

Dublin Port Company

Update on changes to the 3FM Project

May 2024

Dear Sir/Madam,

You recently contributed to a consultation process in relation to “3FM”, part of the Dublin Port Masterplan on the Poolbeg Peninsula. We are writing to you today to let you know the changes that have been made as a direct result of this extensive consultation process and a consideration of alternative options – a key requirement of the planning process.

The 3FM Project will provide new port capacity for unitised cargo on port-owned lands on the Poolbeg Peninsula and includes the construction of a new bridge across the River Liffey as part of the Southern Port Access Route (SPAR). In addition, a new Maritime Village and enhanced public and community amenity will be provided, along with 5.5km of cycle and pedestrian routes across the Poolbeg Peninsula.

The changes outlined below will directly address concerns expressed, and represent a material enhancement of lands allocated to public realm, more efficient location of lands and directly address concerns expressed about the perceived visual and noise impact of DPC’s original proposals.

A summary of the general nature of the changes to the plan is set out here:

1. No Lo-Lo (Container Storage) use in area O (on the southside of the Poolbeg peninsula)
2. Area O will operate as Ro-Ro only (single height trailers)
3. An additional area of 2.7 acres will be reallocated to the Nature Reserve as an extension to this area
4. A permanent additional area of 2.5 acres for use as a wildflower meadow will be added to the already committed Port Park of 3.7 Acres
5. The berm (coastal path) will be enhanced with additional planting
6. An area of 1.2 acres will be allocated to the district heating needs. This will not form part of the planning application.

More information on the reconfigured Area O

It had been originally proposed that a Lo-Lo (container) storage facility would be located on port lands directly south of the Dublin Waste to Energy facility, referred to in the Dublin Port Masterplan as Area O.

Following feedback from the consultation process and a detailed review of options, an alternative allocation of land has been determined with Area O continuing to play an important role in providing Ro-Ro trailer capacity, but on a reduced area with no stacking of freight or gantry cranes.

Area L, which is adjacent to the quayside, will now be used as a Lo-Lo container storage facility. Area L had been designated for further development at a later date under Masterplan 2040. However, this proposal brings this plan forward.

The Area O lands will now be reconfigured as follows [see also enclosed map]:

- A new portion of lands at the eastern end of Area O will be allocated to the Nature Reserve (Irishtown Nature Park) and transferred by DPC to Dublin City Council. This land represents a **2.7-acre extension to the Nature Reserve**.
- A 1.2-acre portion of Area O will be made available to Dublin City Council to **facilitate the provision of a District Heating Energy Centre** adjacent to the Waste to Energy plant. This is the preferred location for Dublin City Council for the Energy Centre required to service the district heating scheme. The planning consent for the Energy Centre will *not* form part of the 3FM application and will be a matter for Dublin City Council in due course.
- The remaining part of Area O lands will **now be used as a Roll-On Roll-Off (Ro-Ro) unaccompanied freight terminal, replacing the originally proposed container stacks with a ground level, single height freight trailer area. This non-containerised low level Ro-Ro freight storage area will not involve any stacking of containers or trailers, nor will any gantry cranes be required.**
- The freight trailer terminal will be situated behind the existing large bund on the south of the Poolbeg Peninsula, and consequently be completely hidden from Sandymount Strand. Further planting of the bund will proceed as originally proposed, creating additional habitat along the coastal path area.
- Electric-powered transfer units will be used to move the trailers between Area O and berthside.
- All trailers departing from Area O will use the new, purpose-built Southern Port Access Route (SPAR) for access to the Dublin Port Tunnel - as will all other HGV traffic on the Poolbeg Peninsula. This will remove such traffic from existing public roads leading to and from the Tom Clarke Bridge.
- As a consequence of these changes, an additional area of land to the west of Area O will become a **wildflower meadow [2.5 acres], creating a biodiversity gain**. This will be directly adjacent to the new Port Park [3.7 acres].

- **In combination a total of 12.9 acres of Dublin Port Lands will be allocated to the proposed public park, wildflower meadow, existing coastal path and berm area which will be planted and the extension to the Irishtown Nature Reserve.**
- All of these proposals conform with the appropriate zoning for the Area O lands under the Poolbeg West SDZ.
- Funding will be provided by DPC to DCC to facilitate active travel routes around the Poolbeg Peninsula Nature Reserve which is managed by DCC.

Update on New Maritime Village

- In addition to the changes proposed at Area O lands, Dublin Port Company is pleased to note that broad agreement has been reached on the design of a new Maritime Village for the Poolbeg Yacht Club, Stella Maris Rowing Club, the Ringsend Registered Fishermen and Private Boatowners, the Irish Nautical Trust and other maritime interest groups in the area. This will be a significant community resource, providing modern facilities for a range of users with improved waterside access viewing opportunities, and a public plaza area.

Lifting Bridge / Southern Port Access Route (SPAR)

- The 3FM Project will also include the development of a new bridge across the River Liffey which will remove port and commercial traffic from surrounding roads.

Codling Wind Park

- An additional 3.7 acres will also be made available to Codling Wind Park for the on-shoring of off-shore renewable energy.

Rail freight access

- Dublin Port Company is also pleased to update that discussions are progressing well with Irish Rail with the intention of providing access for all port terminals to Rail. The SPAR will enable rapid road shunting of containers from the 3FM Project to these rail intermodal facilities. This rail intermodal initiative is separate to the 3FM Project in itself. Further updates will follow as this project evolves.

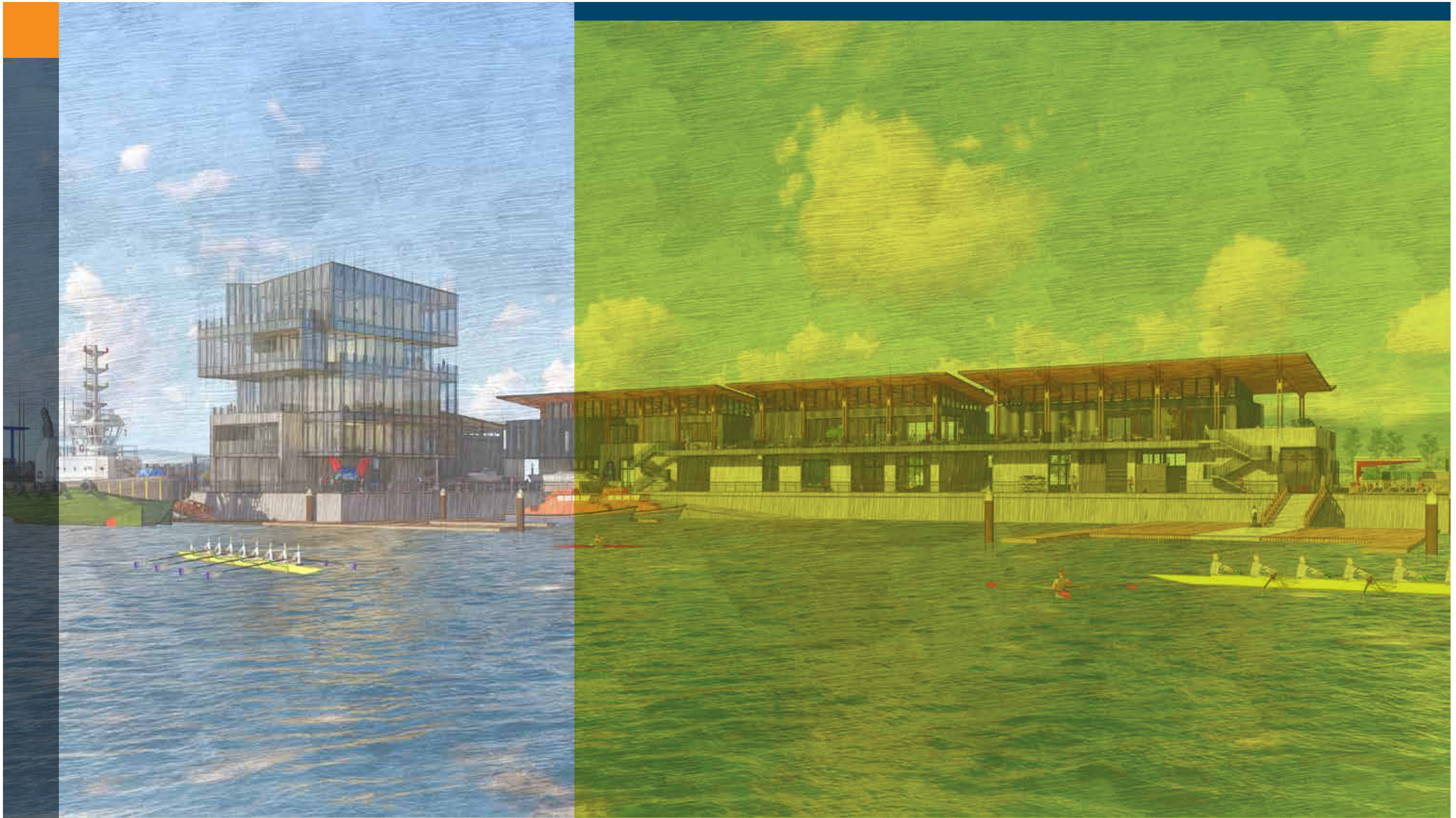
The changes are a powerful example of how genuine engagement in the consultation process can result in stronger and more sustainable planning. Large infrastructure projects such as 3FM are complex and challenging and the consultation process is essential in order to achieve the right balance between the interests of the many stakeholders they impact.

All stakeholders will have an opportunity to review the updated proposal in full, and make their views known to An Bord Pleanála as part of the statutory public consultation process when the application is lodged.

We wanted to share this important update ahead of submitting our application this summer.

If you have any questions at this time, get in touch with 3fm@dublinport.ie

Many thanks for your engagement with the development of this essential Irish infrastructure project.

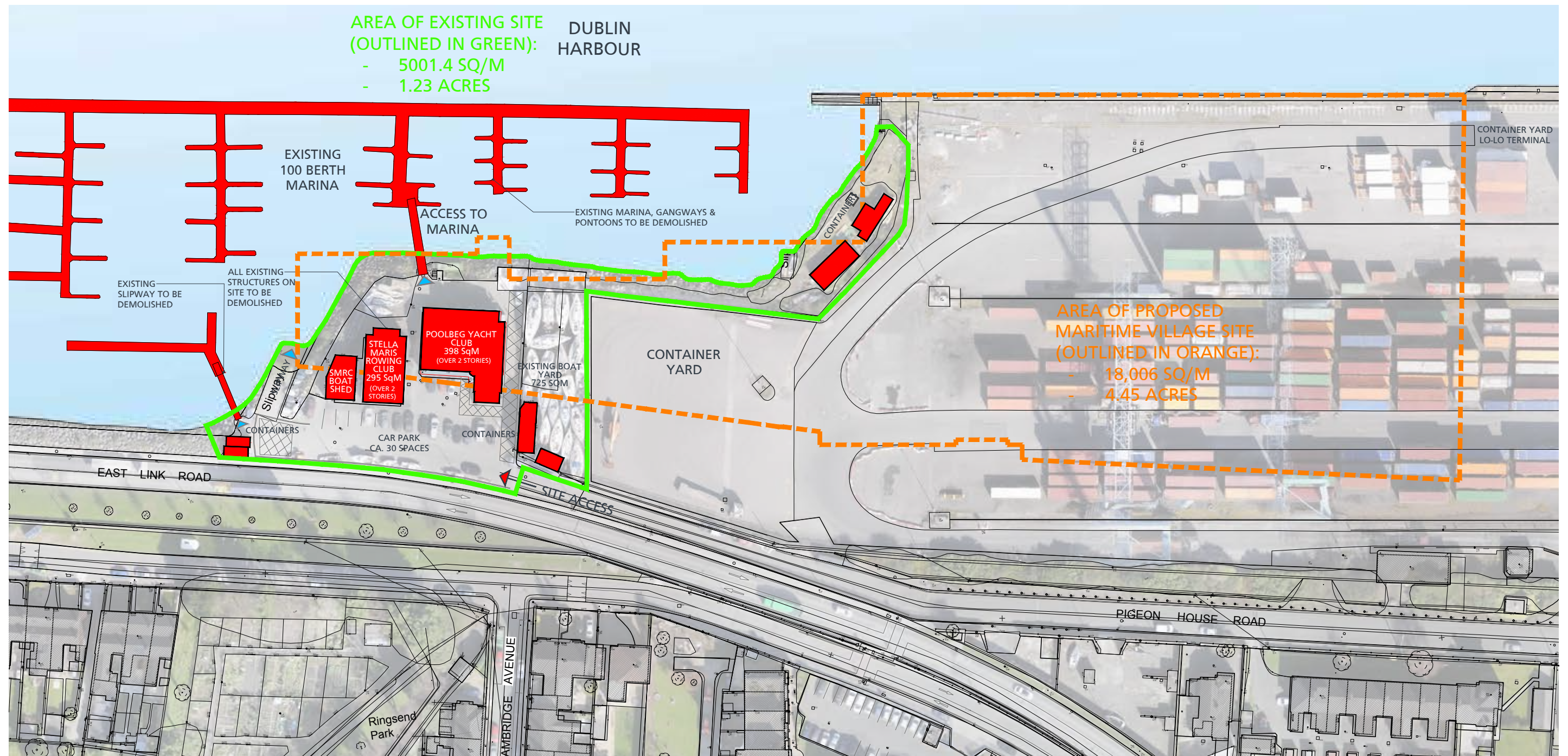




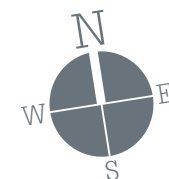
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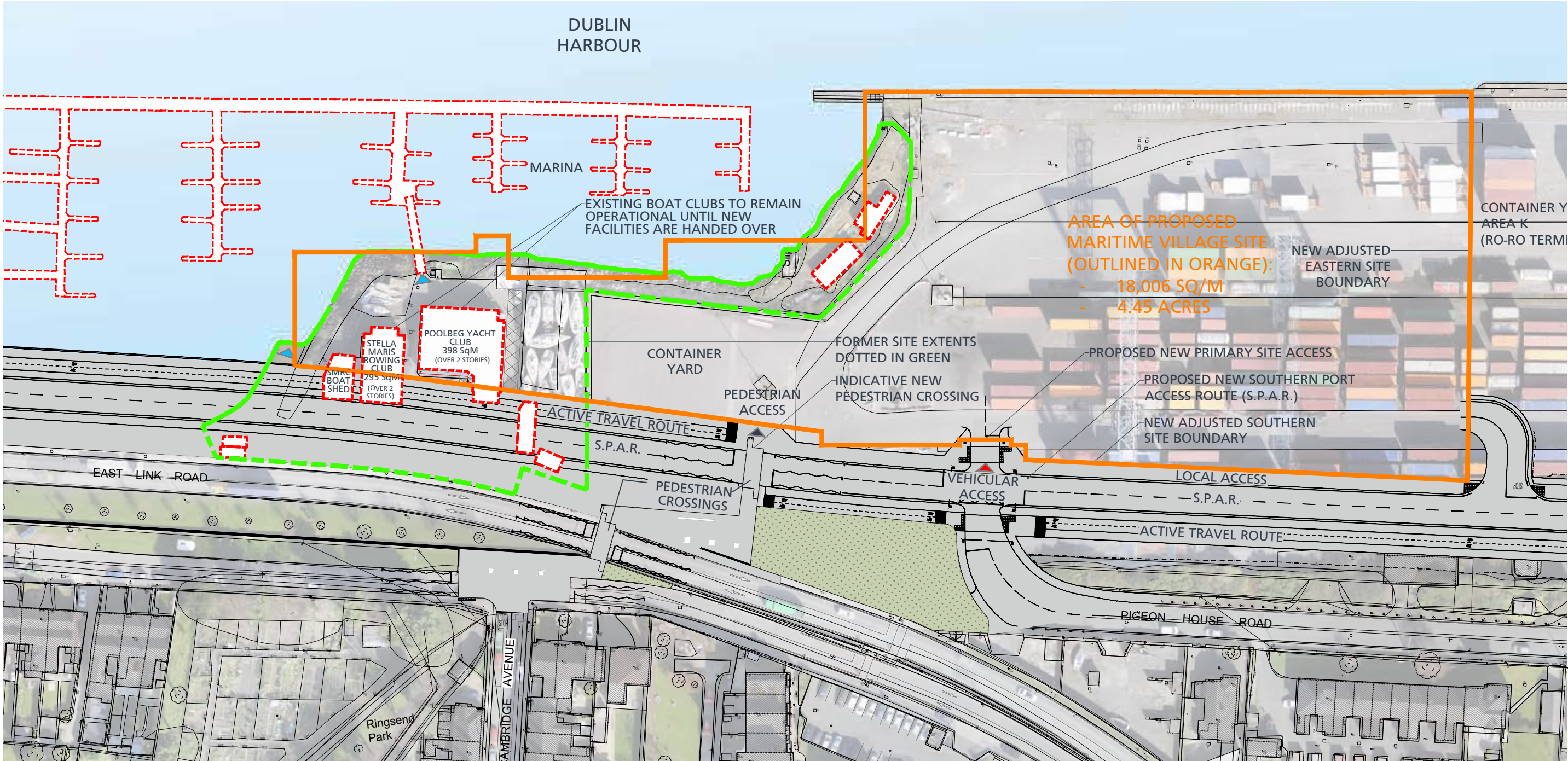
Section 01 - Existing Site & Constraints
Existing Site



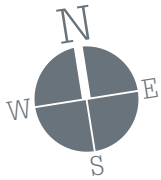
▲ Existing Site
Scale 1:1000



Proposed Extent of Site

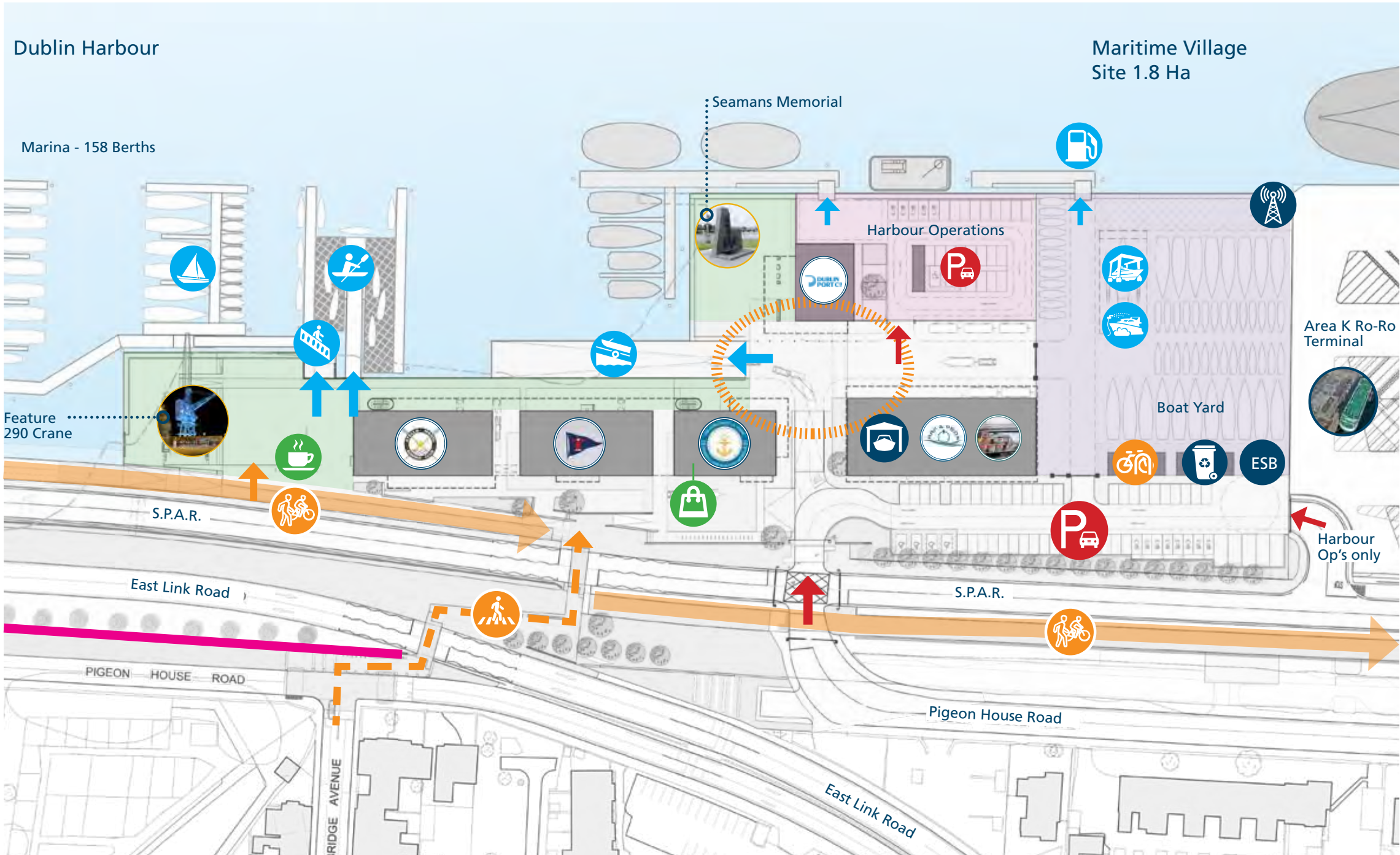


▲ Proposed Extent of Site
Scale 1:1000



Section 02 - Proposed Masterplan

Proposed Maritime Village Layout Strategy

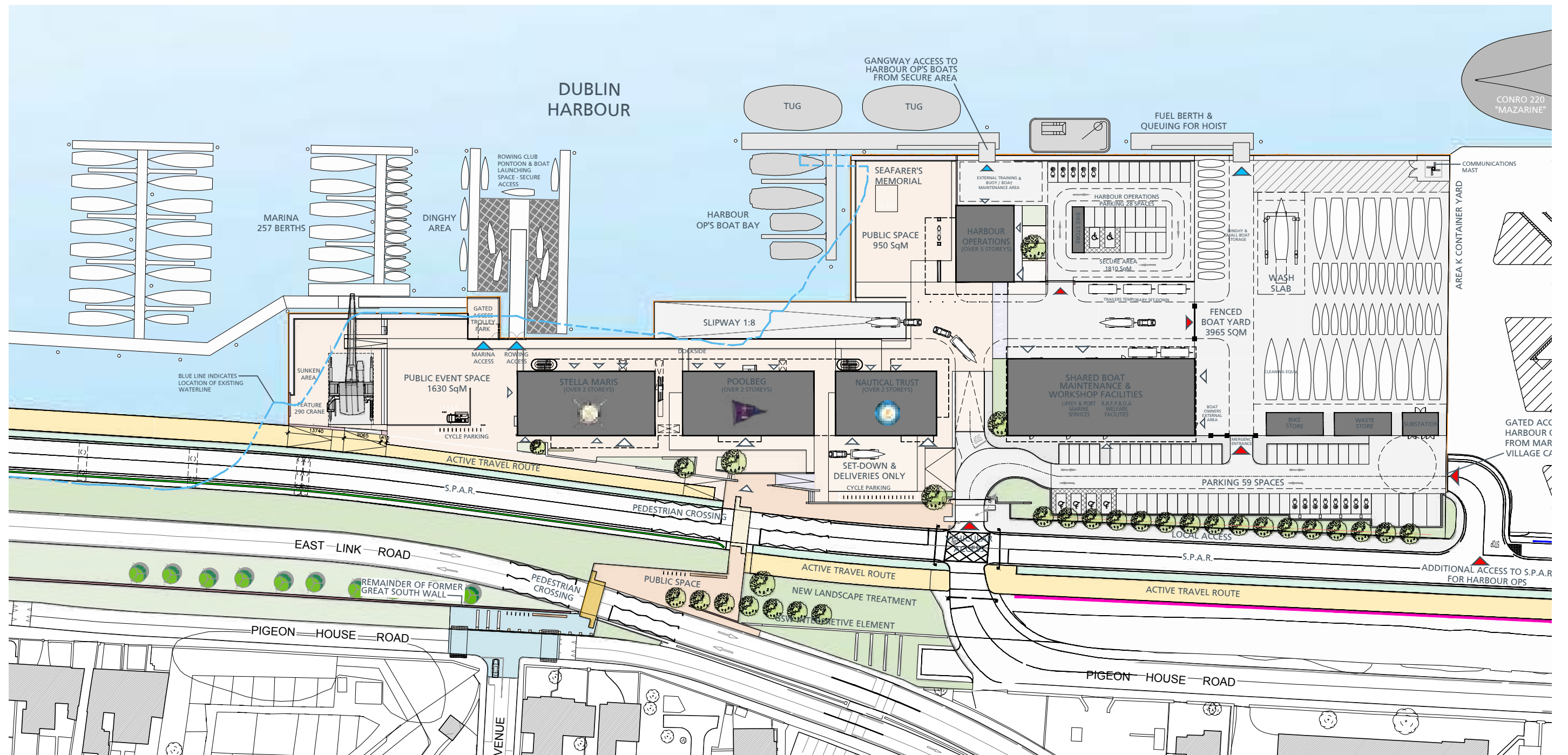


- Legend**
- Poolbeg Yacht & Boat Club
 - Stella Maris Rowing Club
 - Maritime Training Centre
 - Dublin Port Harbour Operations
 - Boat Maintenance Shed
 - Access to water
 - Slipway / boat access
 - Gangway Access to Marina
 - Rowing Boat Launch Area
 - Boat Hoist
 - Boat washing
 - Fuel berth
 - Vehicular Access
 - Car Parking
 - Pedestrian Access
 - New Pedestrian Crossing
 - Active Travel Route
 - Cycle Parking
 - Coffee Truck
 - Retail Marine Chandlery
 - Public Realm Areas
 - Secure Harbour operations Area
 - Secure Boat Yard
 - Waste Storage Facilities
 - Existing Great South Wall

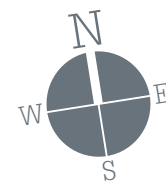
▲ Proposed Site Strategy Diagram
Scale 1:1125



Proposed Site Layout Plan



▲ Proposed Site Layout (at Ground Floor Level)
Scale 1:1000



Proposed Contextual Elevations



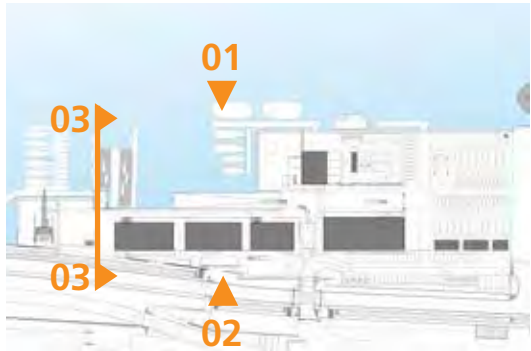
▲ Proposed Contextual Elevation 01 (North, facing water)
Scale: NTS



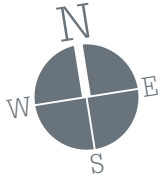
▲ Proposed Contextual Elevation 02 (South, facing street)
Scale: NTS



▲ Proposed Contextual Section 03 (cross section)
Scale: NTS



▲ Keyplan



Proposed 3D View 01 - Aerial View

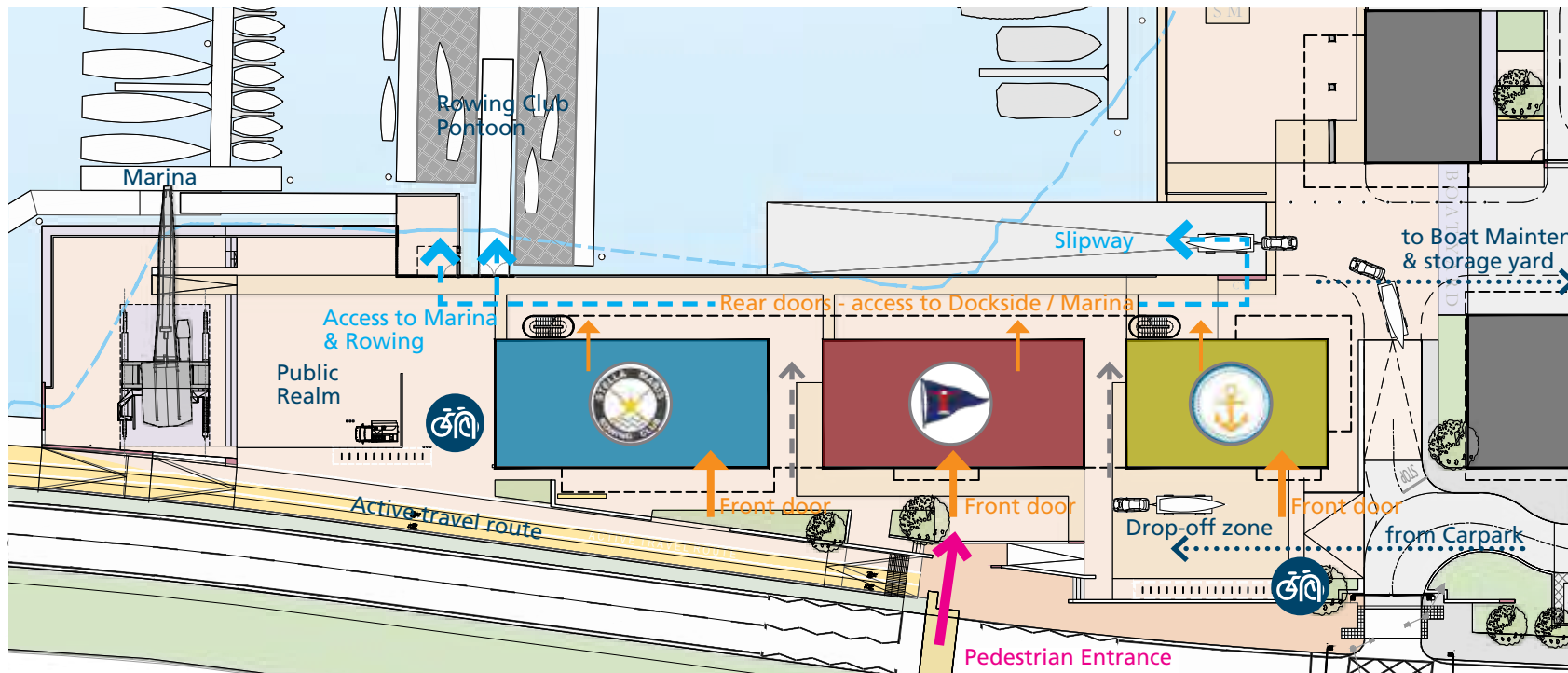


▲ Proposed 3D View 01
 Aerial View of Proposed Development

Section 03 - Proposed Buildings
Overview of Boat Clubs



▲ Perspective View of Boat Club Buildings as seen from water



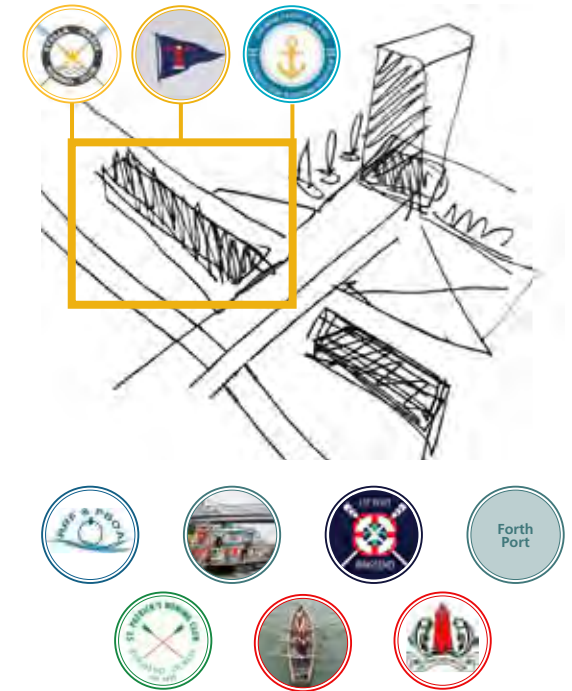
▲ Keyplan of Boat Clubs at ground level, NTS



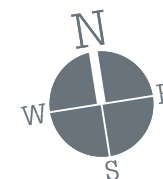
▲ Exterior view of existing Stella Maris facility with shed adjacent



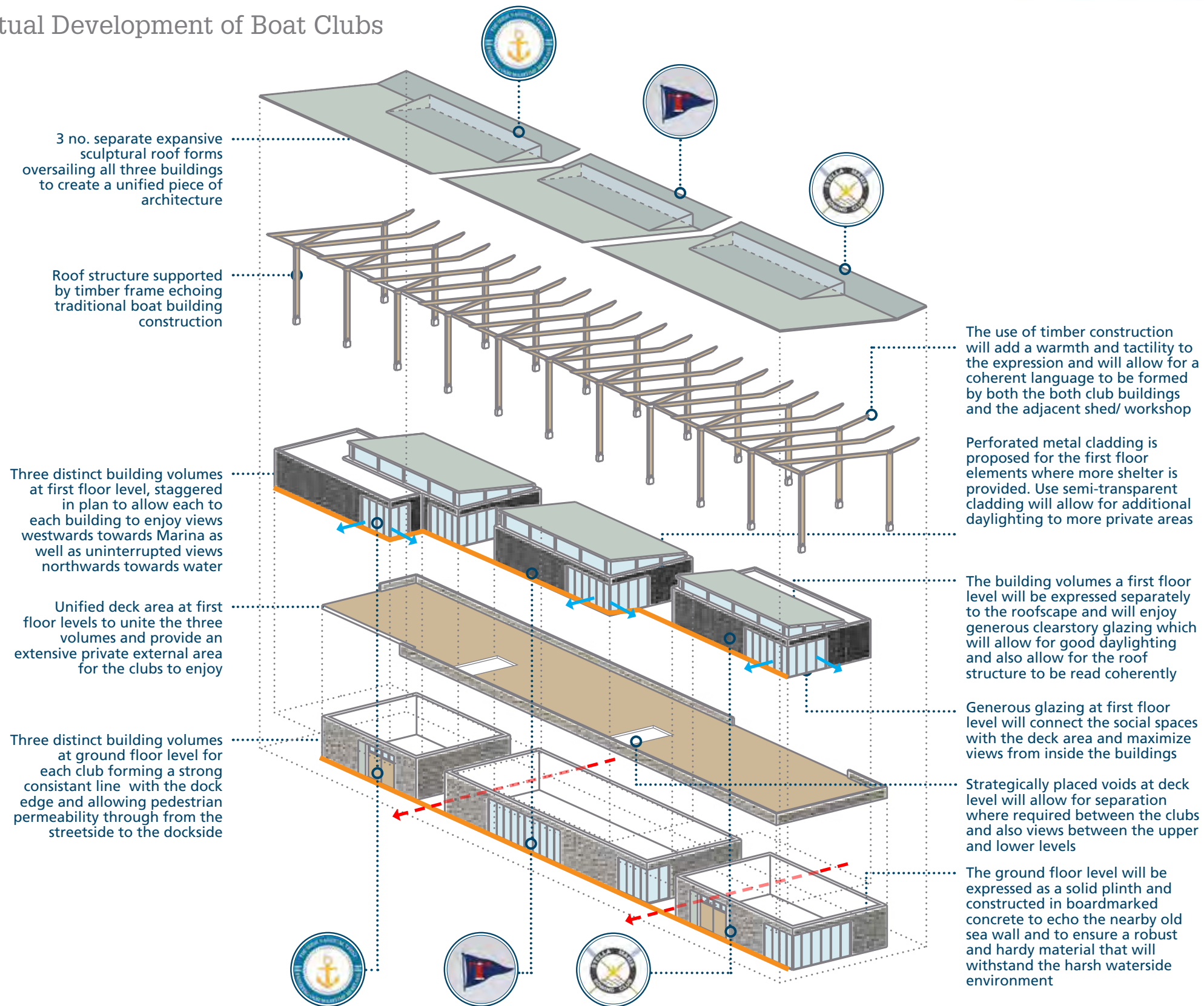
▲ Exterior view of existing Poolbeg Yacht & Boat Club facility



▼ Reference Image of a similar boat club structure by Norman Foster with vibrant waterside frontage and expressive timber roof

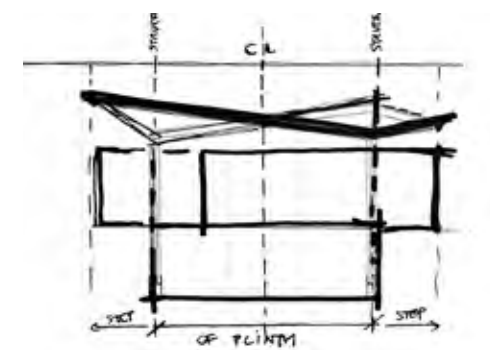
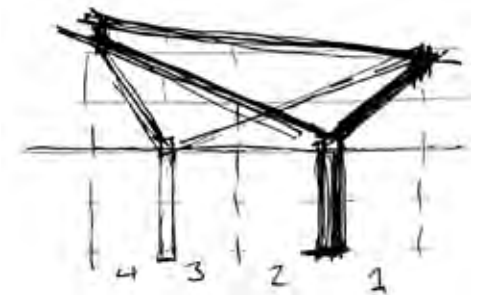


Conceptual Development of Boat Clubs

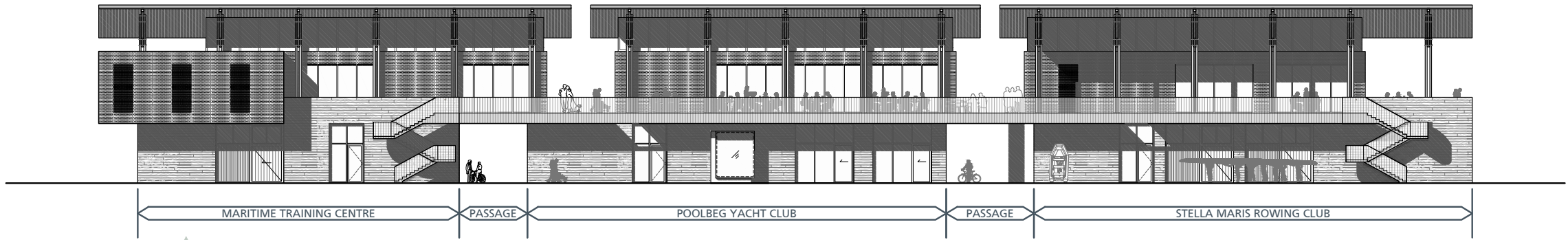


Roof Form Explorations

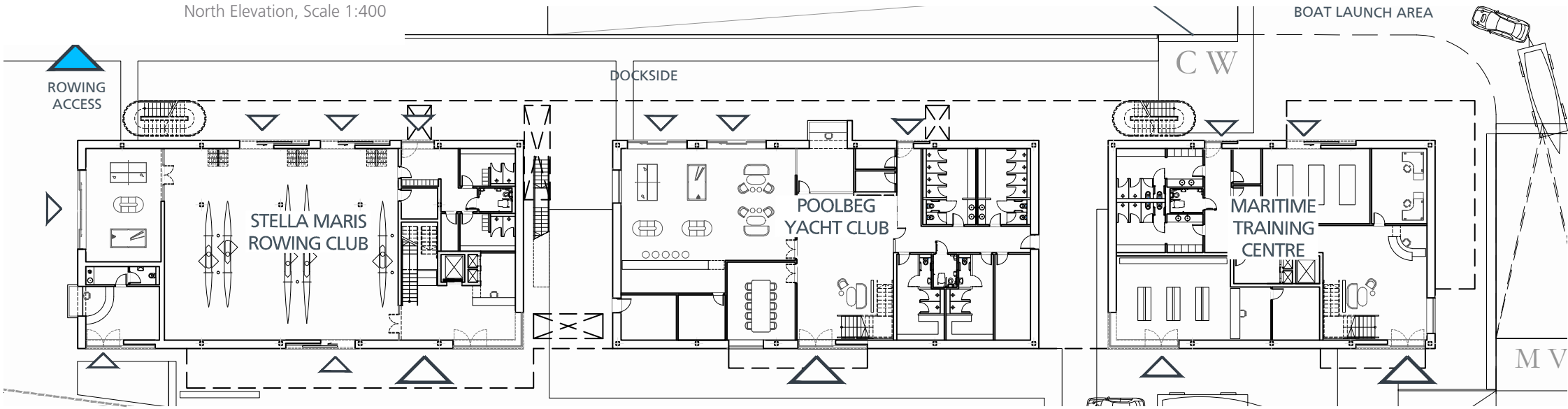
The starting point for the design was an acknowledgement of the waterside site and a wish to celebrate the beauty of the rowing and boating activities with a contemporary take on traditional timber boat-house structures. A sculptural roof form was developed taking direction from the geometry and angles of rowing movements, with an expression formed by a series of timber trusses evoking a sense of movement and dynamism, and echoing traditional boat building construction.



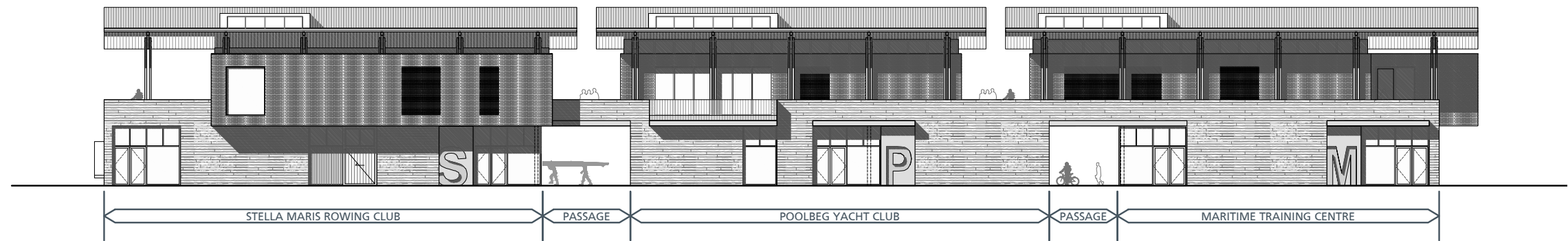
Boat Clubs Plan & Elevations



Boat Clubs
North Elevation, Scale 1:400



Boat Clubs
Ground Floor Plan, Scale 1:400



Boat Clubs
South Elevation, Scale 1:400

Stella Maris Rowing Club, 2 Storeys

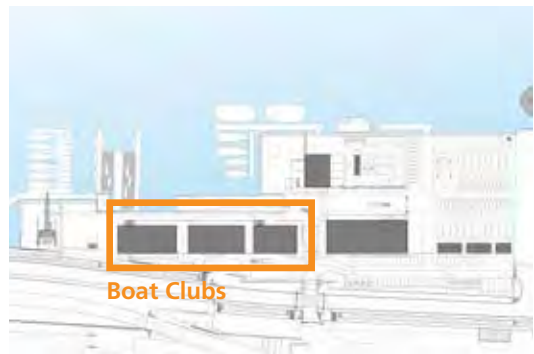
| | |
|------------------|--------------------------|
| Ground Floor | 436. m ² |
| First Floor | 335. m ² |
| Total GFA | 771 m² |

Poolbeg Yacht & Boat Club, 2 Storeys

| | |
|------------------|--------------------------|
| Ground Floor | 455. m ² |
| First Floor | 335. m ² |
| Total GFA | 790 m² |

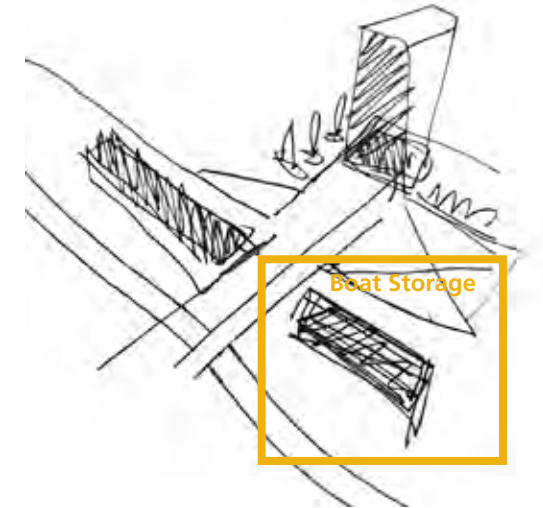
Maritime Training Centre, 2 Storeys

| | |
|------------------|--------------------------|
| Ground Floor | 340.5. m ² |
| First Floor | 462.5. m ² |
| Total GFA | 803 m² |



Keyplan

Overview of Boat Storage & Maintenance Facilities

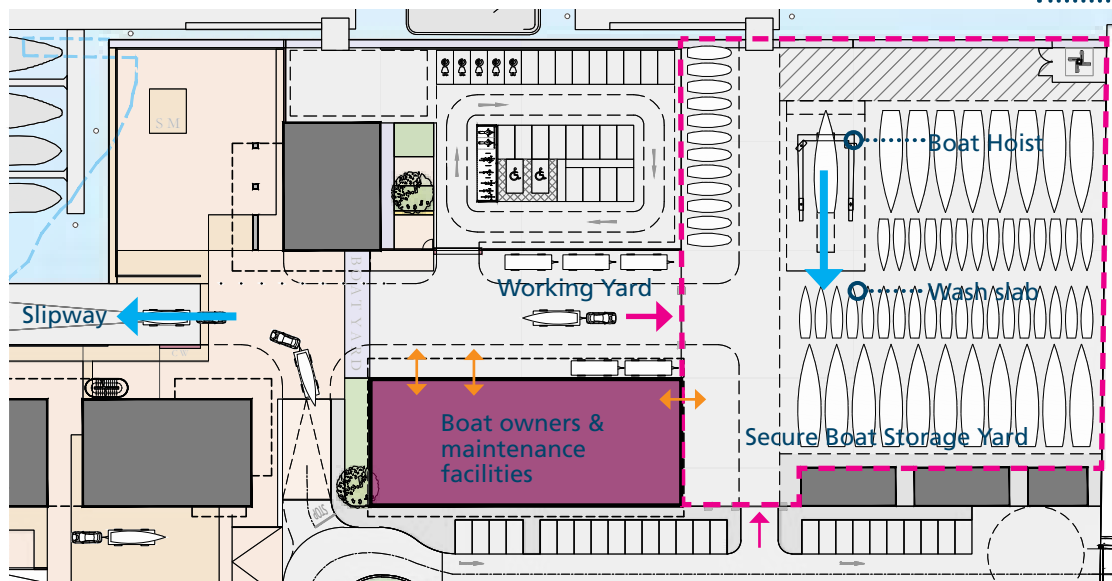


▲ A dedicated boat-lift will be provided within the secure boat yard and will allow for easier and safer lifting of larger boats onto land for storage and maintenance purposes. A wash slab area adjacent to the boat lift will allow for washing & de-fouling of boats and the safe interception and treatment of waste run-offs



▶ Boat Storage will be provided in a secure fenced area with ca. 300% of existing capacity

▶▶ A large dedicated boat storage shed of ca. 1000 SqM will be provided that will allow for and celebrate boat maintenance and workshops



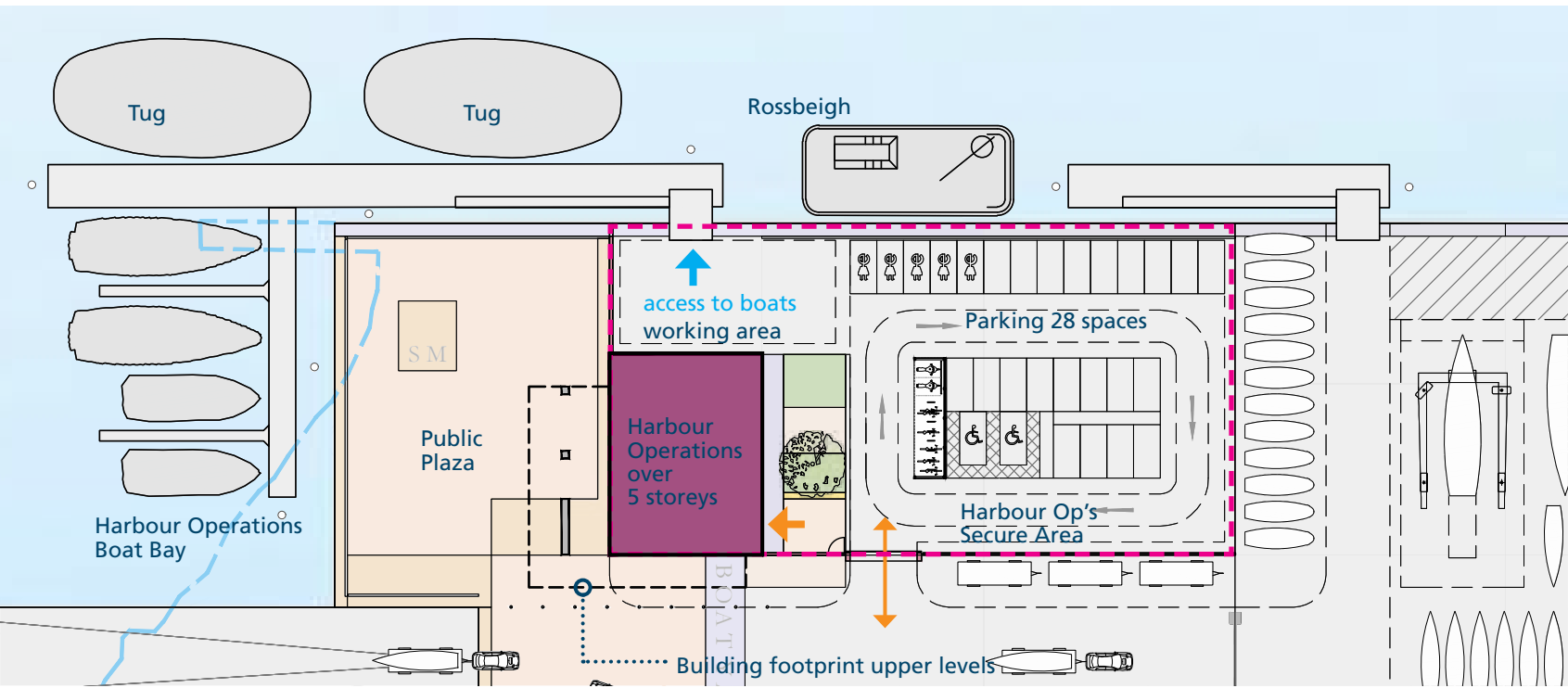
glazed sections on the shed facade will allow for good natural daylight and allow the workshop areas to be viewed and celebrated



▲ Keyplan of proposed boat storage and maintenance facilities, NTS



Overview of Harbour Operations

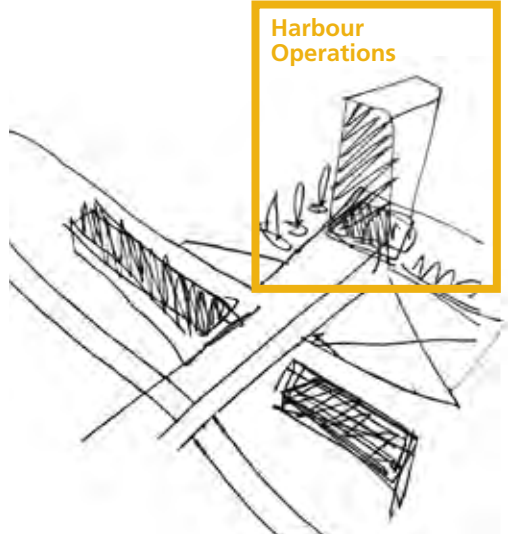


▲ Keyplan of proposed Harbour Operations area, NTS



▲ Reference Image of a similar vertically stacked structure

The Harbour Operations building will act as visual marker on the site, occupying a prime position and with a vertical emphasis that contrasts with the other more horizontal buildings



▲ Example of a light installation to building facade, depicting the movement of water

▼ Port Control Tower in Marina di Ragusa, Italy, by Maria Giuseppina Architects



Section 04 - Proposed 3D Views
Proposed 3D View 02



▲ Keyplan

▲ Proposed 3D View 02
View looking towards site from water

Proposed 3D View 03



Keyplan

Proposed 3D View 03
View from new public realm adjacent to
harbour operations building looking back at
boat clubs

Proposed 3D View 04



▲ Keyplan

▲ **Proposed 3D View 04**
View looking eastwards along dockside
promenade towards Harbour Operations

Proposed 3D View 05



Keyplan

Proposed 3D View 05
View approaching site from city centre on
the new active travel route

Proposed 3D View 06



▲ Keyplan

▲ Proposed 3D View 06
View of proposed new pedestrian crossing
leading over to the new Maritime Village

Proposed 3D View 07



▲ Keyplan

▲ **Proposed 3D View 07**
View looking towards new vehicular entrance
and streetside elevation of the maritime village

Darmody Architecture

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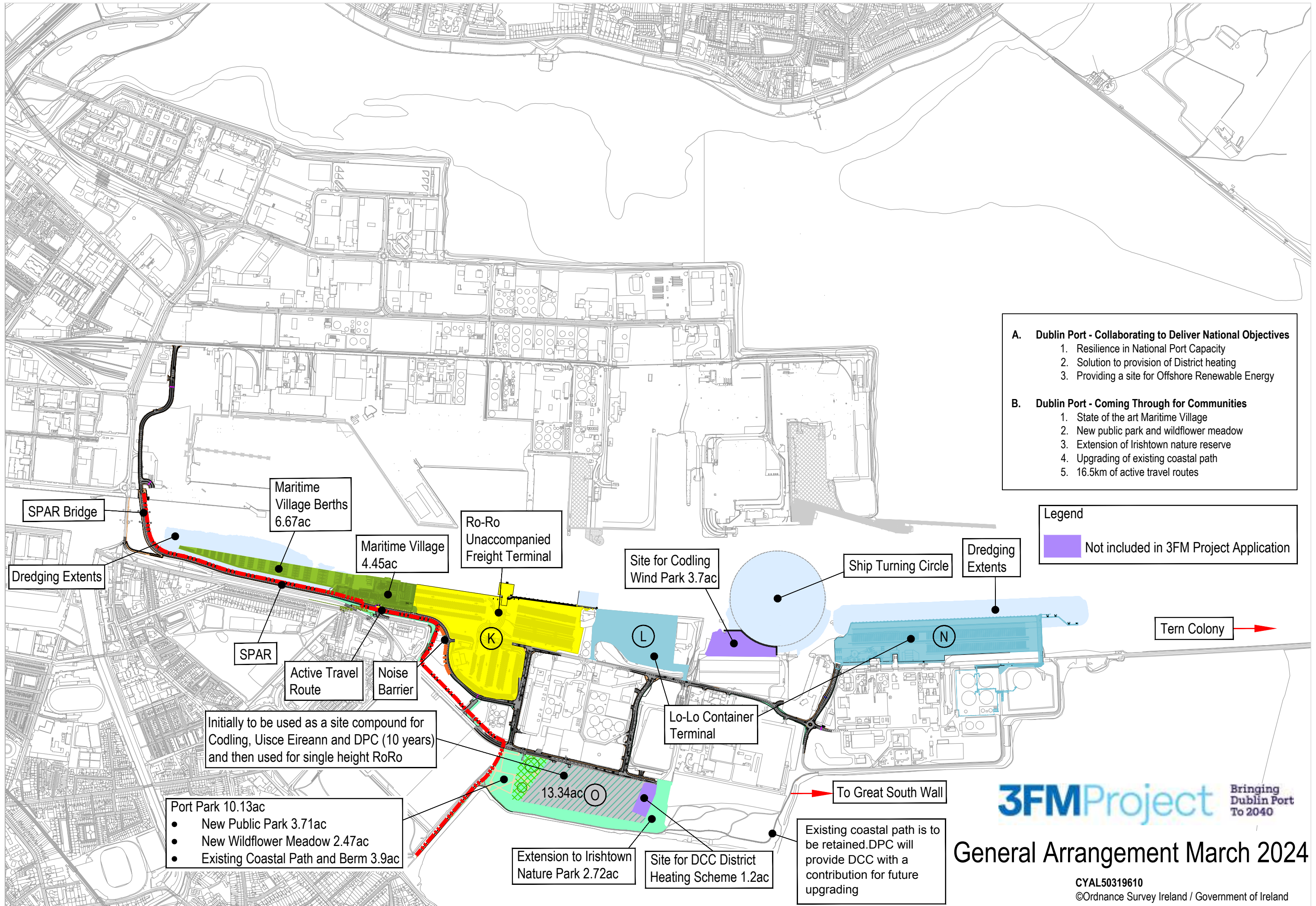
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Darmody Architecture is a member of the
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- A. Dublin Port - Collaborating to Deliver National Objectives**
1. Resilience in National Port Capacity
 2. Solution to provision of District heating
 3. Providing a site for Offshore Renewable Energy
- B. Dublin Port - Coming Through for Communities**
1. State of the art Maritime Village
 2. New public park and wildflower meadow
 3. Extension of Irishtown nature reserve
 4. Upgrading of existing coastal path
 5. 16.5km of active travel routes

Legend

Not included in 3FM Project Application

- Port Park 10.13ac**
- New Public Park 3.71ac
 - New Wildflower Meadow 2.47ac
 - Existing Coastal Path and Berm 3.9ac

Initially to be used as a site compound for Codling, Uisce Eireann and DPC (10 years) and then used for single height RoRo

Existing coastal path is to be retained. DPC will provide DCC with a contribution for future upgrading

PORT PARK

Mark Maguire
18/04/24

[rpsgroup.com](https://www.rpsgroup.com)

































