3FMProject

Bringing
Dublin Port
To 2040

Active Travel: Architectural Design Report

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DUBLIN PORT COMPANY

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Third & Final
Masterplan
Project

Architectural Design Statement for the 3FM Active Travel to be read as part of the full 3FM suite of planning documentation but in particular to be read in conjunction with the following documentation specific to Active Travel :

- Active Travel: Architectural Drawing Pack, prepared by Darmody Architecture
- Active Travel: Drawing Pack & Landscpae Design Report, prepared by TTT Landscape Architecture
- Active Travel: Roads & traffic alignment and design , prepared by RPS Engineering

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3FM Project: Active Travel Route for Dublin Port Company

Introduction
Foreword

This Design Statement 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.

Active Travel Route Design Team

Client	Dublin Port Company
Architecture	Darmody Architecture
Landscape Architecture	TTT(thirtythreetrees)
Engineers	RPS Consulting Engineers
Interpretation	WE ARE BRIGHT
Lighting	Cundall Lighting Design

Proposed CGI view along South Bank Road illustrating the Active Travel Route, which delivers an improved public realm with segregated pedestrian and cyclist corridors, along landscaped buffers and edge treatment

Introduction to 3FM Project

The 3FM Project is the third and final Masterplan project needed to bring Dublin Port to its ultimate capacity by 2040. The 3FM Project is a key part of Dublin Port Company's commitment under Masterplan 2040 to provide additional capacity for future growth by maximising the use of existing port lands. The proposed development focuses on Dublin Port Company-owned lands on the Poolbeg Peninsula, where one-fifth of the Dublin Port estate is located. This is also known as the south port area.

Rationale for the 3FM Project:

1. Ultimate Port Capacity

- The Dublin Port Masterplan 2040, reviewed 2018, determined that the port's ultimate capacity was 77.2m tonnes of cargo throughput per annum by 2040 based on the brownfield land available to the port. Since then, however, there has been a permanent loss of 7ha of port land to State Services in the North Port, primarily for the Office of the Revenue Commissioners, Customs Division as a result of Brexit. The consequence of this loss of land has been to reduce the port's ultimate capacity to 73.8m tonnes of cargo throughput per annum by 2040.

2. Terminal Capacities

- A new Lift-on Lift-off (Lo-Lo) container terminal with an annual throughput capacity of 550,000 Twenty-foot Equivalent Units (TEU) or 5.34m tonnes.

The Lo-Lo container terminal will consist of two main components:

- Terminal located north of the ESB's Generating Station on the eastern end of Poolbeg Peninsula with 650m of deep water berthage dredged to a depth of -13.0m CD (Chart Datum), plus associated cargo handling areas (Dublin Port Masterplan Area N). This terminal will accommodate larger Lo-Lo vessels of up to 240m length, primarily from Continental Europe.
- Transit container storage yard located on waterside land currently used for bulk cargo handling (Dublin Port Masterplan Area L).

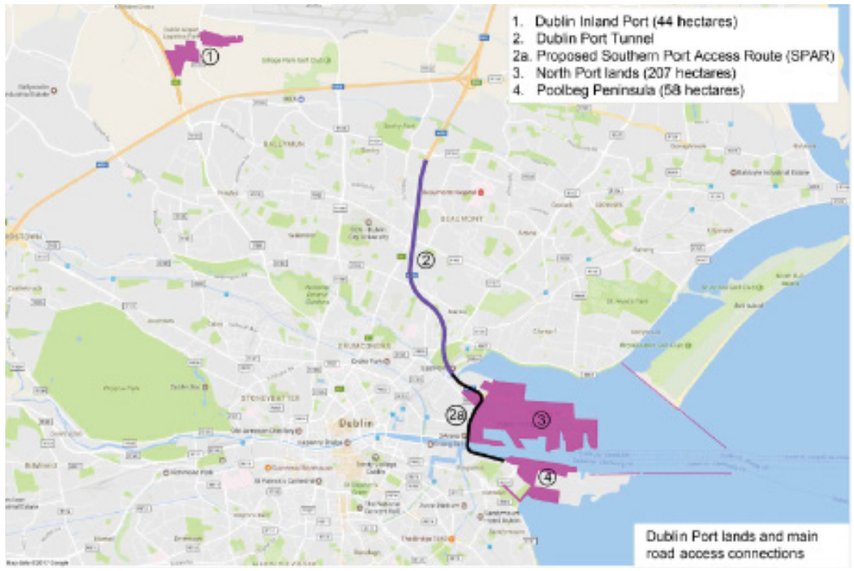
- Replacement of the existing Lo-Lo container terminal, currently operated by Marine Terminals Limited (MTL), with a new Roll-On Roll-Off (Ro-Ro) freight terminal with an annual throughput capacity of 360,000 Ro-Ro units or 8.69m tonnes.

The Ro-Ro freight terminal will consist of two main components:

- Terminal located at existing Berths 42 – 45 including provision of two berths, each with a single tier Ro-Ro ramp, plus associated cargo handling facilities (Dublin Port Masterplan Area K).
- Terminal located on Port owned land on the southern side of the Poolbeg Peninsula (Dublin Port Masterplan Area O).

This combined terminal will accommodate larger Ro-Ro vessels of up to 240m length, primarily from Continental Europe.

▲ 3FM 'Community Gain' proposals within 3FM Project inlcudes the subject Port Park, Active Travel Route, & Maritime Village



▲ Extract from DPC Masterplan 2040 - indicaiton of inland and Portside lands covered in the Dublin Port Estate, used for shipping, cargo handling and storage, ferry and cruise ship activities, and lesiure boating areas

◀ Aerial view of Dublin Port north & south lands subject to Third and Final Masterplan Project

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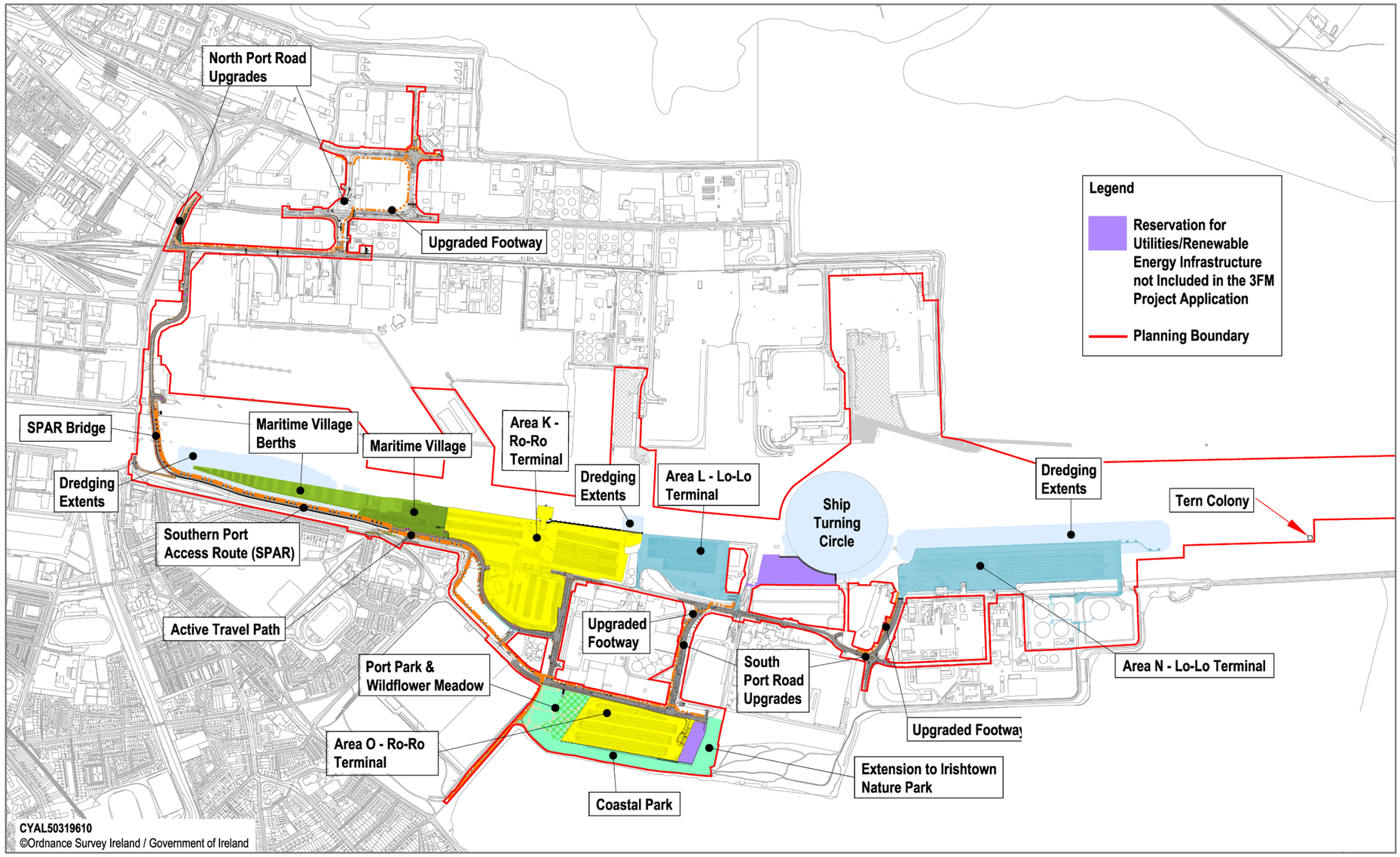
3FM Project - General Arrangement Overview



The 3FM Project, while chiefly aimed at providing additional capacity for future growth by maximising the use of existing port lands to the Poolbeg Peninsula, seeks also to continue the mission of opening up the Dublin Port to the city and the wider public.

As per the illustration map prepared by RPS Engineers, a number of Ro-Ro & Lo-Lo terminals forms the primary objective of the 3FM project to deliver the third and future masterplan to complete the development of Dublin Port and bring it to its ultimate capacity by 2040.

As part of these proposals, key to the "Opening up of Dublin Port" along the southern side of the Liffey, is the inclusion of a new Maritime Village and Marina at the entrance to the Port Lands along Pigeon House Road. This will constitute a significant community gain for local residents, as well as becoming a destination and visitor attraction for the wider public.

This new dedicated facility will be situated along a new Active Travel Route for cyclists and pedestrians, which will further help to reinforce the Ports objective of providing safe and connected travel routes within Port lands. Proposed stop points and connections to adjoining travel corridors and visitor attractions illustrate the commitment to ensure further Port & City integration with a conection into exisitng pathways north of Pembroke Cove for the proposed public 'Port Park' proposals as outlined in this document.

◀ 3FM Masterplan Overview, NTS courtesy of RPS Engineers

Section 01 - Existing Site & Constraints

Active Travel Route Location

Aerial view of Dublin Port lands and identification of proposed Active Travel Route and Stop Points and proposed character areas

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 & 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, a division of the route will connect future users on a shared surface eastwards to the existing pathway towards the Irishtown Nature Reserve. 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 buit do not form part of the subject proposals.

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

- Proposed Commuter Route (5m width)
- Connections to Active Travel route
- 3no. Character Area Points along subject Active Travel Route
- Poolbeg Lighthouse along subject Active Travel Route
- Poolbeg Lighthouse (visitor attraction)

Future Liffey to Tolka travel route will provide Dublin city environs with connection to 3FM active travel at North Wall square

Tolka Estuary Greenway (under construction); a 3.5km leisure travel route on the northern Port boundary to Tolka Estuary

N W E S

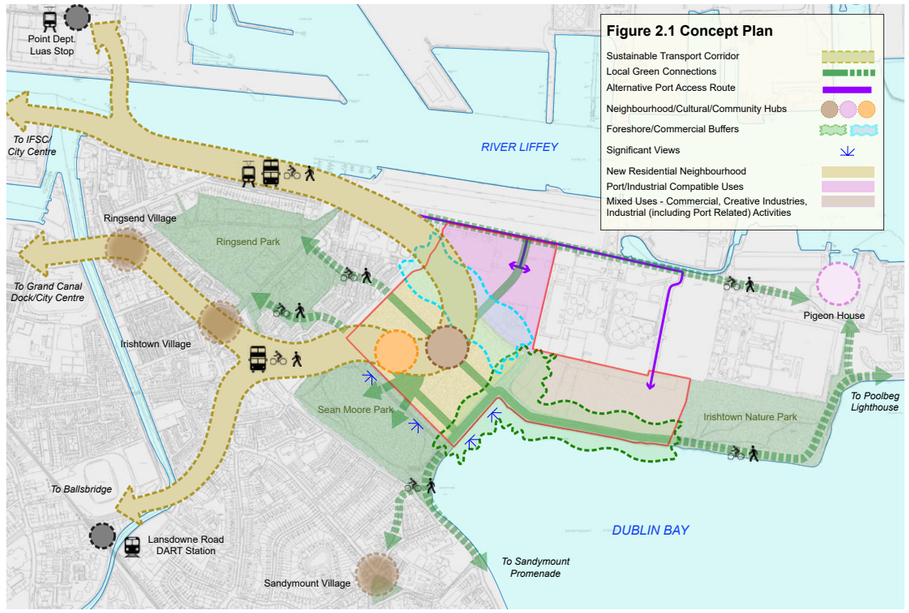
Poolbeg SDZ - Planning Criteria & Movement Policy

Poolbeg West SDZ consists of an area between Pigeon House Road, Sean Moore Road & Sean Moore Park, and extends in an easterly direction along Sandymount Strand as far as Irishtown Nature Park.

The road network within the SDZ currently has no cycling infrastructure. At present, northbound cyclists can connect through existing paths to Sean Moore Park. The Dublin City Development Plan 2016–2022 proposes an upgrade to the coastal route through the SDZ lands to include a coastal walkway/promenade, connecting to Beach Road.

The NTA's Cycle Network Plan makes provision for an 'East Coast Trail' which will run close to the SDZ, and this will provide a substantially offcarriageway route from Ringsend south to Dun Laoghaire, hence upgrading the existing route. The indicative new route passes along Beach Road, through Sean Moore Park and Ringsend Park. The network plan also proposes a minor greenway along the south side of the peninsula to the end of the Poolbeg peninsula.

The promotion of active modes is a core element of transportation policy. These modes can be promoted by providing new routes and connections, by increasing prioritisation at junctions and also by integrating with the wider transportation network (existing and proposed). Within the SDZ, the urban structure will support active modes through the creation of a low-speed self-regulating street network and by ensuring streets are active and overlooked.



The SDZ planning scheme provides an opportunity to create a quality urban living environment with its own character and identity, centred around an urban village core and strengthened by supporting community facilities and modern services and local employment opportunities. The ambition is for this area to develop as a balanced community, well integrated with the established community and the existing neighbourhoods.

SDZ Boundary

East Coast Trail (Greenway)

Proposed Dodder Bridge

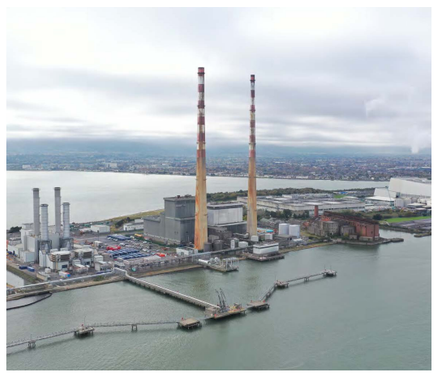
Greenway

Secondary Route

Primary Route

Feeder Route

Lands subject to SDZ Poolbeg - Individual sites when combined have an area of 32.9 ha, with the overall SDZ including roads etc having an area of approximately 34 ha



Strategic SDZ Cycle Network - The promotion of active modes is a core element of transportation policy. New routes and connections will be delivered by increasing prioritisation at junctions and by integrating with the wider transportation network (existing and proposed).

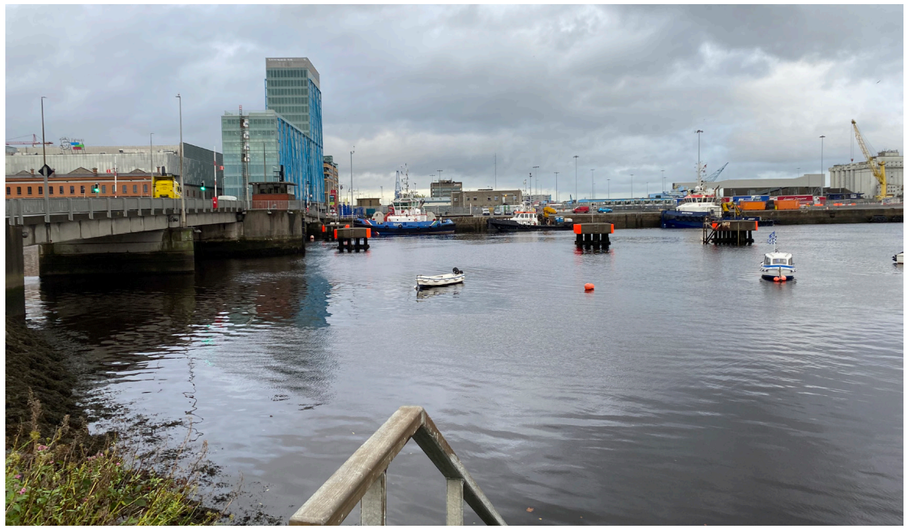
N W E S

3FM Project: Active Travel Route Section 01

Section 02 - Active Travel Route & Stop Points

Stop Point A at North Wall Quay Existing Site Photos

Existing quay wall of Berth 18 in use for tug boats and cruise liners docking



View due north from southern revetment where new SPAR Bridge will form a landing zone to the south quays

View towards subject stop points, with unsafe crossing past gated lands of Dublin Port, and evident lack of segregated and safe cycle lanes

View east along north quays towards existing heritage gate and steel light column piers, with port activity in zone behind

View south of existing connection of Tom Clarke bridge to DPC lands, and heritage structure below

Proposed Stop Point A
Connection to North Wall Sqaure & Liffey Tolka travel route

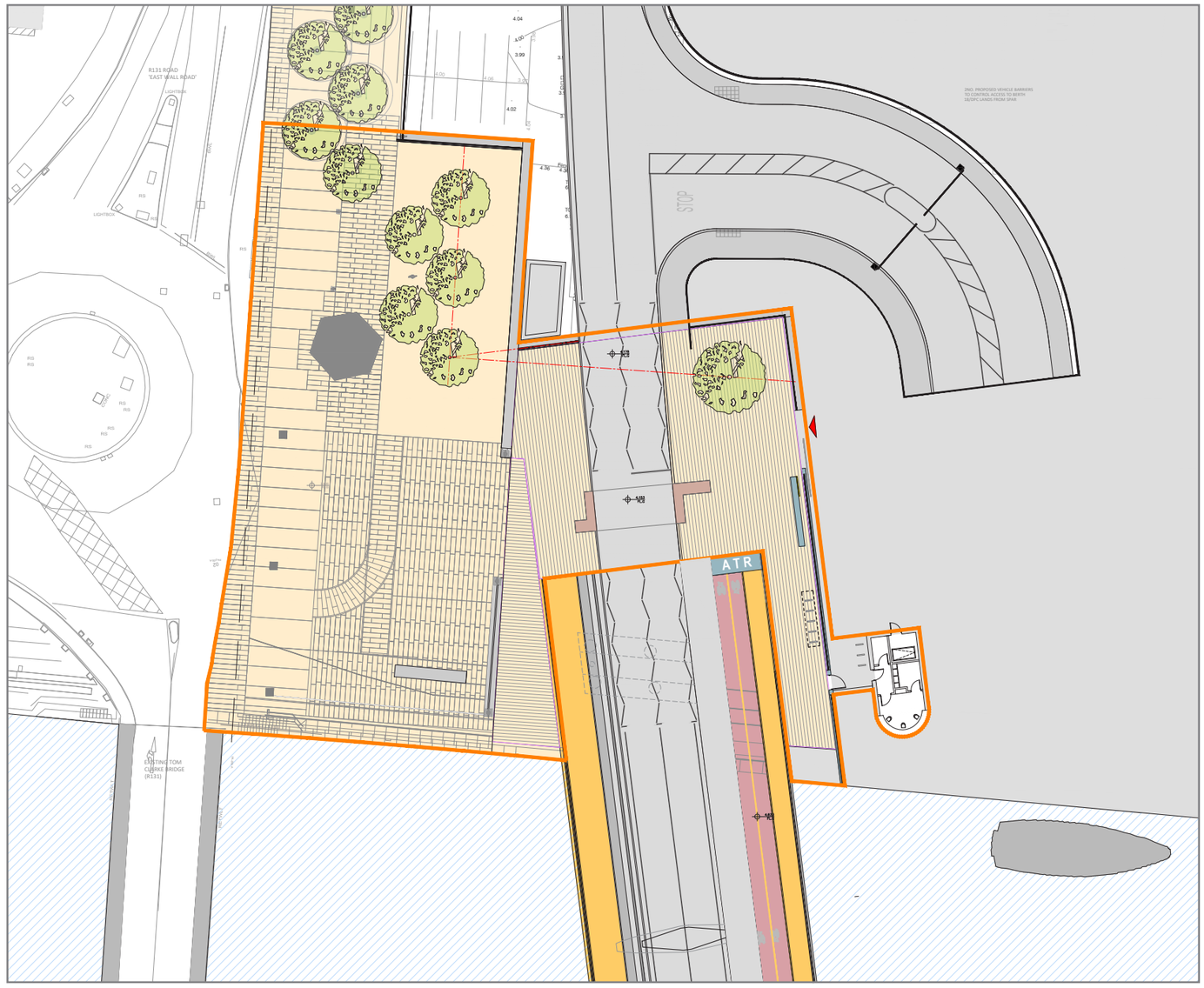
Proposed Stop Point A provides a connection and knitting together of the permitted Liffey to Tolka travel project, and 3FM Active Travel.

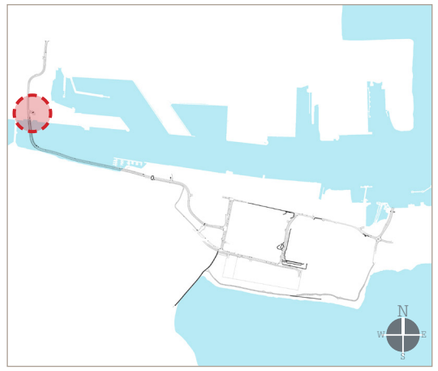
Point A signalises the beginning of the Active Travel Route, and is the most northern point of the cyclist and pedestrian route.

In the current alignment of 3FM SPAR bridge design, a hard landscape zone is proposed to ensure a cohesive merging of all travel routes. This affords an opportunity to seamlessly provide a heavily used future route for Dublin Port operations alongside a new public travel corridor.

A secure crossing of the SPAR route will allow pedestrians and cyclists connect to the Active Travel Route to the eastern side of the bridge from which point, future users can join the pedestrian and cycle network to the south.

Concept Plan for proposed development of Stop Point A illustrating a combined approach of delivering 3FM Active Travel & SPAR, and pending North Wall Square of Liffey Tolka project





Key Plan for subject Stop Point in context

Existing condition of North Dock in current use for Berth 18 Arrivals and Port Tug boats

Proposed Plan of Stop Point A and intersection of SPAR bridge and Active Travel connection. Proposals include the continuation of surface treatment to ensure continuity between proposals, and extension of Liffey Tolka project

St Patricks Rowing Club
Connections to SPAR & Active Travel

St.Patricks Rowing Club is a traditional rowing club based in the heart of the Dublin Docklands in the parish of Ringsend. Founded in 1936 and rich in local history and tradition it has developed and grown into the successful club which exists today.

St. Patrick's Rowing Club has over 100 members made up of local Ringsend people and from all over Ireland, and the club forms a key part in the local community for activity and engagement.

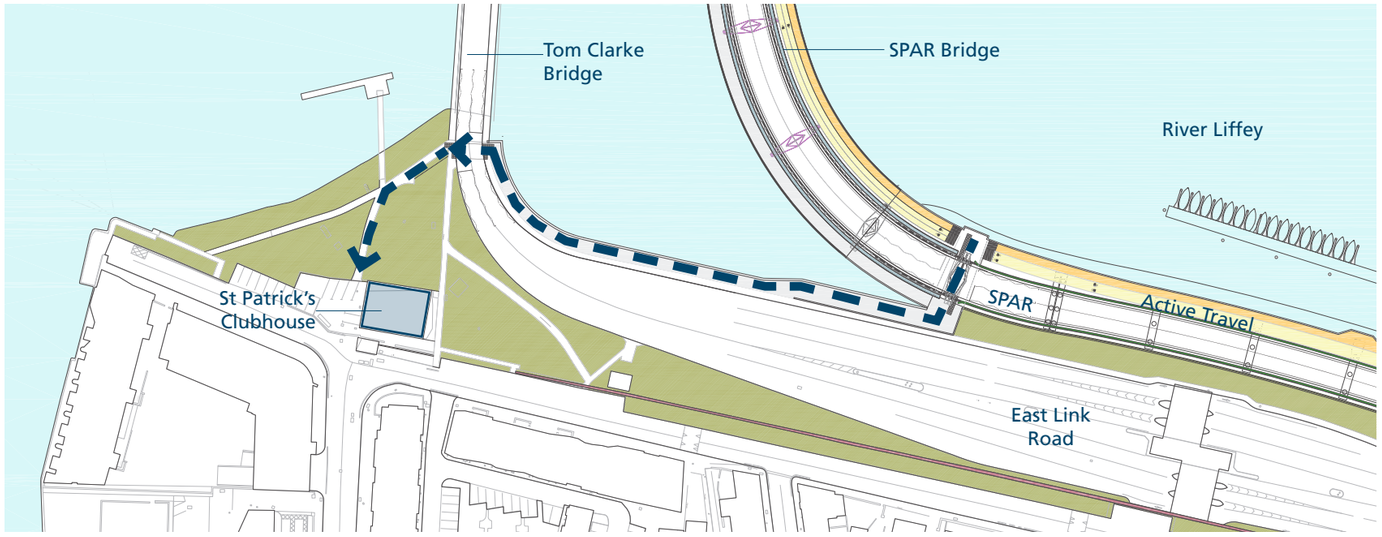
St Patrick's Rowing Club logo, formed in 1936

St Patrick's rowing club boathouse is located south west of Tom Clarke bridge, with vehicular access from York Road. Pedestrians and visitors on foot can access the club via connecting pathways to the north and east.

With the introduction of the SPAR and Active Travel routes, permeability to the north and east could become challenging in the future. To combat this, the design affords a clear route for pedestrians to cross the proposed SPAR and East Link road. This approach will improve the current hostile and unsafe conditions once implemented and ensures a direct connection for St Patrick's to access the future planned Maritime Village to the east. In aiding the physical integration of the boating and sports clubs, a continued connection for all clubs will assist in the engagement for sporting and social activities into the future.

View east along East Link Road towards St Patricks Clubhouse illustrating the current pedestrian connection in close proximity to a heavily trafficked carriageway

St Patricks club slipway to River Liffey for use of all boat launchs and access to water



Proposed Plan of connection across SPAR travel route to St Patricks club. The design of the road at this location has taken a conscious effort to ensure areas to the west are not segregated, and permeability and connections are encouraged and accounted for.

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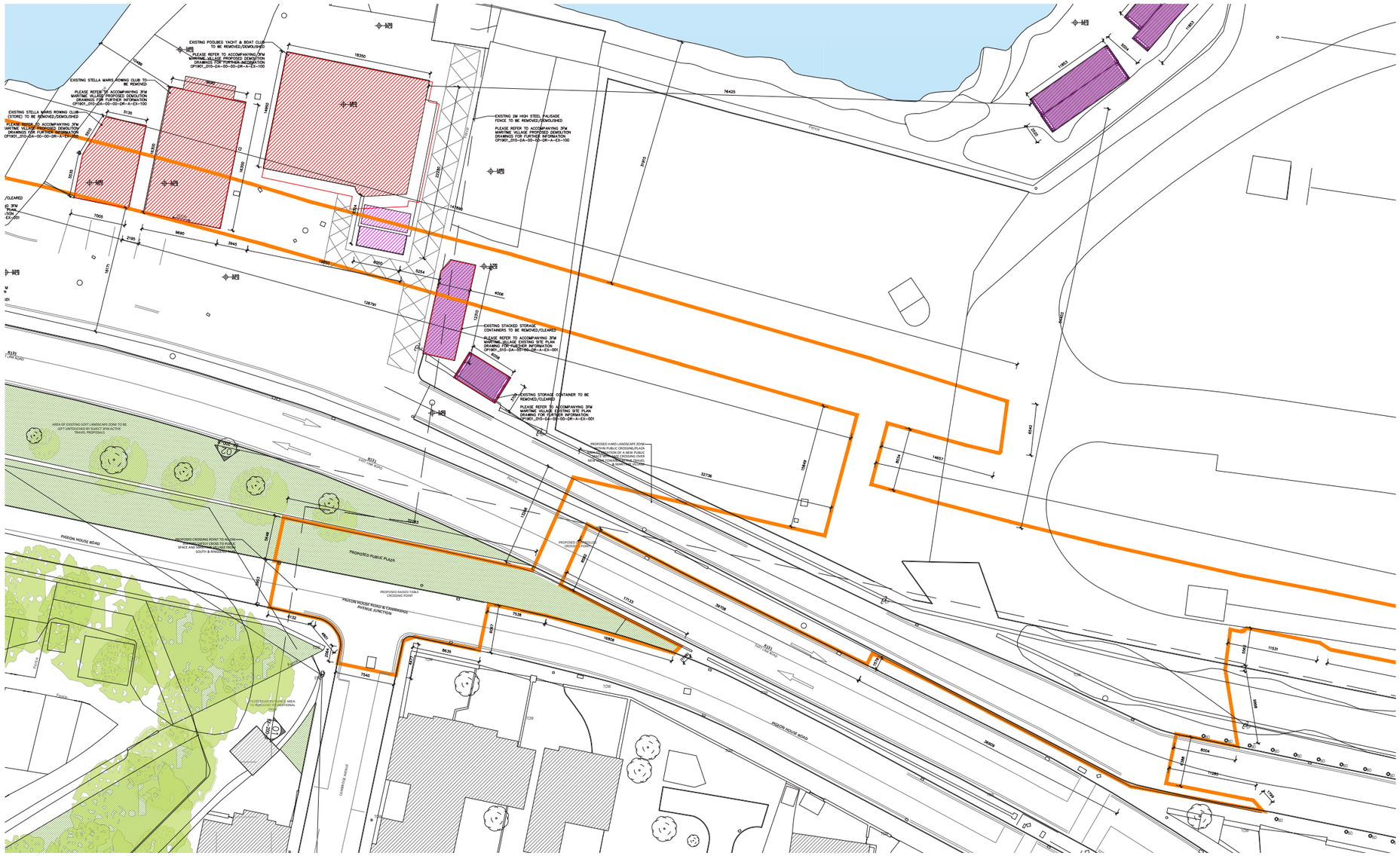
Stop Point B at 3FM Maritime Village & Pigeon House Road
Existing Site Plan



Section of old south wall showing area where pedestrians currently scale the wall to cross over to the site

The existing site area for Stop Point B is comprised of a poorly configured entrance to the existing boat and sailing clubs for the Maritime Village site, closely flanked to the East Link road.

On the southern edge, existing soft landscape verges to the Great South Wall afford space for a new pedestrian crossing points and infrastructure improvements. Further eastwards, a clean up of the existing network will allow for an intermediary landscape zone to ensure safe crossing north and south.

Existing Site plan for ATR Stop Point B, also illustrating site constraints of 3FM Maritime Village and existing site conditions

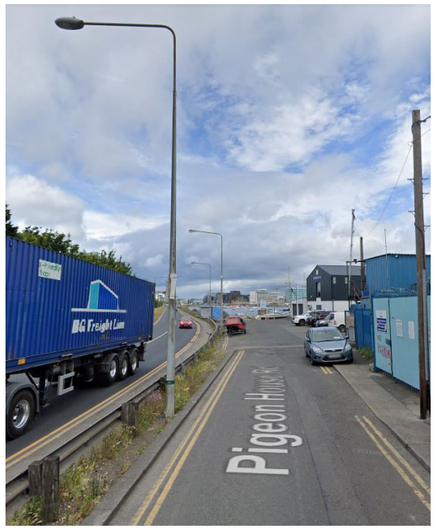
Delinates extent for 3FM Active Travel Route: Stop Point B

Delineates existing buildings to be removed. Please refer to accompanying package of existing drawings by Darmody Architecture for all detail

Delineates temporary structures to be removed. Please refer to accompanying package of existing drawings by Darmody Architecture for all detail

N W E S

Existing Site Photos
Landside Context & Approach



Existing west facing west of site entrance from Pigeon House Road Martime village access road

View of existing boat clubs from a landscaped zone along the East Link Road, north of existing Great South Wall

Current vehicular approach into site along Pigeon House Road with Sea Scouts premises on the left (unaffected by subject 3FM proposals)

Aerial view of site with GSW extents above ground clearly visable, and note of no current safe pedestrian crossing point

Existing site condition along proposed ATR & Stop Point B facing east along southern revetment

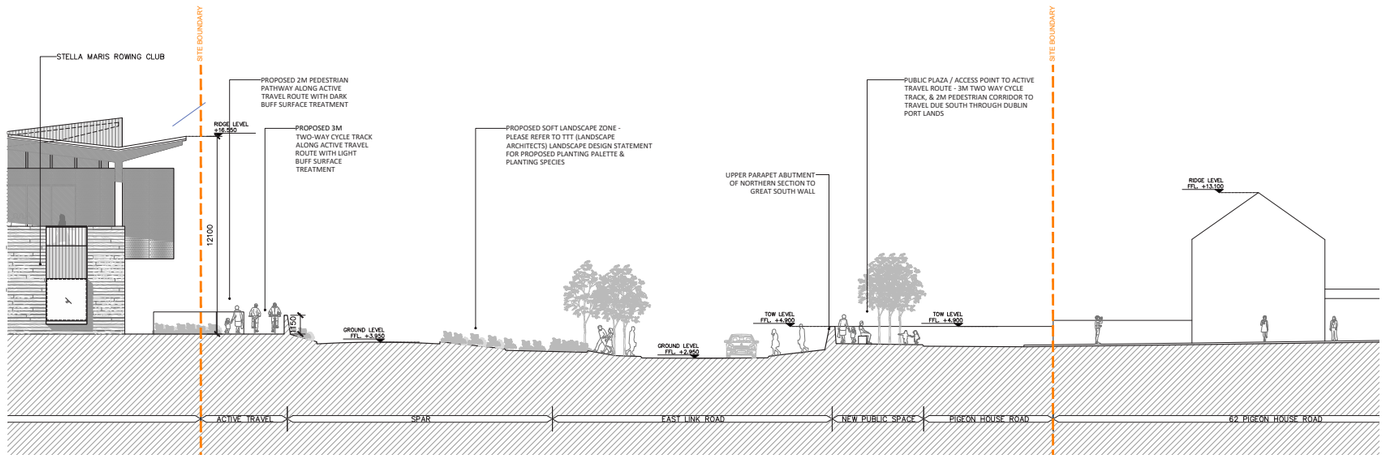
Existing site condition with view towards North Wall Quay from southern Maritime village site

Proposed Stop Point B
Safe Access to the Maritime Village

The primary design driver for Stop Point B was to create a seamless connection between the Active Travel Route and the Maritime Village, and ensuring a safe connection from the surrounding context. Careful consideration was given to ground levels in relation to the proposed SPAR and the design team felt it important to maintain a clear separation from the SPAR, so the ATR was elevated to align with the Maritime Village Public Events Space's level.

On the southern edge of the SPAR, levels gradually descend to a designated pedestrian crossing connection south and eastwards. A central green space allows for a transition zone between Pigeon House Road, and the new SPAR. Within this zone, landscape demarcation and interpretive totem elements created by We Are Bright are included to enhance the historical and cultural understanding of the area and the Great South Wall above and below ground. Please refer to accompanying report prepared by Darmody Architecture for further detail.

CGI view facing east along the south edge of 3FM Maritime Village on the Active travel Route. Within this zone, demarcation and material selection adhere to visual separation requirements for the route along this edge from a proposed public square of Maritime Village



Site Cross Section of proposed SPAR & ATR Stop Point B – with level change to ensure safe movement for pedestrians and cyclists

Section of old south wall showing area where pedestrians currently scale the wall to cross over to the site. The current situation clearly shows that a more direct route to the site is required that is easy to navigate for pedestrians

Proposed 3D visualization of ATR and crossign point south of Maritime Village which provides conenction ot the wider public cycle network

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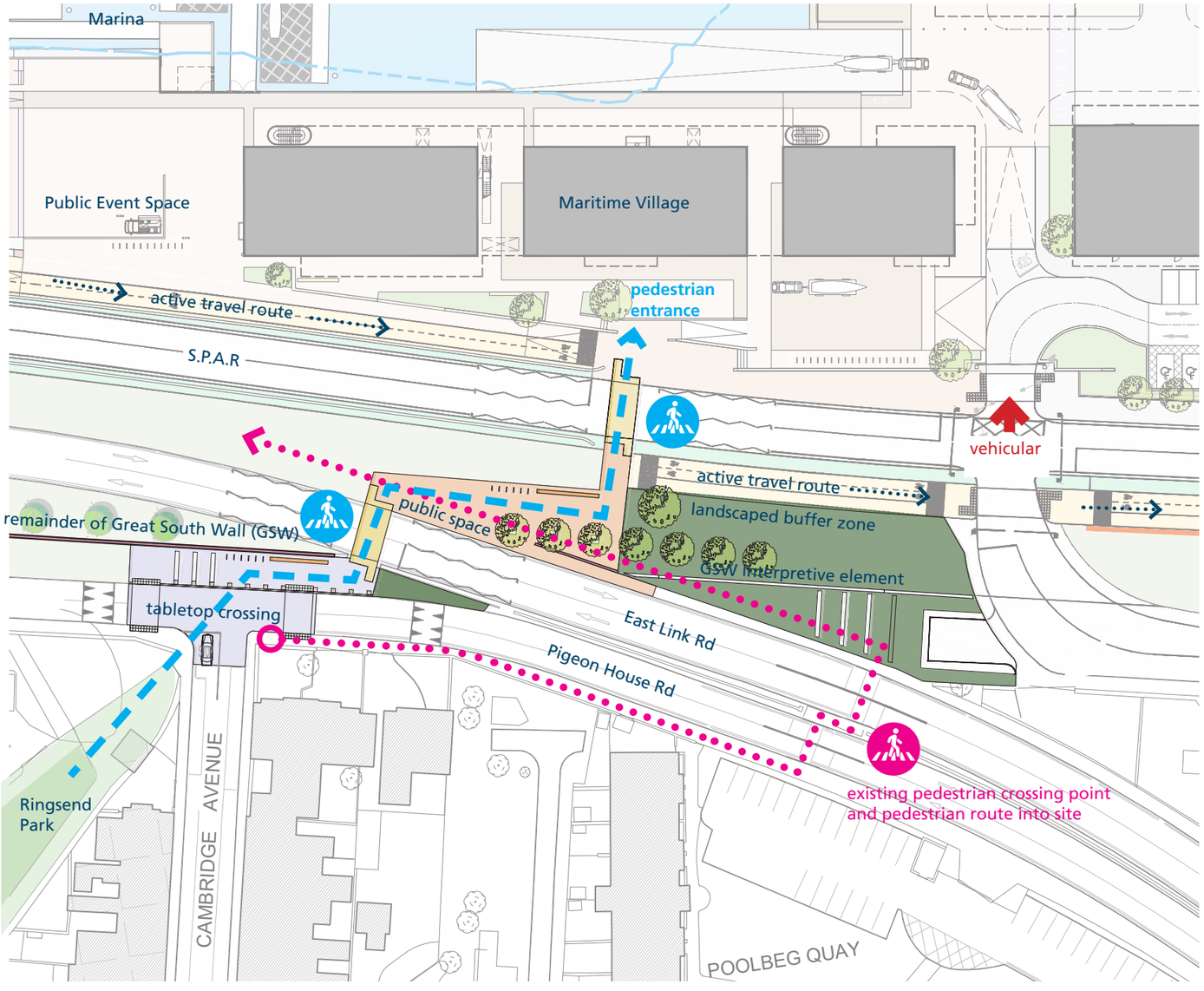
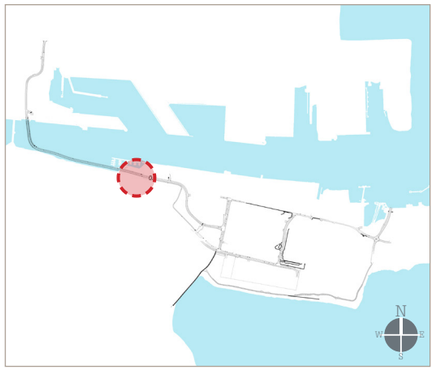
Proposed Stop Point B
Safe Access to the Maritime Village



▲ New Road Crossing Proposal reflects Stop Point B along Active Travel route and accounts for:
Safe access to the new maritime village for boat club members as well as for the general public and local community is a top priority and of the utmost importance in delivering a new enhanced public realm

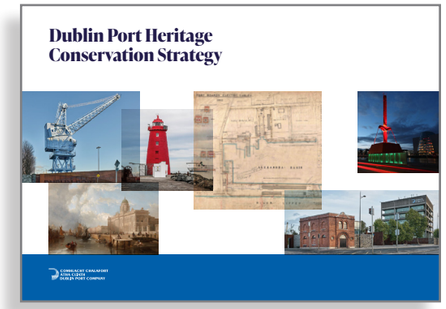
▲ Stop Point B will pick up on a desire line coming from Ringsend park and will continue the pedestrian route network from the park across to the new Maritime Village



▲ **Key Plan** for subject Stop Point in context

▼ CGI of Active Travel Stop Point B at Maritime Village public realm and material composition

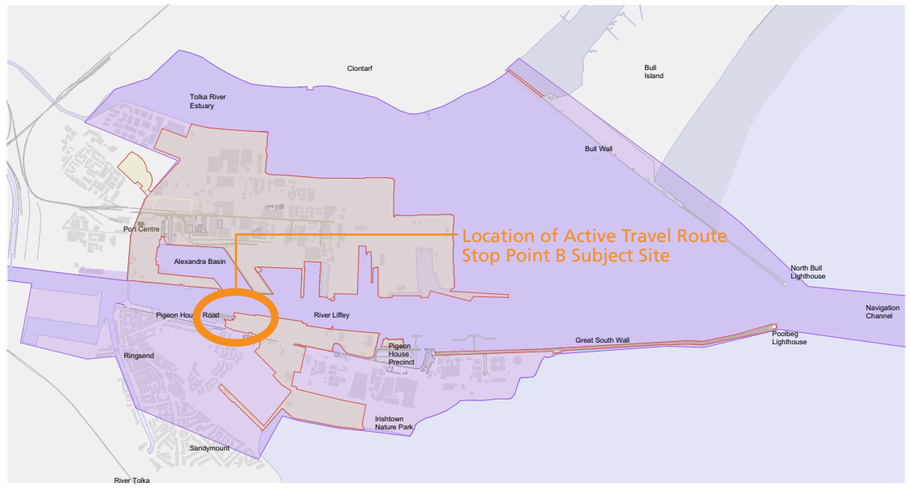
Proposed Stop Point B
Heritage Context & Great South Wall (GSW)



The Dublin Port Heritage Conservation Strategy has been developed by a dedicated team of heritage and conservation specialists and forms part of the 3FM suite of planning documentation.

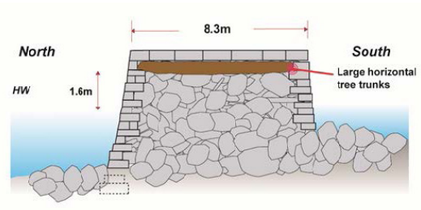
The strategy views the Port Estate as a unique collection of cultural heritage and archaeological assets, emphasizing its importance in understanding and preservation. It highlights the estate's representation of Dublin's maritime character, its role in preserving significant stories and memories, its international significance in innovation and engineering, and its historical connection to water, central to Dublin's identity and Irish national pride.

The area around Stop Point B of the Active Travel Route forms part of the Conservation Management Plan Study Area and in preparation of the design for this area we have familiarised ourself with this document and taken due cognisance of the relevant conservation objectives therein.



Dublin Port Company (current estate)

CMP Study Area



GSW Cross section Between Half-moon battery and Poolbeg lighthouse
Source: Southgate for DPC

GSW Cross section between Pigeon House precinct and Ringsend (Drawn at exposed section near disused sewerage outfall)
Source: Southgate for DPC

The South Port area is defined by the Poolbeg peninsula, a finger-like extension into Dublin Bay from Ringsend. The Great South Wall (GSW), a registered monument and protected site, runs along its entire length like the spine of a fish.

Constructed from 1759-1795, the GSW was followed by the development of the Pigeonhouse Precinct and the peninsula's use as a utilities hub, creating today's complex landscape.

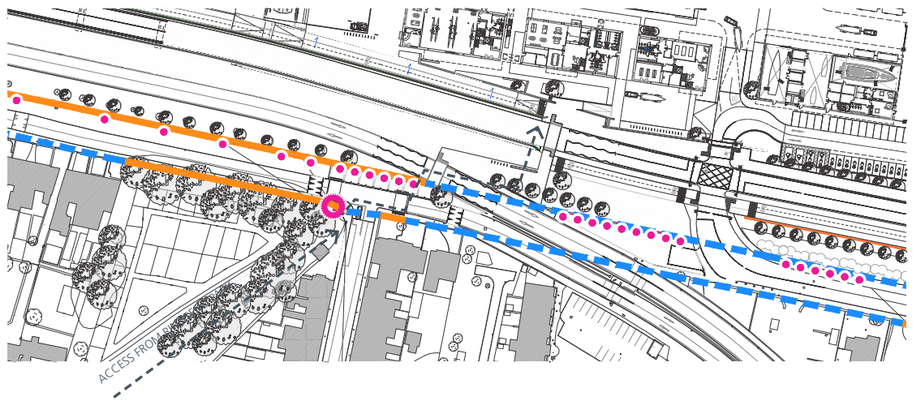
Significant portions of the original GSW are missing (presumed partially underground) due to the construction of the East Link Road and other infrastructure over the last half-century.

Given the location and existing parapets of the GSW within the subject site areas, its existing condition has influenced the design of roads, pedestrian crossings, and active travel routes nearby. Darmody Architecture has prepared a separate report titled **"Great South Wall Overview of Impacts, Mitigation & Interpretation"** detailing the GSW's context within the 3FM Project and proposing a mitigation and interpretation strategy across its length, which should be read in conjunction with this Report.

Plan Extract from Darmody Architecture Report: "Great South Wall Overview of Impacts, Mitigation & Interpretation" showing location of the GSW in the context of the Maritime Village and the Interpretive elements proposed in this location

Legend

- GSW - Original wall intact above ground and visible
- GSW - Existing above ground structure no longer present (assumed position below ground indicated)
- Proposed Interpretive Totems
- Proposed Interpretive Markers



Proposed Stop Point B
Great South Wall: Maritime Village & Environs

Pigeon House Rd., Ringsend Park & ATR Stop Point B Maritime Village

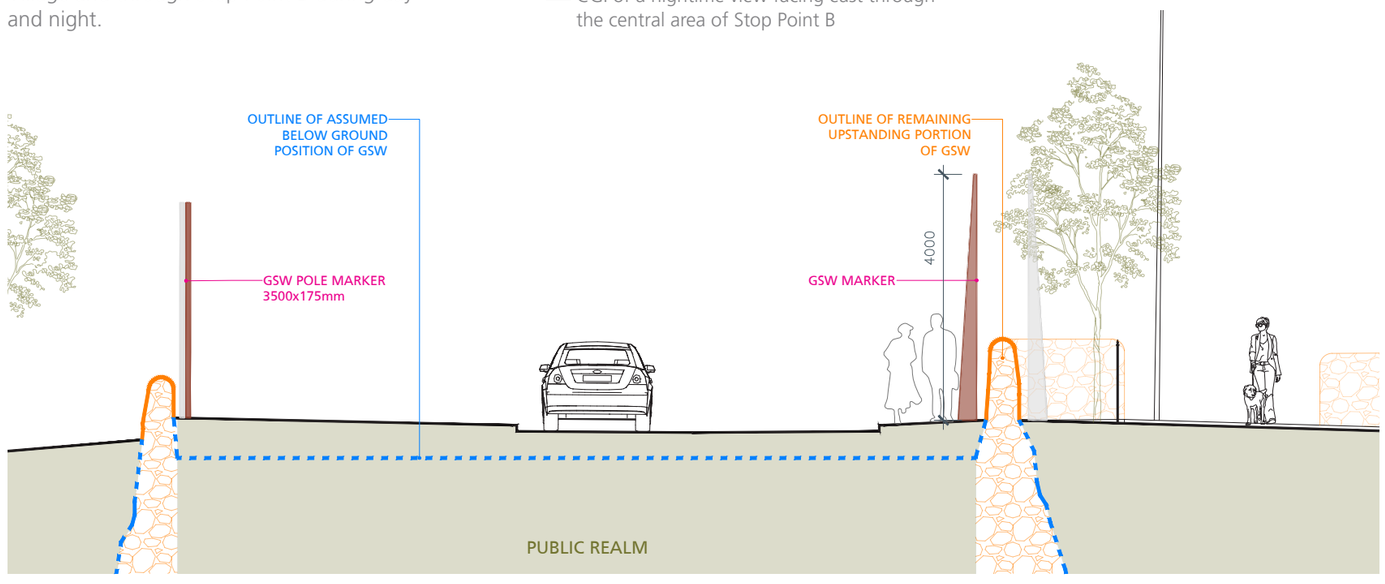
The GSW continues through this nodal point between the Pigeon House Rd., and Ringsend Park which is south of the new Maritime Village and located within teh Active Travel Route Stop Point B. Evident in the key maps, the GSW remains above ground and disappears as it meets the new Active Travel from the Maritime Village side.

Currently, the GSW wall opens up an access route through Ringsend Park, making it a strategic point for an informative, interpretative marker. On the other side, the poles are continued along Pigeon House Rd. in a much tighter cluster, shaping the public realm experience south of the Maritime Village and through Stop Point B during day and night.

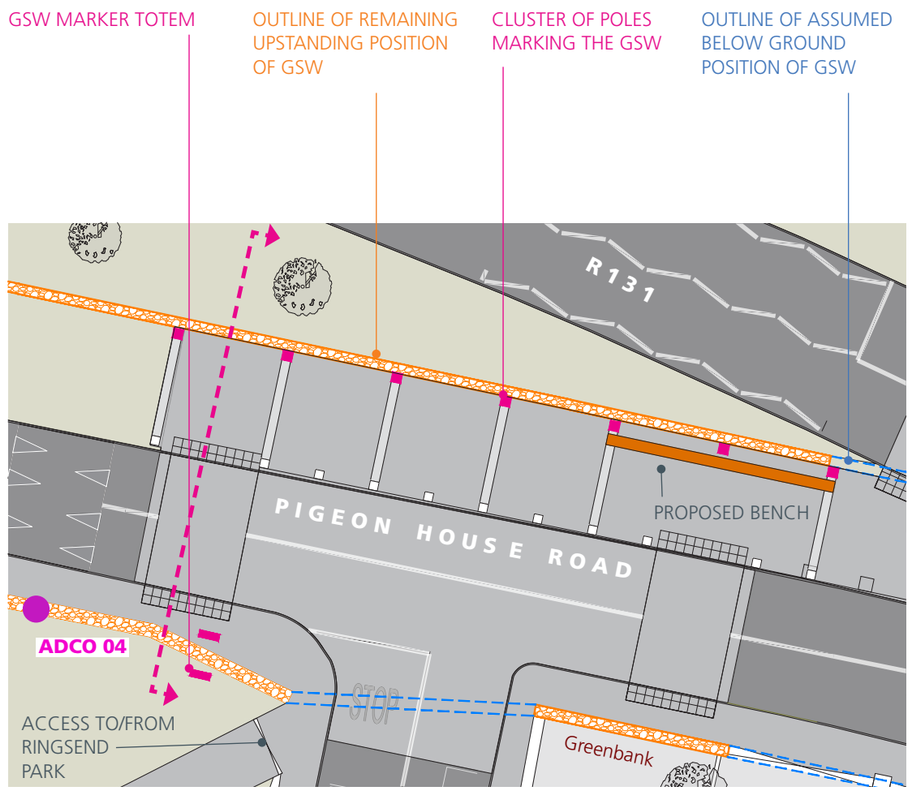
CGI of a nightime view facing east through the central area of Stop Point B

Key Plan of Active Travel Route Stop Point B

CGI view of proposed Interpretation and GSW markers along Stop Point B



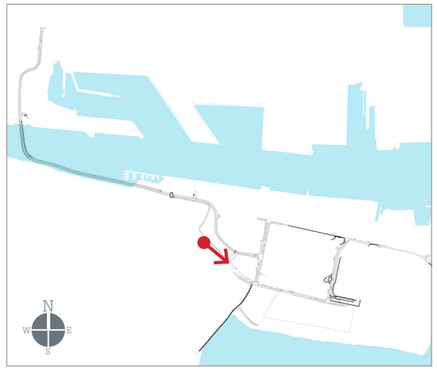
Proposed section through subject Stop Point 1:100



- GSW Visible Above Ground
- GSW Position Below Ground
- Section Line Through Site
- Proposed Removal of GSW
- GSW Totem / Pole Markings
- GSW Button Markings on the Ground
- Proposed Location of GSW Primary Totems
- Proposed Location of GSW Intermediate Markers

N W E S

Active Travel Route at South Bank Road



Key Plan indicating location of CGI

CGI of proposed Active Travel Route along northern edge of South Bank Road with green verge with hard & soft boundary treatments to all areas, and future development indicated to the south. A wide landscape zone (5-12m) ensures a protective edge for pedestrians which are on the southern edge of the ATR corridor.

Grass and Wildflowers with added bulbs for groundcover throughout verges. For soft landscape interventions to planting, please refer to TTT landscape Architects planting palette and schedule which forms part of the application.

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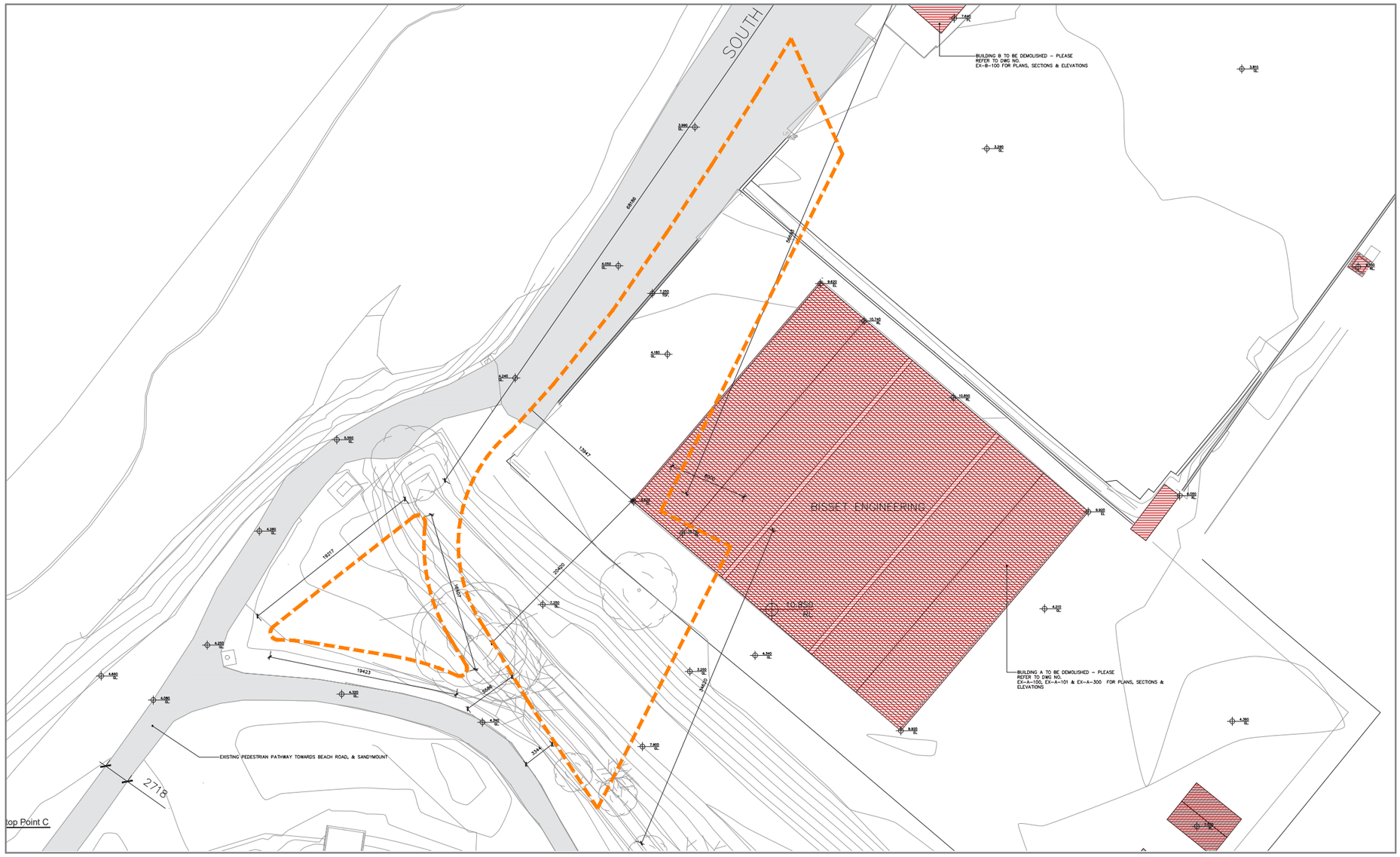
Stop Point C at 3FM Port Park & Pembroke Cove
Existing Site Plan



Existing Site plan for ATR Stop Point C, also illustrating site constraints to 3FM Port Park and existing building which need to be removed to facilitate this development

Delinates extent for 3FM Active Travel Route: Stop Point C

Delineates existing buildings to be removed. Please refer to accompanying package of existing drawings by Darmody Architecture for all detail

Aerial view of subject Stop Point C site for connecting corridor upgrades, and existing buildings on site to be removed

The existing site area for Stop Point C contains the western fringe of proposed 3FM Port Park, and an existing pathway which currently connects South Bank Road to Pembroke Cove. Ste back areas for the creation of new pathways and a public square cross underutilised industrial lands with warehouse and existing berm to the south which is to be partially removed for subject proposals.

In the upgrade of this existing corridor, a safe and active corridor will be delivered to form a wider connection across the Active Travel Route at a key place for orientation and connection to a new parkland.

Stop Point C at 3FM Port Park & Pembroke Cove
Existing Site Photos

Existing site condition along proposed stop point due south to Pembroke Cove

View east from south berm with view to industrial lands beyond eastern boundary

View of south site boundary taken close to Beach Road to illustrate open nature of site conditions

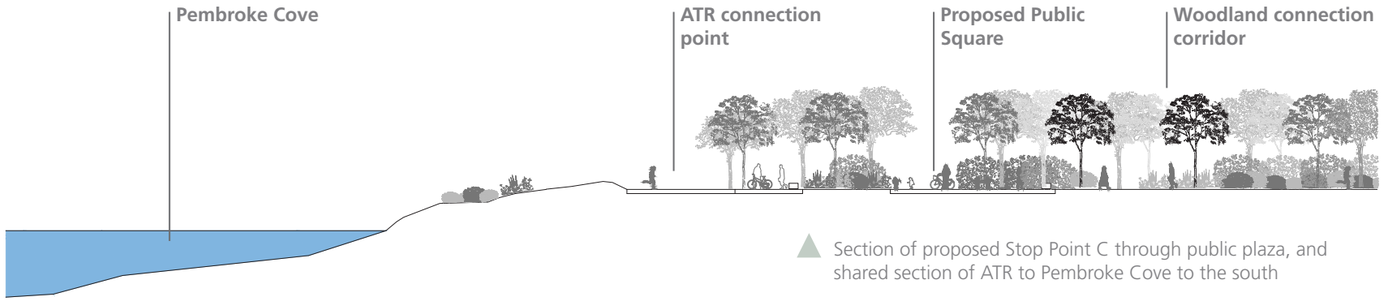
Existing condition of vehicular gate at connecting route from South Bank Road

View south from South Bank Road, and subject site to left-hand-side of image

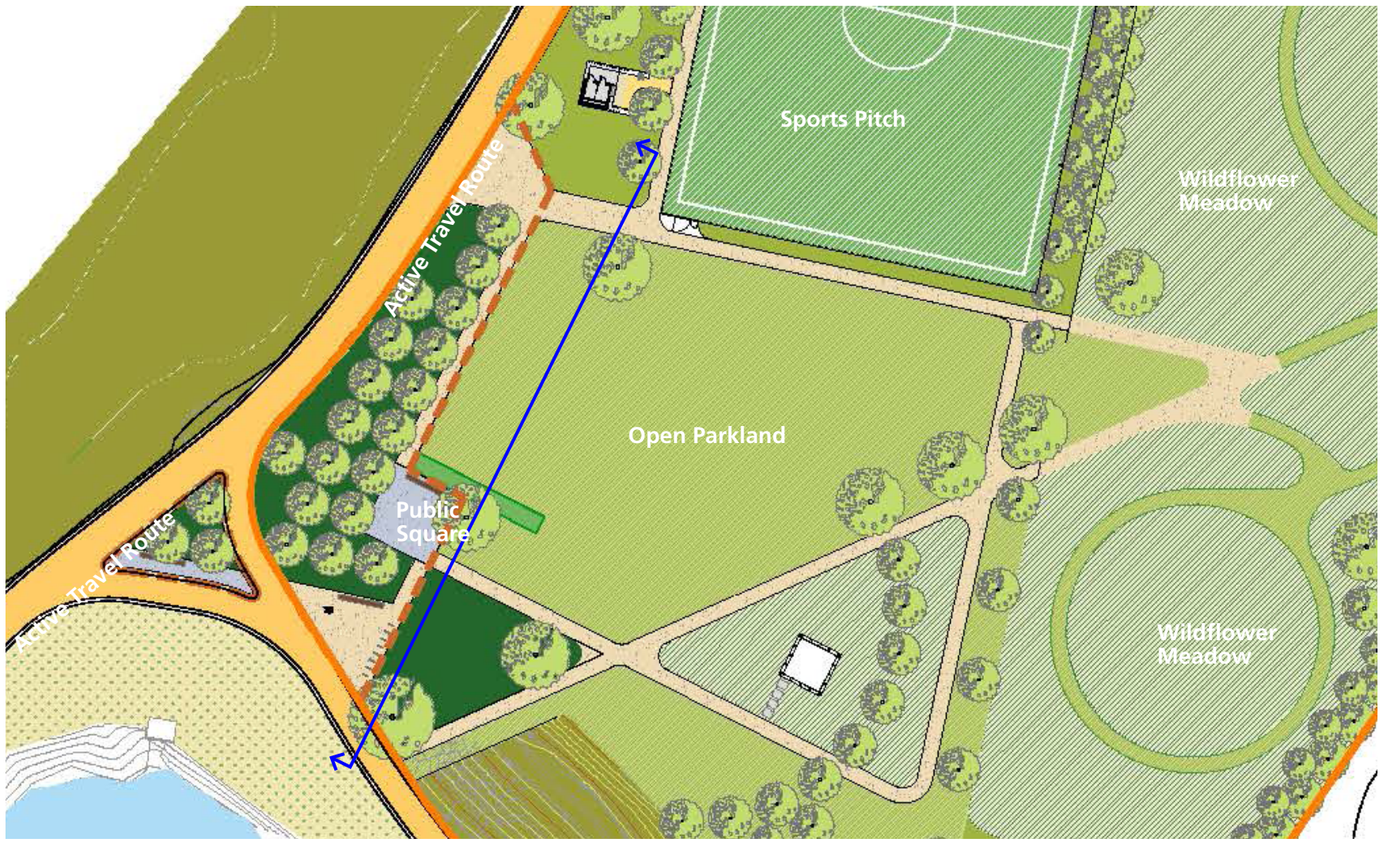
View facing west from berm south of subject site with existing warehouses to be removed

View west along berm which will be partially removed for Port Park connection due south

Stop Point C at 3FM Port Park & Pembroke Cove
Integration to Port Park



Section of proposed Stop Point C through public plaza, and shared section of ATR to Pembroke Cove to the south

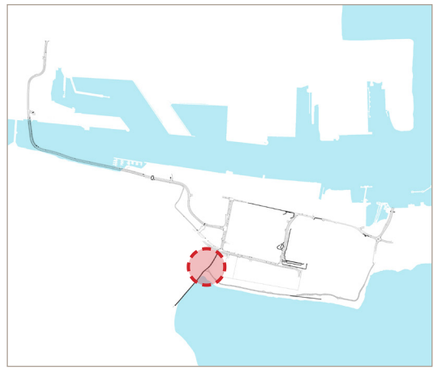


Proposed Plan of Stop Point C and intersection of Active Travel and leisure route to the east. Currently, the ATR proposals incorporate the western corridor of proposed 'Port Park' which is delineated as a 'share with care' surface for pedestrians and cyclists

Proposals at Stop Point C will bring the future user along the western edge of 'Port Park' to deliver and offline leisure route on a tree lined avenue approach entering a public square

Upon entering this zone along the Active Travel Route, future visitors exit to an open vista of Pembroke Cove, and a large public area will allow for recreational spaces directly connected to the future Park & natural landscaped areas of the existing berm at a waterside location.

Plan (left) to illustrate split from leisure and active travel route with recreational parkland and lawn areas in area to the east.



Key Plan for subject Stop Point in context

CGI to illustrate public plaza & landing zone to allow for meeting point and orientation along the subject ATR, with fixed lighting & Interpretation designed as features integrated into the route, aimed at conveying information about the surrounding area

Proposed Stop Point C
Hard & Soft Landscape Proposals

Creation of Stop Point C along the ATR is the marrying together with Port Park, aswell as the connection the existing pathway towards Irishtown Nature reserve further south and east.

Surface treatment for a 'share with care' approach from South Bank Road is incorporated into the design to ensure a cohesive merging of Active Travel & Port Park.

Public plaza and seating spaces will be of appropriate scale to encourage this Point as a place of meeting and orientation off the main travel corridor and to enjoy the unique location overlooking Dublin Bay.

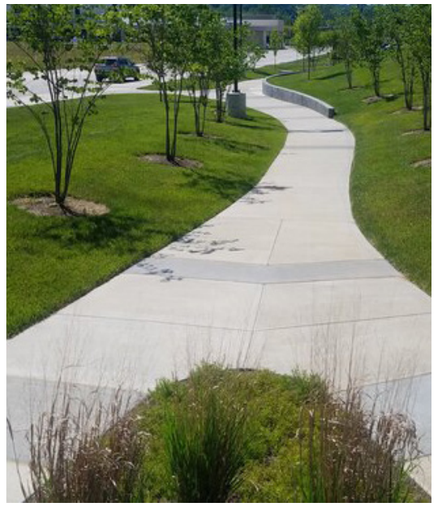
In proposing additional trees into the exisiting landscape, the low level ground cover will include new ornamental planting set below native trees, with a variety of swale plants, and hardy groundcover. This mix will offer a changing array of textures and colors across seasons. This carefully chosen soft landscape selection compliments the zones of hard surface materials to afford areas of setback off the travel path for seating and gathering with the new square west of the future 'Port Park'.

▲ CGI facing south of proposed junction towards Irishtown Nature Park (left) and Pembroke Cove (right)

▲ Resin surface treatment for cycle lanes and heavy trafficked public spaces

◀ Granite paving slabs and similiar surface tones for public plaza spaces

▼ Ref image for hard landscaped route through semi-mature zones of public green space



▲ Ref image of use of concrete bench seating and timber finish setback from resin ground finish

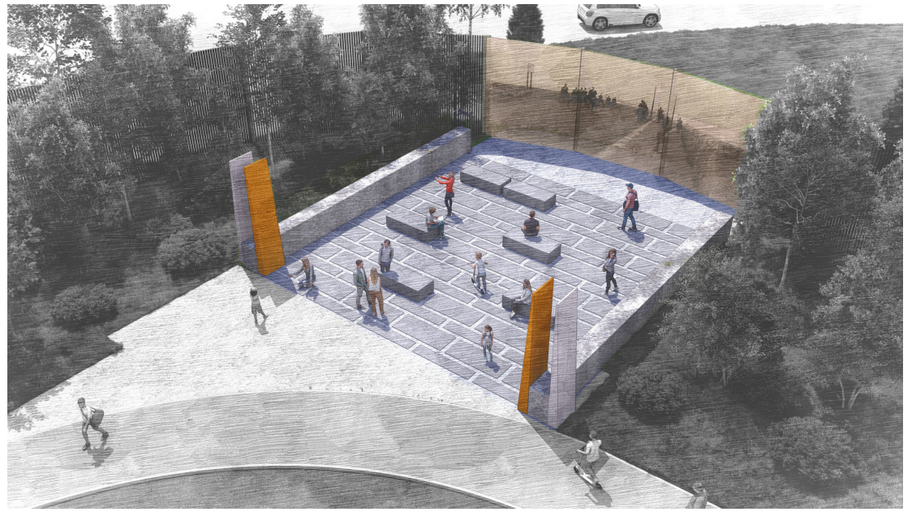
▼ CGI view of southern area with setback zones for seating and rest points. Here, and along the ATR, the design team have incorporated a number of areas for Interpretation elements. This allows for a considered approach for the communication of Port and coastal context, to ensure enjoyable experience for all

▲ CGI of 'Share with care' markings to be included for to ensure the adopted approach is known by all future pedestrian and cyclists

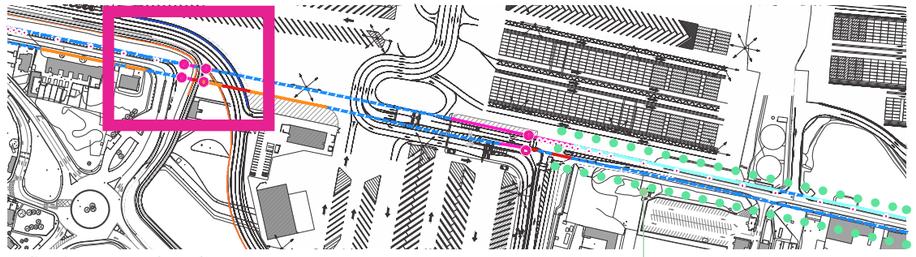
Section 03 - Landscape Character Zones
Pigeon House Road Character Area

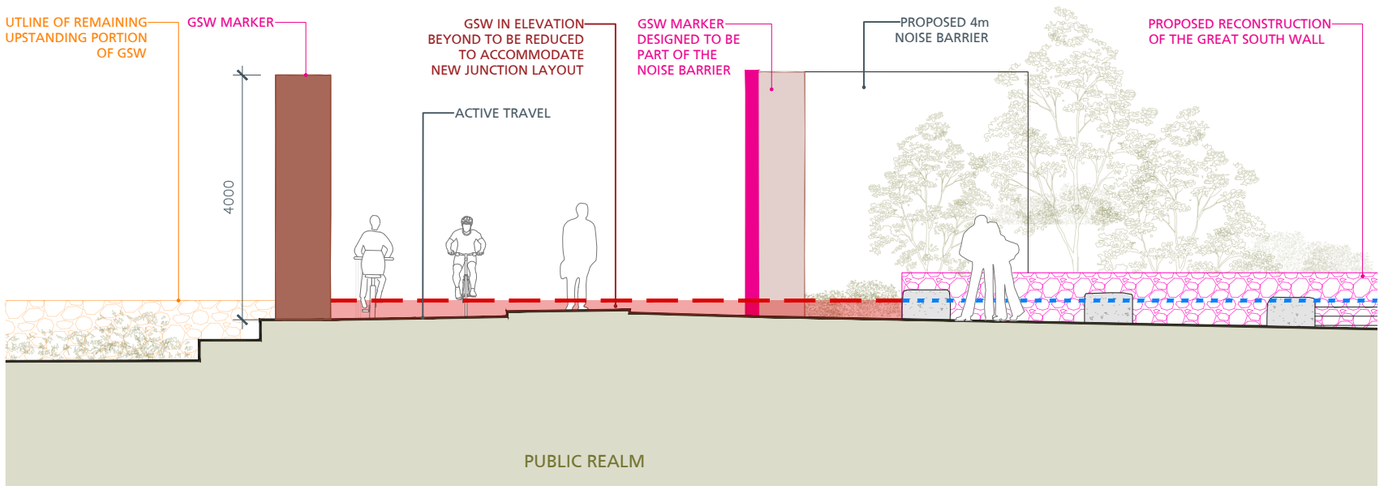
The existing condition of the GSW at the junction of the Active Travel Route and Pigeon House road between 3FM Area K affords a zone setback between a proposed noise barrier and infrastructure routes.

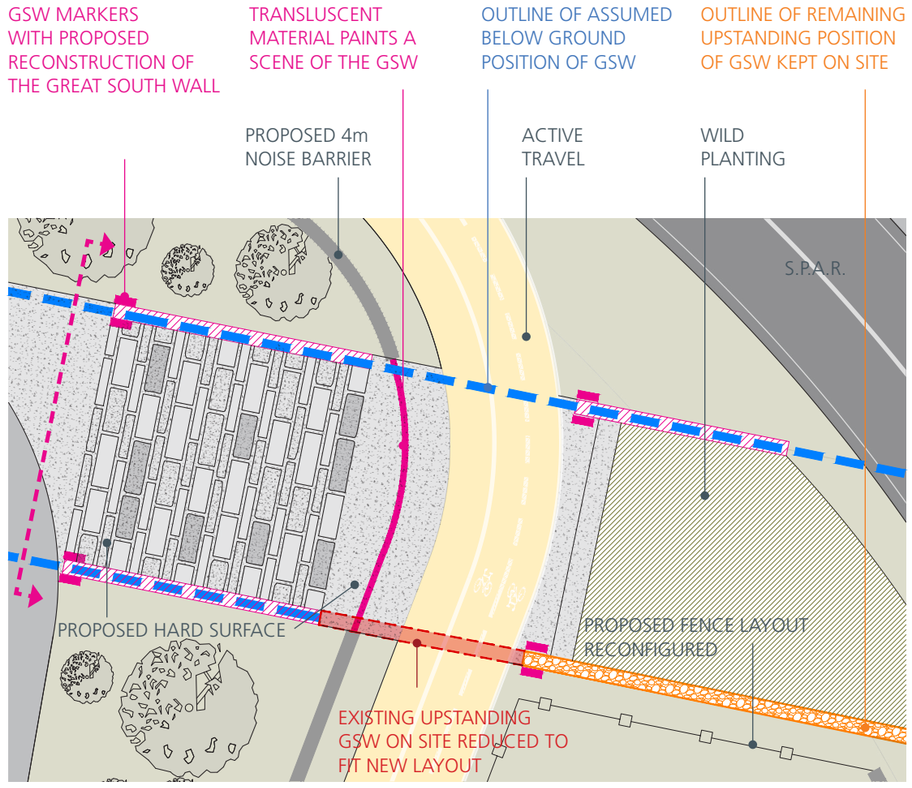
In this area, a significant amount of upstanding GSW on site will be removed to fit the new SPAR layout. We are proposing to reduce this demolition to keep some of the existing wall as part of the interpretation, and those removed to be used for gabions in between the proposed GSW markers or as part of the proposed hard surface. This new spaces will straddle the Active Travel Route, but a visual connection will be formed through which a heritage scene if important can be located.



Aerial 3D view of proposed GSW interpretation







Proposed section through subject Character Area
1:100

- GSW Visible Above Ground
- GSW Position Below Ground
- Section Line Through Site
- Proposed Removal of GSW
- GSW Totem / Pole Markings
- GSW Button Markings on the Ground
- Proposed Location of GSW Primary Totems
- Proposed Location of GSW Intermediate Markers

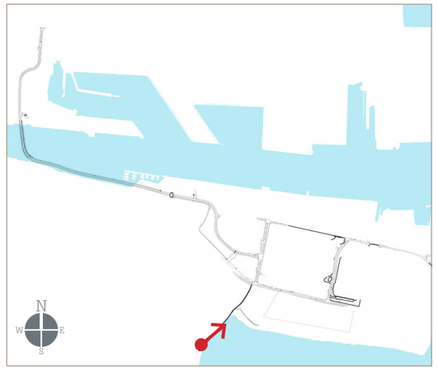
N W E S

Landscape Character Zone
Pembroke Cove - Intermediary Stop Points

2no. Intermediary Stop points (plan view below) are proposed along the southern ATR corridor along Pembroke Cove. This spaces afford rest points and open views to Dublin Bay, with interaction by fixed Interpretation on both sides of bench seating.

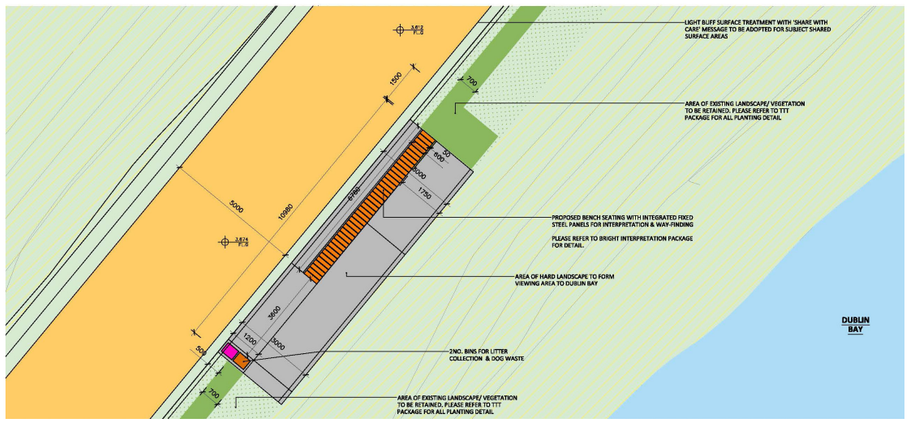
By formalizing the design and incorporation of these interpretation elements, the Active Travel Route connections can become more than just a means of transportation. It can be a rich, educational, and enjoyable experience for all who use it, while preserving the unique character of the coastal environment. Content of the interpretation elements can focus on conveying information related to the nearby port and coastal context, maritime culture coastal ecology, environment, history, or other subject matters.

Formalizing interpretation elements is an excellent way to enhance the overall user experience, educate people about the local environment, and create a sense of place for future visitors.

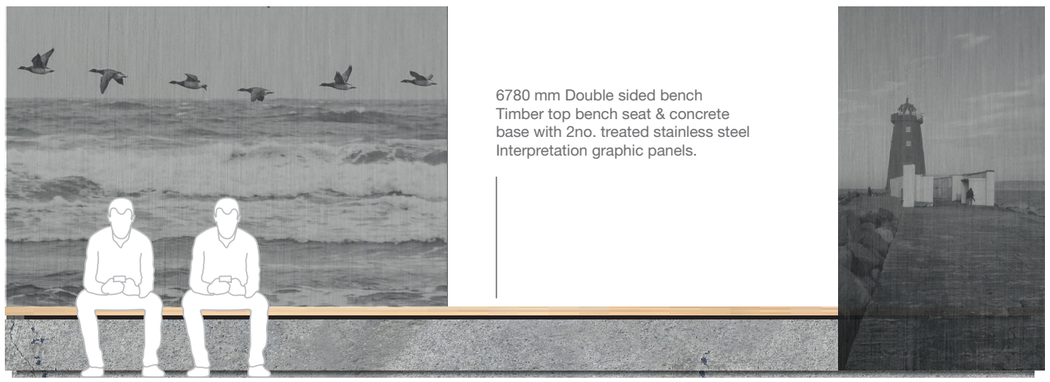


Key Plan indicating location of CGI

CGI of proposed Active Travel Route facing north to Pembroke Cove, at Coastal Park location east of Glass Bottle development site and Irishtown Nature Reserve to the northeast



Plan view of the 2no. proposed Intermediary Stop points proposed to the southern ATR corridor along Pembroke Cove



Proposed fixed Interpretation integrated at bench areas and Intermediate Stop Points along the Active Travel Route, which could potentially include graphic panels of 3FM context or Dublin Port illustrations

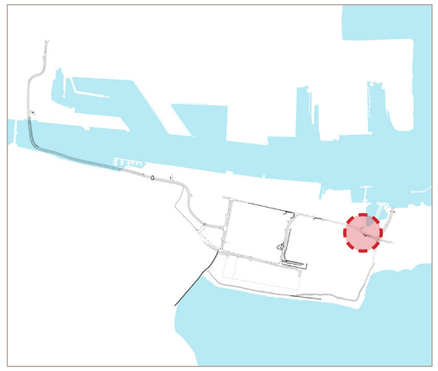
Landscape Character Zone
Pigeon House Harbour - Existing Condition

Pigeon House was built in the late eighteenth century. Named after its owner, Mr Pigeon, and was originally used as a hotel. The foundation stone of Pigeon House Generating Station was laid by the Lord Mayor of Dublin, TC Harrington, on 10 February 1902, and it first produced electricity in July 1903, at a capacity of 3MW. The station was run by the Dublin Corporation Lighting Committee, until it was acquired by ESB in 1929 until it was to later decomissioned in 1976.

As a character area in 3FM Project, proposals include a new celebrated gateway to a historical place within Dublin Port. The existing southern boundary of the existing precinct is subject to upgrade by removal of existing fencing, widening and upgrade of existing road to accommodate SPAR traffic, and enhancing landscape treatment planting for an improved public realm. Planting of native holly hedge and low level landscape, demarcating a new vision for future development and visitors to this place.

▲ Aerial view of existing Pigeon House Harbour within 3FM project, subject to infrastructure upgrades for improved connections, road widening, landscape and boundary upgrades

Subject boundary enhancements



▲ **Key Plan** for subject Stop Point in context

▼ View of existing condition facing east along Pigeon House Road to illustrate austere public realm, and confined spatial quality for current cyclists and pedestrians

▲ Historic image of Pigeon House Harbour, dated 1951 while in operation as a generating station. Pigeon House A was first comissioned in 1929, and acquired by ESB in 1929 to be later decomissioned in 1976

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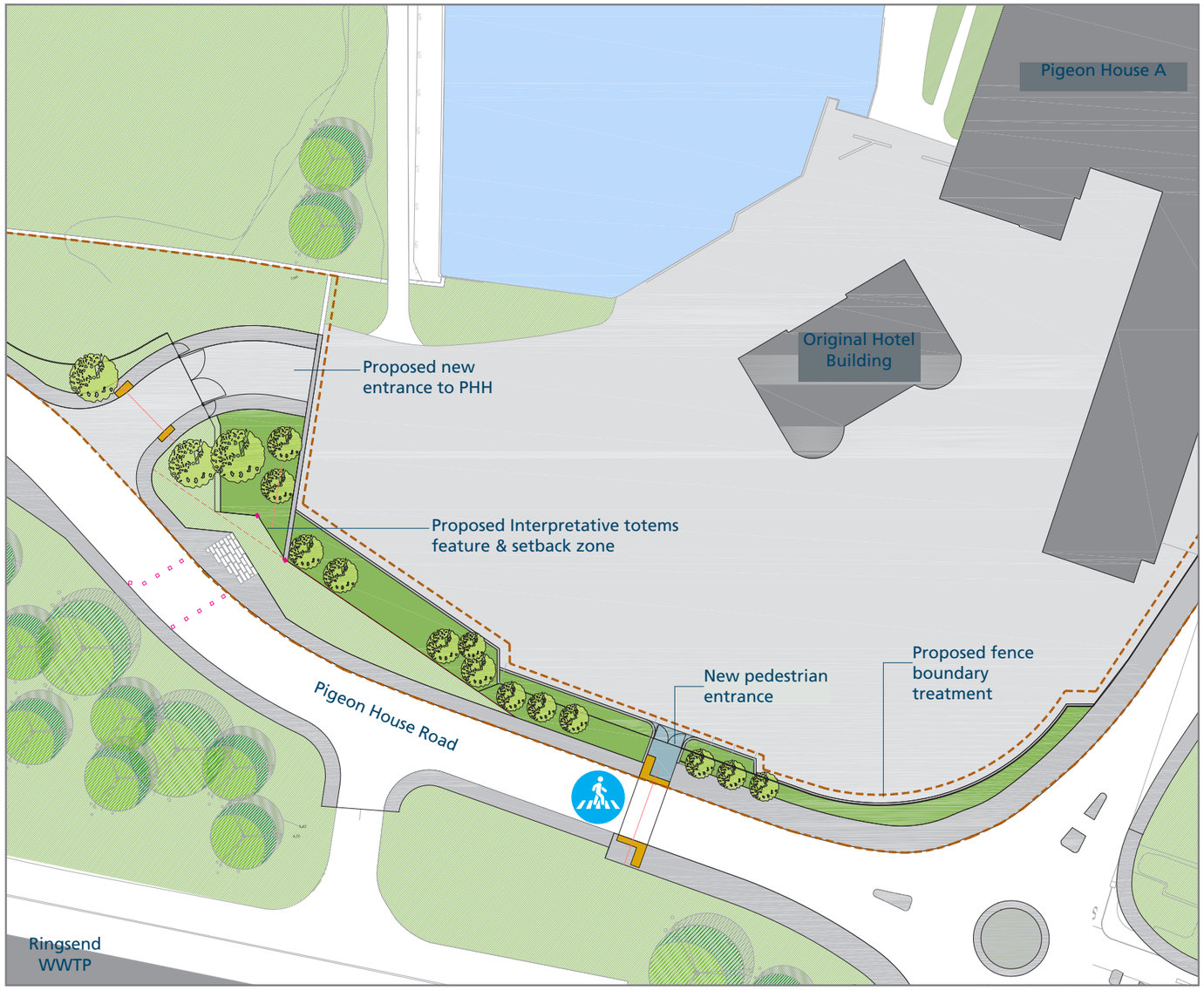
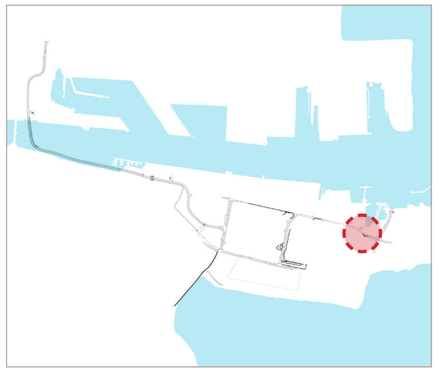
Landscape Character Zone
Pigeon House Harbour - Proposed Treatment



▲ Proposed CGI view of new entrance portal to Pigeon House Harbour – illustrating improvements to the existing public realm, replacement of hard and soft boundary conditions, and promoting public permeability into the future



▲ **Key Plan** for subject Stop Point in context

◀ Proposed Stop Point D, with natural and established connection to Pigeon House Harbour reconfigured to provide new pedestrian entrance portal and vehicular entrance from the west

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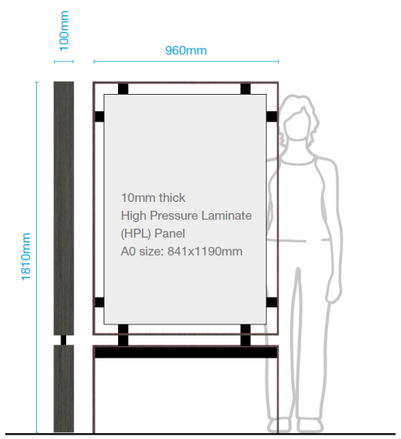
Landscape Character Zone
Pigeon House Harbour - Materiality & Landscape

Proposed soft landscape at revised boundary location to Pigeon House Road

Proposed CGI view of new entrance portal to Pigeon House Harbour – illustrating improvements to the existing public realm, replacement of hard and soft boundary conditions, and promoting public permeability into the future



Proposed visual 'mockup' of fixed Interpretation at new pedestrain entrance to Pigeon Hosue Harbour. Note - for illustration only as Content of the interpretation elements can focus on conveying information related to the nearby port and coastal context, maritime culture coastal ecology, environment, history, or other subject matters to be discussed at detailed design stage

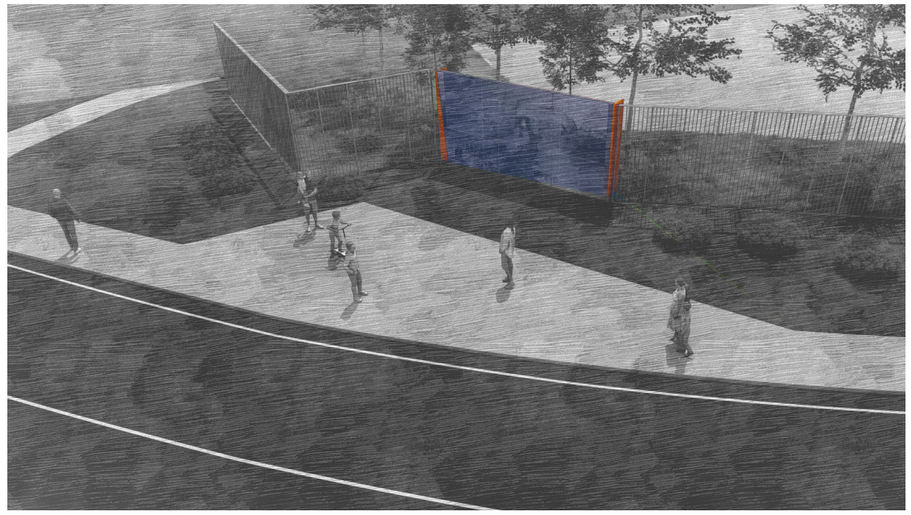
Improvements to the existing condition at Pigeon House Harbour will include the replacement of the hard boundary to the southern edge of the Harbour boundary, and planting of native landscape species and low level ground cover. An area of setback has been included to ensure visibility for vehicular sightlines, to ensure a celebrate entrance portal is formed in a complimentary nature.

The material selection for the proposed replacement boundary is proposed as a contemporary metal railing to ensure visibility and promote future permeability of the precinct.

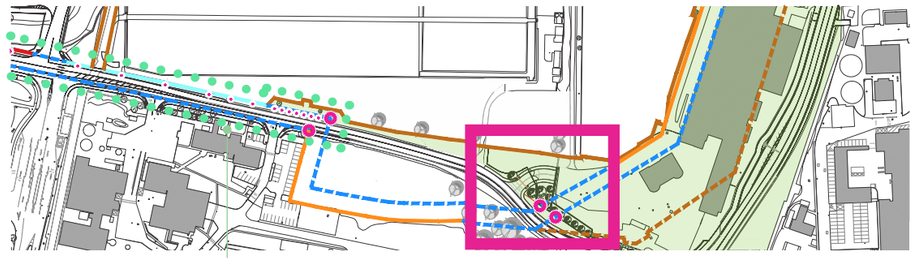
For soft landscape interventions to planting, please refer to TTT landscape Architects planting palette and schedule which forms part of the appliction.

Landscape Character Zone
Pigeon House Harbour - Great South Wall

This section is the last site in which the GSW's assumed outline below ground reappears (after its sharp change in direction at the fort). The wall crosses the road perpendicularly and continues beyond private fenced grounds after the green verge. Since this is not a stop point, the proposed GSW is more discrete. Like the integration of the Noise Barrier further west close to 3FM Area K, we are proposing a GWS integrated with the proposed fencing - taking into consideration the constraints of sight lines. This would help indicate the direction in which the wall continues beyond (currently the private grounds of the Pigeon House Precinct). Button markers also outline the assumed below ground position of the GSW across the road. Note, these subject proposals are part of an overall enhancement of the subject area and are defined as a charater area as opossed to a specific Stop Point as the area is not physically connected to the wider Active Travel Route.

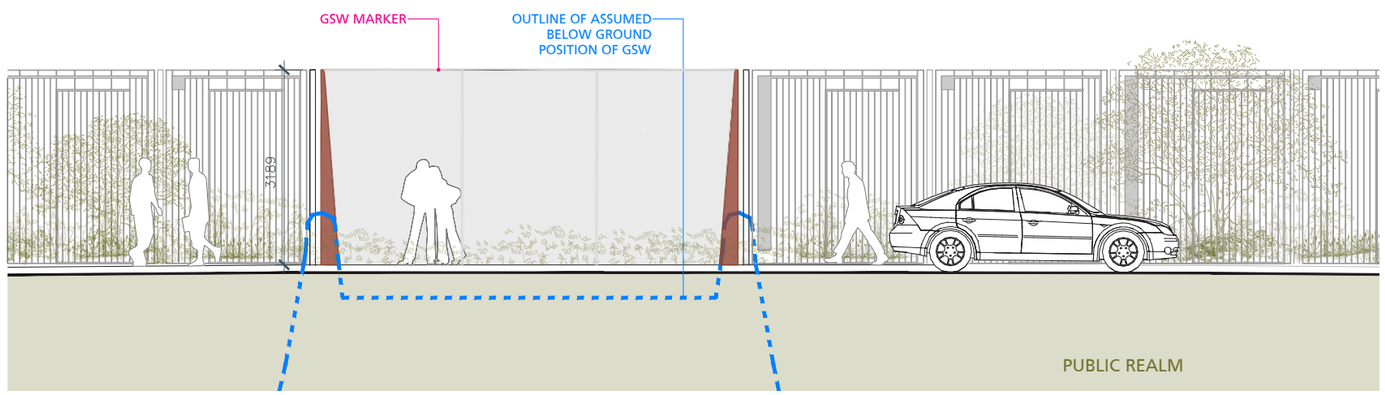


Aerial 3D view of proposed GSW interpretation to the new boundary and landscpae improvements in this area

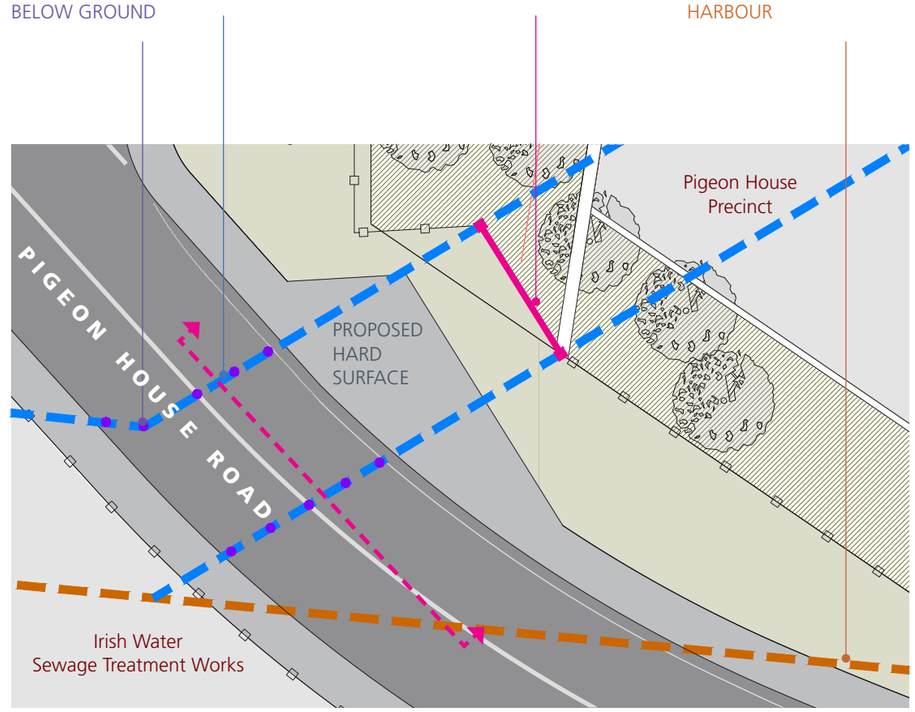


Indicative Proposals Only

Area 5 Key Plan



Proposed section through subject Character Area 1:100



- GSW Visible Above Ground
- GSW Position Below Ground
- Section Line Through Site
- Proposed Removal of GSW
- GSW Totem / Pole Markings
- GSW Button Markings on the Ground
- Proposed Location of GSW Primary Totems
- Proposed Location of GSW Intermediate Markers

N W E S

Section 04 - Materiality
Surface & Edge Treatment

Material selection will form a clear distinction between the proposed zones along the travel route and within all Stop Points.

For future safety of all users, clear edge treatment sand safety barriers will be provided where necessary to ensure a cross over of vehicles and pedestrians/cyclist is not possible.

In heavy trafficked zones, colour can be added to resin bound surface to ensure visibility of varying zones. In such cases, level changes may not be required, but as per sectiosn prepared by RPS, level change is preferred with the use of colour resin finish to distinguish separate zones.

Ref image for clear distinction between travel route, with guarding proposed to provide safety between higher and lower levels

Ref image for segregated cycle route by surface treatment and kerb alignment, with soft landsape to provide screening

Reference of sculptural corten wall at Port Centre, East Wall Road by Darmody Architecture

Potential to link built elements such as Vertical Crash Barriers to a sculptural form design language for visual interest

Ref image for flush edge treament within woodland and soft landscape areas

Ref image for use of resin colour to form surface distinction to shared routes

Materiality
Hard & Soft Landscape Proposals

Care has been taken in the consideration of material and design language adopted for the individual stop points and subject character areas aalong the ATR and surrounding proposals.

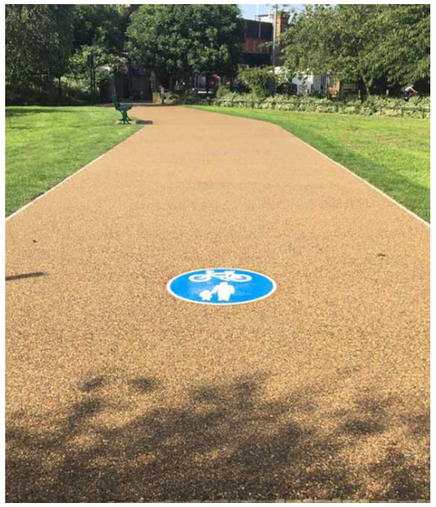
Public plaza and seating spaces will be of appropriate scale to encourage this Point as a place of meeting and orientation off the main travel corridor. In proposing additional trees into the existing landscape, the low level ground cover will include a light touch intervention to compliment the existing palette.

This carefully chosen soft landscape selection compliments the zones of hard surface materials to afford areas of setback off the travel path for seating and gathering with the new square west of the future 'Port Park', and other stop points as outlined in this report. Please refer to TTT Landscape Architecture for all soft landscaping and planting palette.

▲ CGI facing south of proposed junction towards Stop Point C & Irishtown Nature Park pathway (located further to the right of this image)

▲ Proposed soft landscape of native Holly at hard boundary locations

▼ Proposed soft landscape shrub for SP_C; Betula pendula



▲ 'Share with Care' approach demarcation for ATR corridor to 3FM Port Park south of South Bank Road

▲ Reference material for darker resin surface treatment for pedestrian lanes and heavy trafficked public spaces

▲ Reference material for a redish coloured surface treatment incorporated for ATR cycle lanes along the route

Proposed soft landscape tree; Acer-campestre 'Elsrijk' ▶

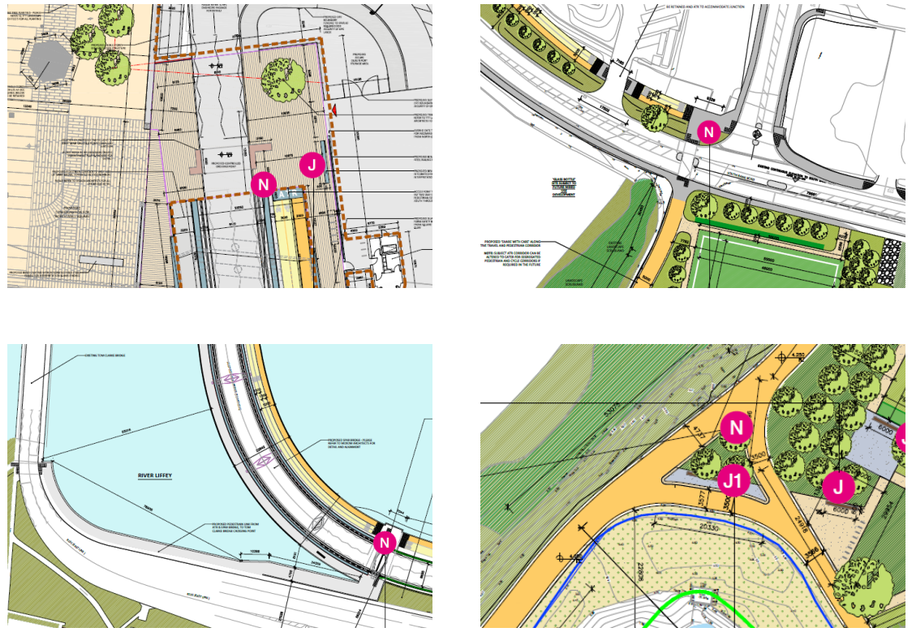
Materiality
Proposed Interpretation & Wayfinding

Along the Active Travel and leisure route, the design team have acknowledged a number of areas appropriate for Interpretation elements and way-findign features to be designed into the project. This will allow for a considered approach for the communication of the Port and coastal context, to ensure enjoyable experience for all end users.

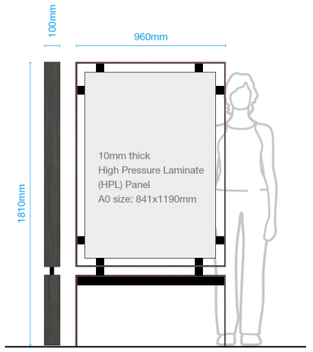
The bespoke design of such features will be light touch in order to compliment the Stop Points and public spaces, and not to detract from the unique environment of the route. Scale and materiality will be considered for the range of persons who will interact with such features in the future.

Formalizing interpretation elements is an excellent way to enhance the overall user experience, educate people about the local environment, and create a sense of place for future visitors.

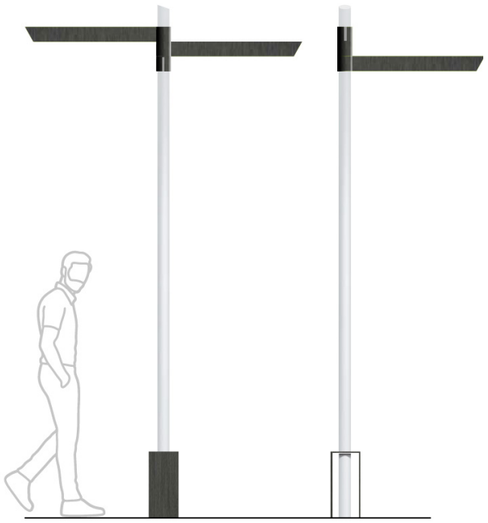
These propsoals have been prepared in conjunction with 'WE ARE BRIGHT' Interpretative planners which have formed a key part of the wider design team.



Location of **Type N** way-finding posts along ATR, for orientation and way-finding for future users

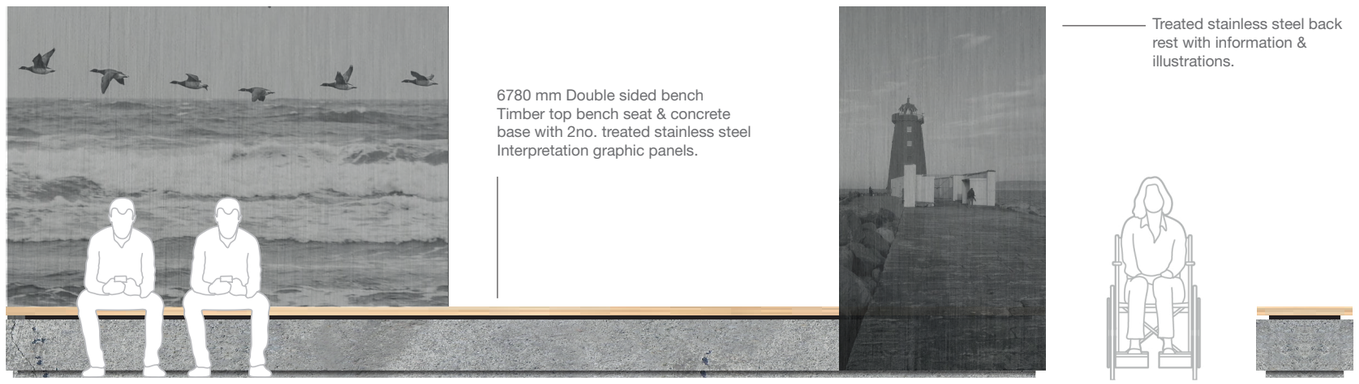


Design of Treated stainless steel Interpretation frames with fixed graphic panel



8no. (in total scheme) Wayfinding posts constructed from stainless steel with bolted directional signage. Octopus Signage system by BRIGHT

Proposed fixed Interpretation integrated at bench areas and Intermediate Stop Points along the Active Travel Route, which could potentially include graphic panels of 3FM context or Dublin Port illustrations



Materiality
Proposed Lighting

Lighting forms a primary consideration in the design process to ensure the safe use of the Active Travel commuter and leisure routes.

In particular areas, proposals will be reflective of the lux requirements to ensure adequate levels of lighting are achieved to result in a safe and comfortable feeling for the user. This paramount for the client and design team.

The design team acknowledge the sensitive nature of route, which will require varying lighting conditions adjacent to SAC & SPA lands. Light spill must be controlled around the Irishtown Nature Reserve to ensure no negative impacts on the Ecology in this area.

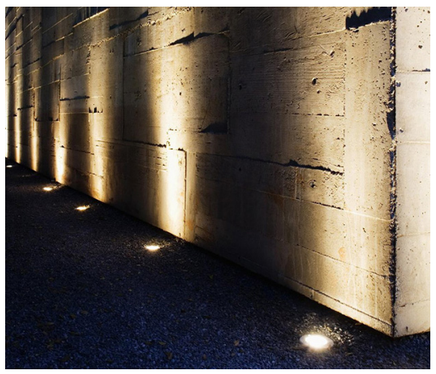
Please refer to RPS Consulting Engineers, and Cundall Engineers for specific guidance on all proposed lighting features for 3FM Project.

Architectural lighting poles range in height proposed at 4.5m tall. These elements are being proposed in the stop points only as opossed to along the entire route

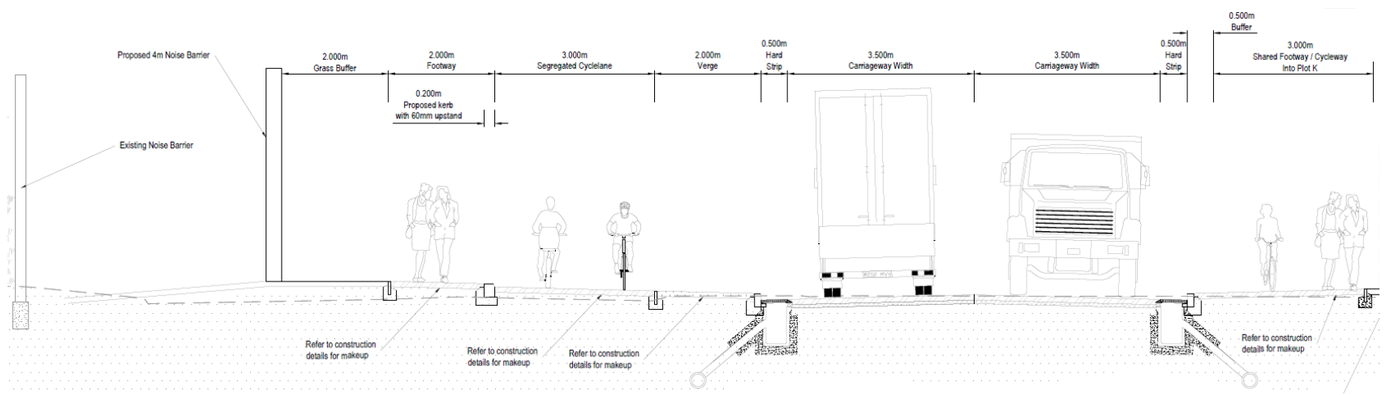
Recessed lighting is proposed within the poured concrete bench bases

Reference images for feature ground spot lighting at trees & feature walls

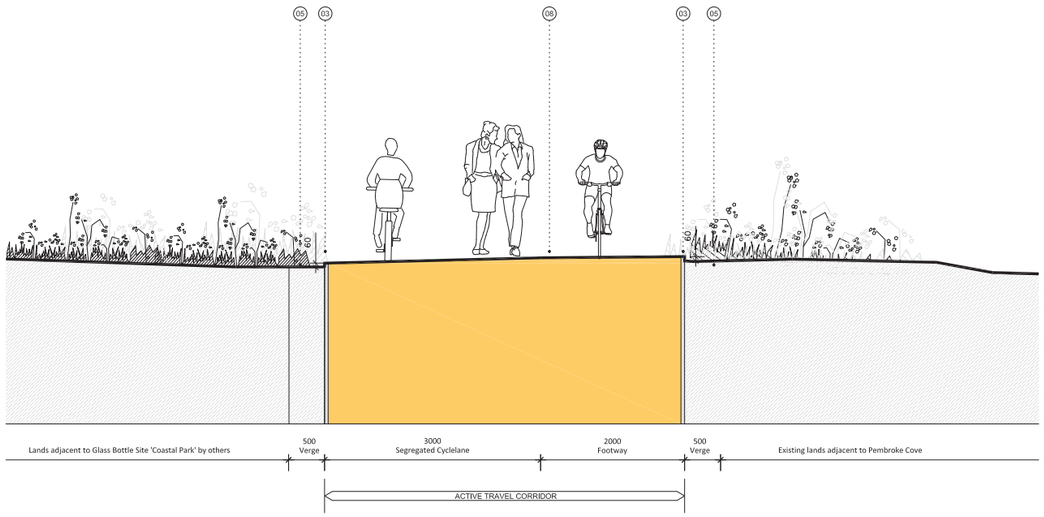
Kassio Bollard in situ, with ample area of set back proposed off primary routes



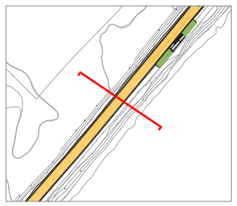
Section 05 - Technical
Proposed Cross Sections (refer to RPS Enginners)



Cross Section 01 as per RPS Engineering, with segregated pedestrian and cycle route for demarcated by level change to ensure personal safety for pedestrians. Outward slopes on the pathway will aid to the optical separation of this zone within the ATR corridor

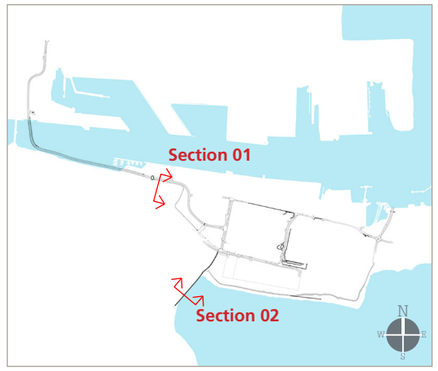


Cross Section 02 as per RPS Engineering, with 'share with care' zones for pedestrian and cycle route given notice with signage



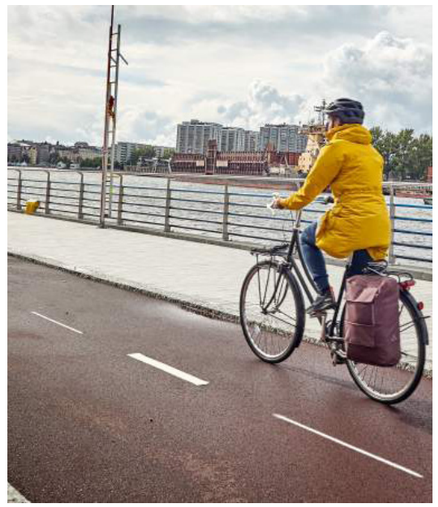
Design considerations for cross sections of the SPAR and Active Travel route account for the separation and safe movement of pedestrians & cyclists within a shared zone. In order to prioritize the pedestrian edge, a raised pathway will be segregated by a 60mm kerb upstand which will physically provide a safe separation. An additional colour is propsoed to ensure the change in pedestrain & cyclist corridors are communicated visually.

Tone and colour of surface finishes will allow for a clear and safe distinction between the zones, and allows for directional signage and way-finding to be implemented as a later date if required. In developing the cross sections options, discussions for the ease of drainage from the ATR and SPAR have been taken into consideration. It is important to not that the cyclist and pedestrian route should not be liable to fuel-spill pollution as it is a non-vehicular route.



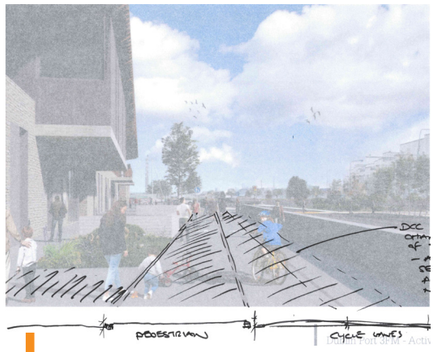
Key Plan for subject cross sections

RPS CGI image of approach to the future Martime village facing west, illustarting an early design strategy for the ATR separation of spaces, and surface finish



Ref image of separated pedestrian and cycle route, by raised pathway for pedestrian priority at this waterside location

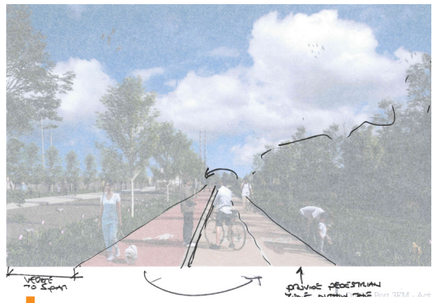
Revisions to Active Travel Route Proposals
Overview of following meeting with Dublin City Council (held in April 2023)



01

Revisions to ensure ground surface treatment of the ATR at Maritime village to be treated with clear separation, to ensure visibility differentiation, and pedestrian safety. Surface demarcation deployed, and cyclist corridor treated with ATR material.

Revised CGI view east along ATR, with demarcation delineating public plaza/pedestrian corridor, to cyclist south of Maritime Village

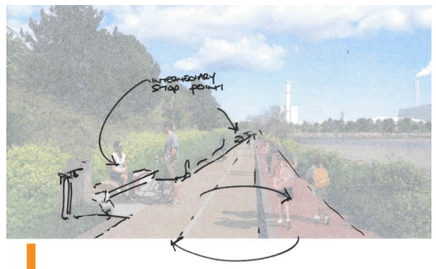


02

ATR section east of Maritime – concerns of pedestrian safety as pedestrian pathway was located next to the SPAR which will be used for frequent HGV traffic. DCC comments on flipping pathway to the south of this corridor to place pedestrians away from the SPAR, allowing a safer pedestrian route next to the wide landscaped zone against a mature landscaped verge

Revised CGI view east along ATR providing a calmer/safer environment for pedestrians

Revised CGI view towards Pembroke Cove with repositioned setback area for rest points from pedestrian corridors along the ATR, which affords safe access and ample space for seating with fixed Interpretation for visual interest and wayfinding



03

Area at Pembroke Cove – similar to Point 02, the question of pedestrian safety was raised as concern, as those wishing to pause at the bench areas must cross the cycling corridor. Intermediary stop points have been relocated to the water side, and the ATR has been realigned to the west to create a setback zone to minimize impact on the SPA & SAC areas along the coast

'Share with Care' approach adopted for western fringe of Port Park for shared zones of pedestrian and cyclists

Section 06 - Conclusion
Conclusion

In summary, the proposals discussed within this report are in support of Dublin Port Company's application for the 3FM Project, with a primary focus on the proposed Active Travel Route within this extensive development. The 3FM Project represents the culmination of a series of Masterplan initiatives designed to unlock Dublin Port's full potential by the year 2040.

These proposals for 3FM Active Travel Route represent a rejuvenation of previously industrial lands, creating a direct and accessible segregated cycling route and pathway through what were once challenging and unwelcoming lands. Alongside 3FM Port Park, a 'share with care' segment is thoughtfully integrated to harmonize Active Travel proposals, while also providing orientation points towards iconic landmarks like the Poolbeg Lighthouse and the Great South Wall, which hold significant recreational value for Dublin Bay visitors.

Consultations and meetings with Dublin City Council's Active Travel department have been instrumental in refining the design, with feedback consistently integrated into the development process. This collaborative effort ensures that the project is well-aligned with the site's existing conditions and development goals, delivering an inclusive and inviting environment for the local community, and visitors alike.

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