

Appendix C - Application Form (Question 9) Summary Development Description



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Appendix C: Question 9 Summary Description of the Proposed Development

The proposed development referred to as the '3FM Project' seeks to provide the following:

- A link between the southern port area to the northern port area and M50 Tunnel through the development of a new bridge crossing the River Liffey and new road providing a southern port access route.
- Relocation of the Lo-Lo container terminal currently operated by MTL and its expansion onto a new open piled wharf structure constructed over the River Liffey north of the National Oil Reserves Agency (NORA) Poolbeg Facility and ESB Poolbeg Generating Station with access from Pigeon House Road. This terminal will be supported through the reuse of a separate quayside container yard at South Bank Quay with access from Pigeon House Road.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL to become a new Roll-On Roll-Off (Ro-Ro) freight terminal which will be supported by an associated but separate hardstanding yard generally to the south of the Dublin Waste to Energy Facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road.
- A new Maritime Village Campus and associated marina berthage replacing existing rowing and sailing clubs facilities on the peninsula, and provision for the relocation of Port Harbour Operations from the north port estate adjacent to this campus off Pigeon House Road.
- New public realm and open spaces largely contained within a Port Park, and also including active travel pathways and heritage installations along the Great South Wall (protected structure).

The proposed development will consist of the following elements:

- A) **Southern Port Access Route (SPAR) and Road Network Improvements:** Construction of a new public road (c.2.3km long) including an opening bridge (c.220m long) at North Wall Quay Extension (protected structure) over the River Liffey to the east of Tom Clarke Bridge, and a viaduct (c.595m long) parallel to the south bank of the River Liffey, and provision of associated infrastructure and facilities; provision for SPAR and road network improvements to include for active travel pathways (c.7km long) and new or upgraded footways (c.4.9km long). integration with the existing and permitted road, cycling and pedestrian network to include amendments to planning permissions Board Ref. PL29N.PA0034 (to allow connection to the SPAR route through Terminal 3 and Terminal 4 south and omit the protective marina wash wall), Board Ref. PL29N.312692 (to facilitate slip road from East Wall Road onto Alexandra Road, and to North Wall Square and to facilitate the new bridge), Dublin City Council Reg. Ref. 3084/16 and 3773/20 (to facilitate road/junction upgrades) and provision for accesses/egresses from/to yards and Port Centre; works to North Wall Quay Extension and Great South Wall (protected structures); road and junction works to Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, R131, Pigeon House Road, South Bank Road (to include extension and link with Shellybanks Road), Whitebank Road; realignment and Shellybanks Road; demolition of existing buildings (c.2,587sq.m) and associated infrastructure; and; and all other associated works.
- B) **Lo-Lo Container Terminal:** Construction of a Lo-Lo Container Terminal which will cater for container handling and stacking (6 containers high) and for vessels up to 240m long to be supported by an associated but separate Container Yard for handling and stacking (6 containers high). The terminal will consist of 2no. sites referred to as Area N (9.1ha) and Area L (4.6ha):
- **Lo-Lo Container Terminal (Area N):** Site clearance and demolition works to include existing buildings (c.1,551sq.m) some within the curtilage of the Pigeon House Former Power Station (protected structure) but not including the power station itself, the removal of existing jetty structure, and associated infrastructure; construction of a new open-piled wharf with a reinforced concrete deck (c.135m wide with berthing face c.650m length), mooring and berthing dolphins connected by walkways, new oil manifold and above-ground pipelines to facilitate fuel transfer to NORA Poolbeg Oil Storage Tanks, 3-storey administration building (c.15.1m high, 1,623sq.m), and maintenance building (c.12.5m high, 1,383sq.m); installation of container handling and stacking infrastructure including ship-

to-shore crane, crane rails, rubber tyred gantry cranes and refrigerated container gantries; capital dredging works for berthing pocket (c.533,000cu.m to standard dredge depth -13.0m CD); provision of access/egress from Pigeon House Road within the curtilage of Pigeon House Former Power Station (protected structure) via a new bridge over the Great South Wall (protected structure); provision of exclusion zone and works to Great South Wall (protected structure); provision of tern platform structure exclusion zone and visual barrier; and; provision of all other supporting and ancillary infrastructure, equipment and facilities, including quayside infrastructure and furniture, internal road network, parking, security and control access kiosks, vehicle access control frames, high mast lights (c.30m high) (HMLs), access gates, emergency access ramp and resurfacing.

- **Lo-Lo Container Yard (Area L):** Site clearance and demolition works to include existing buildings (c.3,846sq.m), other structures and associated infrastructure; construction of a new reinforced concrete yard and single storey administration building (c.4.9m high, 264sq.m); provision of accesses/egresses from Pigeon House Road and works to Great South Wall (protected structure); installation of container handling and stacking infrastructure to include refrigerated container gantries and rubber tyred gantry cranes; and; all associated site works and infrastructure to include circulation road, parking, security and control access kiosks, vehicle access control frames, access gates and HMLs.

C) **Ro-Ro Freight Terminal:** Construction of a Ro-Ro Freight Terminal which will cater for container handling and stacking (6 containers high), trailer parking/loading and for vessels up to 240m long to be supported by an associated but separate Terminal Yard for trailer parking and/or single-height container storage. The terminal will consist of 2no. sites Area K (12.9ha) and Area O (5.3ha):

- **Ro-Ro Terminal (Area K):** Site clearance and demolition works to include existing buildings (c.1,073sq.m), other structures and associated infrastructure; construction of new concrete deck slab for container stacking and parking/loading, 2-storey amenity building (c.10.9m high, 903sq.m) and maintenance building (c.12.5m high, 1,339sq.m); installation of steel combined wall system to front of the existing quay (c.235m) along Berths 44 and 45, dredging works to facilitate installation of scour protection measures to existing ESB 220kV cables; provision of single tier Ro-Ro ramps to cater for 2no. berths; installation of container handling and stacking infrastructure including refrigerated container gantries and rubber tyred gantry cranes; provision of main access/egress from Whitebank Road; exclusion zone and works to Great South Wall (protected structure); and; provision of all other supporting and ancillary infrastructure including equipment and facilities including quayside furniture, internal road network, separate staff access, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.
- **Ro-Ro Terminal Yard (Area O):** Site clearance and demolition works to include existing buildings (c.365sq.m), other structures and associated infrastructure; construction of a new concrete yard slab for stacking and parking/loading and single storey administration building (c.5.0m high, 146sq.m); provision of a new reinforced retaining wall along the southern boundary with planting; provision of access/egress to proposed extension of South Bank Road with Shellybanks Road; and; provision of all other supporting and ancillary infrastructure, equipment and facilities including internal road network, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.

D) **Ship Turning Circle:** Construction of a ship turning circle (c.325m in diameter) to accommodate vessels up to 240m long to include demolition works of existing structures including sludge jetty; excavation works at Berth 47A; infill works (c.26,500cu.m) south of the proposed turning circle and provision of hardstand; installation of steel combined wall system (c.225m); capital dredging works to a standard dredge depth - 10.0m CD (c.444,000cu.m); installation of navigation markers and lights; and; installation of revetment to protect Pigeon House Harbour Wall (protected structure).

E) **Maritime Village Campus and Port Harbour Operations:** Site clearance and demolition works to include existing buildings, Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and store (c.820sq.m) and other associated structures including existing 100-berthing marina; construction of a 5-storey building (c.27m high, 1,670sq.m) for Port Harbour Operations with associated pontoon and dedicated access/egress to the SPAR, a 2-storey clubhouse building (c.13.7m high, 2,364sq.m) for rowing and yacht clubs and a maritime training centre, maintenance buildings (c.12.2m high, 1,089sq.m and 187sq.m), a 258-berth marina facility and a 9-berth rowing pontoon facility with associated infrastructure, fuel berth, slipway, slipway hoist and public spaces; capital dredging works to standard dredge depth -3.0m CD

(c.197,000cu.m) to marina berths; provision of quayside and berthing infrastructure to Berth 41; access/egress from Pigeon House Road; and; other ancillary development works and infrastructure, including infill works, communications mast, parking, set down and delivery areas, bicycle store, waste storage/disposal facilities, lighting, solar photovoltaic roof panels, access gates, and public furniture including installation of memorial and feature crane.

- F) **Port Park:** Site clearance and demolition works to include existing buildings (c.1,039sq.m) and structures; construction of Port Park (2.5ha) generally to the south and east of South Bank Road to include a sport pitch with floodlighting, parkland, wildflower meadow, active travel pathway stops and linkages into the wider network, landscaping, toilets, play tower, park furniture, all ancillary site works; planting to existing berm to provide screening to port-related uses and proposed Coastal Park (1.6ha); and; an extension of the existing Irishtown Nature Park (c.1.1ha).
- G) **Tern Structure:** Construction of a permanent marine structure (dolphin) to expand the available habitat and range of the Dublin Port Tern Colonies.
- H) **Heritage:** A series of works to the Great South Wall (protected structure) to include removal/restoration/increase of parapet height at appropriate locations; restoration of existing surface remnants and wall structure where possible; and; reconstruction of parapet at appropriate locations. Proposals also include the provision of markers, totems, and interpretive elements ranging from 3-4m high at c.30m intervals to delineate the alignment of the Great South Wall (protected structure) in locations where the original line of the wall is not evident.
- I) **Ancillary Works:** Ancillary works will include dredging to facilitate construction, boundary walls and treatments, International Ship and Port Facility Security (ISPS) fencing (2.9m high) where necessary, landscaping and hardscaping, public street/park lighting, CCTV, solar photovoltaic panels, waste management, permanent diversion of utilities and services, provision for new services and utilities including electrical substations and all ancillary site works. The proposed development will also include temporary construction works such as construction compounds, temporary Ro-Ro ramps for construction, temporary marina at North Wall Quay Extension (protected structure) during construction works, temporary utility and services diversions, waste management and all other associated temporary construction works.

The overall planning application site area extends to c.1,000ha.

As provided for in section 41 of the Planning and Development Act 2000, as amended, permission is sought for a period of 15 years to facilitate the orderly completion of the proposed development.