and wildflower with bulbs for added seasonal colour. All ornamental planting has been specified to encourage biodiversity.



Betula pendula



Crataegus monogyna 'Stricta'



Ilex aquifolium



Pinus sylvestris



4.0 PLANTING



Grass and Wildflowers with added bulbs for groundcover throughout verges



Native mixed hedgerow of *Sambucus nigra*, *Viburnum opulus*, *Prunus spinosa*



4.2 Native Hedgerow and Groundcover

New ornamental planting to be comprised of predominately native trees, native hedgerow and native grasses and wildflower with bulbs for added seasonal colour. All Hedgerow and Groundcover planting ornamental planting has been specified to encourage biodiversity.



Bulbs in grass & wildflower mix: *Leucojum aestivum*, *Crocus tomassianum*



Hyacinthoides non-scriptus



Narcissus poeticus



Allium hollandicum

