

Port Park: Architectural Design Report



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Architectural Design Statement for the 3FM Port Park 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 the Port Park:

- Port Park: Architectural Drawing Pack, prepared by Darmody Architecture
- Port Park: Drawing Pack & Landscapae Design Report, prepared by TTT Landscape Architecture
- Port Park: Concept Lighting Planning Report, prepared by Cundall
- Port Park: Tree survey, prepared by Joe McConville

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 Port Park site 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.

The proposed development site for the new Port Park is located on the southern end of the Poolbeg Peninsula in Dublin 2, bounded by South Bank road to the north, existing Dublin Port industrial yards to the east, Pembroke Cove due south and existing landscaped berm south and eastwards towards Irishtown Nature Reserve. The western Park boundary forms the combined proposal for the Active Travel Route (abbreviated as 'ATR' within this document), with the future development of the 'Glass Bottle Site' further west.

The new proposed site will comprise a total area of 5.2 Ha and will constitute an amalgamation of industrial lands currently underutilised for this prominent location on the fringe of Dublin Bay. Connection to the very popular leisure walk towards Irishtown Nature reserve is considered in the site extents, with the subject site boundary extending eastwards to ensure tree planting south of the landscaped berm can be undertaken. This extension is designed

to enhance the overall environmental opportunities, result with low visual impact of the 3FM project, while also ensuring that the site remains connected to the surrounding natural environment and leisure opportunities.

Proposed Port Park masterplan includes a large sport pitch with a natural ground surface, pedestrian routes and pathways, Pavilion building with public toilets, public square and urban realm treatment, a children's play tower, and a large wild flower meadow to the east. A 'share with care' corridor has been adopted on the western fringe of the Park to allow for a shared cyclist and pedestrian corridor which forms a central portion of the wider 3FM Project Active Travel Route.

Overall, the Port Park proposals seek to revitalize the industrial lands, by providing a contemporary parkland with public spaces and amenities to cater for a diverse range of activities, functions, and environmental considerations. A combined approach was adopted by the design team in the parkland design, and has resulted in a welcoming hub for the local community and visitors from afar. A number of consultations and meetings were held with Dublin City Council Parks department to review the design, with feedback being adhered to its the design development. This also included a site walk with the design team to discuss the existing site conditions and development consideration at the beginning of the project.

The purpose of this design report is to provide an overview of the proposed development, and includes an review of the proposed character areas within the Port Park proposals.



Port Park Design Team

Client
 Dublin Port Company
Architecture
 Darmody Architecture
Landscape Architecture
 TTT - (thirtythreetrees)
Lighting
 Cundall Lighting Design
Sport Specialist
 Sports Ground Solutions
Arborist
 Joe McConville
Interpretation
 WE ARE BRIGHT

▲ Aerial view of existing subject site condition, with outline of site boundary within 3FM Project illustrating prominent location on the southern fringe of industrial Port lands affording natural connections to Irishtown Nature Reserve and beyond

— Delinates boundary for 3FM Project: Port park



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:

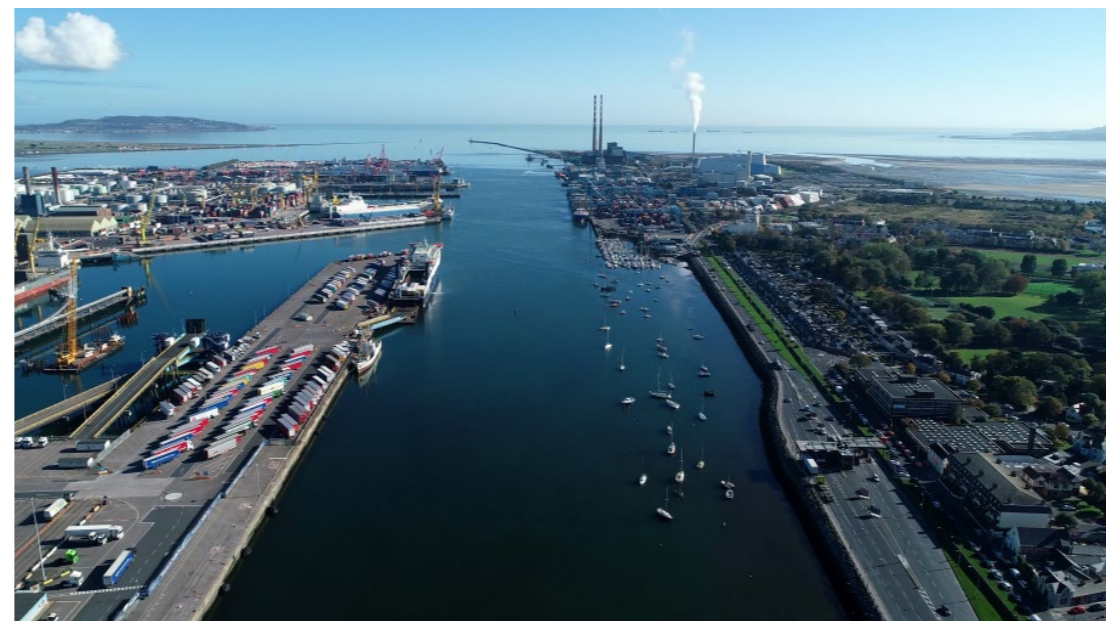
- Terminal located at existing Berths 42 – 45 including provision of two berths, each with a single tier Ro-Ro ramp, plus associated cargo handling facilities (Dublin Port Masterplan Area K).

- 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 includes the subject Port Park, Active Travel Route, & Maritime Village

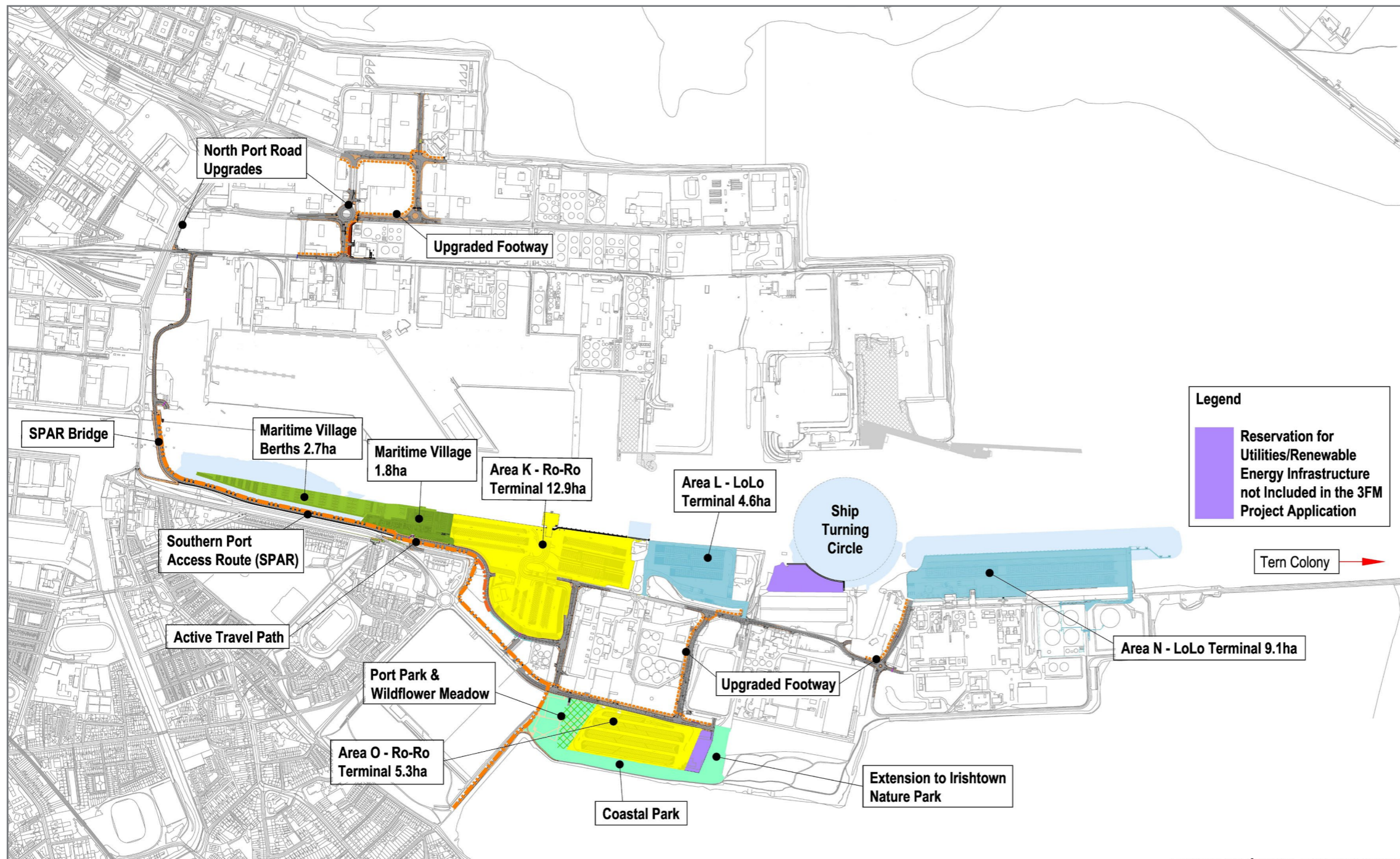


- Extract from DPC Masterplan 2040 - indication of inland and Portside lands covered in the Dublin Port Estate, used for shipping, cargo handling and storage, ferry and cruise ship activities, and leisure boating areas

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



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 connection into existing 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







Port Park Location



The proposed subject site is located 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.

The site occupies a prime position at the southernmost point of the peninsula, on the water's edge, to Dublin Bay at Pembroke Cove. Context of the subject site as illustrated to the left shows the connections and knitting in of 'Port Park' proposals within the wider masterplan of public realm, heritage, and Port operational projects.

Legend

-  Location of subject Port Park site
-  Proposed Commuter Route (5m width)
-  Connections to 3FM Active Travel Route
-  3no. 3FM Active Travel Route Stop Points
-  Character Area (Pigeon House Harbour)
-  Poolbeg Lighthouse (visitor attraction)

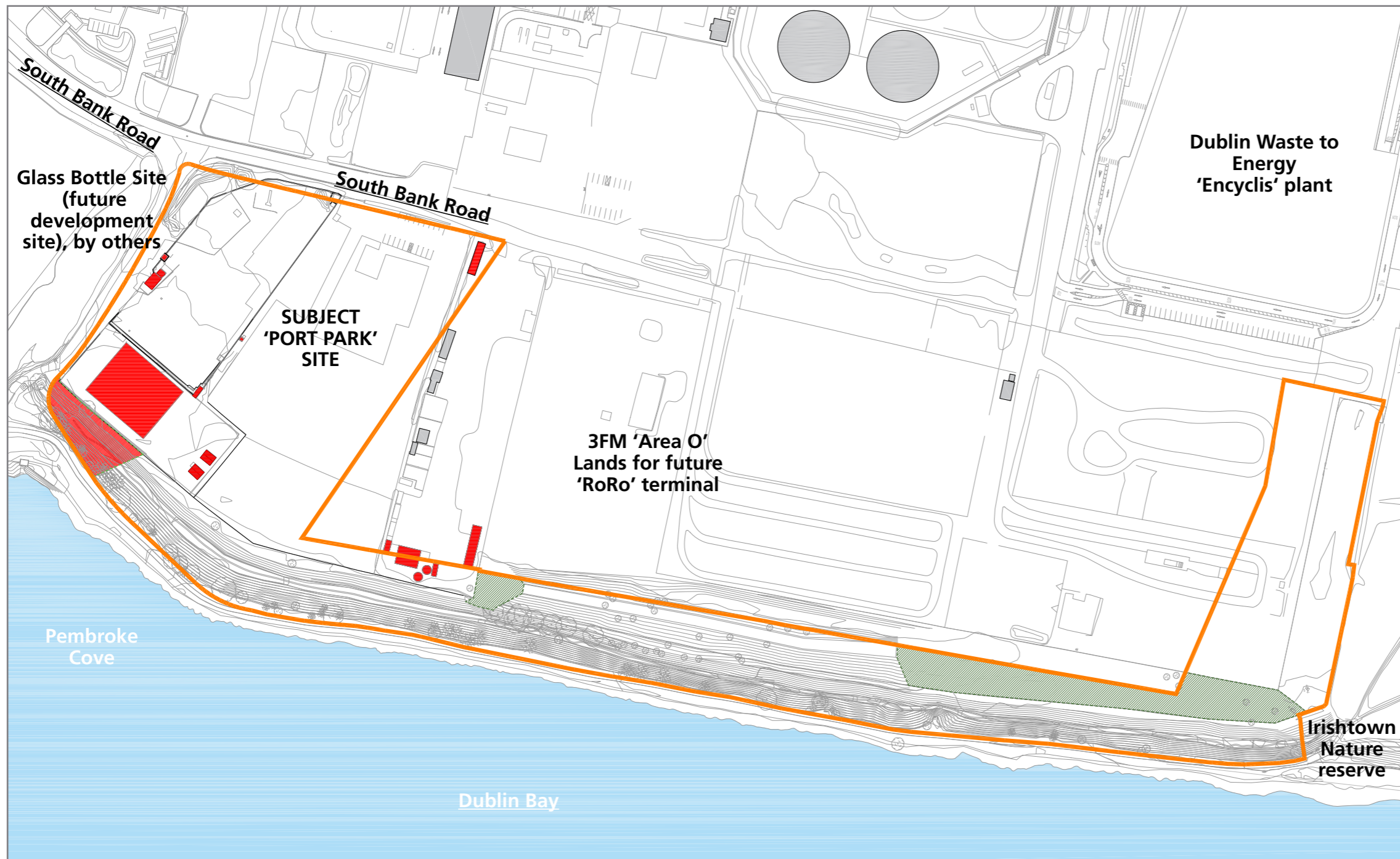
▲ Aerial view of Dublin Port lands and identification of proposed site in context

← → 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



Existing Site Plan & Site Extents



▲ View east from berm south of subject site and existing buildings on site

The extent of the site plan for Port Park measures 5.2ha in area, and extents of subject site area ensure a landscaped buffer zone south & east of 3FM 'Plot O', to visually screen the proposed RoLo terminal area from adjoining neighbours and the immediate site context.

A number of existing industrial buildings are within the subject site area, and have been noted for removal/demolition to accommodate subject proposals as indicated in the red hatch on the drawing to the left.

Proposed planting of the existing berm is proposed, along with a landscape management plan to ensure the sensitive nature of the site and existing berm area is retained for its ecological and environmental value.

◀ Overview of existing site plan and site constraints with immediate context of industrial and Dublin Port lands

— Delinates extent for 3FM Project: Port Park

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



Existing Site Photographs



▲ View east from berm south of subject site and existing buildings on site
▶ 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



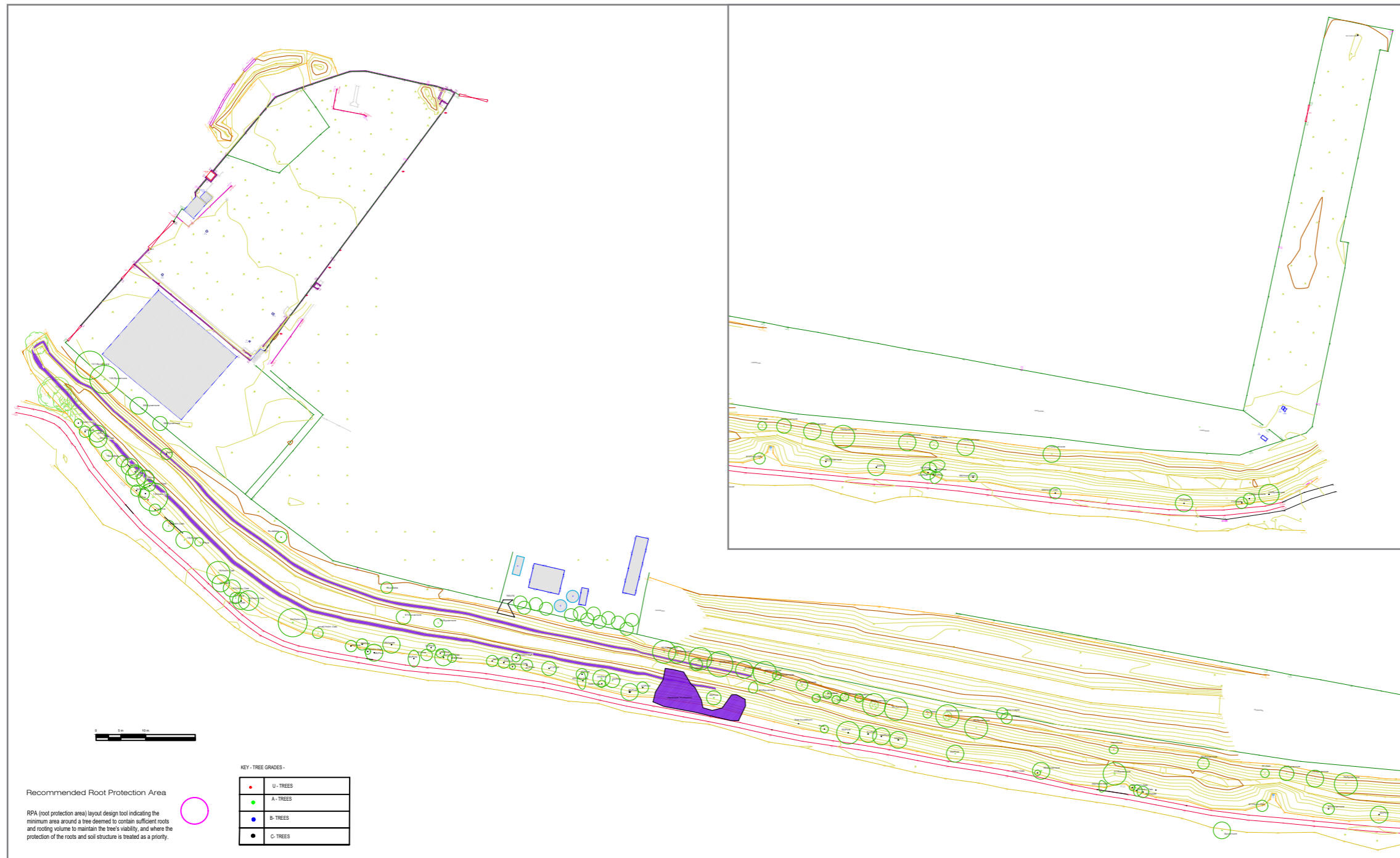
▼ View south from South Bank Road, and subject site to left-hand-side of image



▲ 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



Existing Tree Survey (courtesy of Joe McConville arborist)



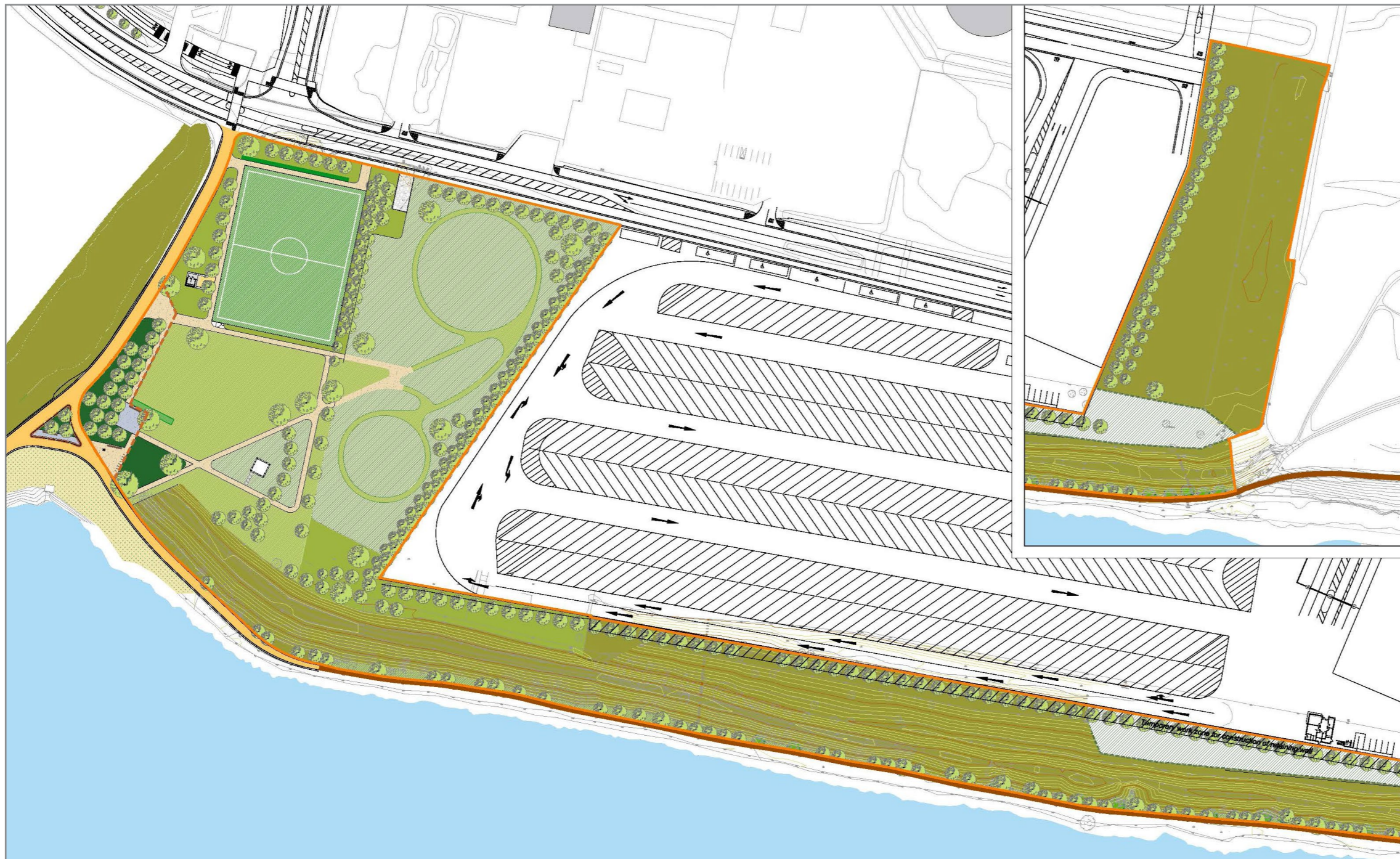
▲ View west of existing landscape and trees planting from berm south and west of subject site

An existing tree survey has been undertaken on the site and across the berm area to assess the quality and health of all those existing on the site. Joe McConville arborist has prepared an arboricultural method statement which forms part of this application to outline the treatment for preservation and management of all trees.

◀ Existing tree survey, noting significant tree species and tagging as per Joe McConville arborist survey findings



Section 02 - Proposed Park
 Proposed Port Park Masterplan



▲ CGI view of pedestrian pathway at parkland green area south, towards playtower



▲ CGI view of woodland pavilion within the landscape treatment

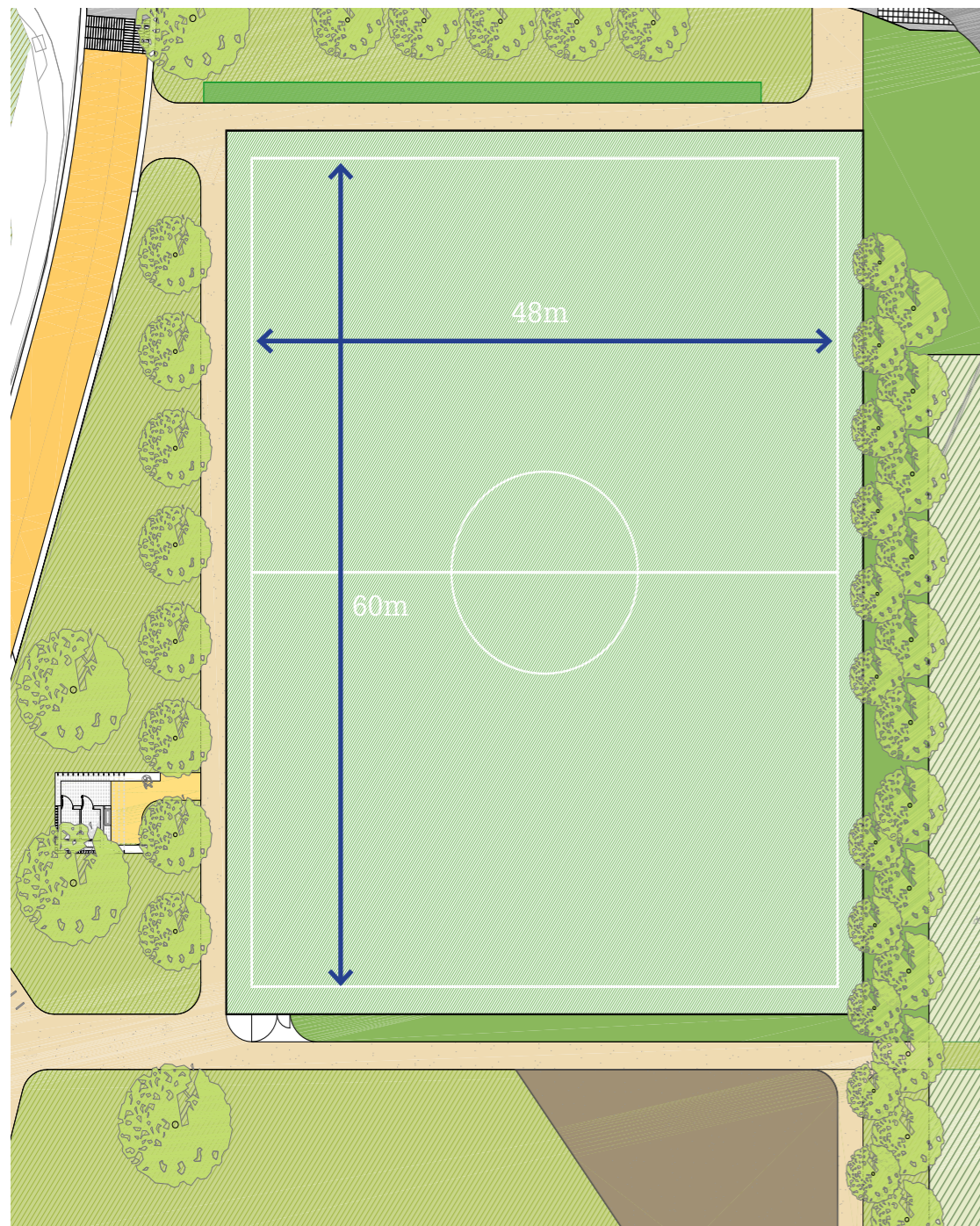
◀ The Port Park masterplan includes a large sports pitch, pedestrian pathways, a pavilion building with public toilets, public square, children's play tower, and a wildflower meadow to the east. On the park's western edge, a 'share with care' corridor accommodates both cyclists and pedestrians and is a vital part of the 3FM Active Travel Route.

▲ Proposed Port Park masterplan - NTS
 Please refer to accompanying PA-001 drawing by
 Darmody Architecture for all detail

— Delinates extent for
 3FM Project: Port Park



Port Park Character Area 01 - Proposed Sports Pitch



Research has been undertaken for design of shared sporting pitches for subject proposals. Consultancy from Sports Ground Solutions was undertaken in the design and layout for the sports pitch with the Park masterplan. Details for all boundary treatments were advised to ensure enclosure of the pitch for future sports events.

As advised, a maximum playing pitch length and width of 60m x 48m affords ample space for GAA or other sports to be played on this dimension. This was agreed with the client at an early design stage to ensure flexibility for local clubs and community groups in its future use, once operational.

The design and performance requirements for the pitch include adhering to the GAA Standard 2022 or equivalent International standards. Natural grass finish has been

chosen for the sports pitch in order to alleviate concerns with use of micro plastics or other adverse materials.

The natural grass finish will require ongoing maintenance and irrigation to ensure the grass can remain suitable for a range of players ages and sporting activities. The use of natural grass will also harmonise with the soft landscape palette surrounding the sports pitch within the Port Park masterplan.

Given the sensitive nature of the Port Park site in its setting to Irishstown Nature Reserve & Pembroke Cove, it is an appropriate choice for the pitch finish.

▼ Reference image for configuration of combined sports pitches located at Sports Ireland Campus, Abbotstown, Dublin



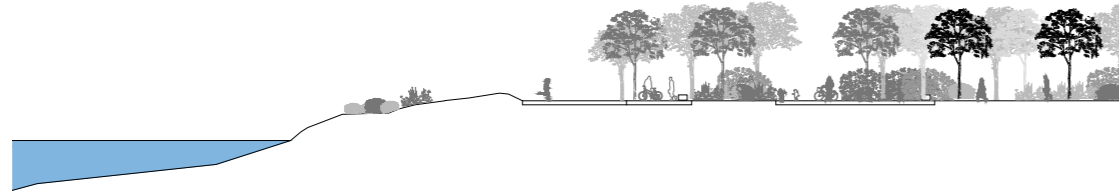
▲ Reference image for sports pitch located in Co. Kildare for which Sports Ground Solutions provided consultancy



▲ Reference image for double leaf entrance gate 3m wide, with a 1.2m pedestrian entrance included within the southern perimeter boundary allowing a controlled entrance to the sports pitch from pedestrian pathways and the public parkland



Port Park Character Area 02 - Active Travel Route Stop Point C & Parkland



▲ Concept section of proposed Stop Point C through public plaza southwest of Port Park & ATR to Pembroke Cove to the south and tree-lined boulevard to the west



▲ CGI view of proposed 'Stop Point C' incorporating a public plaza which affords a direct connection to Pembroke Cove to the south



▲ **Key Plan** for subject Stop Point in context of the 3FM project and ATR

◀ Proposed Plan of Stop Point C and intersection of Active Travel and leisure route to the east. Currently, the proposals incorporate the western corridor of proposed 'Port Park'



Active Travel Route incorporates 'Stop Point C', which is an open public plaza providing an open rest point along the route. This area will bring future users along the western edge of 'Port Park' to deliver and offline pedestrian route from the Active Travel 'share with care' corridor, to a tree lined avenue approach entering a public square to the south.

Upon entering this zone, the visitor is afforded 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.

CGI (left & below) to illustrate public plaza & landing zone to allow for meeting points and orientation points along the subject ATR, with fixed lighting and Interpretation which are designed components or features integrated into the route, aimed at conveying information about the surrounding area.



Port Park Character Area 03 - Wildflower Meadow

To the east of the proposed sport pitch, Parkland and enclosed lawn space, and wildflower meadow is proposed for lands which are currently underutilized for biodiversity and ecological gain.

An array of meandering pathways are suggested by mown pathways included within the meadow which will be mown at interim periods subject to future management of the space. Within this land plot, no hard landscaped areas are proposed in an effort to promote a natural biodiversity forming a natural environment.

The interlinking Active Travel Stop Point C of the Active Travel route bounds the western fringe of the proposed Port Park with a separation pathway affording pedestrian an alternative route to enter the Park and meet or socialise at a centrally located public square in the south area of the Port Park site.

Pedestrian pathways are lined with semi-mature trees and planting to deliver a sense of enclosure by a natural environment. These areas will have strong levels of passive surveillance and public permeability from the open southern lawn space within the central park zone.



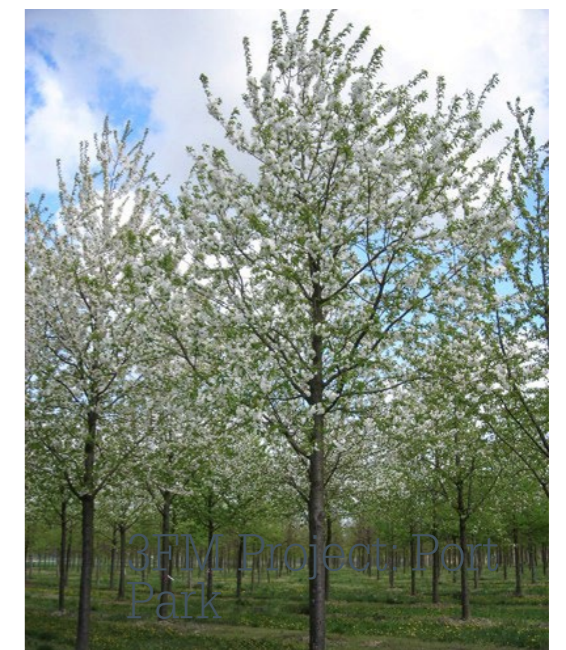
Configuration of wildflower meadow zone east of Sports grounds and open parkland, with mown pathways and all soft landscape proposals



Ref image of wildflower meadows with enhanced areas of biodiversity due to undisturbed areas for soft landscape and an array of natural landscaped palette



Proposed trees; Prunus avium 'Plena'



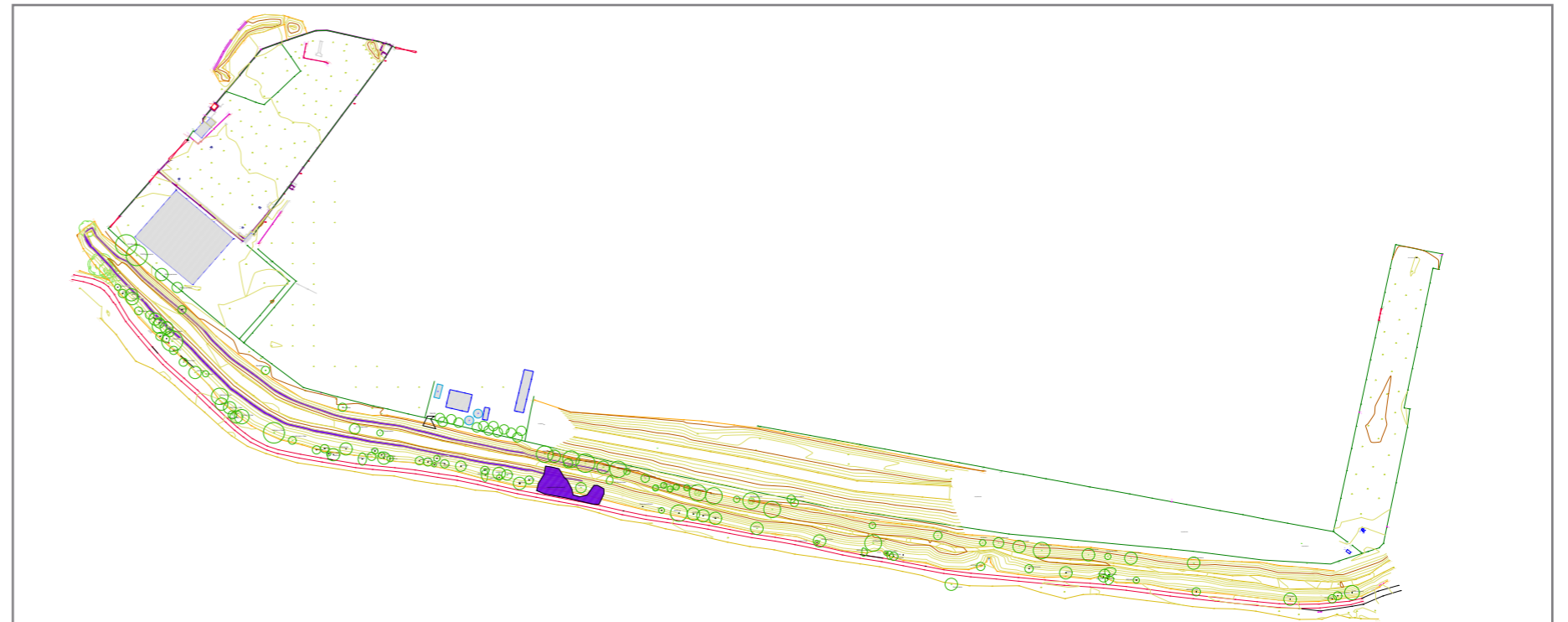
Port Park Character Area 04 - Existing Berm

Safe access and connection to the existing landscape and across the berm west of Irishtown Nature Reserve is a key consideration of the 3FM project. Whilst upgrading of the existing pathway does not form part of this project, the southern perimeter of Port Park will include a connection of the Active Travel Route shared surface.

As per images 1-4 below, proposed tree planting to the southern edge of the existing berm to provide visual screen of 3FM 'Area O', and Dublin Port operations from the immediate and surrounding context to the south, beyond the Pembroke Cove environment.

A Tree survey was carried out on the Port Park site and existing berm by Joe McConville arborist as shown to the right of this page, upon which TTT landscape Architects were able to determine suitable locations for tree screening planting of the species noted below. Please refer to Plant Schedule on Planting Plan, Drawing Ref:33-P-003 in TTT package for proposed locations, species, size and quantity of trees.

'All trees will be best quality substantial size semi-mature trees when installed and will provide an immediate impact as desired for screening views to Plot O from Sandymount. Optimal screening cover will be achieved by the third of fourth season', extract from TTT Landscape Design Report.



01



02



03



- ◀ 01 - Pinus sylvestris (min 5m height)
- 02 – ilex aquifolium (min 3-4m height)
- 03 – Pinus sylvestris (min 3-4m height)

▲ View of existing berm and natural landscaped of trees and wildflower species with positive ecological value to be complimented by the proposed planting palette



Section 03 - Materiality

Hard & Soft Landscape Materials

Care has been taken in the consideration of material and design language adopted for the area around Port Park and adjoining ATR Stop Point C.

A combination of concrete with varying finishes, granite paving, and resin bound surfacing are proposed for hard landscaped zones and pedestrian routes within the Port Park. Timber has been chosen for the pavilion skin materiality to sensitively nestle within the soft landscaped verge, which also speaks to the proposed play tower in the eastern site parkland.

In proposing additional trees into the existing landscape, low level ground cover will include;

- Luzula nivea 'Lucius'
- Polystichum setiferum
- Dryopteris erythrosora

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 southwest of Port Park.

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



▲ CGI facing south of proposed junction towards Stop Point C & Irishtown Nature Park pathway (right) illustrating a subtle mix of hard & soft landscape materials



▲ The reference image for Port Park pavilion building illustrates a structure nestled within parkland, and provides services such as toilets and public seating to adjacent external spaces



▲ DA CGI for area Active Travel Route south of Port Park which has 'share with care' markings included on ground surface treatment, ensuring future pedestrian and cyclists are aware of the adopted approach for all

Proposed Park Pavilion

To serve future Port Park visitors and sports persons, a toilet pavilion is proposed to nestle within the landscaped zone between the ATR and pedestrian pathways. 2no. toilets are proposed, sheltered within an outer timber skin and concrete plinth extending to the hard landscaped zone. This implied space affords a seating plinth and also incorporates a drinking fountain for those who may need hydration.

The materiality has been chosen to compliment the soft planting landscape, and material language of the proposed play tower in the southern parkland area. Vertical fins and columns wrap the pavilion as an external skin, which allows for visibility through the structure, also ensuring passive surveillance for the safety of future Park visitors.

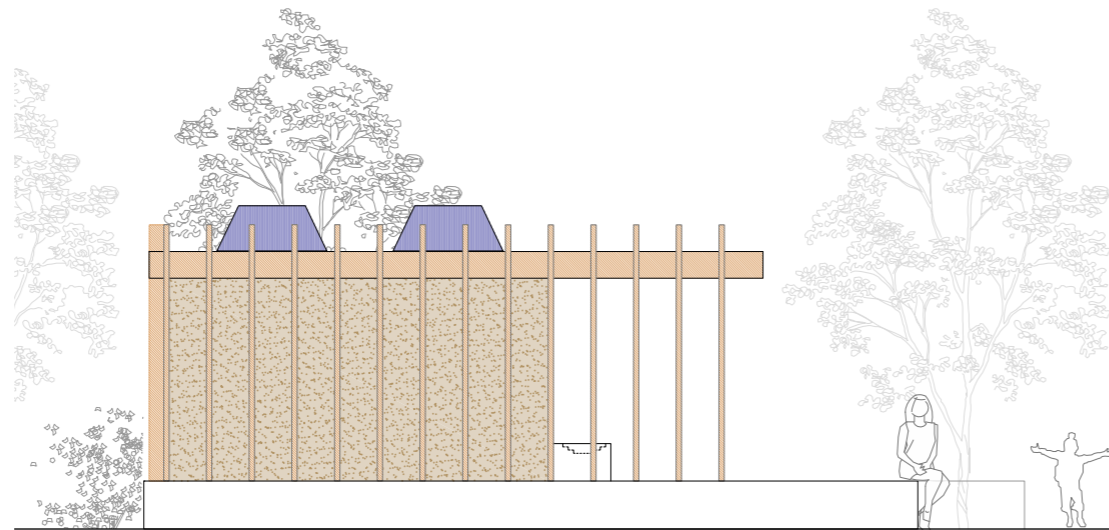
Reference for woodland feel Pavilion structure to nestle within soft and hard landscape, with lower concrete plinth for use of approach and enclosure



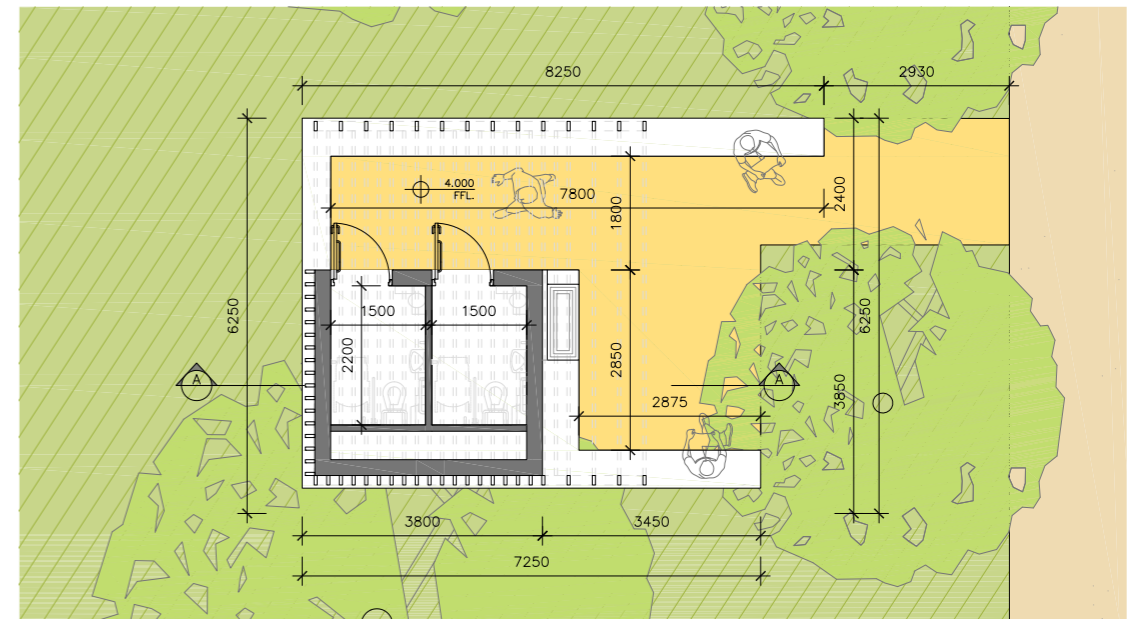
▲ Ref for internal zone of pavilion with simple robust materials suitable for use by the public for well trafficked spaces



▲ CGI view taken from Active Travel Route with proposed Pavilion nestled between pedestrian travel routes, and southern public plaza



▲ Ground floor plan (right) and south elevation (above) for proposed toilet pavilion building set within pedestrian pathways and semi mature landscape and trees lines edges to form its setting



Proposed Lighting

Lighting will form a primary consideration in the design process to ensure the safe use of the Port Park & Active Travel commuter corridors.

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 was paramount for the client and design team from the beginning of the project.

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. Cundall Consulting Engineers have formed an integral part of the design intent and placement of all proposed lighting.

▼ Reference images for ground spot lighting to be incorporated at trees & feature walls



▲ Feature lighting poles proposed at 4.5m height, proposed within public plaza and key parkland node points

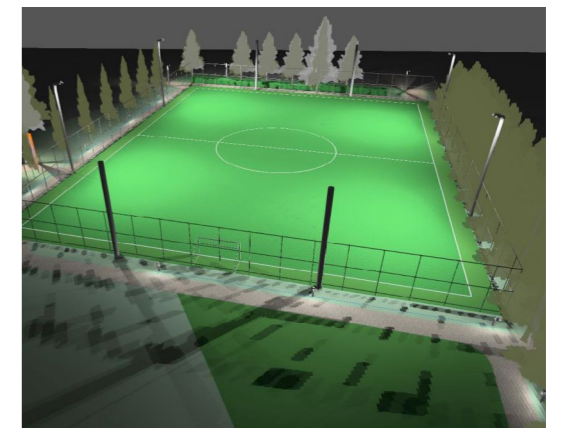


▲ Light bollard in situ, with ample area of set back from pedestrian pathways and travel corridors proposed off primary Parkland routes

A number of 4.5m tall light poles are proposed within public plaza and key node points in the Port Park masterplan. These positions have been carefully chosen to act as urban markers whilst ensuring ample lighting is achieved within the Parkland spaces.

Other fittings include recessed lights set within concrete bench bases, and in ground spot lights primarily used to illuminate feature trees and low level vegetation. All fittings will be selected at detailed design stage to ensure low impact on existing ecology and environment. Bollard lighting to the pathway edge will form a direction light for adequate lux levels. All fittings will be hard wearing and suitable for the maritime environment, ensuring low maintenance levels required in the future.

Flood lighting to support the sports pitch are proposed on the perimeter boundary (Cundall simulations below). Light pollution will be kept to a minimum by using LED floodlights that have a very low upward light output ratio and will also be fitted with back reflectors to cut off the low throwback to reduce light pollution to areas adjacent the pitch. please refer to Cundall package for further detail on the proposed lighting.



Proposed Interpretation & Way-Finding

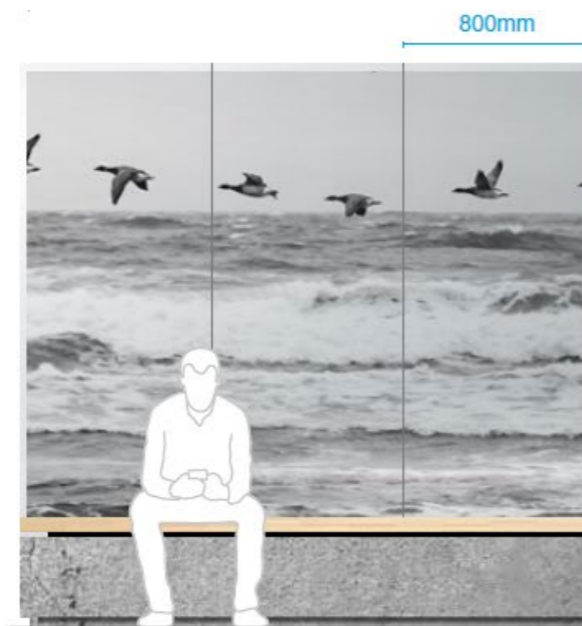
Within Port Park, and along the Active Travel Route, the design team have incorporated a number of areas appropriate for Interpretation elements by our Interpretative designers 'WE ARE BRIGHT'. This allows for a considered approach for the communication of the Port and coastal context, to ensure enjoyable 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 within Port Park, and not to detract from the unique environment of the subject site. Scale and materiality will be considered for the range of persons who will interact with such features in the future.

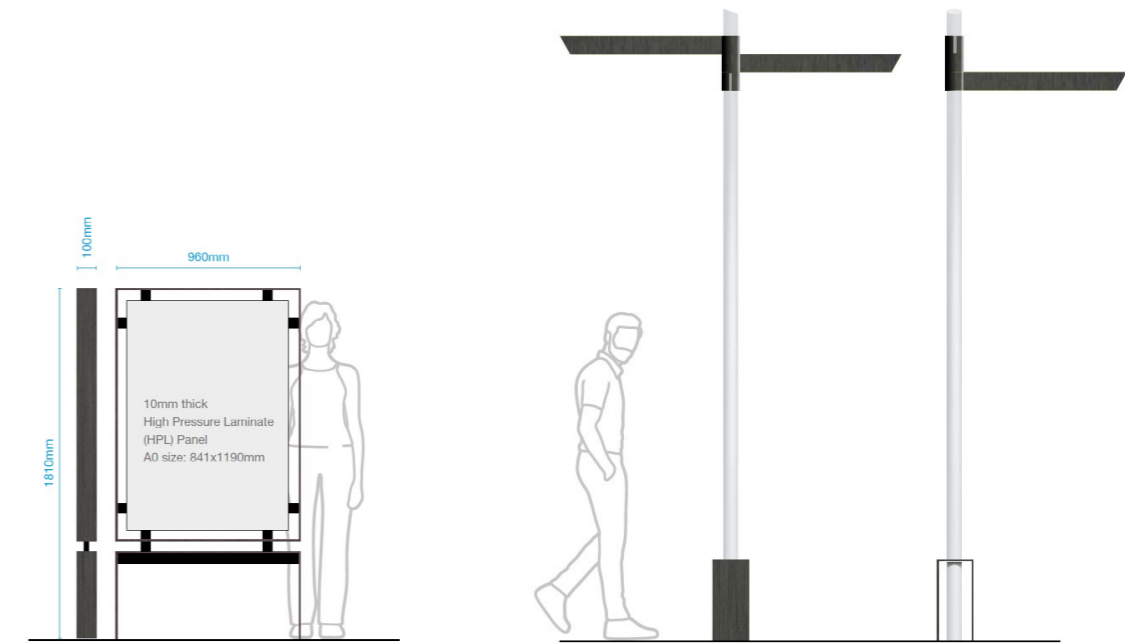
By formalizing the design and incorporation of these interpretation elements, the Active Travel Route and Port park connections can become more than just a means of transportation. It can be a rich, educational, and enjoyable experience for all who use it, while preserving the unique character of the 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.

Proposed fixed Interpretation integrated at bench areas and Intermediate Stop Points along the Active Travel Route, with graphic panels of Port illustrations and heritage



6780 mm Double sided bench
 Timber top bench seat & concrete base with 4no. treated stainless steel Interpretation graphic panels.



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



Photo etched image to treated stainless steel panelling (both sides)

Section 08 - 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 Port Park site 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.

The subject proposals for Port Park represent a rejuvenation of previously underused industrial lands, creating a contemporary parkland that offers public spaces and amenities tailored to a wide array of activities, functions, and environmental considerations. The collaborative approach undertaken by the design team has resulted in a welcoming and inclusive hub for the local community and visitors.

Consultations and meetings with Dublin City Council's Parks and Active Travel department have been instrumental in refining the design, with feedback consistently integrated into the development process. This collaborative effort with the client and design team ensures 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.

Computer Generated Image 01 - Western perimeter of Port Park & ATR connection

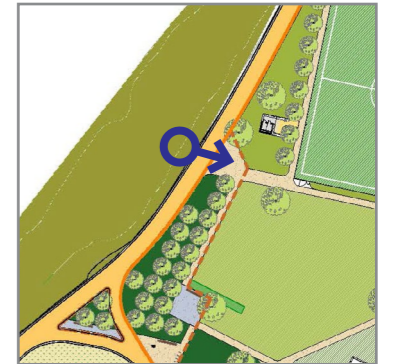


▲ Key plan for location of proposed CGI view

◀ CGI 01 of proposed Active Travel Route interface to Port Park for bicycle parking in setback area for safe access to pedestrian pathways and pavilion access route



Computer Generated Image 02 - Pedestrian connection to Pavilion building

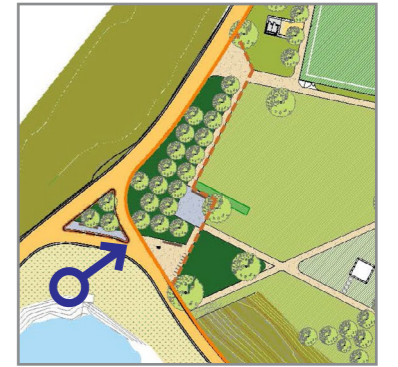


▲ Key plan for location of proposed CGI view

◀ CGI 02 of pedestrian access pathway from the west to sports pitch area and pavilion zone with bespoke street lighting and landscape perimeters forming soft edges and implied boundaries



Computer Generated Image 03 - Southern edge of public plaza

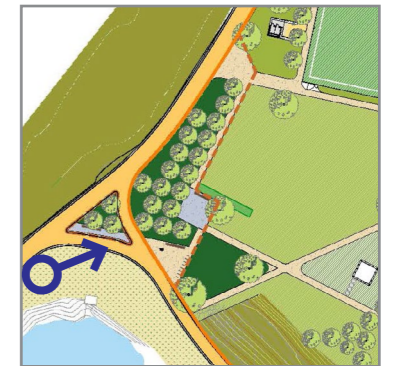


▲ Key plan for location of proposed CGI view

◀ CGI 03 of southern entrance area to Port Park, with continued connection to existing Irishtown Nature Reserve to the east. Bench seating, bicycle parking and Interpretation allow for functional areas for future visitors



Computer Generated Image 04 - Active Travel Route & Park interface



▲ Key plan for location of proposed CGI view

◀ CGI 04 of triangular landscaped zone affording an orientation and meeting point for Active Travel Route, and division to Port Park and existing route



Computer Generated Image 05 - Access to Parkland



▲ Key plan for location of proposed CGI view

◀ CGI 05 of access route to southern parkland with playtower, and wildflower meadow to the east



Computer Generated Image 06 - Public Plaza view south to Pembroke Cove



▲ Key plan for location of proposed CGI view

◀ CGI 06 of public plaza landing zone affording an orientation and meeting point for Active Travel Route & parkland improving the overall urban environment, and creating a welcoming and inclusive space for nearby residents and Park visitors



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Other specialised services include

- BER Assessments** (commercial and domestic)
- Conservation Consultancy**
- Project Management**
- Health & Safety** (Project Supervisor Design Process PSDP)
- Fire Certificate Applications**
- Project Appraisal**
- Sustainability**
- Expert Witness**

Darmody Architecture is a member of the Royal Institute of the Architects of Ireland, the Royal Institute of British Architects and the Docklands Business Forum.

