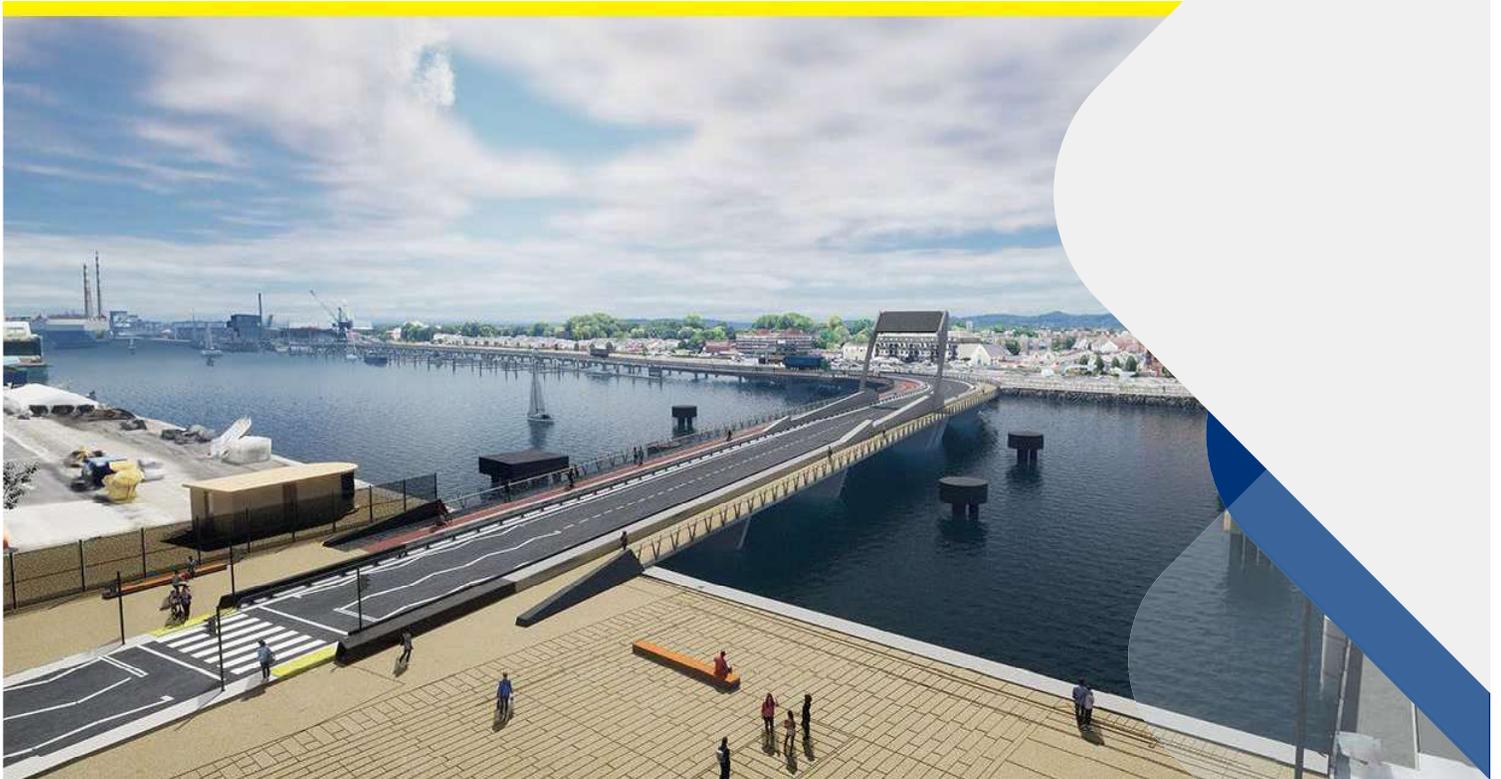


3FM PROJECT

RFI Response Report

Case Reference PA29N.320250 / ABP-320250-24



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1 Introduction

An Coimisiún Pleanála (the Commission / ACP) issued a Request for Further Information (RFI) dated 30th July 2025 with regard to the application for planning permission for the 3FM Project, for which the planning application (Case Reference ABP-320250-24) which was submitted on 23rd July 2024. A copy of the RFI letter is enclosed for reference at **Appendix 1**.

RPS, West Pier Business Campus, Dun Laoghaire, County Dublin is instructed by the Applicant Dublin Port Company (DPC), Port Centre, Alexandra Road, Dublin 1 to submit this full response package in respect of the RFI.

This document outlines the information requested and directs the Commission to the appropriate location where the Applicant's response has been presented.

For convenience we will address each item of further information with the request highlighted in bold and the detailed response set out thereafter.

In certain circumstances, the response includes reports and drawings which are enclosed as part of the appendices to this Response Report.

For convenience a *Schedule of Enclosures* included as part of this Response is attached to the cover letter.

2 Item 1

2.1 Request

“The submitted application drawings state that the proposals were revised following a stage 1 road safety audit and in the applicant’s response to the submissions received it is stated that a stage 1 road safety audit of the proposed development was carried out, which did not find any concerns regarding active travel infrastructure tie-ins. Chapter 3 of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012) sets out provisions with respect to development management and roads, including reference to the need for road safety audits in preparing applications for major developments that could impact on national roads. The Design Manual for Urban Roads and Streets (2019) details the responsibility of an audit team in carrying out a road safety audit. Table 15.1 of the Dublin City Development Plan 2022-2028 requires a road safety audit to be submitted with an application for development comprising the construction of new roads and projects affecting vulnerable road users, amending existing roads or generating significant road movements. The applicant is requested to submit a road safety audit of the proposed development in compliance with the stated planning provisions.”

2.2 Response

As stated in the submitted application drawings proposals a Stage 1 Road Safety Audit was undertaken. This audit was undertaken by ORS.

A copy of the audit is included at **Appendix 2** of this Response Report and addresses matter raised in RFI Item 1.

3 Item 2

3.1 Request

“It is stated in the applicant’s sequencing programme (figure 5.31 of chapter 5 to volume II and appendix 5.4 of the submitted Environmental Impact Assessment Report) that the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N) would be operational in 2036 and the proposed southern port access route would be completed during 2039. During the intervening period (2036-2039), traffic from Poolbeg peninsula would continue to be routed via South Bank Road along with the additional traffic associated with operation of the proposed piled-deck, Lo-Lo container terminal. Section 14.11.3.1 of the applicant’s Environmental Impact Assessment Report (volume II) refers to redevelopment of the lands within the former Irish Glass Bottle and Fabrizia sites as being completed and operational in 2036, which would provide for development along the southside of South Bank Road. The applicant is requested to address this element of the proposed development in light of the potential impacts on local amenities and the provisions within the Poolbeg West Planning Scheme, including objective MV7, which aims to promote the redirection of port and port-related heavy traffic away from South Bank Road, which will be achieved through provision of an alternative route for such traffic, including HGVs, and also through traffic management, thereby ensuring a high level of amenity for those occupying non-port commercial and residential buildings.”

3.2 Response

In response to this Item, we refer the Commission to the following:

- EIAR, Volume 2, Chapter 14 Traffic and Transportation, Section 14.6.3, specifically Table 14.48.
- EIAR Volume 3 Part 2 Appendix 5.4 Construction Sequencing Programme.
- EIAR Volume 3 Part 8 Appendix 14.1 Routing Diagrams.

Overview

As demonstrated within Chapter 14, Volume 2 of the EIAR, due to the development of the 3FM Project, traffic volumes on South Bank Road will be lower than the baseline for each year of construction from 2026 to 2040, resulting in a reduced traffic impact on residential amenity.

This is due to the staggered closure of existing port-related operators on the peninsula and the phased relocation of Lo-Lo operations from Area K to Area N, which in parallel, facilitates the construction of the SPAR between 2036 to 2039, onto which all port and port-related heavy traffic will be redirected from 2039 onwards.

Notwithstanding the overall reduced traffic impact, provisions have been made in the proposed 3FM Project road network and operational traffic management to route port traffic away from the former Irish Glass Bottle site.

Additionally, there is further scope for an alternative HGV route during the construction phase which can be discussed and agreed with Dublin City Council (DCC) as part of the Construction Traffic Management Plan to potentially further reduce traffic flows on South Bank Road during the period of 2036 and 2039 when the development at the former Irish Glass Bottle site is open and Area N is operational.

HGV Routing Provisions with Poolbeg West SDZ Planning Scheme

Objective MV7 contained within the Poolbeg West Planning Scheme seeks to promote the redirection of port and port-related heavy traffic away from South Bank Road.

During the design stage, in order to address this objective and other similar provisions set out in the Planning Scheme, consideration was given to directing all traffic to/from Area O along Shellybanks Road and Pigeon House Road to/from the new SPAR. However, during the assessment phase it became apparent that Pigeon House Road presented significant challenges to routing all vehicles due to its narrow cross-section, topography, the presence of heritage assets (Great South Wall, Former St. Catherine's Hospital) and health and safety constraints (the SEVESO sites). As such, widening of the existing Pigeon House Road to provide a more suitable cross-section for conveying increased traffic flows and active travel was not considered appropriate. The proposed solution (as discussed and agreed with DCC during pre-planning discussions) involved redesigning the road network and assigning traffic flows associated with Area O as follows:

- (1) Opening a new link from Block B2 which will extend northwards via Shellybanks Road onto Pigeon House Road, as per the Planning Scheme. Approximately 50% of the traffic flows associated with Area O would be assigned to this route.
- (2) Assign the remaining 50% along a new road to be constructed in an east/west direction along the northern boundary of Area O, and then before reaching South Bank Road, and the residential/commercial zone (Block A of the Planning Scheme), divert this route northwards onto a realigned Whitebank Road where access to the SPAR will be provided.

In this regard, it is noted that the SPAR alignment is located north of the commercial buffer within Block B1, thereby ensuring the efficient use of the proposed Ro-Ro terminal at Area K and maintaining a high level of amenity for those occupying non-port-related sites.

The 3FM Project routing diagrams, included in the EIAR Volume 3 Part 8 Appendix 14.1, demonstrate the operational traffic management measures that will be implemented to maintain a high level of amenity for those occupying non-port related uses in the SDZ area, in particular the proposed nighttime (23:00 to 07:00) routing of all third-party HGVs along Shellybanks Road and Pigeon House Road.

Proposed 3FM Project Reduces Traffic Impact on South Bank Road

In 2035, it is anticipated that one third of the Lo-Lo traffic at Area K will be relocated to Area N and in 2036, the remainder of the traffic associated with the Lo-Lo operation will be relocated to Area N, which will then be fully operational. This will allow for the site at Area K to be redeveloped to enable the construction of the SPAR, the new Maritime Village and the new Ro-Ro terminal at Area K.

In this regard all traffic, including Area N traffic, will use South Bank Road between 2036 to 2039. However, it is noted to the Commission that the overall level of traffic during this period will be less than baseline levels due to year-on-year reductions as a result of the following factors:

- In 2032, the existing Coal Quay and Scrap Yard on Pigeon House Road cease to operate, therefore reducing the port-related traffic on South Bank Road.
- From 2027 to 2037, existing activities within the proposed Area O and Port Park sites operate at two thirds capacity and close completely in 2038 - therefore reducing the port-related traffic on South Bank Road.
- In 2033, Rushfleet and Nolan on Whitebank Road cease to operate, therefore reducing the port-related traffic on South Bank Road.

The assessment of the cumulative traffic on South Bank Road prior to the opening of the SPAR in 2039 is provided in Section 14.16.3 Chapter 14 of the EIAR. This assessment found that the proposed daily traffic flows are less than the baseline flows on South Bank Road every year between 2026 to 2038 prior to the opening of the SPAR as a result of these factors.

This assessment compared the ‘Do Nothing’ scenario (‘Do Nothing’ meaning the 3FM Project is not constructed) and the proposed scenario (proposed meaning 3FM is delivered). Table 14.48, extracted from the EIAR Volume 2 Chapter 14 Traffic and Transportation, demonstrates the overall reduction in traffic as a result of the Proposed 3FM Project. The years of 2036 to 2039 are replicated graphically below in **Figure 3-1**.

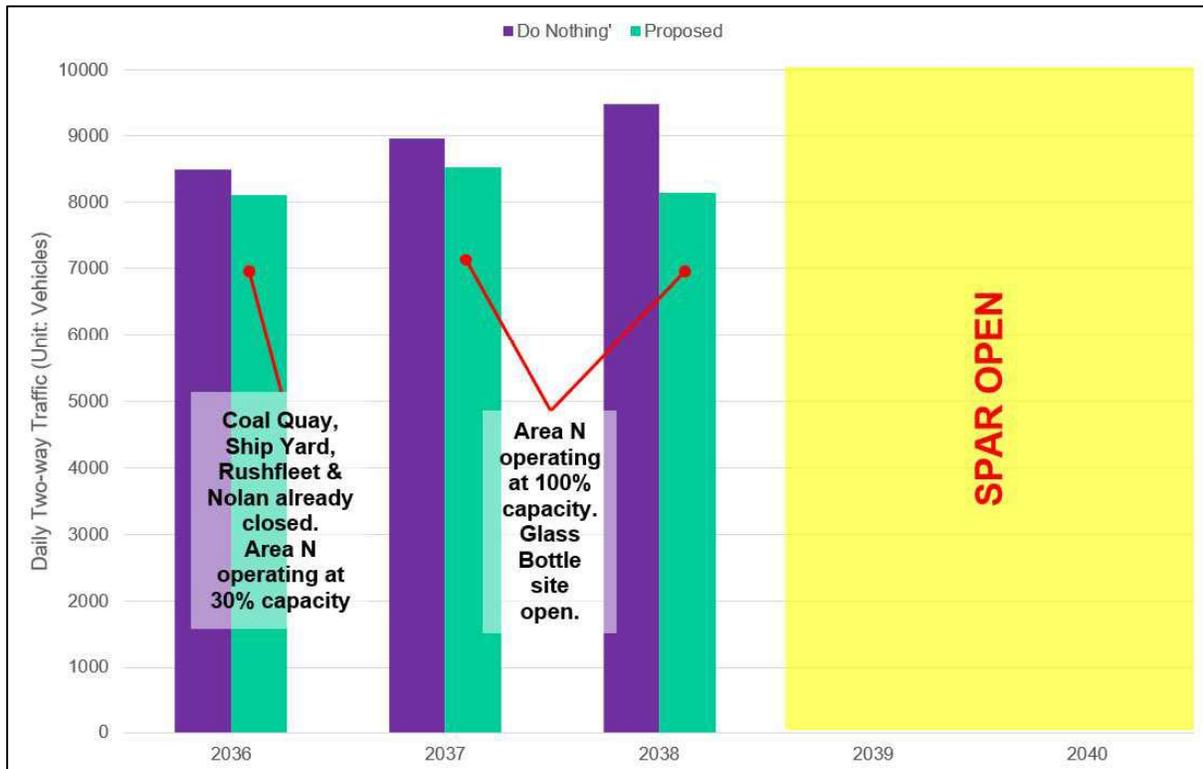


Figure 3-1 - Graph comparing ‘Do Nothing’ and Proposed Future Year Cumulative Traffic Flows on South Bank Road between 2036 and 2039

Source: Table 14.48 Chapter 14 EIAR

Post 2038, any construction traffic associated with the 3FM Project will be routed onto the SPAR, thereby relieving South Bank Road of construction vehicles generated by the 3FM Project and the external road network of port traffic, which is in accordance with Poolbeg West Planning Scheme objective MV7. From 2039 onward, all port-related traffic, both operational and construction – and including any new growth - will be routed via the newly constructed SPAR.

In summary, during 2036 to 2039, prior to the opening of the SPAR, the 3FM Project produces a net reduction in traffic on South Bank Road, compared to the baseline ‘Do Nothing’ traffic volumes. The staggered closure of other port facilities detailed in the Construction Sequencing Programme in EIAR Volume 3 Part 2 Appendix 5.44, results in an overall traffic decline which offsets the transition of Lo-Lo operations to Area N from 2036. This is a positive and temporary effect.

Only after the SPAR opens in 2039 does port-related traffic increase, at which point all port traffic will travel entirely on the SPAR and north of the buffer.

Alternative HGV Route during 2036 and 2039 before SPAR opens

As stated, traffic volumes on South Bank Road will be lower than the baseline as result of the Proposed 3FM Project each year of construction from 2026 to 2040, resulting in a reduced traffic impact on residential amenity.

Notwithstanding this reduction, DPC acknowledges the objective within the Planning Scheme to provide a short term alternative route for traffic flows until the final solution for the SPAR is delivered. This alternative route would reduce port-related traffic along South Bank Road during the construction phase thereby resulting in a further reduction than that already expected due to the staggered construction of the 3FM Project and net traffic reduction.

During this period construction vehicles will be managed in accordance with the Construction Environmental Management Plan and Construction Traffic Management Plan which will be discussed with DCC. As part of the Traffic Management Plan discussions, DPC will liaise with DCC in relation to traffic management in this area during 2036 to 2039 and agree traffic management routing for HGVs to contribute towards the reduction in traffic flows along South Bank Road until the SPAR is open in 2039.

A suggested route is shown below which makes use of the existing MTL site access and a constructed section of SPAR in 2036, via the proposed logistics area, allowing port related traffic to bypass South Bank Road. The image shown in **Figure 3-2** below is taken from the proposed construction phasing (EIAR Vol 3 Appendix 5.4 Construction Sequencing Programme). The yellow hatching indicates the completed road network by 2036.

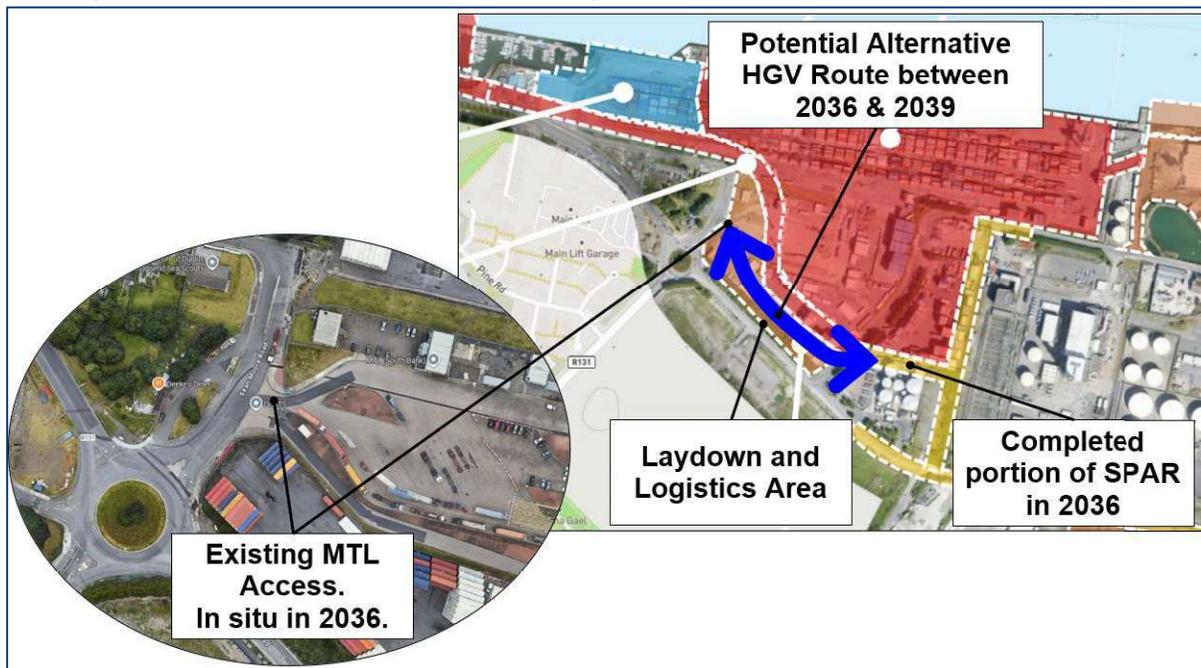


Figure 3-2 - Potential Alternative Route to SPAR for temporary re-routing of HGV traffic from South Bank Road between 2036 and 2039 (can be discussed with DCC)

Source: EIAR Vol 3 Appendix 5.4 Construction Sequencing Programme

We respectfully submit to the Commission that the information provided in this response fully clarifies matters raised in RFI Item 2 and demonstrates how the proposed road network delivers upon the provisions of the Poolbeg West Planning Scheme with respect to ensuring a high level of amenity for those occupying non-port commercial and residential buildings is maintained during the construction and operational phases of the 3FM Project.

4 Item 3

4.1 Request

“It is stated in the submitted planning application form that the proposed development would feature greater than 10,000 sq.m floor area, and it is noted that based on figure 13-9 of the Dublin City Development Plan 2022-2028 the majority of the proposed development would be situated within the Docklands strategic development regeneration area. In this context, the applicant is requested to address the proposed development and the requirements within objectives CUO25 and SDRAO1 of the Dublin City Development Plan 2022-2028 referring to the provision of community, arts and culture spaces as part of the design stage of new development of this scale and context.”

4.2 Response

In response to this Item, we refer the Commission to a report provided at **Appendix 3** to this Response Report.

This document has been prepared with due reference to information submitted as part of the original application on 23rd July 2024, including the following:

- *Planning Report* prepared by RPS including Appendix C: *Community Gain Proposal* submitted by DPC.
- *Maritime Village: Architectural Design Report* prepared by Darmody Architecture.
- *Active Travel Route: Architectural Design Report* prepared by Darmody Architecture.
- *Port Park: Architectural Design Report* prepared by Darmody Architecture.
- *Great South Wall Overview of Impacts, Mitigation & Interpretation* prepared by Darmody Architecture and We Are Bright.
- *Environmental Impact Assessment Report* prepared by RPS.

This document provides a planning-focused response to the matters raised in Item 3, specifically addressing the concerns raised by the Commission regarding provision of sufficient community, arts and culture spaces. It identifies and discusses the relevant planning policy context and proposed community gain measures identified within the subject application. Collectively, the findings set out in this response demonstrate a supportive policy framework for the proposed development while also reinforcing the Applicant’s ambition to provide access to various cultural and communal facilities which will meet the needs of the existing residents in the area.

5 Item 4

5.1 Request

“It is proposed to construct a new vehicular entrance from the proposed southern port access road to the current port operations building. The details submitted do not identify specific proposals as part of this development for the existing vehicular access from the port operations building onto Alexandra Road. The applicant is requested to outline their proposals with respect to the existing vehicular access to the port operations building on Alexandra Road, including how this would operate with the proposed roads arrangement, if remaining in situ, and any implications for the development permitted under An Bord Pleanála reference 312692-22 (Dublin City Council planning reference 3220/21) providing for the construction of a pedestrian walkway and cycle lane along East Wall Road and Bond Road.”

5.2 Response

In response to this Item, we refer the Commission to the following:

- Drawing *EWPR-ROD-HGN-SW_AE-DR-CH-30003 General Engineering – Layout Drawings - Sheet 3 of 6* (Permitted under reference ABP-312692-22 (DCC reference 3220/21).

We also refer the Commission to the following documents submitted with the 3FM Project planning application:

- EIAR, Volume 2, Chapter 14 Traffic and Transportation.
- Drawing *CP1901-3FM-RPS_26-HSN-XX-DR-HE-1200-0005 - South & SPAR - Proposed Signage Strategy - Sh1*.
- Drawing *CP1901_3FM-RPS_S26-HML-NP-DR-HE-200-0004 Roads & Footways (Northern) - Site Clearance - Sheet 4*.
- Drawing *CP1901_3FM-RPS_S26-HKF-NP-DR-HE-100-0004 Roads & Footways (Northern) - Proposed Construction makeup - Sheet 4*.

Development permitted under reference ABP-312692-22 (DCC reference 3220/21) included for existing vehicular access to the Port Centre to be relocated to the eastern boundary of the site ensuring there is no mode conflict between pedestrians / cyclists and vehicles at the Port Centre using the Liffey Tolka Public Realm route. This arrangement was illustrated in Drawing *EWPR-ROD-HGN-SW_AE-DR-CH-30003 General Engineering – Layout Drawings - Sheet 3 of 6* submitted as part of the planning application granted under reference ABP-312692-22 (DCC reference 3220/21). An extract from this drawing is presented in **Figure 5-1** below.

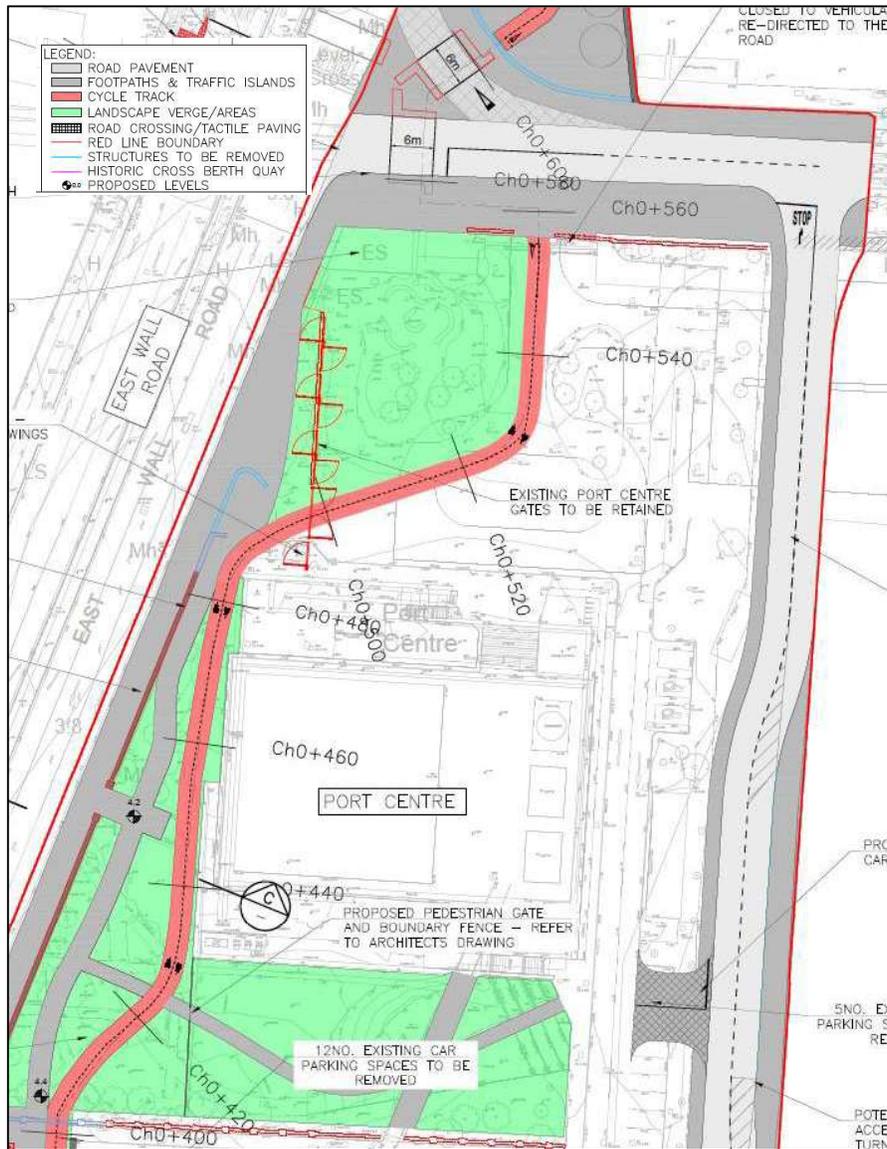


Figure 5-1 - Permitted Port Centre Access (Ref ABP-312692-22 (DCC Ref 3220/21))

Source: Extract from Drawing *EWRPR-ROD-HGN-SW_AE-DR-CH-30003 General Engineering – Layout Drawings - Sheet 3 of 6*

It is confirmed to the Commission, and as stated in Chapter 14 of the EIAR submitted with the 3FM Project planning application, the existing vehicular access from Alexandra Road will be closed to vehicular traffic with the proposed vehicular access from the Berth 18 Access Road being provided as the alternative.

Numerous plan drawings submitted with the application include the proposed access to Port Centre. An extract from Drawing *CP1901-3FM-RPS_26-HSN-XX-DR-HE-1200-0005 - South & SPAR - Proposed Signage Strategy - Sh1* included as part of the application presented below in **Figure 5-2** indicates the signage for the new access.

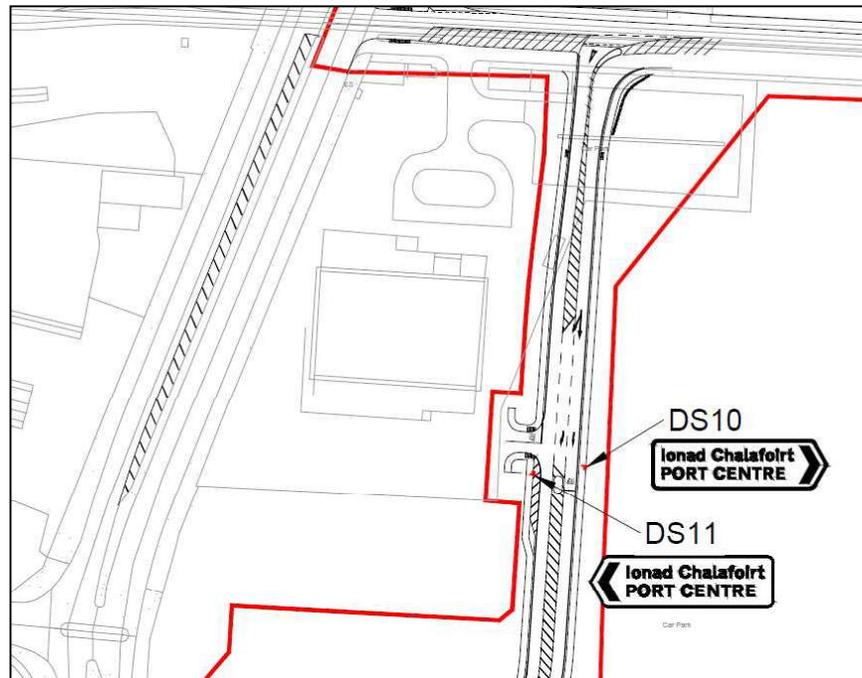


Figure 5-2 - Permitted Access to Port Centre

Source: Drawing CP1901-3FM-RPS_26-HSN-XX-DR-HE-1200-0005 - South & SPAR - Proposed Signage Strategy - Sh1

With regard to the existing access to Port Centre from Alexandra Road, drawings included as part of the 3FM Project planning application show that the existing kerb line at the existing access is to be removed and replaced with a new kerb line and that the existing access construction makeup is to be replaced with footway construction makeup.

The proposals in this vicinity have been aligned with those of the development permitted under reference ABP-312692-22 (DCC reference 3220/21), therefore there is no adverse impact on the said development. It is noted that the said development allows for the existing access gate to be used by cyclists/pedestrians.

Figure 5-3 and **Figure 5-4** below are extracts from two drawings submitted as part of the 3FM Project application showing the proposals in this area.



Figure 5-3 - Alexandra Road and Port Centre

Source: Drawing CP1901_3FM-RPS_S26-HML-NP-DR-HE-200-0004 Roads & Footways (Northern) - Site Clearance - Sheet 4

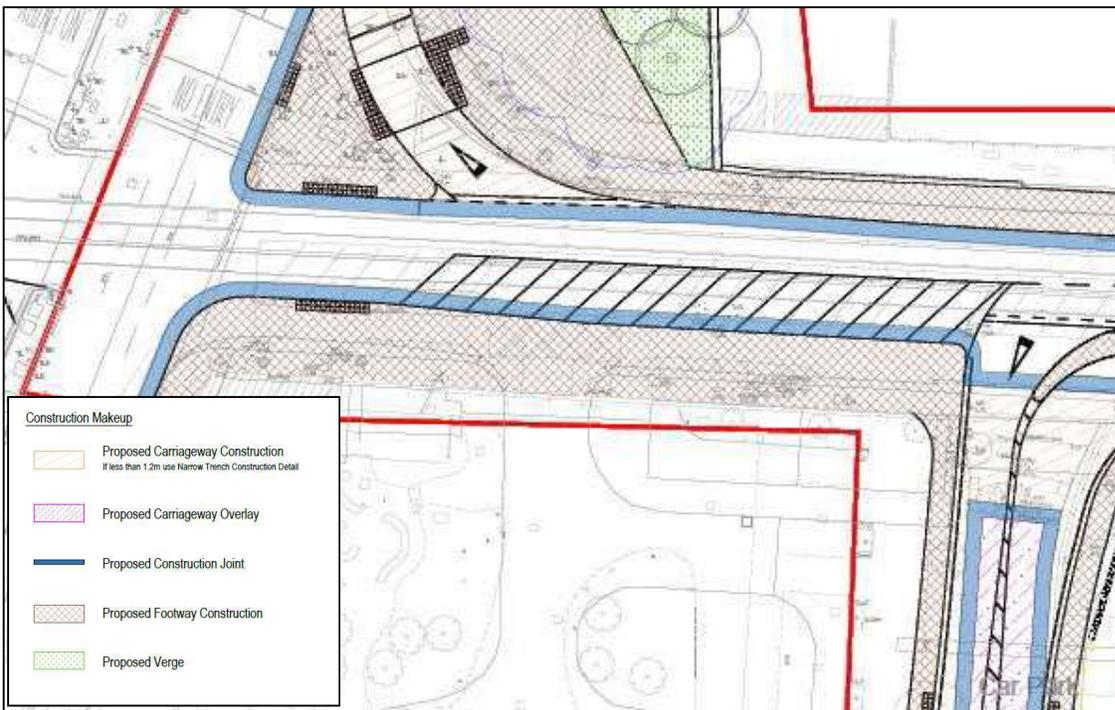


Figure 5-4 - Alexandra Road and Port Centre

Source: Drawing CP1901_3FM-RPS_S26-HKF-NP-DR-HE-100-0004 Roads & Footways (Northern) - Proposed Construction makeup - Sheet 4

It is submitted to the Commission that the proposals presented in the 3FM Project application align with proposals permitted under reference ABP-312692-22 (DCC reference 3220/21).

It is submitted to the Commission that the response provided addresses fully the matters raised in RFI Item 4.

6 Item 5

6.1 Request

“It is stated in the applicant's Planning Report that the future operation of the proposed southern port access route may take the form of a restricted or tolled scheme under the Roads Act. In the applicant's response to the submissions received regarding the application, dated the 7th day of March, 2025, the applicant states that the proposed southern' port access route would not be subject of a toll. The applicant is requested to clarify the intended future operation of the proposed southern port access route.”

6.2 Response

In response to this Item reference is made to the following documents submitted with the 3FM Project planning application and in response to observations made by third parties:

- *Planning Report* prepared by RPS.
- Chapter 14 of the EIAR prepared by RPS.
- *DPC Response to Submissions* March 2025.

Dublin Tunnel provides the single access point for Dublin Port to the national motorway network. The Transport Strategy for the Greater Dublin Area, 2022 to 2042 (GDA Transport Strategy) states that it is a requirement of the NTA, TII and other agencies to facilitate the efficient and sustainable operations of Dublin Port. It recognises that one of the key issues relating to the port is the difficulty in accessing the South Port Estate from the national road network, in particular the connection to the Dublin Tunnel. With this in mind, the NTA proposes the delivery of the southern port access route (SPAR) as *“a new public road extending from the national road network at the M50 Dublin Tunnel to serve the south port lands and adjoining areas”* (page173). This is confirmed in the Dublin City Development Plan 2022-2028 under policy SMT30 *“To protect national road projects as per the NTA Transport Strategy for the Greater Dublin Area 2022 – 2042 and in consultation with TII, NTA and other relevant stakeholders including the Dublin Port Authority Company to support the delivery of the Southern Port Access Route to Pool beg, as a public road. The indicative alignment of this road link is shown on Map J.”* (page 259)

Certainty on the timely delivery of the SPAR is fundamental to DPC securing planning permission for the 3FM Project. In this regard, and with support of NTA, TII and DCC, DPC seeks consent for the SPAR as an integral part of the project. The SPAR, as a public road, has been designed to a taking in charge standard and it is fully intended that the SPAR will be taken in charge by DCC pursuant to the provisions of section 11 of the Roads Act 1993 (as amended).

The SPAR will handle all commercial port-related traffic from the Dublin Tunnel to the port lands, and all traffic from industrial / utility operators on the Poolbeg Peninsula thereby removing port and utility traffic from public roads. This route can significantly reduce traffic on East Wall Road, on the existing Tom Clarke Bridge and on Pigeon House Road. It is also highlighted that the bridge structure has been designed so that it can be modified in the future to accommodate a LUAS provision, should it be decided that the preferred routing of the LUAS go via this route. In the shorter term however, it will be capable of being used by emergency services, bus based public transport and will include active travel pathways thereby expanding and connecting into pedestrian and cycle networks and as such will assist in encouraging a modal shift to more sustainable forms of transport.

It is submitted to the Commission that the use of the SPAR has been the subject of extensive discussion between DPC and DCC and the NTA in which the restricted nature of the SPAR design and use has been agreed. Once the SPAR is taken in charge by DCC, the Council, as the road authority, may use its statutory powers to restrict the use of the SPAR by private vehicles without contravening its legal status as a public road. The precise mechanism by which the SPAR will be restricted will be a matter for DCC following discussions with DPC and the NTA.

Heavy port and utility vehicles will not need to be further incentivised to use the SPAR, as the *Dublin City HGV Management Strategy* already heavily restricts these vehicle movements containing them to the R131, Tom Clarke Bridge and East Wall Road between 0700-1900, and restricting them from travelling south of the Sean Moore Roundabout 24 hours per day. They also queue and are charged at the East-Link toll bridge. By comparison, the SPAR will be relatively free-flowing and does not have a toll. Barrier infrastructure is incorporated into the design to ensure that modes of transport utilising the bridge can be restricted. Section 14.5.5 of the EIAR (*EIAR, Volume 2, Part 4, Chapter 14, Section 14.5.5 on Page 14-26*) confirms the following traffic streams will be permitted to use the SPAR as agreed in pre-application liaisons with NTA and DCC:

- Commercial vehicles going to and from Dublin Port facilities.
- Dublin Port Company vehicles.
- OGV1 Commercial Goods Vehicles going to and from the Poolbeg Peninsula. This includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles.
- OGV2 Commercial Goods Vehicles going to and from the Poolbeg Peninsula. This includes all rigid vehicles with four or more axles and all articulated vehicles.
- Public transport buses of 25+ passenger capacity.
- Emergency Services vehicles.

These formal definitions translate readily onto typical road signage.

It is submitted to the Commission that the Applicant has not proposed a toll as part of the 3FM Project but recognises that the nature of any legal mechanism to be used to restrict access to the SPAR will be a matter for DCC in the context of its statutory powers.

We trust that the information provided addresses fully the matters raised in RFI Item 5.

7 Item 6

7.1 Request

“It is stated in the application schedule of areas document that the proposed development would comprise the demolition of buildings with floor areas amounting to 11,241 sq.m, including buildings of variable construction materials. Chapter 11 of the applicant’s Environmental Impact Assessment Report (volume II), including the associated Climate Impact Assessment appendix, are noted, as well as the Maritime Village: Mechanical and Electrical Services Report stating the energy efficiency proposals for the maritime village. The applicant is requested to address the requirements set out in section 15.7 of the Dublin City Development Plan 2022-2028 referring to the requirement for applications of this nature and scale to include a demolition justification report, a Climate Action and Energy Statement for all elements of the proposed development, including the terminals, and the capacity of the development to connect to available or future district heating systems.”

7.2 Response

In response to this Item, we refer the Commission to reports provided at **Appendix 4** and **Appendix 5** to this Response Report.

- *Climate Action and Energy Statement* prepared by RPS.
- *Demolition Justification Report* prepared by RPS.

It is submitted to the Commission that these reports fully address the matters raised in RFI Item 6.

8 Item 7

8.1 Request

“A 4m-high timber-panel acoustic barrier fence is situated between Pigeon House Road fronting the coastguard cottages and the MTL terminal directly to the north of these cottages. Based on the proposed southern port access route cross-section drawings (see drawing nos. CP1901_3FM-RPS_S26-GEN-XX- DR-HE-100-0001 & 0005), as well as the site clearance and demolition drawing (no. CP1901_3FM- RPS_S26-HML-XX-DR-HE-200-0006), this acoustic barrier fence would remain with the development in place, along with a proposed 4m-high acoustic barrier. The applicant has not presented any rationale for excluding the performance of the existing acoustic barrier or supplementing this as an acoustic barrier. The effect of this is to create a strip approximately 4.8m in width between the existing and proposed acoustic barriers over a distance of 150m along Pigeon House Road, which would not be used for a given purpose. Furthermore, the proposed 4m-high acoustic barrier would cut through the location of an existing building fronting the coastguard cottages, which possibly serves as an electrical substation. The applicant is requested to address these matters.”

8.2 Response

In response to this Item, we respectively refer the Commission to the following drawings submitted with the 3FM Project planning application:

- Chapter 12 of the EIAR prepared by RPS.
- Drawing *CP1901_3FM-RPS_S26-HML-XX-DR-HE-200-0022 - South & SPAR - Proposed Demolition Layout - Sh3.*
- Drawing *33-P-500 Active Travel Route - Pigeon House Rd _Landscape Plan.*

The Commission is also referred to the following drawing which updates Drawing 33-P-500 and is contained in **Appendix 6**:

- Drawing *33-P-500 Active Travel Route - Pigeon House Rd _Landscape Plan.*

Each of the matters raised are addressed under the headings that follow.

Noise Barrier and Assessment

It is submitted to the Commission that while the existing timber-panel acoustic barrier between the Coastguard Cottages and the MTL facility is outside the area of works associated with the proposed 3FM Project it is within the application site boundary. In this regard and for clarity the Applicant confirms that there is no proposal to alter the existing barrier by the proposed construction works.

On this basis, this existing barrier was included in all noise models prepared as part of the assessment detailed in Chapter 12 of the EIAR with and without the proposed development in place. No rationale has been presented for the exclusion of the performance of this existing barrier as the existing barrier has not been excluded and is fully accounted for in the noise modelling completed.

In general, noise barriers work most effectively when either close to the noise source or the receiver. In the case of the proposed SPAR, the existing acoustic barrier is not in the most effective position in terms of delivering the optimum noise mitigation from the new road in the direction of the

Coastguard Cottages. The proposed new barrier was deemed to be required on the basis of the detailed noise modelling completed and on the basis of the requirement for appropriate noise mitigation measures to meet the 60dB Lden criterium as detailed in the TII *Guidelines for the Treatment of Noise and Vibration in National Road Schemes*.

Substation

In relation to the barrier cutting through an existing building which does serve as an electrical substation, it is clear that this building is located in an area of works proposed as part of the 3FM Project for not only the barrier but also the grass buffer and active travel route. This building will be demolished as part of the 3FM Project works and this is identified on drawing *CP1901_3FM-RPS_S26-HML-XX-DR-HE-200-0022 - South & SPAR - Proposed Demolition Layout - Sh3* as per the extract below in **Figure 8-1**.

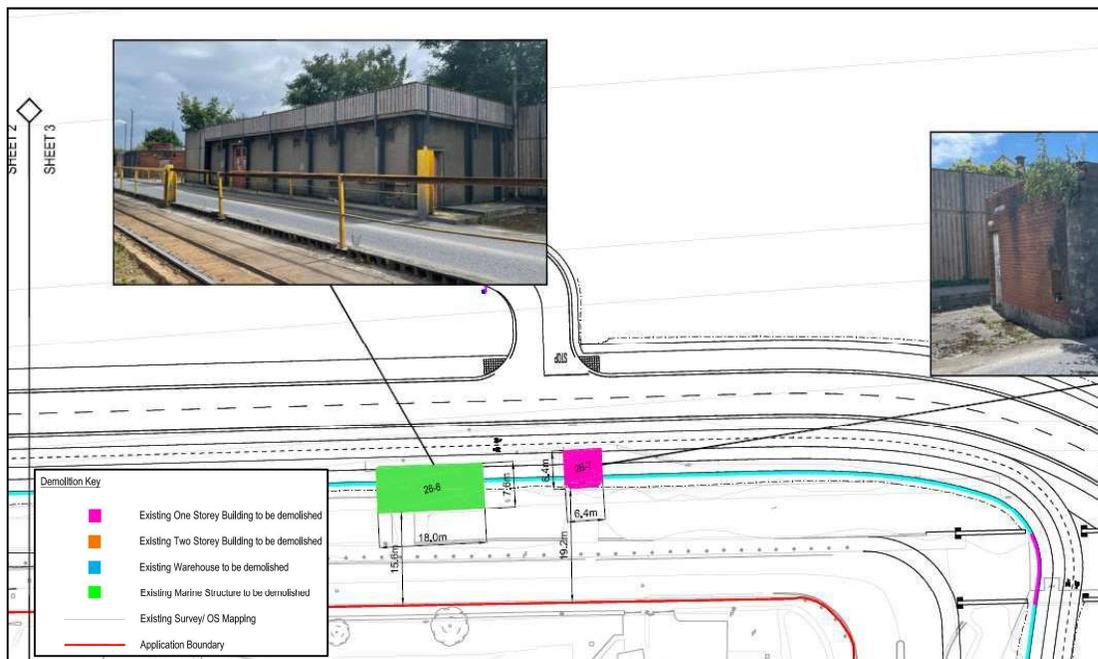


Figure 8-1 - Noise Barrier and Substation

Source: Drawing *CP1901_3FM-RPS_S26-HML-XX-DR-HE-200-0022 - South & SPAR - Proposed Demolition Layout - Sh3*

Landscape Strip

The proposed new acoustic barrier is offset north of the existing barrier by c. 4.8m with provision made for access gates in the new acoustic barrier at intervals of c. 40-50m to allow for maintenance of the proposed planted strip between the existing and new barriers.

The proposed planting consists of proposed new trees and groundcover. The existing small trees and shrubs facing onto Pigeon House Road will be retained west of the new access point to the Maritime Village. The site of the existing sub-station proposed to be demolished will be planted to match the adjoining area.

The Character Area at Pigeon House Road, as indicated in the application package with respect to interpretative measures along the Great South Wall, accommodates feature Interpretative totems

located within a public space, defined by a graphic panel backdrop within the proposed 4m tall noise barrier.

Landscape Drawing No. 33-P-500 *Active Travel Route - Pigeon House Rd_Landscape Plan* has been updated for clarification of proposals and is now fully co-ordinated with Darmody Architecture and RPS planning packs and is included at **Appendix 7**.

It is submitted to the Commission that the information provided fully responds to the matters raised in RFI Item 7.

9 Item 8

9.1 Request

“Section 15.18.1 of the Dublin City Development Plan 2022-2028 requires details of any construction lighting. The applicant is requested to address this requirement of the Dublin City Development Plan 2022-2028, particularly considering the site context and scale, and the timespan envisaged in using the proposed construction compounds and in undertaking the proposed infrastructure and other works.”

9.2 Response

In response to this Item, we refer the Commission to drawings provided at **Appendix 8** to this Response Report which includes:

- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1400 Overall site layout – compound locations
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1401 Lighting layout – compound area no 1
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1402 Lighting layout – compound area no 2
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1403 Lighting layout – compound area no 3
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1404 Lighting layout – compound area no 4
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1405 Lighting layout – compound area no 5
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1406 Lighting layout – compound area no 6
- Drawing CP1901-3FM-RPS-S26-HLG-XX-DR-LE-1407 Lighting layout – compound area no 7.

A number of construction compounds (7 in total) have been identified as indicated on the accompanying overall site layout drawing. These areas will contain temporary offices, welfare facilities, and storage containers.

Section 15.18.1 of the Dublin City Development Plan 2022-2028 stipulates that when reviewing construction management plans, a planning authority will have regard to *inter alia* “details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats”.

Section 9.5.9 of the Dublin City Development Plan 2022-2028 stipulates that “lighting of external areas and of buildings should be designed to minimise the impact on protected species, such as light sensitive bat species in accordance with best practice and industry standards¹, the Technical Guidance Note on Biodiversity for Development Management in Dublin City (DCC, 2021) and the National Parks and Wildlife Service (NPWS) Bat Mitigation Guidelines for Ireland (2006). Lighting fixtures should provide only the amount of light necessary and should shield the light given out so as to avoid creating glare or emitting light above a horizontal plane”.

¹ Referring here to guidance published by the Institution of Lighting Professionals and Bat Conservation Trust in the UK.

With these guiding principles in mind, best practice and industry standard lighting design principles have been reflected in mitigation for bats at EIAR Volume 2 Part 2 (p7-27), which states as follows –

“New lighting along the upgraded path connecting Sean Moore Park and the new Port Park & Wildflower Meadow will be in accordance with the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light (ILP, 2021) and Bats and Artificial Lighting in the UK (ILP, 2023).

Within the new Port Park, lighting is proposed around the sports pitch. Lighting is designed here to minimise light spill 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.

All luminaires should lack UV elements when manufactured. Metal halide, compact fluorescent sources should not be used. LED luminaires should be used where possible due to their sharp cut-off, lower intensity, good colour rendition and dimming capability. Column heights will minimise light spill and glare visibility. Luminaires will be mounted horizontally, with no light output above 90° and/or no upward tilt (ILP, 2023).”

The above referenced drawings provided at Appendix 9 to this Response Report have been guided in their design by the aforementioned ILP best practice and industry standard lighting design principles, to ensure that the negligible residual predicted effect on the local commuting and foraging bat populations in the EIAR remains valid and accurate.

The above referenced drawings provided at Appendix 10 to this Response Report reflect a lighting design that illuminates the 7 nr. Compound areas with LED based artificial lighting during hours of darkness.

The luminaires will be based on high-efficiency, column mounted, Dali dimmable LED lanterns suited for use in a marine environment.

The lighting in these areas will be designed to comply with the following requirements:

- Average light level of 20 lux within the construction compounds.
- Light spill outside the construction compounds will not exceed 1 lux (this is to ensure that foraging areas for bats are not impacted).

During working hours, the lighting will operate at 100%, with automatic reduction to 50% during non-working hours. (nominally between 8pm and 7am).

A detailed lighting design has been completed for each construction compound area as indicated in the drawings provided in **Appendix 7** to this report.

It is envisaged that temporary construction lighting will be provided to facilitate construction works throughout the general site area, but only where and when needed.

In effect this is only likely to occur from October to March, Mon to Friday, between the hours of 7am to 9am, and 4.30pm to 6.30pm, and only in locations where construction works are ongoing.

This lighting will be designed to allow for operations on site to be carried out safely and efficiently, while also ensuring that light spill to areas outside the site is minimised, and complies fully with all relevant standards.

In particular lighting in these areas will meet the following requirements:

- Average light level of 20 lux within the construction area.
- Light spill outside the construction areas will not exceed 1 lux (this is to ensure that foraging areas for bats are not impacted) and lux spill maps have been reviewed by the ecologists and confirmed as not resulting in light spill onto any adjacent vegetated areas outside of the areas proposed for development.

Due to the temporary, localised, and flexible nature of this lighting, it is not feasible to do a formal lighting design or compile lighting layouts for this aspect of the works.

It is submitted to the Commission that the response provided addresses fully the matters raised in RFI Item 8.

10 Item 9

10.1 Request

“Where trees could be affected by a development, the Dublin City Development Plan 2022-2028 sets out a requirement for planning applications to be accompanied by a tree survey. Within an arboricultural assessment and tree survey drawing (no. 4639/24/001), the applicant identified trees to be removed from the coastal fringe along the north of Pembroke Cove / Sandymount Strand. It is also indicated on the general arrangement drawings for the Poolbeg peninsula area of the application site that trees would be removed as part of the upgrading and provision of new roads infrastructure and terminals, although a survey of these trees is not included with the application. The applicant is requested to provide a tree survey addressing the requirements of the Development Plan, including regard for Development Plan policies GI40 and GI41 supporting planting and protecting of trees as part of developments and sections 15.6.9 and 15.6.10 of the Development Plan addressing the requirements in meeting these policies.”

10.2 Response

In response to this Item, we refer the Commission to the following documents submitted with the planning application:

- *Port Park Landscape Design Report.*
- *Active Travel Landscape Design Report.*
- *Maritime Village Landscape Design Report.*
- *Landscape Architecture Drawings Packs.*

We also refer the Commission to the following documents provided at **Appendix 11** to this Response Report.

- *25-577-01 Tree Schedule.*
- *25-577-02 Tree Constraints Plan.*
- *25-577-03 Tree Impact & Protection Plan.*
- *22-577-04 Arboricultural Impact Assessment & Method Statements.*

3FM Project proposals were informed by the policies and objectives contained within the *Dublin City Development Plan 2022-2028*. The final proposals submitted to the Commission were informed by consultation meetings between the project design team and the Parks Department within DCC. This is confirmed within the documentation submitted for assessment.

It is submitted to the Commission, and confirmed by the arboriculture survey and report prepared by John Morris Arboricultural Consultancy and included within **Appendix 8** to this Response, that existing trees across the application site include sycamore growing from verges along Pigeon House Road and South Bank Road, leylandii and mixed species shelterbelt planting along the boundaries of existing industrial and commercial facilities and self-sown natural regeneration of buddleia with occasional elder and sycamore saplings along site boundaries, derelict lands and unmaintained verges.

As set out under the Response to **Item 2**, the proposed works include significant changes to the existing road layout and include new roads, footpaths, cycle lanes and hardstanding areas associated with infrastructure reconfiguration and upgrades. Works proposed will require the removal of mainly young, semi-mature and early mature trees and vegetation from across internal areas of the site.

It is submitted to the Commission that in locations where trees provide a higher degree of public visual amenity in the local landscape such as the public open space between Pembroke Cove and Sandymount Beach, trees have been considered and integrated into the layout in recognition of their contribution and in accordance with Policy GI41 of the *Dublin City Development Plan 2022-2028*.

It is further noted that the existing tree population, in particular the street trees growing from grass verges along Pigeon House Road and South Bank Road, is dominated by sycamore, and whilst these trees are well suited to their environment and well established within the landscape, a single species treescape is more vulnerable to pests, disease and climate change.

In order to compensate for the removal of trees from the application site, and in accordance with Policy GI40 of the Dublin City Development Plan 2022-2028 the Applicant proposed to plant over 300 new trees comprising 17 species of natives and non-natives to provide a more diverse and resilient treescape that will be suited to both the challenging industrial environment and will increase species diversity and canopy cover in the local landscape to provide a future net gain in canopy cover and significant improvement on the pre-development baseline.

It is submitted to the Commission that the response to this item addresses the requirements of the Development Plan, and demonstrates that the proposals are consistent with policies GI40 and GI41 supporting planting and protecting of trees as part of developments and sections 15.6.9 and 15.6.10 of the Development Plan addressing the requirements in meeting these policies.

11 Item 10

11.1 Request

“It is detailed that Pine and Scot's Pine trees would be planted in the area extending westwards from Irishtown nature park and along the proposed coastal park (see drawing no. 33-P-005). The applicant should confirm the appropriateness of the tree planting or any buffers that would be applied, if necessary, with respect to the existing alignment of the Dodder Valley trunk sewer twin syphon (see drawing no. CP1901-3FM'-RPS-S45-07-DR-C-0735 Revision P05).”

11.2 Response

In response to this Item, we refer the Commission to the following drawing provided at **Appendix 12** to this Response Report

- Drawing *33-P-005 Community-Gain-Port-Park: Proposed-Planting-Plan-Area-O-Tree-Screening-Sheet-2*.

In responding to this item *Landscape Drawing No. 33-P-005* has been updated to consider the route of the Dodder Valley trunk sewer twin syphon.

Following a review of the proposals and any potential conflict with the existing alignment of the sewer the updated landscape layout relocates a small quantity of trees while maintaining the species and quantity, and without compromising the effectiveness of any proposed screening measures.

The enclosed drawing illustrates the 6m minimum distance achieved to the existing drainage required by the proposed species, *Pinus sylvestris*, (Scots pine), and *Pinus nigra*, (Black pine).

It is submitted to the Commission that this response fully addresses matters raised in RFI Item 10.

12 Item 11

12.1 Request

“It is proposed to construct a single-storey control / maintenance building with 5m x 3m footprint adjacent to the existing oil jetty location in the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N). The applicant should provide elevation, floor plan and section drawings to a stated metric scale for this building.”

12.2 Response

In response to this Item, we refer the Commission to the following drawing provided at **Appendix 13** to this Response Report:

- Drawing *CP1901-3FM-RPS-S45-06-DR-C-0656 Proposed Maintenance Building (2) Plans, elevations and Cross section.*

It is submitted to the Commission that this response fully addresses RFI Item 10.

13 Item 12

13.1 Request

“It is proposed to install LED floodlights on four 12m-high poles situated adjoining the playing pitch within the port park facility. The applicant’s ‘Concept Lighting - Planning Report’ and lighting drawings for the proposed port park are noted. The applicant should provide elevation drawings to a stated metric scale of the proposed floodlights to the playing pitch.”

13.2 Response

In response to this Item, we refer the Commission to a specifications and drawings provided at **Appendix 14** to this Response Report and which include:

- Drawing *CP1901_005-DA-00-XX-DR-A-PA-200 Port Park: Proposed Site Section AA.*
- Drawing *CP1901_005-DA-00-XX-DR-A-PA-201 Port Park: Proposed Site Sections BB & CC.*
- Drawing *CP1901_005-DA-00-XX-DR-A-PA-300 Port Park: Proposed Contiguous Elevation along South Bank Road.*
- Drawing *CP1901_005-DA-00-XX-DR-A-PA-400 Port Park: Proposed Sports Pitch Lighting Proposed Elevations & Luminaire Standard.*
- Light Specification.

It is submitted to the Commission that this response fully addresses RFI Item 12.

14 Item 13

14.1 Request

“Drawing no. CP1901-3FM-RPS-S45-06-DR-C-0630 Revision P02 illustrates that it is proposed to construct an electrical switchroom adjacent to the west of the proposed maintenance building in the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N). Drawing no. CP1901- 3FM-RPS-S45-06-DR-C-0651 identifies a switchroom at ground-floor level to this proposed maintenance building. The applicant should clarify the position of the switchroom, including if there would be any implications in gaining access to and from the adjacent car parking spaces and ancillary areas.”

Response

This response refers to the following:

- Drawing CP1901- 3FM-RPS-S45-06-DR-C-0651 Revision P02.
- Drawing P1901-3FM-RPS-S45-06-DR-C-0630.

It is submitted to the Commission that the proposed switch room will be located within the ground floor of the proposed maintenance building as shown on Drawing CP1901-3FM-RPS-S45-06-DR-C-0651 Revision P02. Therefore, there will be no implications in gaining access to and from the adjacent car parking spaces and ancillary areas.

Drawing CP1901-3FM-RPS-S45-06-DR-C-0630 is intended to provide a schematic representation of the propose electrical infrastructure only. **Figure 14-1** below provides an extract indicating the electrical switch room circled in red.

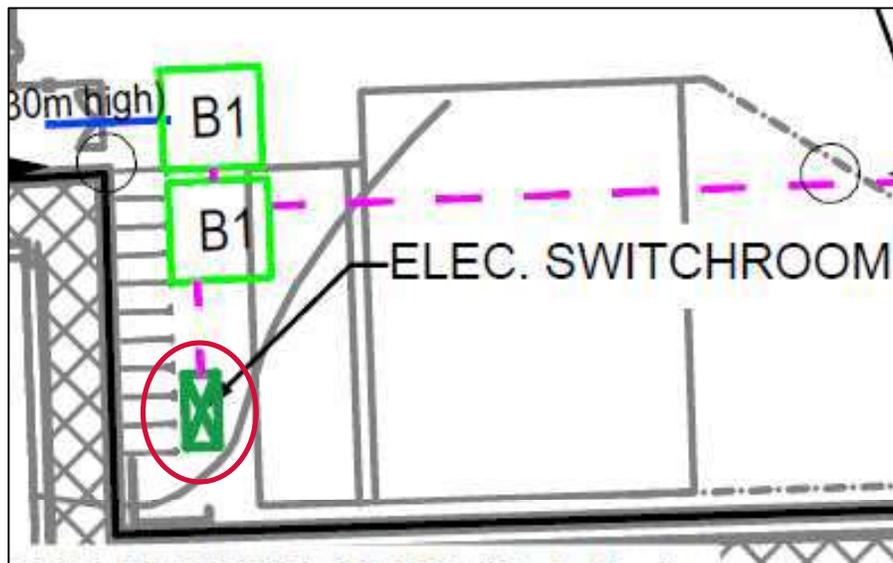


Figure 14-1 - Schematic Layout

Source: Drawing CP1901-3FM-RPS-S45-06-DR-C-0630

The switch room referred to in RFI 13 will be positioned within the building as shown on Drawing CP1901-3FM-RPS-S45-06-DR-C-0651 Revision P02. **Figure 14-2** provide an extract showing this location circled in red.

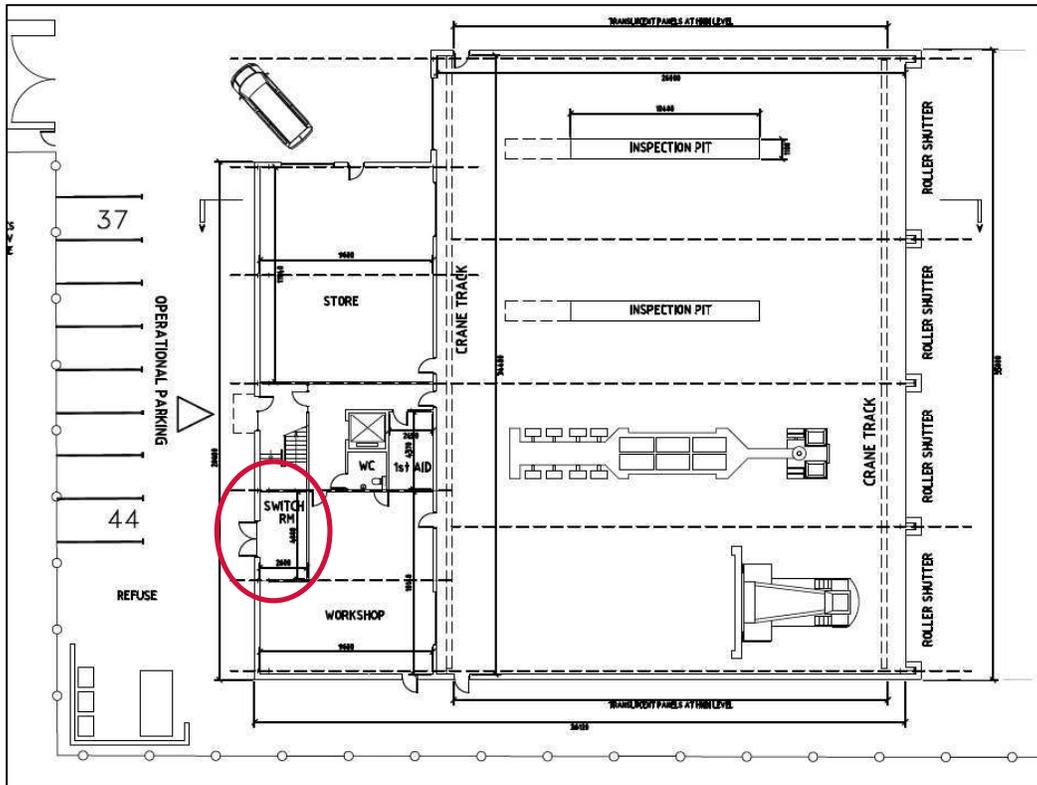


Figure 14-2 - Actual Location of Switch Room

Source: Drawing CP1901-3FM-RPS-S45-06-DR-C-0651 Revision P02

We trust that the information clarifies proposals and addresses fully the matters raised in RFI Item 13.

15 Conclusion

The 3FM Project is a vital component in sustaining a key economic driver of Ireland’s economy by removing capacity constraints. The 3FM Project will enable Dublin Port to keep pace with developments in shipping internationally where larger ships are becoming the industry norm.

The proposed development complies with all statutory plans, guidelines, policies and objectives at EU, national, regional and local levels and with its own Masterplan. In particular, it positively addresses the responsibilities placed on DPC under EU and National Ports Policy.

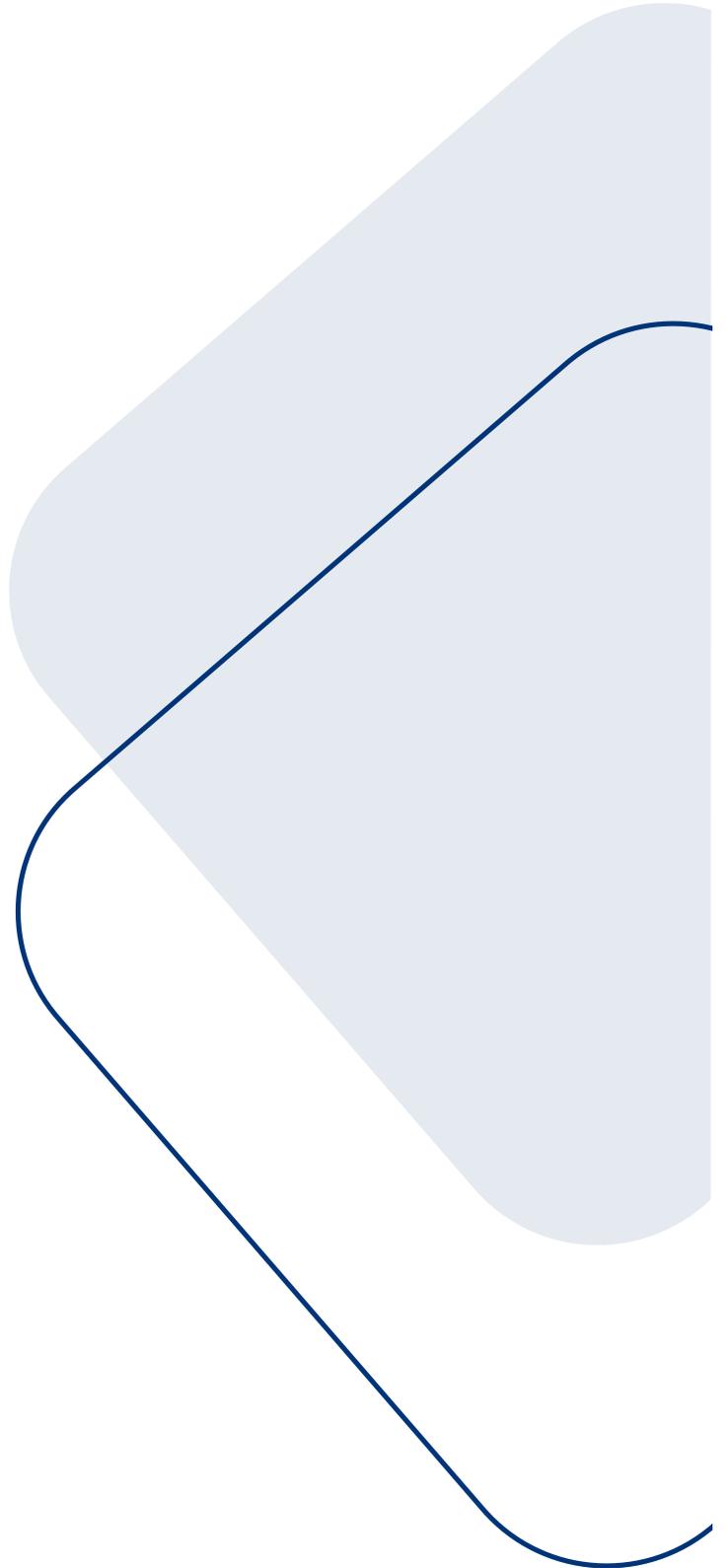
The 3FM Project will continue the long-established use of Dublin Port and further the objectives of its Masterplan (which is supported at all levels of the planning policy hierarchy).

The application documentation (including where applicable the EIAR and NIS) and the response to third party submissions and this response to the request for further information have addressed all the planning and environmental issues that arise with a development of this nature in this location.

In this regard, the delivery of the 3FM Project is in accordance with proper planning and sustainable development.

We trust that this submission comprises a robust and reasonable response to each of the items of further information sought by the Commission and look forward to a positive decision in due course.

Appendices



Appendix 1 RFI Letter

Our Case Number: ABP-320250-24

Your Reference: Dublin Port Company



An
Coimisiún
Pleanála

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96 N6T7

Date: 30 July 2025

Re: Proposed '3FM Project' consisting a Southern Port Access Route and road network improvements, construction of a Lo-Lo container terminal, Ro-Ro freight terminal and other works.
Dublin 1, 3 and 4

Dear Sir / Madam,

I have been asked by An Coimisiún Pleanála to refer further to the above mentioned proposed development which is before the Commission for consideration.

Please be advised that the Commission, in accordance with section 37F(1)(a) of the Planning and Development Act 2000, as amended, hereby requires you to furnish the following further information in relation to the proposed development:

1. The submitted application drawings state that the proposals were revised following a stage 1 road safety audit and in the applicant's response to the submissions received it is stated that a stage 1 road safety audit of the proposed development was carried out, which did not find any concerns regarding active travel infrastructure tie-ins. Chapter 3 of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012) sets out provisions with respect to development management and roads, including reference to the need for road safety audits in preparing applications for major developments that could impact on national roads. The Design Manual for Urban Roads and Streets (2019) details the responsibility of an audit team in carrying out a road safety audit. Table 15.1 of the Dublin City Development Plan 2022-2028 requires a road safety audit to be submitted with an application for development comprising the construction of new roads and projects affecting vulnerable road users, amending existing roads or generating significant road movements. The applicant is requested to submit a road safety audit of the proposed development in compliance with the stated planning provisions.
2. It is stated in the applicant's sequencing programme (figure 5.31 of chapter 5 to volume II and appendix 5.4 of the submitted Environmental Impact Assessment Report) that the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N) would be operational in 2036 and the proposed southern port access route would be completed during 2039. During the intervening period (2036-2039), traffic from Poolbeg peninsula would continue to be routed via South Bank Road along with the additional traffic associated with operation of the proposed piled-deck, Lo-Lo container terminal. Section 14.11.3.1 of the applicant's Environmental Impact Assessment Report (volume II) refers to

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redevelopment of the lands within the former Irish Glass Bottle and Fabrizia sites as being completed and operational in 2036, which would provide for development along the southside of South Bank Road. The applicant is requested to address this element of the proposed development in light of the potential impacts on local amenities and the provisions within the Poolbeg West Planning Scheme, including objective MV7, which aims to promote the redirection of port and port-related heavy traffic away from South Bank Road, which will be achieved through provision of an alternative route for such traffic, including HGVs, and also through traffic management, thereby ensuring a high level of amenity for those occupying non-port commercial and residential buildings.

3. It is stated in the submitted planning application form that the proposed development would feature greater than 10,000 sq.m floor area, and it is noted that based on figure 13-9 of the Dublin City Development Plan 2022-2028 the majority of the proposed development would be situated within the Docklands strategic development regeneration area. In this context, the applicant is requested to address the proposed development and the requirements within objectives CUO25 and SDRAO1 of the Dublin City Development Plan 2022-2028 referring to the provision of community, arts and culture spaces as part of the design stage of new development of this scale and context.

4. It is proposed to construct a new vehicular entrance from the proposed southern port access road to the current port operations building. The details submitted do not identify specific proposals as part of this development for the existing vehicular access from the port operations building onto Alexandra Road. The applicant is requested to outline their proposals with respect to the existing vehicular access to the port operations building on Alexandra Road, including how this would operate with the proposed roads arrangement, if remaining in situ, and any implications for the development permitted under An Bord Pleanála reference 312692-22 (Dublin City Council planning reference 3220/21) providing for the construction of a pedestrian walkway and cycle lane along East Wall Road and Bond Road.

5. It is stated in the applicant's Planning Report that the future operation of the proposed southern port access route may take the form of a restricted or tolled scheme under the Roads Act. In the applicant's response to the submissions received regarding the application, dated the 7th day of March, 2025, the applicant states that the proposed southern port access route would not be subject of a toll. The applicant is requested to clarify the intended future operation of the proposed southern port access route.

6. It is stated in the application schedule of areas document that the proposed development would comprise the demolition of buildings with floor areas amounting to 11,241 sq.m, including buildings of variable construction materials. Chapter 11 of the applicant's Environmental Impact Assessment Report (volume II), including the associated Climate Impact Assessment appendix, are noted, as well as the Maritime Village: Mechanical and Electrical Services Report stating the energy efficiency proposals for the maritime village. The applicant is requested to address the requirements set out in section 15.7 of the Dublin City Development Plan 2022-2028 referring to the requirement for applications of this nature and scale to include a demolition justification report, a Climate Action and Energy Statement for all elements of the proposed development, including the terminals, and the capacity of the development to connect to available or future district heating systems.

7. A 4m-high timber-panel acoustic barrier fence is situated between Pigeon House Road fronting the coastguard cottages and the MTL terminal directly to the north of these cottages. Based on the proposed southern port access route cross-section drawings (see drawing nos.CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0001 & 0005), as well as the site clearance and demolition drawing (no. CP1901_3FM-RPS_S26-HML-XX-DR-HE-200-0006), this acoustic barrier fence would remain with the development in place, along with a proposed 4m-high acoustic barrier. The applicant has not presented any rationale for excluding the performance of the existing acoustic barrier or supplementing this as an acoustic barrier. The effect of this is to create a strip approximately 4.8m in width between the existing and proposed acoustic barriers over a distance of 150m along Pigeon House Road, which would not be used for a given purpose. Furthermore, the proposed 4m-high acoustic barrier would cut through the location of an

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existing building fronting the coastguard cottages, which possibly serves as an electrical substation. The applicant is requested to address these matters.

8. Section 15.18.1 of the Dublin City Development Plan 2022-2028 requires details of any construction lighting. The applicant is requested to address this requirement of the Dublin City Development Plan 2022-2028, particularly considering the site context and scale, and the timespan envisaged in using the proposed construction compounds and in undertaking the proposed infrastructure and other works.

9. Where trees could be affected by a development, the Dublin City Development Plan 2022-2028 sets out a requirement for planning applications to be accompanied by a tree survey. Within an arboricultural assessment and tree survey drawing (no. 4639/24/001), the applicant identified trees to be removed from the coastal fringe along the north of Pembroke Cove / Sandymount Strand. It is also indicated on the general arrangement drawings for the Poolbeg peninsula area of the application site that trees would be removed as part of the upgrading and provision of new roads infrastructure and terminals, although a survey of these trees is not included with the application. The applicant is requested to provide a tree survey addressing the requirements of the Development Plan, including regard for Development Plan policies GI40 and GI41 supporting planting and protecting of trees as part of developments and sections 15.6.9 and 15.6.10 of the Development Plan addressing the requirements in meeting these policies.

10. It is detailed that Pine and Scot's Pine trees would be planted in the area extending westwards from Irishtown nature park and along the proposed coastal park (see drawing no. 33-P-005). The applicant should confirm the appropriateness of the tree planting or any buffers that would be applied, if necessary, with respect to the existing alignment of the Dodder Valley trunk sewer twin syphon (see drawing no. CP1901-3FM-RPS-S45-07-DR-C-0735 Revision P05).

11. It is proposed to construct a single-storey control / maintenance building with 5m x 3m footprint adjacent to the existing oil jetty location in the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N). The applicant should provide elevation, floor plan and section drawings to a stated metric scale for this building.

12. It is proposed to install LED floodlights on four 12m-high poles situated adjoining the playing pitch within the port park facility. The applicant's 'Concept Lighting – Planning Report' and lighting drawings for the proposed port park are noted. The applicant should provide elevation drawings to a stated metric scale of the proposed floodlights to the playing pitch.

13. Drawing no. CP1901-3FM-RPS-S45-06-DR-C-0630 Revision P02 illustrates that it is proposed to construct an electrical switchroom adjacent to the west of the proposed maintenance building in the proposed piled-deck, Lo-Lo container terminal (Dublin Port Masterplan area N). Drawing no. CP1901-3FM-RPS-S45-06-DR-C-0651 identifies a switchroom at ground-floor level to this proposed maintenance building. The applicant should clarify the position of the switchroom, including if there would be any implications in gaining access to and from the adjacent car parking spaces and ancillary areas.

The further information referred to above should be received by the Commission within 8 weeks from the date of this notice (**i.e. no later than 5.30 p.m. on the 23rd September 2025**).

In this regard, please submit 2 hard copies and one electronic copy of the above information.

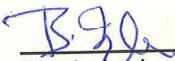
Please note that following its examination of any information lodged in response to this request for additional information, the Commission will then decide whether or not to invoke its powers under section 37F(2) of the Planning and Development Act 2000, as amended, requiring you to publish notice of the furnishing of any additional information and to allow for inspection or purchase of same and the making of further written submissions in relation to same to the Commission.

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If you have any queries in relation to the matter please contact the undersigned officer of the Commission at laps@pleanala.ie. Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,



Breda Ingle
Executive Officer
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Appendix 2 RFI Item 1 Road Safety Audit



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2024

**Stage 1 Road Safety Audit
Proposed 3FM Project at Dublin Port**

ENGINEERING A SUSTAINABLE FUTURE

Stage 1 Road Safety Audit
Proposed 3FM Project at Dublin Port

Document Control Sheet

Client:	RPS Consulting UK & Ireland
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Revision	Status	Author:	Reviewed by:	Approved By:	Issue Date
P01	S2	LD	AP	DMC	04/07/2023
P02	S2	AP	AP	DMC	31/05/2024

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1 Introduction

This report documents the findings of a Stage 1 Road Safety Audit (RSA) carried out with respect to the proposed 3FM Project at Dublin Port, Co. Dublin.

The audit team conducted the site visit on Thursday the 22nd of June 2023. The audit was carried out in the offices of ORS on Thursday the 29th of June 2023. An additional site visit was carried out on Friday the 19th of April 2024 due to several design changes and an additional audit was carried out in the office of ORS on Tuesday the 28th of May 2024.

The audit team comprised of the following people:

Audit Team Leader:

David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

Audit Team Member:

Adam Price BEng (Hons), CEng, MIEI

Audit Team Member:

Mark Gallagher AEng, MIEI

During the site visit the weather was dry. The road surface was dry, and the traffic levels were noted to be moderate across the audit period.

Previous Road Safety Audits were not available for review. The audit team reviewed the following documents and drawings provided by RPS Consulting UK & Ireland.

- (1) CP1901_3FM-RPS_S26-HML-XX-DR-HE-100-0003 - Overall 3FM Masterplan
- (1) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0001 – Proposed General Arrangements (North Port) – Sheet 1
- (2) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0002 – Proposed General Arrangements (North Port) – Sheet 2
- (3) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0003 – Proposed General Arrangements (North Port) – Sheet 3
- (4) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0004 – Proposed General Arrangements (North Port) – Sheet 4
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- (16) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00012 – Proposed General Arrangements – Sheet 12
- (17) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00013 – Proposed General Arrangements – Sheet 13
- (18) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00014 – Proposed General Arrangements – Sheet 14
- (19) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00015 – Proposed General Arrangements – Sheet 15
- (20) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00016 – Proposed General Arrangements – Sheet 16
- (21) CP1901_3FM-RPS_S26-HML-PN-DR-HE-100-0001 – Proposed Plot N Access Road Longsection – Sheet 1
- (22) CP1901_3FM-RPS_S26-HML-PO-DR-HE-100-0001 – Proposed Plot O Access Road Longsection – Sheet 1
- (23) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0001 – Proposed ESB Access Road Longsection – Sheet 1
- (24) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0002 – Proposed Road South of Roundabout Longsection – Sheet 1
- (25) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0003 – Proposed Roundabout Centreline Longsection – Sheet 1
- (26) CP1901_3FM-RPS_S26-HML-SB-DR-HE-100-0001 – Proposed Shellybanks Road Longsection – Sheet 1
- (27) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0001 – SPAR Longsection – Sheet 1
- (28) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0002 – SPAR Longsection – Sheet 2
- (29) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0003 – SPAR Longsection – Sheet 3
- (30) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0004 – SPAR Longsection – Sheet 4
- (31) CP1901_3FM-RPS_S26-HML-WB-DR-HE-100-0001 – Proposed Whitebank Road Longsection – Sheet 1
- (32) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0001 - Typical Sections - Sheet 1
- (33) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0002 - Typical Sections - Sheet 2
- (34) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0003 - Typical Sections - Sheet 3
- (35) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0004 - Typical Sections - Sheet 4
- (36) 312 23450 - Traffic Surveys at Dublin Port-OGV2-2.9(PCU).

Documents/Information not supplied:

- Speed Survey
- Departures from Standards

The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence.

All comments, references and recommendations in this safety audit are in respect of the review of information supplied by RPS Consulting UK & Ireland.

2 Description of the Proposed Development

The proposed scheme put forward by RPS Consulting UK & Ireland on behalf of Dublin Port Company will consist of third and final masterplan project to enhance Dublin Port.

Dublin Port is located at the mouth of the River Liffey, at the eastern extremity of Dublin City. The Port is split into two estates, the Northern Estate and Southern Estate. Following a period of study and review of the current Port operations and the projected future requirements of the Port, a number of projects were commissioned by the Dublin Port Company (DPC) to ensure that the Port can promote sustainable growth whilst meeting the current and future needs of the Country until the year 2040.

The 3FM project is DPC's third and final masterplan project. It focuses on developing the Southern Estate of the Port on the Poolbeg Peninsula.

The 3FM Project has six key elements, which are as follows:

- The Crossing at the River Liffey and the building of a new 1.6km road, linking the Dublin Port land on the north side with the south side (SPAR);
- Removal of the existing container terminal opposite the Pigeon House Road cottages to a new location 1.5km eastwards down the river Liffey with access to deeper water;
- Creation within the river of a new turning circle for ships within the eastern end of the port;
- Creation of public realm within the Poolbeg Peninsula;
- Construction of active travel paths to serve Plots N, O and K and as community gain;
- Construction of a 1 Hectare for utilities, facilitating linkages between the incinerator and the district heating system.

The new road network will primarily consist of a new section of carriageway that will connect the Northern Estate to the Southern Estate referred to as the Southern Port Access Route 'SPAR'. At the northern end of the proposed development the SPAR will connect into the existing Alexandra Road and provide a congestion free link across the River Liffey on a new bridge, before it connects into a re-aligned Whitebank Road which connects into the Pigeon Hose Road and South Bank Road.

The new SPAR alignment will also include an active travel pathway that will provide connectivity for both leisure and commuter cyclists and pedestrians. The new active travel path will also connect with other active travel provisions both in the Poolbeg Peninsula and across the Liffey with DPC's Liffey Tolka Project.

The South Bank Road will then be extended to connect to the new Whitebank Road and Shellybanks Road, in addition to providing access to Plot O, the site of a new container storage area. Both the Shellybanks Road and Whitebank Road will be upgraded to increase their capacity for external and internal shipment of goods within the Port. A new roundabout will then

be provided adjacent to the long-decommissioned Pigeon House generating station and former Pigeon House Hotel to facilitate access to the existing ESB Poolbeg site, and the relocated container terminal.

The SPAR can provide a congestion free route for public transport to and from the Poolbeg Peninsula, contributing towards improved and more reliable services, whilst also facilitating access for other industrial traffic, notably for the Covanta Waste-to-Energy plant. The SPAR can be constructed on private road space within Dublin Port which will reduce construction impacts on the local urban environment.

It is envisaged that the 3FM Project will soften the borders between Dublin City and the Port, encourage active travel modes for both the port and public users whilst also facilitating the development of a workable safe efficient road network for current and future port operations. Please refer to **Figure 2.1** overleaf to the proposed masterplan layout.

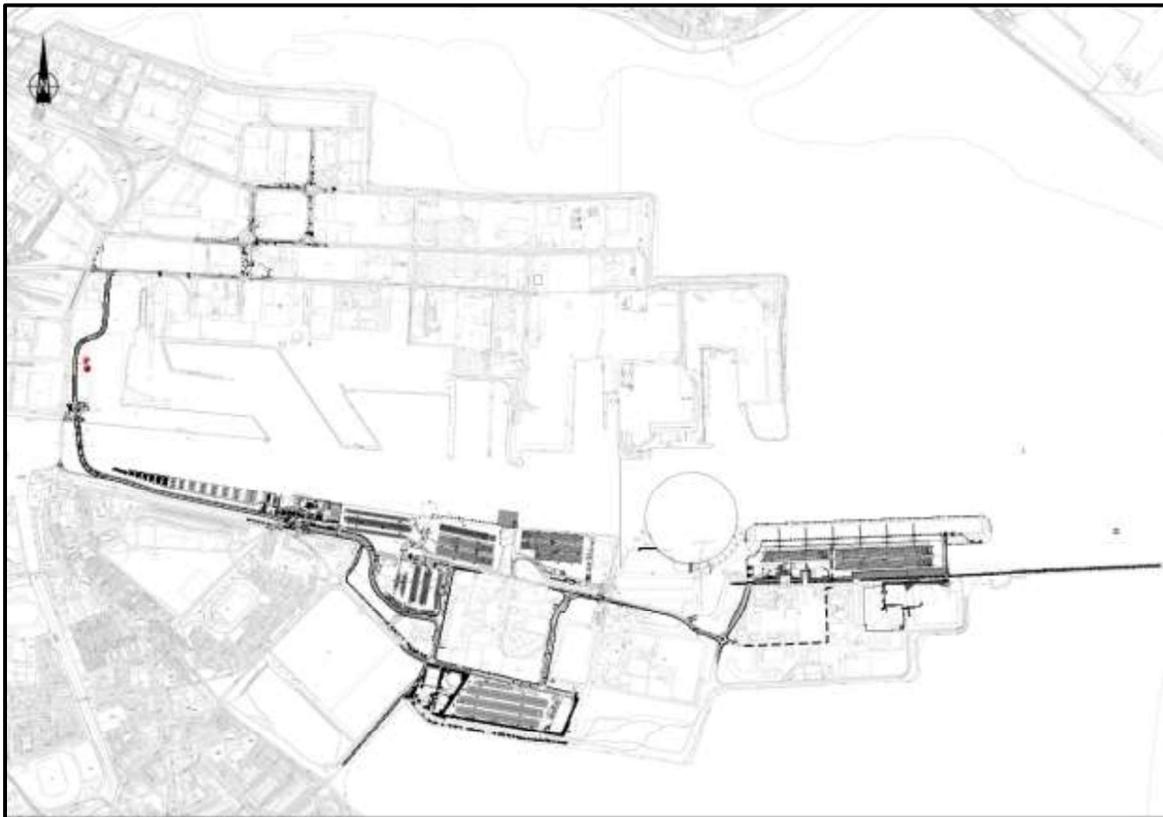


Figure 2.1: Proposed Site Masterplan (Source: RPS Consulting)

Problem No.2: Pedestrian Crossing Width and Refuge

Location: New Access Point at Sea Truck Ferries (S26-HGN-XX-DR-HE-100-0002)

The audit team note that the proposed pedestrian crossing point width at the junction is very wide, and the audit team are concerned that this could expose vulnerable users to potential conflicts with vehicles. The audit team are concerned that with the volume of large turning vehicles that this crossing point could create a hazard for vulnerable users if appropriate refuge facilities are not provided.



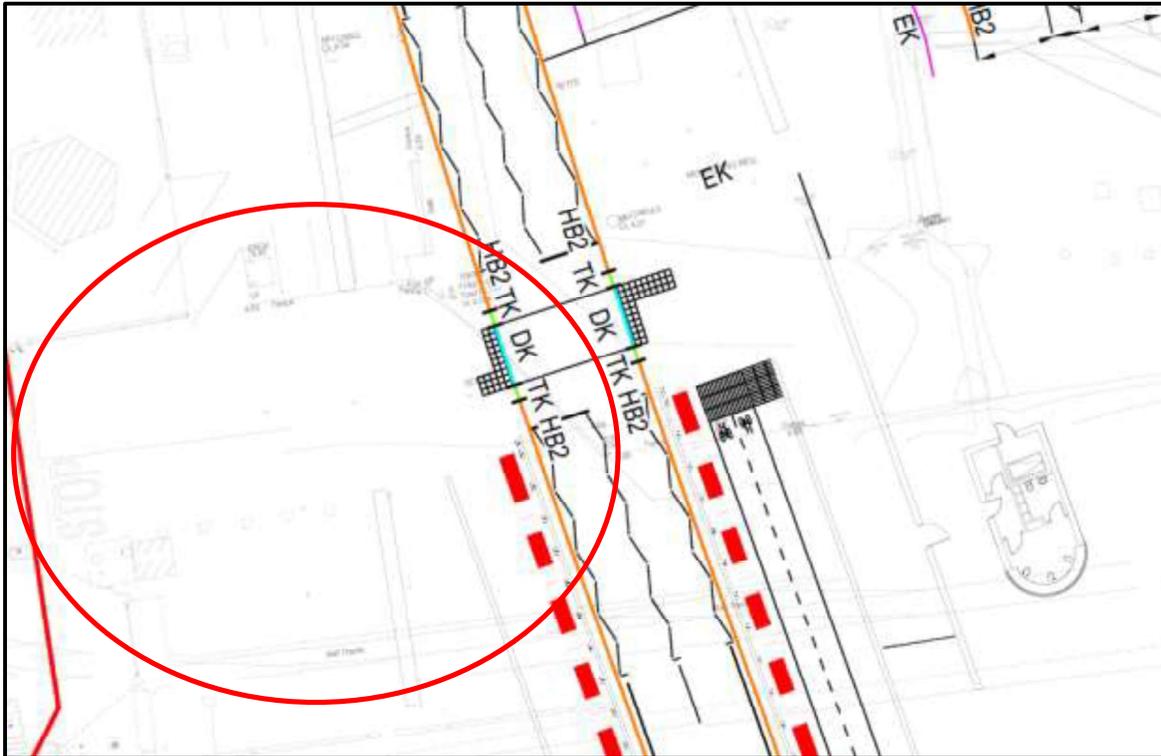
Recommendation:

The design team should ensure that an appropriate refuge area is provided to facilitate the safe passage of vulnerable users.

Problem No.3: Treatment of Existing Exit Point to Terminal 3

Location: Exit Point along East Wall Road Truck Ferries (S26-HGN-XX-DR-HE-100-0003)

The audit team note that there is a lack of detail on the treatment of the existing exit to Terminal 3 and how this will be designed into the proposed scheme. There is an inherent safety risk for vulnerable users if appropriate measures are not provided in this location to clearly demonstrate how this area will be managed and how it will tie into the new scheme to avoid any potential safety risk for vulnerable users.



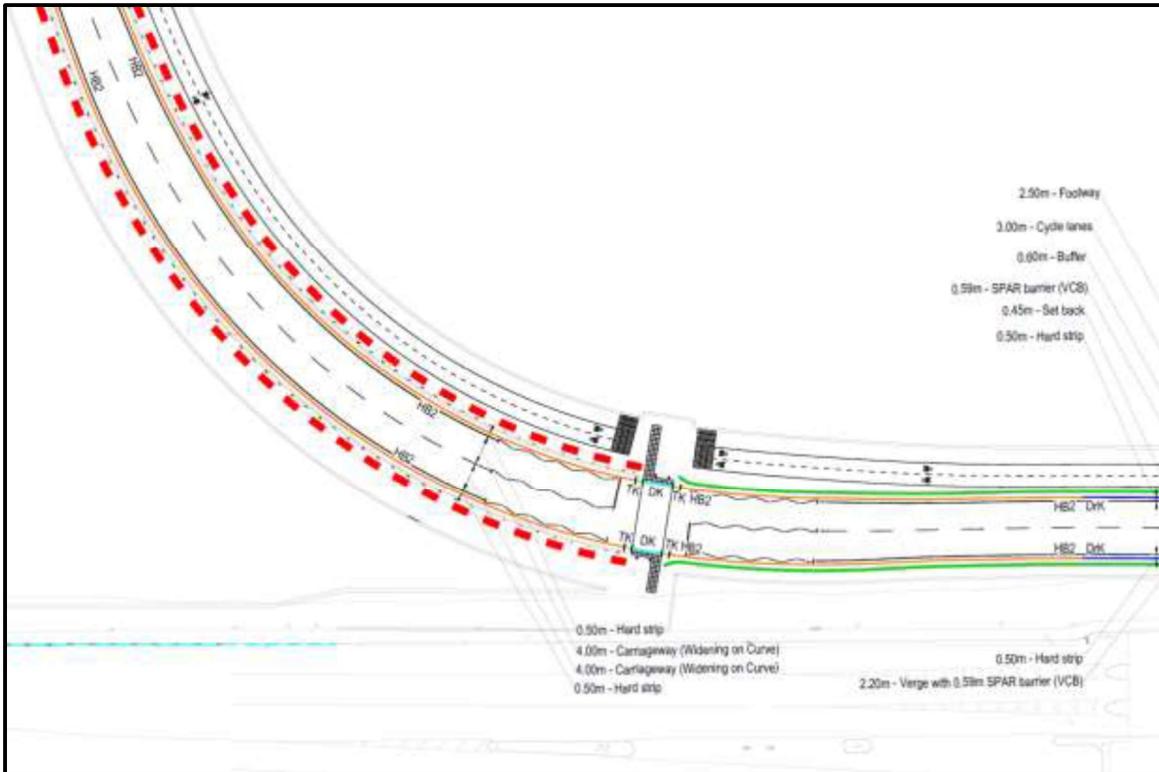
Recommendation:

The design team should ensure that sufficient detail is provided at the above location to clearly demonstrate how the existing infrastructure on site will tie into the proposed scheme.

Problem No.4: Pedestrian Guardrails

Location: Bridge Crossing Point and Footpath Crossing (S26-HGN-XX-DR-HE-100-0003)

The audit team note that there is a lack of detail provided on pedestrian safeguarding across the proposed bridge and on the proposed footpath tying into the existing footpath facilities on the on the R131. The absence of appropriate pedestrian guard railing or similar across the river could result in vulnerable users falling into the river which could result in drowning incidents.



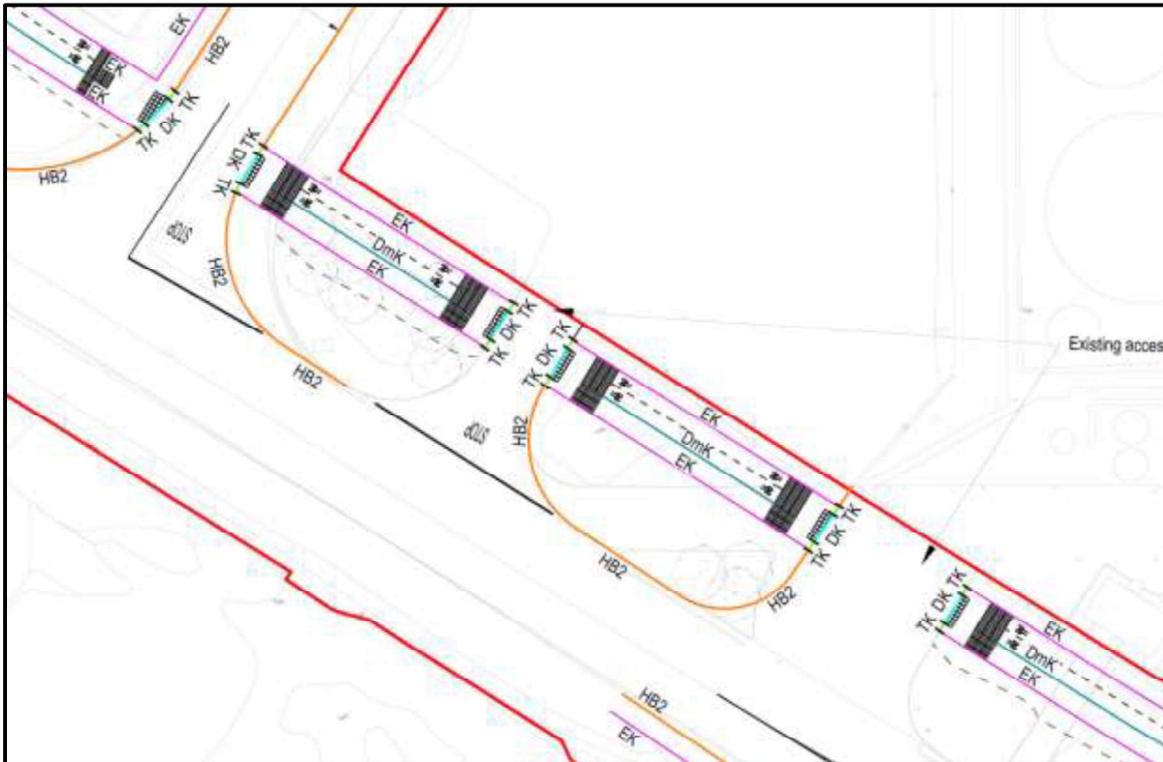
Recommendation:

The design team should ensure that appropriate pedestrian guardrails are provided for along the river edges at detailed design to ensure the safety of vulnerable users.

Problem No.5: Number of Conflict Points

Location: Existing Access Points (S26-HGN-XX-DR-HE-100-0007)

The audit team note from the proposals that it is intended to retain most of the access points at the identified location. The audit team is concerned that the number of accesses will increase the potential for vulnerable user conflicts with vehicles. The risk will be increased further due to the increased volume of vulnerable users that will utilise the scheme once built. The audit team also note that the number of conflict points also increases the likelihood of increased vehicle conflicts.



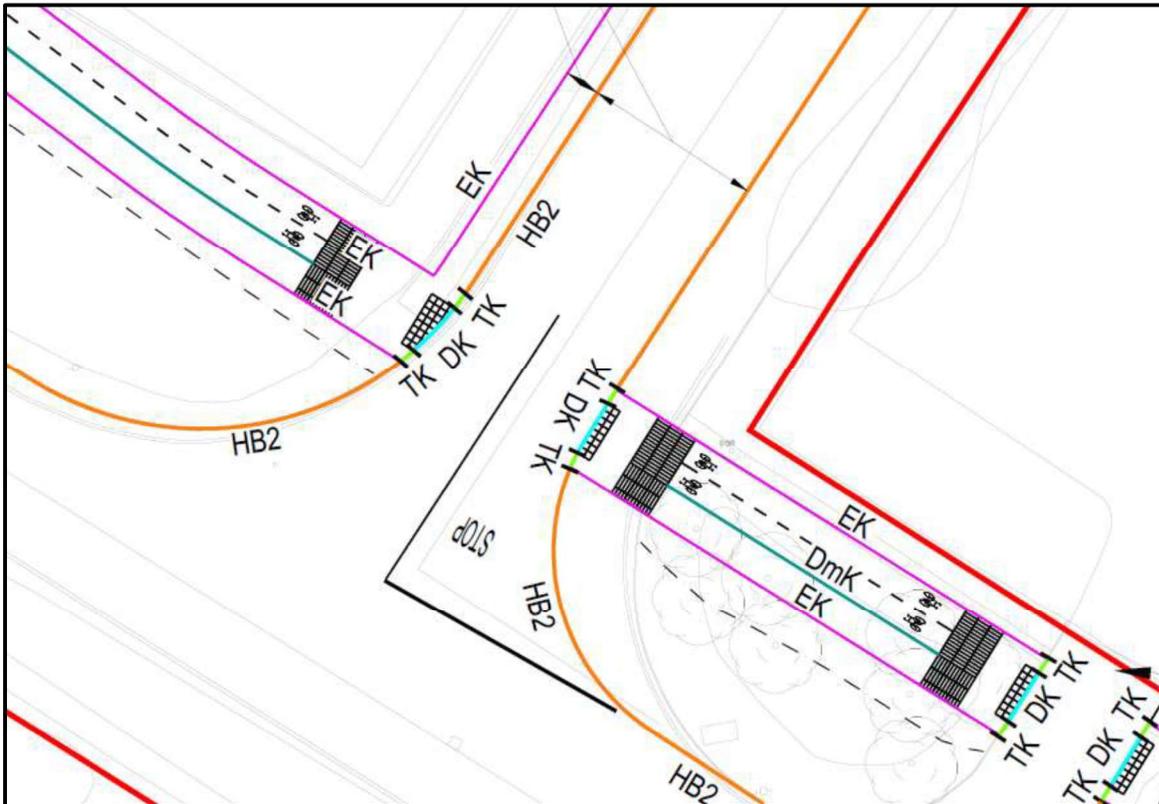
Recommendation:

The design team should remove the central access point to reduce the safety risk associated with multiple accesses.

Problem No.6: Sightline Availability

Location: New Junction (S26-HGN-XX-DR-HE-100-0007)

The audit team note that there is existing landscaping at the identified junction that will need to be removed to achieve the required sightlines from this junction. The drawings do not detail the sightline availability at the junction and the audit team are concerned that the required sightlines may not be achievable without the removal of the existing landscaping/scrub area. There are also no proposals to remove this landscaping as part of the works. The lack of appropriate visibility at this junction will increase the safety risk for exiting vehicles.



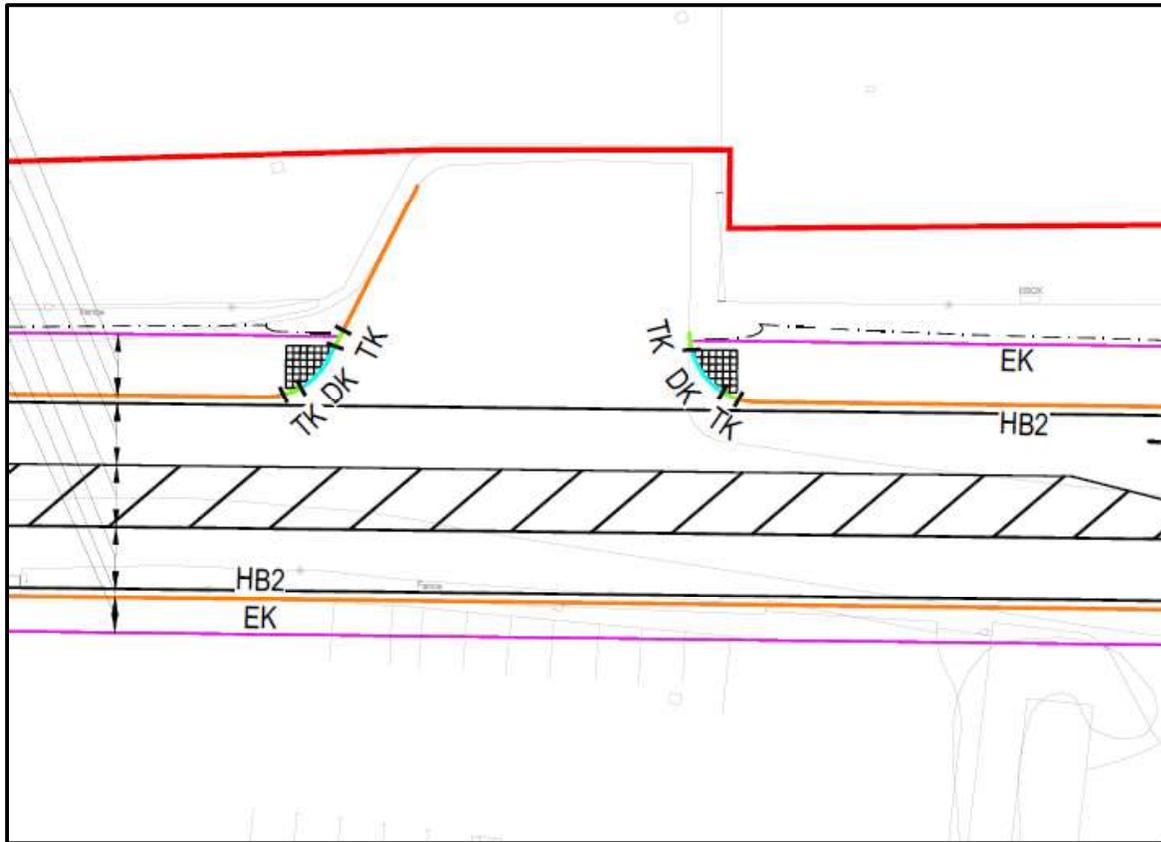
Recommendation:

The design team should ensure that the required sightlines are achieved at the proposed junction arrangement and that any landscaping and/or street furniture is removed to achieve the required visibility. The design team should ensure that the sightlines are detailed on the proposed plans.

Problem No.7: Pedestrian Crossing Width

Location: Existing Access Point (S26-HGN-XX-DR-HE-100-0008)

The audit team note that the proposed pedestrian crossing point width at the identified junction is wide, and the audit team are concerned that this could expose vulnerable users to potential conflicts with vehicles. The audit team are concerned that with the volume of large turning vehicles that this crossing point could create a hazard for vulnerable users if appropriate refuge facilities are not provided. The audit team are also concerned about the orientation of the existing access point and how it ties into the main carriageway. The orientation could restrict visibility for exiting vehicles which could increase the likelihood of conflicts with both vulnerable users and vehicles on the main carriageway.



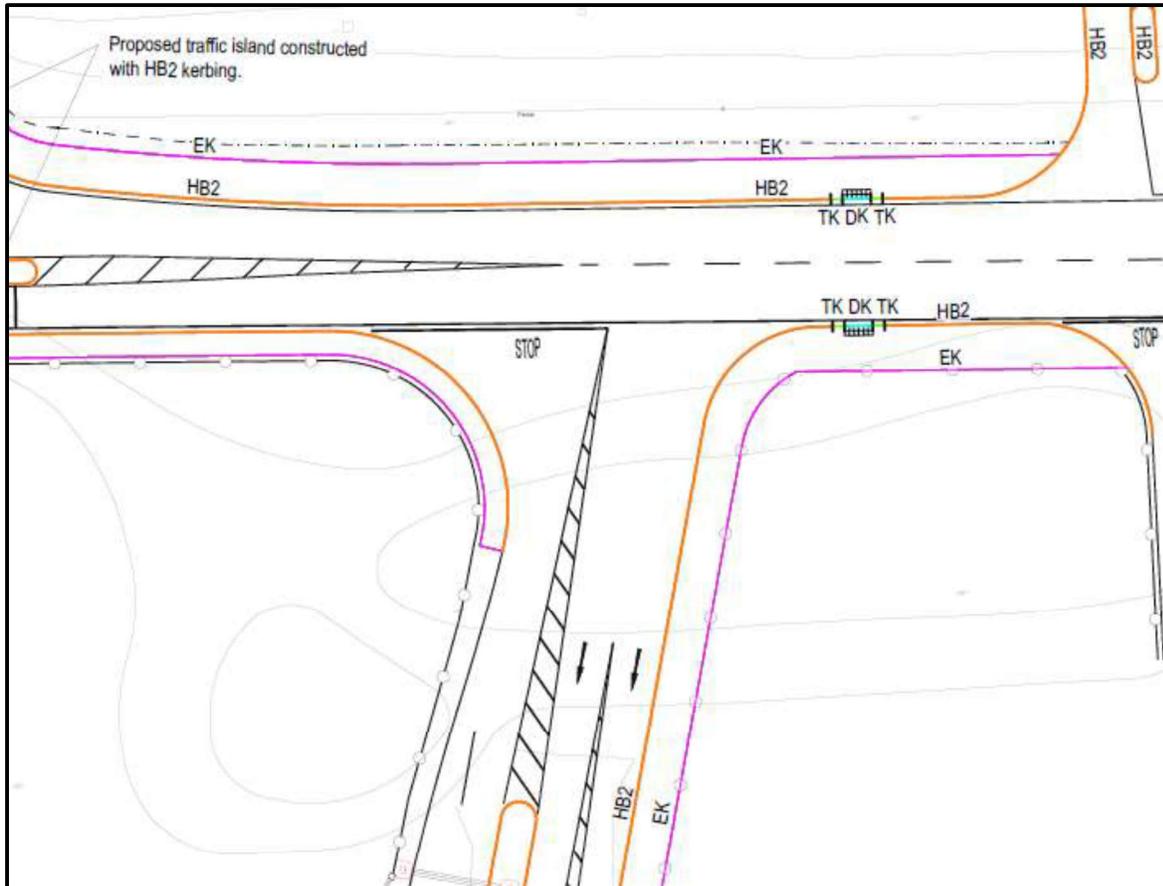
Recommendation:

The design team should ensure that the existing access is orientated such that it aligns at right angles to the main carriageway. The design team should also ensure that the crossing width for vulnerable users is reduced to reduce the safety risk for vulnerable users.

Problem No.8: Pedestrian Crossing Facilities

Location: Proposed Access Point (S26-HGN-XX-DR-HE-100-0009)

The audit team note that the junction does not detail pedestrian crossing facilities at the junction. The lack of vulnerable user crossing facilities at the junction could result in vulnerable users crossing at undesignated locations. This could potentially result in conflicts with vehicles and or trip and falls.



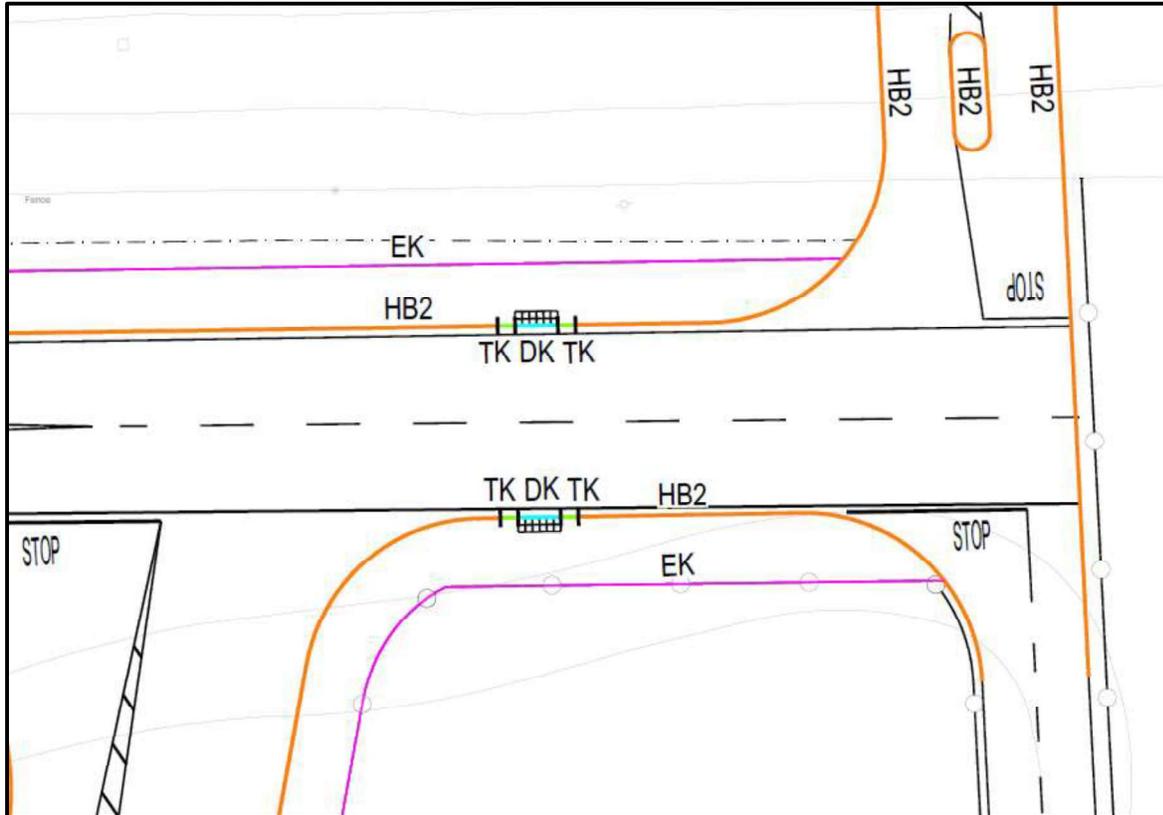
Recommendation:

The design team should ensure that there is a dedicated pedestrian crossing at this junction. The design team should also ensure that the crossing distance is not excessively wide.

Problem No.9: Pedestrian Crossing Width

Location: New Access Road (S26-HGN-XX-DR-HE-100-0009)

The audit team note that the proposed pedestrian crossing point width at the identified location is very wide, and the audit team are concerned that this could expose vulnerable users to potential conflicts with vehicles. The audit team are concerned that this crossing point could create a hazard for vulnerable due to the excessive width that vulnerable users must travel to cross the road.



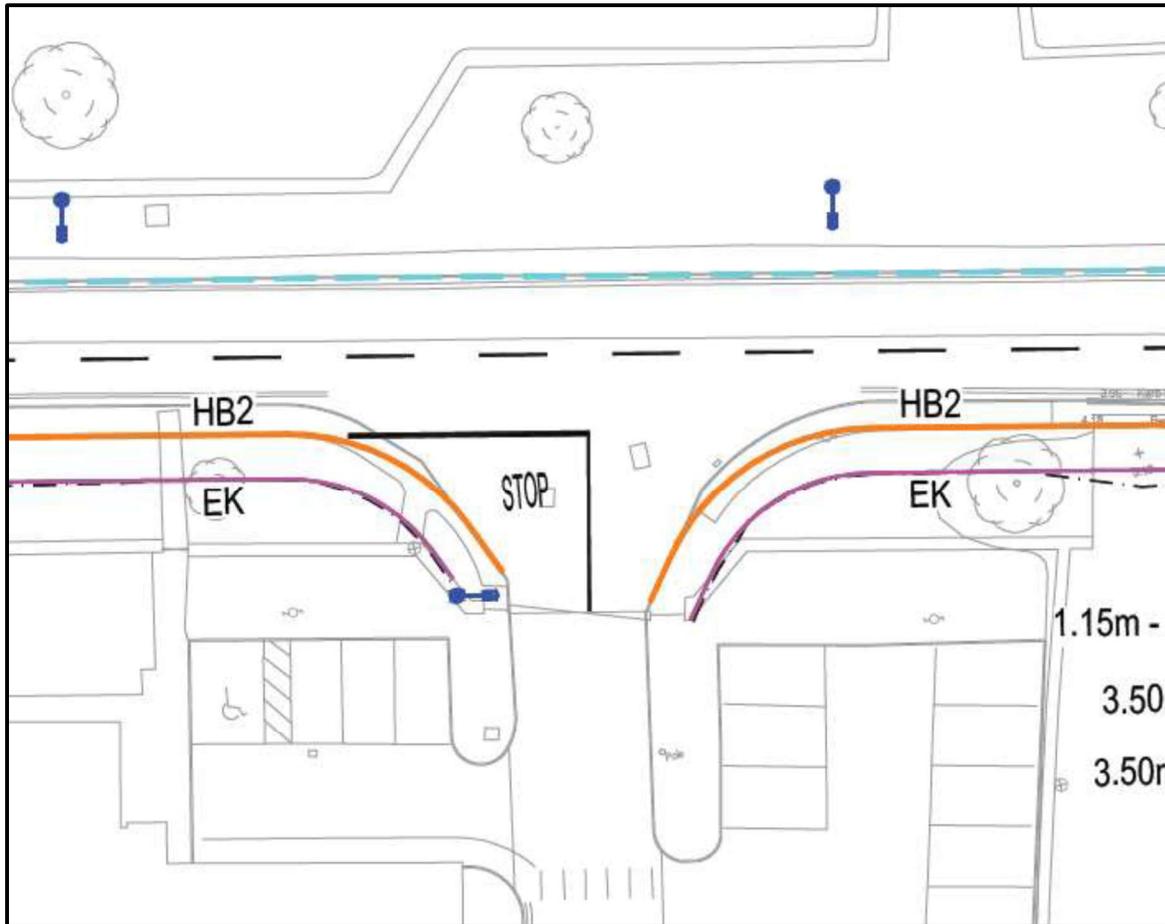
Recommendation:

The design team should reduce the width that vulnerable users must travel to cross.

Problem No.10: Tactile Paving & Dropped Kerbing

Location: Existing Celtic Anglian Access (S26-HGN-XX-DR-HE-100-0012)

The audit team note that there are no proposals to include for an appropriate crossing point at the existing access identified. The lack of appropriate dropped kerbing and tactile paving could increase the risk of trip and falls among vulnerable users.



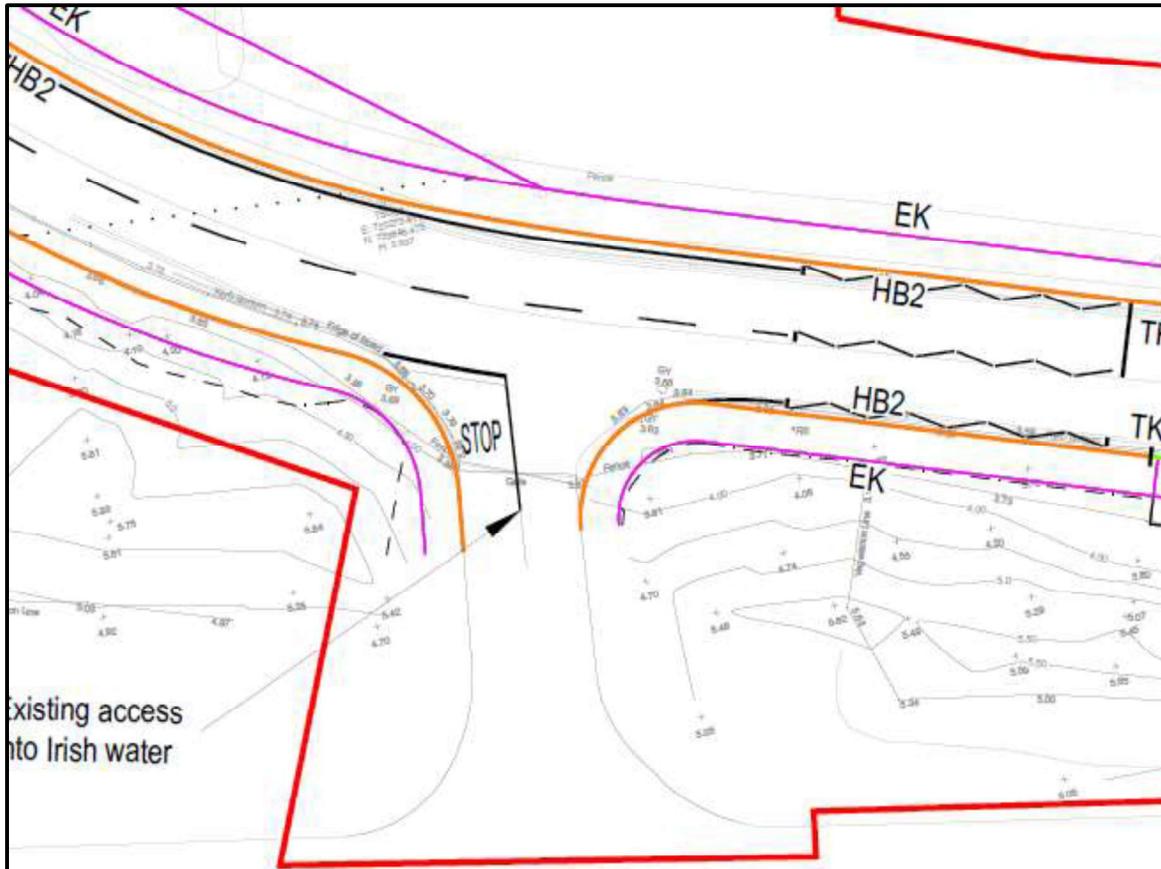
Recommendation:

The design team should ensure that appropriate dropped kerbs and tactile paving is provided for at the existing access point. The design team should also ensure that the existing access is tightened to reduce the travel distance for vulnerable users.

Problem No.11: Tactile Paving & Dropped Kerbing

Location: Existing Irish Water Treatment Plant (S26-HGN-XX-DR-HE-100-0013)

The audit team note that there are no proposals to include for an appropriate crossing point at the existing access identified. The lack of appropriate dropped kerbing and tactile paving could increase the risk of trip and falls among vulnerable users.



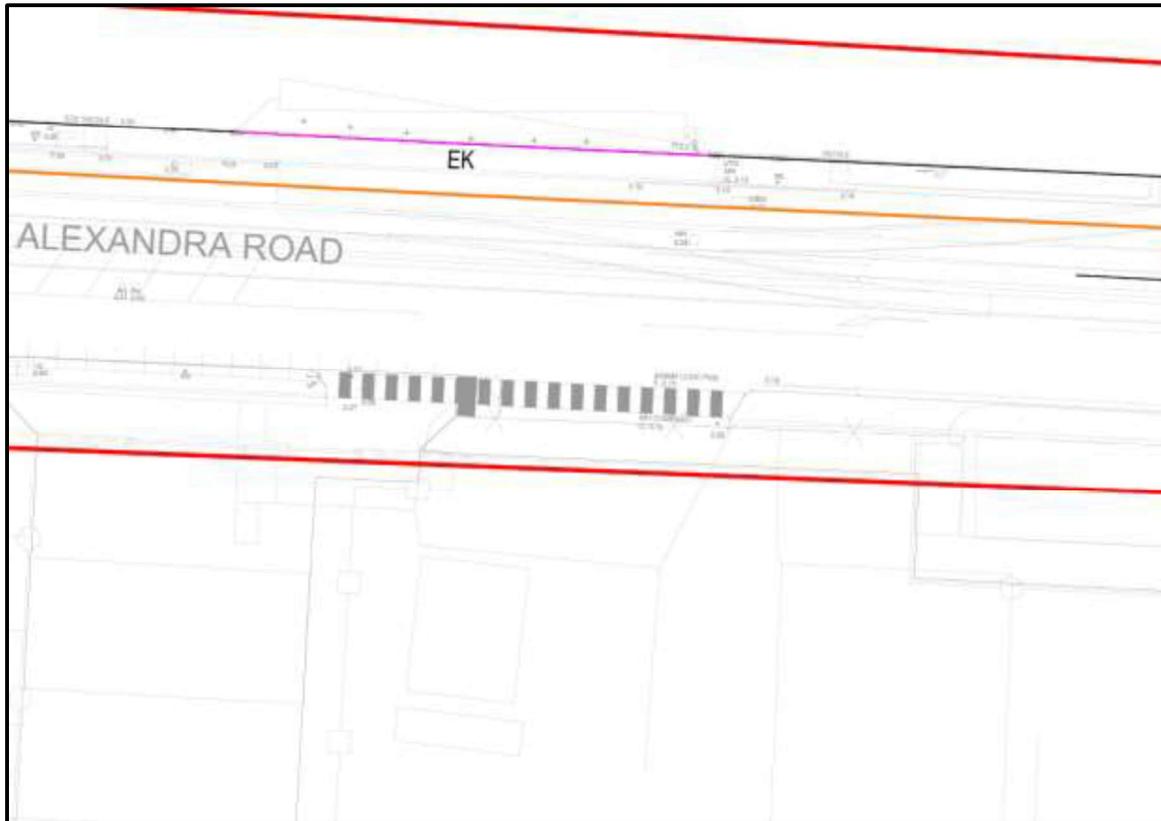
Recommendation:

The design team should ensure that appropriate dropped kerbs and tactile paving is provided for at the existing access point.

Problem No.12: Tactile Paving & Dropped Kerbing

Location: Existing Accesses Along Alexandra Road (S26-HGN-NP-DR-HE-100-0004)

The audit team note that there are no proposals to include for upgrades of existing accesses along Alexandra Road. There is no tactile paving or dropped kerbs at existing accesses which could result in trip and falls among vulnerable users.



Recommendation:

The design team should ensure that appropriate dropped kerbs and tactile paving is provided for at existing access points within scheme.

Problem No.13: Pedestrian Crossing Facilities

Location: Existing Access Point (S26-HGN-NP-DR-HE-100-0001)

The audit team note that the existing access point is excessively wide with no pedestrian crossing facilities. The audit team note at the time of the visit that vehicles were parked at the location identified which is restricting the passage of vulnerable users. The parked vehicles couple with the lack of appropriate crossing facilities creates a significant hazard for vulnerable users.



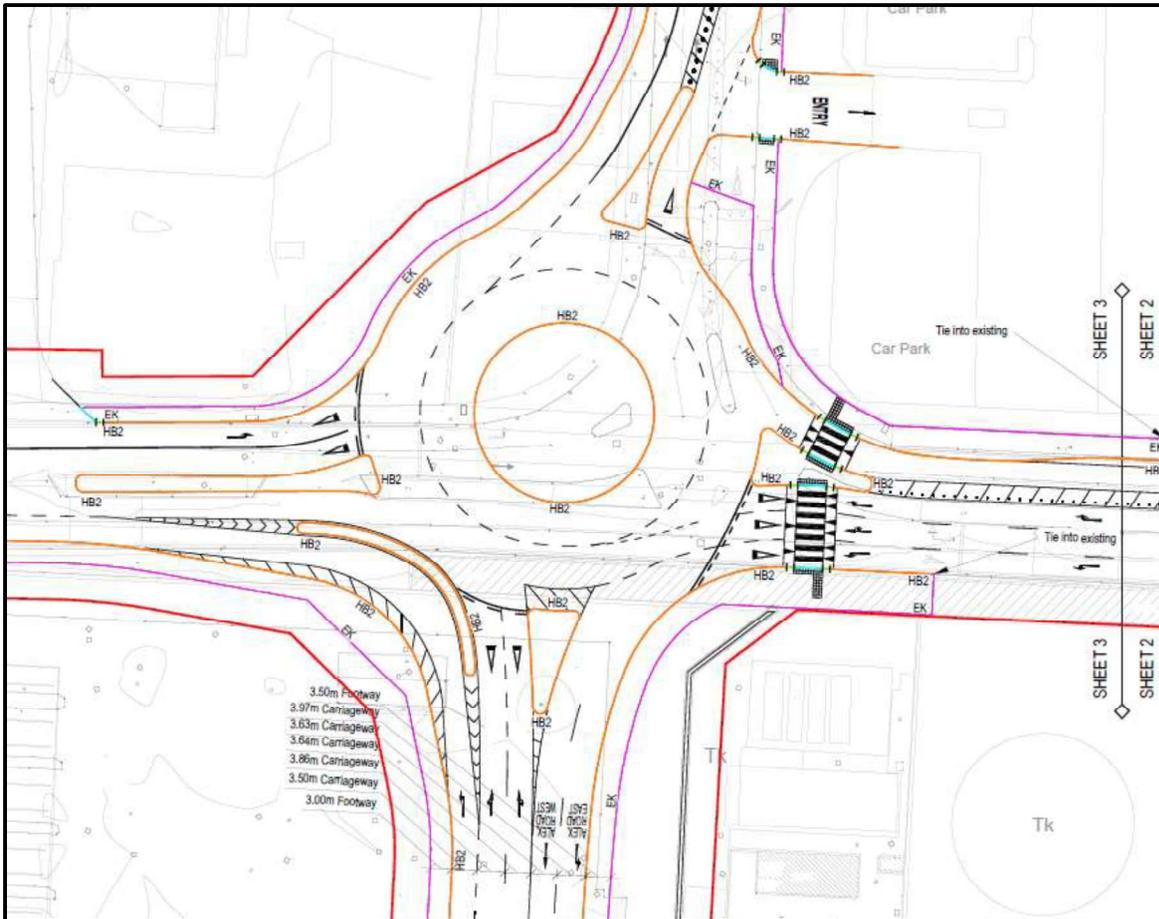
Recommendation:

The design team should ensure that there is a dedicated pedestrian crossing at this access and the design team should also ensure that appropriate measures are put in place to restrict parking along the frontage of the site.

Problem No.14: Lack of Pedestrian Crossing Facilities

Location: New Roundabout on Tolka Quay Rd (S26-HGN-NP-DR-HE-100-0003)

The audit team note that three out of the four arms of the proposed roundabout do not have dedicated vulnerable users crossing facilities. The audit team is concerned that this could result in vulnerable users crossing in undesigned locations which puts them at significant risk of conflict with vehicles.



Recommendation:

The design team should ensure that there are appropriate crossing facilities for vulnerable users at the new roundabout.

Problem No.15: Detail at Tie in Points**Location: Throughout Scheme**

The audit team note that there is limited detail on the proposed plans in relation to tie ins of the proposed scheme with existing infrastructure on site in terms of existing roads infrastructure and existing sites. As such the audit team is unable to assess the safety risk associated with the proposed tie ins of the scheme.

Recommendation:

The design team should ensure that all tie in points throughout the scheme are clearly detailed at detailed design stage to allow the safety of the tie in points to be appropriately assessed.

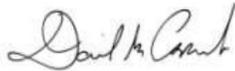
4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

ORS

Signed:



Date: 28th May 2024

Audit Team Member: Adam Price: BEng (Hons), CEng, MIEI

ORS

Signed:



Date: 28th May 2024

Audit Team Member: Mark Gallagher, MIEI

ORS

Signed:



Date: 28th May 2024

Appendix A – Inspected Documents

The audit team reviewed the following drawings and documents provided by RPS Consulting UK & Ireland:

- (1) CP1901_3FM-RPS_S26-HML-XX-DR-HE-100-0003 - Overall 3FM Masterplan
- (2) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0001 – Proposed General Arrangements (North Port) – Sheet 1
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- (4) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0003 – Proposed General Arrangements (North Port) – Sheet 3
- (5) CP1901_3FM-RPS_S26-HGN-NP-DR-HE-100-0004 – Proposed General Arrangements (North Port) – Sheet 4
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- (20) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00015 – Proposed General Arrangements – Sheet 15
- (21) CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-00016 – Proposed General Arrangements – Sheet 16
- (22) CP1901_3FM-RPS_S26-HML-PN-DR-HE-100-0001 – Proposed Plot N Access Road

ORS

Longsection – Sheet 1

(23) CP1901_3FM-RPS_S26-HML-PO-DR-HE-100-0001 – Proposed Plot O Access Road

Longsection – Sheet 1

(24) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0001 – Proposed ESB Access Road

Longsection – Sheet 1

(25) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0002 – Proposed Road South of

Roundabout Longsection – Sheet 1

(26) CP1901_3FM-RPS_S26-HML-RB1-DR-HE-100-0003 – Proposed Roundabout Centreline

Longsection – Sheet 1

(27) CP1901_3FM-RPS_S26-HML-SB-DR-HE-100-0001 – Proposed Shellybanks Road

Longsection – Sheet 1

(28) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0001 – SPAR Longsection – Sheet 1

(29) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0002 – SPAR Longsection – Sheet 2

(30) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0003 – SPAR Longsection – Sheet 3

(31) CP1901_3FM-RPS_S26-HML-SP-DR-HE-100-0004 – SPAR Longsection – Sheet 4

(32) CP1901_3FM-RPS_S26-HML-WB-DR-HE-100-0001 – Proposed Whitebank Road

Longsection – Sheet 1

(33) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0001 - Typical Sections - Sheet 1

(34) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0002 - Typical Sections - Sheet 2

(35) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0003 - Typical Sections - Sheet 3

(36) CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0004 - Typical Sections - Sheet 4

(37) 312 23450 - Traffic Surveys at Dublin Port-OGV2-2.9(PCU).

Appendix B – Designer Response Form

Road Safety Audit Feedback Form

Job: 230523 – 3FM Project at Dublin Port

Stage of Audit: Stage 1

Date Audit Completed: 29/05/2024

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	Yes	No	<p>Due to boundary constraints, junction geometry and the existing railway line along Alexandra Rd, it would not be feasible to add a pedestrian crossing point at the suggested location.</p> <p>In future, the Liffey Tolka scheme will have been delivered and this will cater for pedestrians in the North-South direction. It is expected that the vast majority of users will cross to the northern side of Alexandra Road where an enhanced active travel connection to the wider Port area will be provided along the northern side of Alexandra Road. The footways provided on the Berth 18 Access Road are only really provided to cater for maintenance access or vehicle breakdown. On that basis, it is expected that there will be minimal need to provide crossing facilities at the location identified. Regardless, it is proposed that pedestrians will be discouraged/ prevented from crossing at this location with the use of Pedestrian Barrier as shown on the revised general arrangement drawings. An uncontrolled pedestrian crossing point has been proposed approx. 30m further south on the Berth 18 Access Road to accommodate any pedestrians that need to cross. No central island has been proposed at the crossing point as the proposed crossing length is < 9.5m (DMURS Advice Note 6 recommends considering refuge islands where crossing distances exceed 10m). It is also noted that central islands limit accessibility for abnormal loads, which should be avoided in Port areas.</p>	Yes
P2	Yes	No	The access is wide to accommodate abnormal loads out of T18 – a central island previously provided for the barriers was removed by the	Yes

			Client for this purpose. General access to this footway will be discouraged and users directed to the parallel Liffey Tolka Project via a signalised crossing of the SPAR to the south of this location.	
P3	Yes	Yes	For information, please see the drawing provided illustrating how the SPAR will interact with the proposed North Quay Square area. Also, it is noted that existing vehicular access to T3/Berth 18 will be closed and a new access will be provided via the Berth 18 Access Road and the vehicular access referenced in P2 above.	
P4	Yes	Yes		
P5	N	N	<p>We have engaged with the operators of these sites and been told the access points are essential for site operation and cannot be removed/relocated. Consideration was given to relocating one access to the redundant Whitebank Rd, but the site operator rejected this proposal as it would conflict with a current planning application for the site.</p> <p>As part of the planning application for the site, the the western access is exit only and the central access is entrance only. This layout should reduce the potential for conflicts for vulnerable users and vehicles.</p> <p>The risk to vulnerable users will be reduced as vehicles should be travelling slowly as they enter/ exit the sites during operation., The increased set back of the path from the road will also provide good visibility for both vehicles and vulnerable users.</p> <p>It is noted that there is no change to the current number of access points, therefore there should not be an increased likelihood of vehicle conflicts. In fact, Whitebank Road is being realigned and will intersect with South Bank Road in the form of a signalised junction. The redundant Whitebank Road will be a cul-de-sac providing a service access to a future development area, therefore the traffic flows at this access will be significantly reduced.</p>	Yes
P6	Yes	Yes	See visibility drawing pack. It is proposed that the area is appropriately landscaped.	
P7	Yes	No	The issue is acknowledged, and further discussion will be required with ESB to confirm access arrangements to their current and proposed future sites at detailed design stage.	Yes
P8	Y	Y		
P9	N	N	<p>No island has been proposed at this location.</p> <p>Based on guidance provided in DMURS Advice Note 6, the provision of a refuge island should be considered when a crossing length of more than 10m is provided.</p> <p>The proposed crossing length of 10.9m is not excessively long and is marginally above the suggested threshold for consideration. The</p>	Yes

ORS

			<p>expected pedestrian and traffic volumes at this location are expected to be very low as the road is not a through route and only provides access to two sites. It is expected that vehicle speeds will be low at the crossing location given the proximity to the access points. It is also noted that central islands limit accessibility for abnormal loads, which should be avoided in Port areas. The land to the east is an environmentally sensitive area and as a result the road cannot be extended in the future, therefore it is expected that vehicle and pedestrian flows will remain low.</p>	
P10	No	No	<p>It is noted that there is no continued footpath to the east of this access.</p> <p>It is the intention to remove the short section of pavement (east of the junction) and replace with a grass verge.</p>	Yes
P11	N	N	<p>There will be no path provided on either side of this junction. The verge on the southern side of the road will be grassed.</p>	Yes
P12	Y	Y		
P13	Y	Y		
P14	Y	N	<p>An uncontrolled crossing point has been added to the northern arm of the roundabout. The raised table crossing at the north of this road will be retained.</p> <p>Due to the proposal to include a segregated left turn lane (SLTL) at the roundabout, no junctions have been added to the southern and western arms. The western arm will be catered by an existing raised table crossing located approximately 80m from the end of the SLTL. This will provide a safe crossing point away from the roundabout, which will cater the site accesses along this road (Note. No.1 Branch Rd North will be closed).</p> <p>Crossing of the southern arm will be accommodated by the signalised crossing point at the junction with Alexandra Road.</p>	Yes
P15	Yes	Yes		

Signed:  Designer Date: 26/06/2024

Signed:  Audit Team Leader Date: 26/06/2024

Signed:  Employer Date: 10/9/24

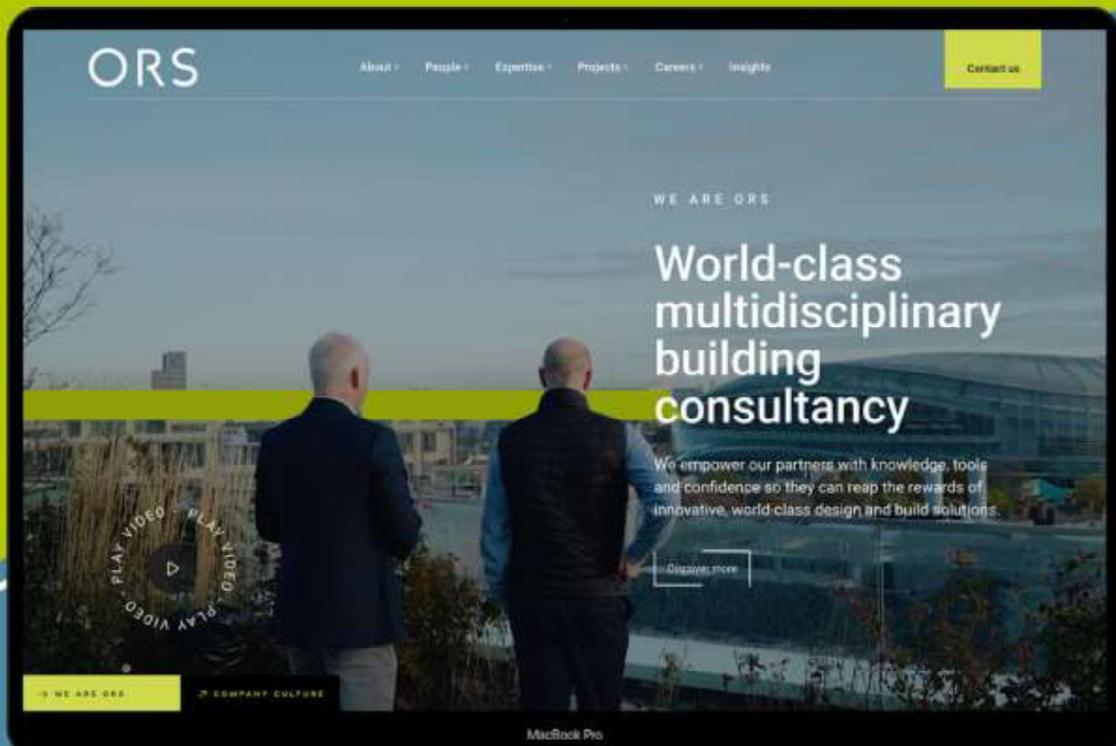
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Appendix 3 RFI Item 3 Compliance with Policy CU025 and SDRA01

3FM Project

RFI Item 3 Response

Statement of Consistency with Objectives CUO25 and
SDRA01

MH19016N
3FM Project
F01
29th September 2025

RFI Item 3 Response

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	RFI Response	OB	HG	HG	29.09.2025

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HG	29 th September 2025

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Response to RFI Item 3

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1 Introduction

This document has been prepared by RPS on behalf of Dublin Port Company (hereafter referred to as “the Applicant” or DPC) in response to Item 3 of the Request for Further Information (RFI) issued by An Coimisiún Pleanála (hereafter referred to as the Commission or ACP) on 30th July 2025 with regard to the application for planning permission for the 3FM Project (Case Reference: ABP-320250-24) which was submitted to ACP on 23rd July 2024. Item 3 of the RFI relates to an aspect raised by ACP regarding the provision of community, arts and culture spaces within the proposed development.

Item 3 of the RFI states:

“It is stated in the submitted planning application form that the proposed development would feature greater than 10,000 sq.m floor area, and it is noted that based on figure 13-9 of the Dublin City Development Plan 2022-2028 the majority of the proposed development would be situated within the Docklands strategic development and regeneration area. In this context, the Applicant is requested to address the proposed development and the requirements within objectives CUO25 and SDRA01 of the Dublin City Development Plan 2022-2028 referring to the provision of community, arts and culture spaces as part of the design stage of new development of this scale and context.”

This document provides a planning-focused response to the matters raised in Item 3, specifically addressing the concerns raised by ACP regarding provision of sufficient community, arts and culture spaces. It identifies and discusses the relevant planning policy context and proposed community gain measures identified within the subject application. Collectively, the findings set out in this response demonstrate a supportive policy framework for the proposed development while also reinforcing the Applicant’s ambition to provide access to various cultural and communal facilities which will meet the needs of the existing residents in the area.

This document has been prepared with due reference to assessment and information submitted as part of the original application on 23rd July 2024, including the following:

- *Planning Report* prepared by RPS including *Appendix C: Community Gain Proposal* submitted by DPC.
- *Maritime Village: Architectural Design Report* prepared by Darmody Architecture.
- *Active Travel Route: Architectural Design Report* prepared by Darmody Architecture.
- *Port Park: Architectural Design Report* prepared by Darmody Architecture.
- *Great South Wall Overview of Impacts, Mitigation & Interpretation* prepared by Darmody Architecture and We Are Bright.
- *Environmental Impact Assessment Report* prepared by RPS.

The detailed response to this item is set out as follows:

- Section 1 Introduces the response.
- Section 2 Proposed Development and RFI Item 3 Context
- Section 3 Sets out objectives and relevant definitions contained in the Development Plan.
- Section 4 Describe the process in formulation of the proposed recreation, leisure, community, and heritage uses and facilities as part of the 3FM Project.
- Section 5 Describes the provision of Community Gain as part of the 3FM Project.
- Section 6 Demonstrates how the proposals comply with objectives CUO25 and SDRA01.

2 Proposed Development and RFI Item 3 Context

Dublin Port is a key part of the national port system and DPC seeks to ensure that it continues to play its role in providing national port capacity. The overall development of the 3FM Project will assist towards providing ultimate capacity for the continued growth of Dublin Port in line with the Dublin Port Masterplan 2040.

A core objective of Masterplan 2040 is to integrate Dublin Port with Dublin City. Projects undertaken by DPC involve opening up areas of Dublin Port which were not previously accessible to the public and incorporating historic assets which have been reinvented for alternative uses but within a working port setting.

Proposals included as part of the 3FM Project will be in addition to those completed and others under construction such as the Liffey-Tolka Project and the Tolka Estuary Greenway. These projects build on other heritage related projects such as the Diving Bell on Sir John Rogerson's Quay (2015), the reconfigured and publicly accessible Port Centre (2021), the rehabilitated Graving Dock precinct as the Pumphouse (2022) and the restored Substation on Alexandra Road (2023). These projects testify to DPC's commitment to promote and enhance Port-City integration.

The 3FM Project incorporates proposals which include key heritage assets that will continue to deliver a key objective of the Dublin Port Masterplan and reintegration of the Port with the City.

The proposed development seeks to provide for the following at Dublin Port:

- Construction of a new public road and bridge called the Southern Port Access Route (SPAR) to link the South Port Estate with the North Port Estate and the M50 Tunnel.
- Relocation of the Lo-Lo container terminal operated by MTL and its expansion onto a new open-piled wharf structure constructed over the River Liffey north of the Poolbeg Generating Station and NORA at Berth 48 with access from Pigeon House Road.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL at Berths 42 to 45 to become a new Ro-Ro freight terminal which will be supported by an existing hardstanding area to the south of Dublin Waste to Energy facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road.
- Demolition of the sludge jetty adjacent to Berth 47A and provision of a 325m diameter ship turning circle in the river channel.
- Relocation of Port Operations from the North Port Estate and housed in an architecturally designed building next to a new Maritime Village Campus and associated berthage replacing and enhancing existing rowing and sailing clubs' facilities on the peninsula with the construction of a Maritime Village at Pigeon House Road and adjacent to Berth 41.
- Provision of approximately 5ha of the port estate to be brought forward to provide new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park. In addition, c.7.0km of active travel path (cycle, pedestrian, wheelers, etc.) and c.4.9km of new or upgraded footway and heritage interpretations and interventions meeting the Dublin Port Masterplan objective to integrate Dublin Port with Dublin City.

As part of the 3FM Project, a total of 11,241.2sqm of existing buildings will be demolished, alongside the removal of an additional 8,921.9sqm of structures - predominantly temporary buildings or storage facilities - clearing the way for transformative redevelopment. The proposal includes the construction of 10,948sqm of new buildings, with a significant 3,620sqm expressly dedicated to supporting local clubs and community activities. For detailed information on the buildings to be removed and proposed, please refer to the *Schedule of Areas* document prepared by RPS.

A key element of the project involves softening the traditional boundaries between the port and the city through the strategic relocation of the Lo-Lo terminal north of the NORA and ESB Poolbeg Generating Station. This move facilitates greater connectivity and urban integration.

The development further enhances accessibility by extending pedestrian and cycle links across the River Liffey via the Southern Port Access Route (SPAR), continuing into the Poolbeg Peninsula. This includes the creation of active travel paths suitable for cyclists, pedestrians, and wheeled users, as well as the construction and upgrading of footways, seamlessly connecting with existing and ongoing infrastructure projects.

Complementing these transport and connectivity improvements are high-quality recreational and cultural amenities, such as the Maritime Village featuring a public slipway and maritime skills training facilities, alongside expansive green spaces including Port Park, Wildflower Meadow, and Coastal Park. Additionally, the project provides for an extension to the Irishtown Nature Park, collectively delivering exemplary Port-City integration that significantly enhances the Port's interface and relationship with its neighbouring communities.

The 3FM Project embodies Dublin Port Company's strategic vision to not only expand and modernise port capacity in alignment with the Dublin Port Masterplan 2040 but also to foster meaningful integration between the port and the city. By delivering key infrastructure improvements, enhancing public accessibility, preserving and repurposing heritage assets, and creating vibrant community and recreational spaces, the project sets a new standard for sustainable port development. Ultimately, the 3FM Project will strengthen Dublin Port's role as a vital national asset while enriching the social, cultural, and environmental fabric of the surrounding urban area, ensuring lasting benefits for both the port and its neighbouring communities.

3 Relevant Planning Policy

This section provides a comprehensive overview of the local planning policy relevant to the 3FM Project and in particular the provision of community, arts and culture spaces within the proposed development.

3.1 Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028 (the DCDP) provides the statutory planning framework for the municipal district of Dublin City. It establishes zoning, land use policies, and the development objectives that guide Dublin City's future growth and regeneration.

Chapter 13 – Strategic Development Regeneration Areas provides policy and objectives to target specific areas within the city for regeneration designated as Strategic Development Regeneration Area (SDRA). SDRA 6 Docklands is approximately 520ha and covers a visually and culturally significant area of the city. The SDRA covers southern port lands also. Objective SDRA01 sets out the following requirements for developments in the SDRA's:

Objective SDRA01

“To support the ongoing redevelopment and regeneration of the SDRA's in accordance with the guiding principles and associated map; the qualitative and quantitative development management standards set out in Chapter 15; and in line with the following overarching principles:

....Cultural Infrastructure: All new regeneration areas (SDRAs) and large-scale development above 10,000 sq. m. in total area must provide at a minimum 5% community, arts and culture predominantly internal floorspace as part of their development. See Objective CUO25 for further detail. (emphasis added by RPS).

Chapter 12 of the DCDP defines culture infrastructure as:

“the buildings, structures and places/spaces where culture is either:

Experienced: places where culture is experienced, participated in, showcased, exhibited or sold e.g. museums, galleries, theatres, cinemas, libraries, music venues, nightclubs and historical cultural sites.

or

Created: places of creative production where creative work is made by artists, performers, makers or manufacturers e.g. creative workspaces, performing arts rehearsal spaces, music recording studios”.

Section 12.5.3 of the DCDP sets out the measures which aim to support cultural vibrancy in the City.

Objective CUO25 SDRAs and Large-Scale Developments

All new regeneration areas (SDRAs) and large-scale developments above 10,000 sq. m. in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal floorspace as part of their development at the design stage. The option of relocating a portion (no more than half of this figure) of this to a site immediately adjacent to the area can be accommodated where it is demonstrated to be the better outcome and that it can be a contribution to an existing project in the immediate vicinity. The balance of space between cultural and community use can be decided at application stage, from an evidence base/audit of the area. Such spaces must be designed to meet the identified need.*

**Such developments shall incorporate both cultural/arts and community uses individually or in combination unless there is an evidence base to justify the 5% going to one sector.*

4 Engagement with the Community

In November and December 2021, DPC undertook an initial public consultation process, when details of the 3FM Project were set out for public review and feedback. The consultations were based on a discussion of the 3FM Project Preliminary General Arrangement Drawing (October 2021)

A Virtual Consultation Room (VCR) was set up where the public could learn more about 3FM Project and have their say. Contents included;

- The Rationale for the 3FM Project.
- An Introduction to the 3FM Project.
- Details of the Project development proposals with information on:
 - the Southern Port Access Route.
 - New Ro-Ro Terminal.
 - New Lo-Lo Terminal;
 - Turning Circle.
 - Provision for Utilities.
 - Community Gain provision.
 - Details of Environment, Heritage, and Planning impacts.
- Maps and images of the development proposals were also provided on the Virtual Consultation Room as well as some initial Computer-Generated Imagery.

The first consultation process resulted in the following inputs:

- There were 5,179 visits the website (83% from Ireland; 67% from the Dublin area);
- There were 91 submissions received:
 - 41 detailed submissions; and
 - 50 feedback forms from the VCR.

As a result of the feedback received from the first public consultation, changes were made to the initial proposals which are set out within Table 3.5 of Chapter 3 of the EIAR submitted. These changes included;

- Alterations of the design configurations for the proposed Maritime Village which included improved provision, facilities and access for local sailing and rowing clubs, extended public realm including a new public square, increased landside access to the river and new public slipway facilities.
- New cycle and pedestrian paths.
- New Port Park with playing pitches and dog park.
- €2m Community Benefit Fund for Education, Heritage and Maritime Skills Projects within the Poolbeg Area.
- New Public Access Feasibility Study for the Great South Wall and €1m funding to implement study recommendations.

A second public consultation process for the Project was conducted from 21st March 2023 to 15th May 2023. The VCR was maintained and a series of public information days on the project took place at Poolbeg, Ringsend and Clontarf. 46 no. statutory and non-statutory bodies were also consulted during this period.

Response to RFI Item 3

The second public consultation process resulted in the following inputs:

- There were 9,795 visits the website (84% from Ireland; 80% from the Dublin area);
- There were 145 submissions received (39 of which were largely identical and based on a template); and
- The Public Information Days attracted over 200 visitors across the three Centres.

With specific regard to the facilities being proposed for leisure, activity, sport, training and community, several follow-up meetings were organised with community groups, public representatives and organisations. A full list of local groups contacted by the Applicant during the consultation stage of the project is detailed within Section 3.4.4.4 of the EIAR submitted with the application.

These consultees included local community and interest groups, residents' groups, Ringsend River User Groups. These consultations were effective in delivering a Maritime Village design which was acceptable to all parties.

Chapter 3 and Appendix 3.2 of the EIAR submitted detail the significant levels of consultation undertaken during the design stage of the project and the concerns/suggestions raised by the consultees have been considered in the design of the scheme.

5 Provision of Community Gain

A substantial portion of the proposed development is intended to be open to the public, contributing as community gain. Key publicly accessible elements include:

- Redevelopment of the western end of the Poolbeg Peninsula as a new **Maritime Village**, which, while including club facilities, also contains public amenities such as a public plaza and access to marina infrastructure. The waterside amenities will comprise a new 258-berth marina, a dedicated boat launch area for the rowing club, a new slipway and boat lifting facilities, dedicated pontoons for DPC Harbour Operations, a new fuel berth, and all associated gangway and pontoon access infrastructure.
- Open spaces consisting of **Port Park, Wildflower Meadow, Coastal Park, and an extension to Irishtown Nature Park**. These areas will provide parklands with pathways, recreational facilities, multi-use games areas, play equipment, bicycle parking, seating, lighting and opportunity to sustain additional opportunities for biodiversity at Irishtown Nature Park.
- Construction of 7.0km of **Active Travel Paths** and 4.9km of new or upgraded footways on the SPAR and Poolbeg Peninsula, linking with existing greenways like the Liffey Tolka and Tolka Estuary Greenways, enhancing pedestrian and cyclist access. Upgrading of existing coastal paths with a €5m contribution to Dublin City Council for future improvements, further enhancing public access along the Poolbeg Peninsula.
- Integration of proposed projects that will conserve significant **Port and Cultural Heritage Assets**, including protected structures such as the Great South Wall, North Wall Quay Extension, Pigeon House precinct, and other historic elements.

Each of the elements are described in the paragraphs that follow and demonstrate how their integration into the 3FM Project satisfies Objectives SDRAO1 and CUO25 of the DCDP.

5.1 Proposed Maritime Village

5.1.1 Existing area

The proposed development site for the new Maritime Village is located on the western end of the Poolbeg Peninsula in Dublin 4. The new site will cover approximately 1.8ha and will combine two areas of existing community infrastructure including; the current boat club site, home to Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and the Ringsend Registered Fishermen & Private Boat Owner's Association facilities.

The development of the site will involve the demolition of the two existing clubhouses and all other associated structures on the club site. **Table 5-1** provides a breakdown of the structures to be demolished.

Table 5-1: Existing buildings within the proposed Maritime Village

Development to be demolished	GFA
Poolbeg Yacht & Boat Club	478.2sqm
Stella Maris Rowing Club	279.9sqm
Temporary storage containers to be cleared from site	218.5sqm
Total	976.6sqm

5.1.2 Proposed Development

The proposed Maritime Village will be a major gain to the local community. The existing facilities described in **Section 5.1.1** will be replaced with upgraded facilities and will have a significantly larger footprint.

The Port Operations building will also be located within the Maritime Village area, but is not included in the schedule of buildings proposed and the associated floor areas as part of the Maritime Village development as set out in **Table 5-2**. However, it is noted that the fourth floor of the building includes a large event space with associated conference room/pre-event space (139sqm) which will also be part of the site.

Table 5-2: Proposed buildings within the Maritime Village

Development to be constructed	GFA
Poolbeg Yacht & Boat Club	790sqm
Stella Maris Rowing Club	771sqm
Maritime Training Centre	803sqm
Boat Maintenance Building	1,069sqm
Total*	3,433sqm

Note: *Excludes Harbour Operations Building 1,670sqm and shared site facilities 187sqm

Comparing the existing facilities on site with the proposed development, there is a significant increase in floor area dedicated to the established community groups in the area. *The Maritime Village: Schedule of Areas* document prepared by Darmody Architects provides a detailed breakdown of each of the proposed buildings. However, it should be noted that each of the buildings are multifunctional and flexible in nature and can be a gathering space for the wider community.

- The proposed Stella Maris Rowing Club includes:
 - a club social area,
 - gym and,
 - bar/service back-of-house.
- The proposed Poolbeg Yacht & Boat Club building includes:
 - a youth club/café area,
 - meeting room and,
 - club social area.
- The proposed Maritime Training Centre building includes:
 - a workshop,
 - break-out space/social area,
 - retail store,
 - 2 no. classrooms and,
 - Meeting room
- The proposed Boat Maintenance Building includes:

Response to RFI Item 3

- workshops,
- breakrooms and,
- meeting/training rooms.

Specifically, community facility space will expand by 2,456sqm, excluding the Harbour Operations Building. While the Harbour Operations Building itself is not intended for community use, it will enhance the vibrancy of the area by increasing footfall.

Additionally, the Maritime Village will feature approximately 2,420sqm of public event space, complemented by the installation of a Seafarers' Memorial, a feature crane, berth access, a 258-berth marina, a nine-berth rowing pontoon, and associated infrastructure. The development enhances and consolidates water access infrastructure, fostering greater engagement in maritime recreation and community use.

In total, the Maritime Village will deliver around 4,876sqm of new internal and external community space, providing substantial enhanced facilities for the existing clubs and local community. These details are included within the *Maritime Village Architectural Design Report* prepared by Darmody Architecture, submitted with the original application.

Figure 5-1 demonstrates provides a 3D image of the proposed Maritime Village.



Figure 5-1: 3D View of the Proposed Maritime Village. Source: *Maritime Village: Architectural Design Report (Darmody Architecture)*

As set out in the Architectural Design Report, overall, this project aims to build on the longstanding traditions established by local clubs and provide enhanced modern facilities for maritime activities, creating a welcoming hub for the club members, the local community and visitors alike.

The provision of 4,876sqm of community space to be shared is a considerable contribution towards compliance with Objectives SDRAO1 and CUO25 and far exceeds the thresholds prescribed.

The village supports the continuation of maritime traditions and recreational activities such as sailing, swimming, and fishing, enhancing cultural engagement and community identity tied to Dublin's maritime history.

5.2 Port Park, Wildflower Meadow, Coastal Park, and extension to Irishtown Nature Park

5.2.1 Existing Area

The majority of this part of the site is not accessible to the public and there are a number of existing industrial buildings on the site. These buildings have been noted for removal/demolition. A raised berm is in place along the south of the site. **Figure 5-2** details the current status of the site.

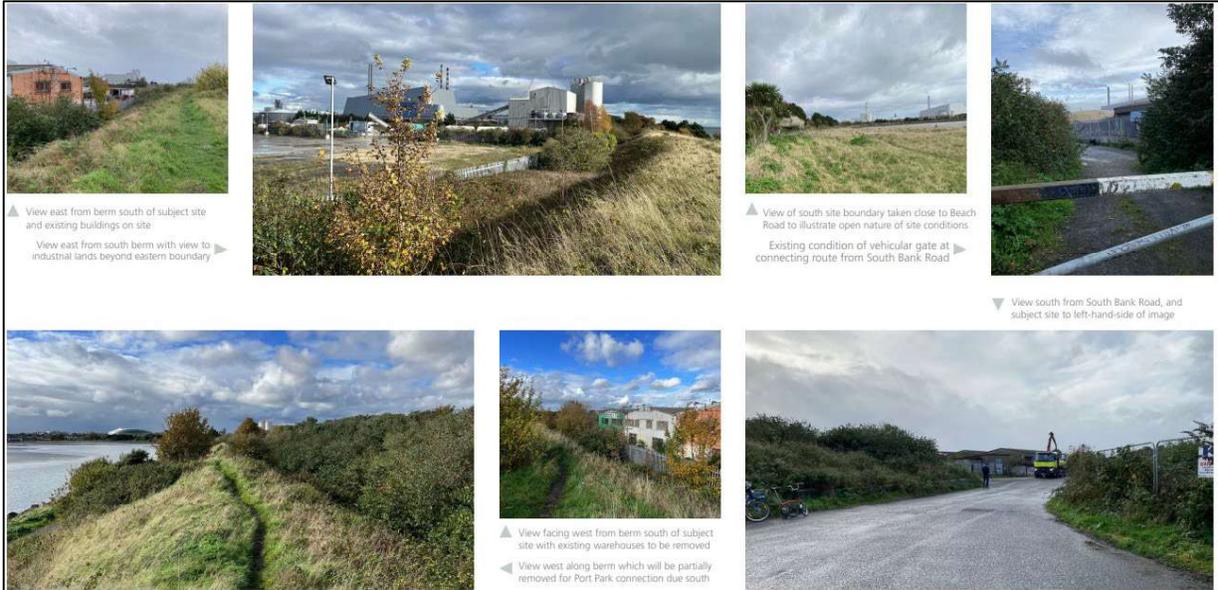


Figure 5-2: Existing site photographs. Source: Port Park: Architectural Design Report (Darmody Architecture)

5.2.2 Proposed Development

Provision of approximately 5ha of the port estate will be brought forward to provide new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park.

The development of Port Park and wildflower meadow represents a rejuvenation of previously underused industrial lands, creating a contemporary parkland that offers public spaces and amenities designed to cater for a range of activities, functions, and environmental considerations.

The park will accommodate a floodlit multi-use games facility with toilet pavilion, a play tower, bicycle parking, tree planting, public lighting and seating along pathways.

A wildflower meadow will also form part of the park and will consist of natural mown pathways for pedestrian permeability and connectivity.

A 5m wide shared-user path will be constructed along the active track and pedestrian corridor, to the west of Port Park, and a 3.5m active travel route to the south of Port Park will connect with the existing pathway eastwards towards Irishtown Nature Park.

The Coastal Park at this location lies adjacent to a coastal path which comprises a raised berm that is planted with trees and shrubs. This feature will be retained under the 3FM Project except for a small section to strengthen the linkage between Port Park and Pembroke Cove to the south. An area between the existing berm and a proposed retaining wall along the southern boundary of the proposed Ro-Ro Terminal (Area O) will be landscaped and planted to enhance the existing features and increase biodiversity.

Irishtown Nature Park lies to the east of the proposed Ro-Ro Terminal yard (Dublin Port Masterplan Area O). The 3FM Project will provide an extension to the Irishtown Nature Park on Port owned land immediately to the east of the proposed Ro-Ro Terminal Yard (Area O).

Construction of the open spaces and amenities will entail clearance of the site area, including demolition of existing buildings. Port Park will transform a previously underused industrial areas into a contemporary parkland that offers diverse public spaces and amenities, catering to a wide range of activities and functions. The park offers a high-quality public realm with planting, lighting, seating, and landscaped buffers, creating a pleasant and safe environment for social interaction and cultural events.

Again, the proposed development of 5.2ha of the Dublin City Port's estate to provide a new public realm and open space area (see **Figure 5-3**) is a considerable contribution to the wider area and will serve as a vital cultural and communal asset, blending recreation, heritage, and environmental stewardship to enrich the local community and visitors' experience. Please refer to *Port Park: Architectural Design Report* prepared by Darmody Architecture for a more detailed description of the works proposed.



Figure 5-3: Proposed Port Park Masterplan. Source: *Port Park: Architectural Design Report* (Darmody Architecture)

The delivery of the Port Park and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park complies with Objectives SDRAO1 and CUO25 serving as vital cultural and communal assets, creating diverse public spaces and amenities, supporting community engagement.

5.3 Active travel

Forming a key element of the project, the Active Travel Route (ATR) 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. The proposed ATR will link up with the 1.4km Liffey Tolka greenway and the 4km Tolka Estuary Greenway. This route will enhance accessibility to the proposed

community facilities, welcoming a broader range of users. Along the route, three distinctive character zones are designated: Point Village, the Maritime Village, and Port Park/Pembroke Cove. It also provides orientation points highlighting local landmarks such as Poolbeg Lighthouse and the Great South Wall, enhancing recreational value for visitors to Dublin Bay. These 3 no. character areas and landmarks are detailed on a route location map outlined in **Figure 5-4** below.

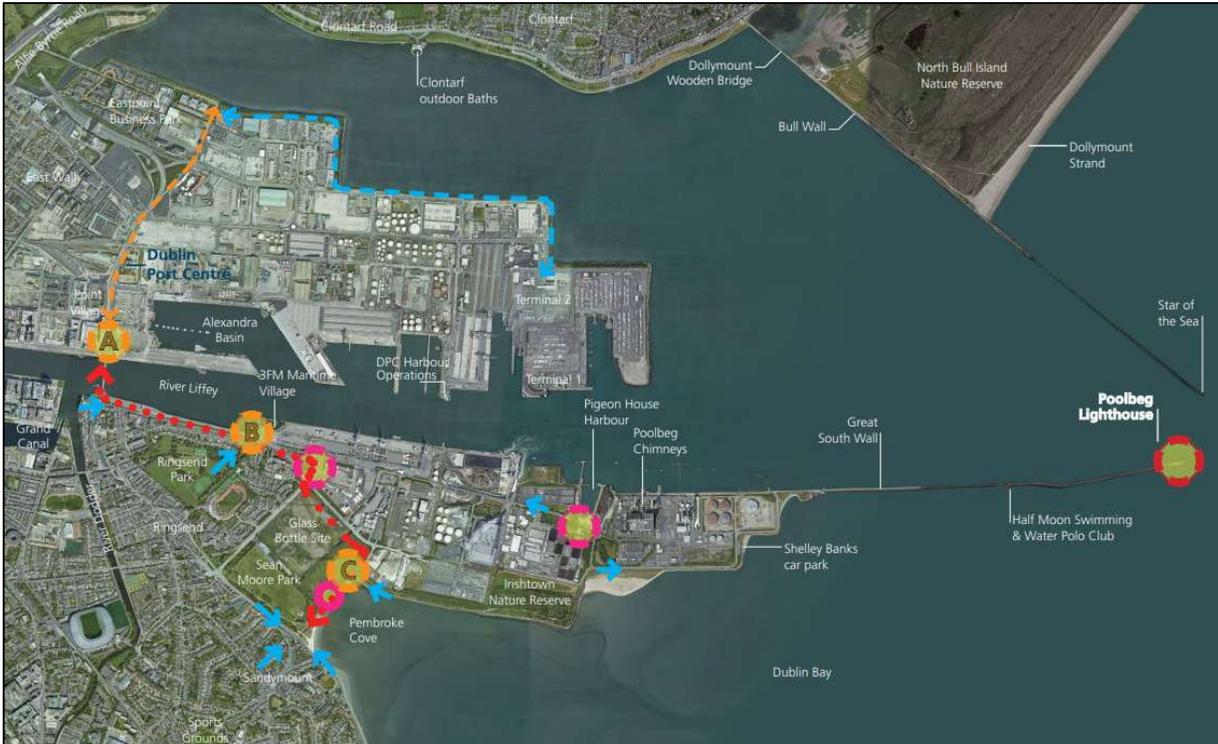


Figure 5-4: ATR location and character areas. Source: Active Travel: Architectural Design Report (Darmody Architecture)

The ATR design process involved close collaboration with Dublin City Council's Active Travel department, ensuring the project aligns with site conditions and development goals. The route aims to create an inclusive, inviting environment for both the local community and visitors.

It is further noted that the Applicant will provide Dublin City Council with a €5m contribution for future upgrading of the existing coastal path along the southern perimeter of the Poolbeg Peninsula.

The proposed ATR integrates Dublin Port with Dublin City linking the city directly into the heart of the working port. The project is a celebration of port heritage, existing cultural assets including protected structures, recorded sites and features of cultural, archaeological, industrial and architectural heritage interest therefore complying with Objectives SDRAO1 and CUO25 of the Dublin City Development Plan 2022-2028.

5.4 Cultural Heritage

Overall, the project carefully integrates and conserves significant cultural heritage assets, including protected structures such as the Great South Wall, North Wall Quay Extension, Pigeon House precinct, and other historic buildings. This ensures the protection and celebration of the area's rich maritime and industrial history. The ATR route includes 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.

The Applicant also proposes to commission a Public Access Feasibility Study concerning the Great South Wall. This study aims to:

Response to RFI Item 3

- Provide an interpretation of the Great South Wall for visitors along its full length from Tom Clarke Bridge to the Poolbeg Lighthouse.
- Identify the possibility of opening public access to more of the Great South Wall, given that a significant portion of the original wall is not currently publicly accessible.
- Examine ways in which the Great South Wall could be better linked or connected to other Heritage Assets on the Poolbeg Peninsula to improve public accessibility and access to structures and locations that were central to the original development of the Poolbeg Peninsula. In particular examining opportunities for closer linkage between Pigeon House Harbour and the Great South Wall.
- Examine existing facilities available for visitors to the Great South Wall and seeing what additional appropriate facilities might be made available.
- Review how existing and increased public access to the Great South Wall can be supported while having regard for the conservation and protection of the Wall and the need to respect the sensitive natural environment in the area.
- The Applicant will also commit to spending up to €1m to implement the recommendations from the Great South Wall Study.
- Provision of an additional permanent marine structure to expand the available habitat and range of the Dublin Port Tern Colonies.

Great South Wall Overview of Impacts, Mitigation & Interpretation Report prepared by Darmody Architecture and We Are Bright submitted with the original application, highlight strategic measures to implement in order to enhance the Great South Wall's legibility, the project aims to educate the public about its historical importance and improve the overall visitor experience.

The project proposes to reintegrate the once abandoned redundant infrastructure within the Port site and adapt to serve the local community and reintroduce this part of Dublin to the City. The project seeks to maximise the utilisation of brownfield lands, while being mindful to conserve the historic and cultural features. The project complies with Objectives SDRAO1 and CUO25 of the Dublin City Development Plan 2022-2028, through the preservation and demarcation of these historical sites throughout the publicly accessible spaces which creates a distributed museum that links the city directly with the heart of the port.

6 Alignment with Objectives

Having regard to all the foregoing, it is respectfully submitted that this response has carefully addressed the matters raised in RFI Item 3, specifically the provision of community, arts, and culture spaces within the development. The 3FM Project includes;

- A 1.8ha Maritime Village, where 4,876sqm of new community space is proposed (including 2,456sqm internal space and 2,420sqm external public event space)
- A 5.2ha Port Park, and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park
- Floodlit playing pitches with toilet pavilion, a play tower, bicycle parking, tree planting, public lighting and seating along pathways
- Construction of 7.0km of Active Travel Paths and 4.9km of new or upgraded footways on the SPAR and Poolbeg Peninsula including a €5m contribution for future upgrading of the existing coastal path along the southern perimeter of the Poolbeg Peninsula.
- Integration and conservation of significant cultural heritage assets, including protected structures such as the Great South Wall, North Wall Quay Extension, Pigeon House precinct, and other historic buildings.

The Applicant has carefully considered the feedback received during public consultation events and worked collaboratively with Dublin City Council to develop a proposal that not only meets the requirements set forth in the Dublin City Development Plan 2022-2028 but also thoughtfully addresses the aspirations and needs of the local community.

The total development provides at least 7ha of dedicated community and cultural spaces for surrounding residents and visitors to the area, not including the active travel routes proposed.

The project proposes the construction of 10,948sqm of new buildings, which includes 3,620sqm, the equivalent to a substantial 33% of the total built area, specifically allocated to support local clubs and community uses.

In doing so, the development not only meets but significantly surpasses the ambitious targets set out in Objectives CUO25 and SDRA01, which require a minimum provision of 5% community, arts, and culture spaces.

The proposed development demonstrates a strong commitment to delivering community gain measures that will provide accessible cultural and communal facilities, meeting the needs to the existing local residents. Additionally, the project integrates and conserves significant cultural heritage assets, ensuring protection and celebration of the area's maritime and industrial history.

The 3FM Project aligns with and is supported by the relevant planning policy framework, particularly the Dublin City Development Plan 2022-2028 objectives CUO25 and SDRA01.

Appendix 4 RFI Item 6 Climate and Energy Statement

3FM Project

RFI Item 6 Response

Climate Action and Energy Statement



*3FM Project
Climate Action and
Energy Statement
F01
8 September 2025*

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Response	CN	PC	PC	08/09/25

Approval for issue

PC	08/09/25
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Prepared by:

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Prepared for:

Dublin Port Company

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1 Introduction

RPS has been appointed by Dublin Port Company to prepare a Climate Action and Energy Statement for the 3FM project to comply with the policies set out in Section 3.5.2 ‘The Built Environment’ and Section 3.5.3 ‘Energy’ of Chapter 3 of the Dublin City Development Plan 2022-2028.

This document provides an overview of how the 3FM project has integrated sustainability as a key strategy into the development’s design. The report focuses on the performance targets required by the Building Regulations Part L – Conservation of Fuel and Energy and what energy measures are needed to ensure compliance.

This report addresses the An Coimisiún Pleanála (ACP) request for further information on the proposed development. ACP, in accordance with section 37F(1)(a) of the Planning and Development Act 2000, as amended, requires the following further information:

Item 6. It is stated in the application schedule of areas document that the proposed development would comprise the demolition of buildings with floor areas amounting to 11,241 sq.m, including buildings of variable construction materials.

Chapter 11 of the applicant's Environmental Impact Assessment Report (volume II), including the associated Climate Impact Assessment appendix, are noted, as well as the Maritime Village: Mechanical and Electrical Services Report stating the energy efficiency proposals for the maritime village.

The applicant is requested to address the requirements set out in section 15.7 of the Dublin City Development Plan 2022-2028 referring to the requirement for applications of this nature and scale to include a demolition justification report, a Climate Action and Energy Statement for all elements of the proposed development, including the terminals, and the capacity of the development to connect to available or future district heating systems.

This Climate Action and Energy Statement has been prepared to comply with Policy CA10 of the Dublin City Development Plan 2022-2028 and with due reference to assessments and information submitted as part of the application including the following:

- Environmental Impact Assessment Report, Volume 2, Part 1, Chapter 5 Project Description;
- Environmental Impact Assessment Report, Volume 2, Part 3, Chapter 11 Climate;
- Environmental Impact Assessment Report, Volume 3, Part 6, Appendix 11.1; and
- Maritime Village: Mechanical and Electrical Services Report.

The focus of this Statement is the Maritime Village of the proposed development which includes the Stella Maris Rowing Club, Poolbeg Yacht and Boat Club, Maritime Training Centre, Boat Maintenance Building and Harbour Operations.

Note that a Demolition Justification Report has been prepared under separate cover to also respond to this request from ACP.

2 Policy Requirements

The Dublin City Development Plan 2022 – 2028 adopted on 2nd November 2022 and came into effect on 5th December 2022. The Plan sets out how the city will develop to meet the needs of all residents, workers and visitors, not only for the six-year life of the plan, but for the long term.

The plan guides future growth and development and provides the overall strategy to achieve proper planning and sustainable development, through a range of policies and objectives. Policies that are relevant to the proposed development are outlined below:

Policy CA1 – National Climate Action Policy

‘To support the implementation of national objectives on climate change including the ‘Climate Action Plan 2021: Securing Our Future’ (including any subsequent updates to or replacement thereof), the ‘National Adaptation Framework’ 2018 and the ‘National Energy and Climate Plan for Ireland 2021-2030’ and other relevant policy and legislation’.

Policy CA2 – Mitigation and Adaptation

‘To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.’

Policy CA3 – Climate resilience settlement patterns, Urban forms and mobility

‘To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019’.

Policy CA5 – Climate Mitigation and Adaptation in strategic growth areas

‘To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures.’

Policy CA8 – Climate Mitigation actions in the built environment

‘Promote low carbon development within the County which will seek to reduce carbon dioxide emissions, and which will meet the highest feasible environmental standards during construction and occupation. New development should generally demonstrate/provide for:

- (a) Building layout and design which maximises daylight, natural ventilation, active transport and public transport use;*
- (b) Sustainable building/services/site design to maximise energy efficiency;*
- (c) Sensitive energy efficiency improvements to existing buildings;*
- (d) Energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;*
- (e) On-site renewable energy infrastructure and renewable energy;*
- (f) Minimising the generation of site and construction waste and maximising reuse or recycling;*
- (g) The use of construction materials that have low to zero embodied energy and CO₂ emissions; and’*
- (h) Connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible.*

Policy CA9 – Climate adaption actions in the built environment

‘Development proposals should demonstrate sustainable design principles for new buildings/ services/ site. The Council will promote and support development which is resilient to climate change. This would include:

- (a) Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;
- (b) Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;
- (c) Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);
- (d) Reducing flood risk, damage to property from extreme events– residential, public and commercial;
- (e) Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;
- (f) Promoting, developing and protecting biodiversity and green infrastructure.

Policy CA10 – Climate action energy statements

*'All new developments involving 30 residential units and/or more than 1,000sq.m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a **Climate Action Energy Statement** as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.'*

Policy CA11 – Energy from renewable sources

'To support, encourage and facilitate the production of energy from renewable sources, such as from solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning and environmental considerations.'

Policy CA21 – Sustainable energy communities

'To support, encourage and facilitate the ongoing efforts and future development of Sustainable Energy Communities in Dublin City through the SEAI 'Sustainable Energy Communities' Initiative'

Policy CA22 – Dublin energy region masterplan

'To support, encourage and facilitate the preparation of the Dublin Region Energy Masterplan by Codema and to support its implementation in conjunction with neighbouring Dublin local authorities, Dublin Metropolitan CARO and other relevant stakeholders.'

Policy CA23 – The circular economy

'To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National using-less/ Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023.'

Policy CA25 – Electric vehicles

'To ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets and in new developments subject to appropriate design, siting and built heritage considerations and having regard to the Planning and Development Regulations (2001) as amended, which have been updated to include EV vehicle charging point installation'

3 Part L Conservation of Fuel and Energy

The requirements regarding conservation of fuel and energy are laid out in Part L of the Second Schedule to the Building Regulations 1997 (S.I. No. 497 of 1997) as amended and the European Union (Energy Performance of Buildings) Regulations 2021 (S.I. No. 393 of 2021). Part L of the Second Schedule to the Building Regulations, insofar as it relates to works related to buildings other than dwellings, provides as follows:

L1: A building shall be designed and constructed so as to ensure that the energy performance of the building is such as to limit the amount of energy required for the operation of the building and the amount of Carbon Dioxide (CO₂) emissions associated with this energy use insofar as is reasonably practicable.

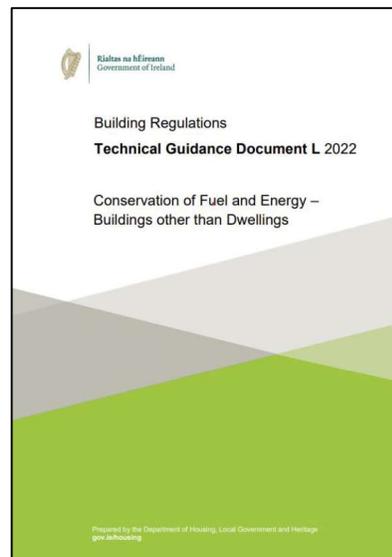
L5: For new buildings other than dwellings, the requirements of L1 shall be met by:

- (a) providing that the energy performance of the building is such as to limit the calculated primary energy consumption and related Carbon Dioxide (CO₂) emissions to a Nearly Zero Energy Building level insofar as is reasonably practicable, when both energy consumption and Carbon Dioxide emissions are calculated using the Non-domestic Energy Assessment Procedure (NEAP) published by Sustainable Energy Authority of Ireland;
- (b) providing that, the nearly zero or very low amount of energy required is covered to a very significant extent by energy from renewable sources produced on-site or nearby;
- (c) limiting the heat loss and, where appropriate, availing of the heat gains through the fabric of the building;
- (d) providing and commissioning energy efficient space heating and cooling systems, heating and cooling equipment, water heating systems, and ventilation systems, with effective controls;
- (e) ensuring that the building is appropriately designed to limit need for cooling and, where air-conditioning or mechanical ventilation is installed, that installed systems are energy efficient, appropriately sized and adequately controlled;
- (f) limiting the heat loss from pipes, ducts and vessels used for the transport or storage of heated water or air;
- (g) limiting the heat gains by chilled water and refrigerant vessels, and by pipes and ducts that serve air-conditioning systems;
- (h) providing energy efficient artificial lighting systems and adequate control of these systems; and
- (i) providing to the building owner sufficient information about the building, the fixed building services, controls and their maintenance requirements so that the building can be operate.

The European Union (Energy Performance of Buildings) Regulations 2021 (S.I. No. 393 of 2021), insofar as it relates to works relating to buildings other than dwellings, provides as follows:

Regulation 5

- (a) A new building shall, where technically and economically feasible, be equipped with self-regulating devices for the separate regulation of the temperature in each room or, where justified, in a designated heated zone of the building unit.



- (b) Where a heat generator is being replaced in an existing building, where technically and economically feasible, self-regulating devices shall also be installed.
- (e) A building which has more than 10 car parking spaces, that is:
- (i) new, or
 - (ii) subject to subparagraph (g) undergoing major renovation,
- shall have installed at least one recharging point and ducting infrastructure (consisting of conduits for electric cables) for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles.
- (g) The requirements of subparagraph (e) shall apply to a building undergoing major renovation where:
- (i) in a case where the car park is located inside the building, the renovations concerned include the car park or the electrical infrastructure of the building; or
 - (ii) in a case where the car park is physically adjacent to the building, the renovations concerned include the car park or the electrical infrastructure of the car park.

For the purpose of giving effect to Article 15(4) of Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018, the European Union (District Heating) Regulations 2022 (S.I. No. 534 of 2022), provides as follows:

Regulation 3

The minimum levels of energy from renewable sources, referred to in Article 15(4) of the Directive, may be fulfilled through efficient district heating and cooling using a significant share of renewable

The proposed Maritime Village will offer a new city destination for boating and rowing activities, building upon the established uses fostered by local clubs, which are an integral part of the Ringsend community. The development includes several key enabling actions. These actions involve demolishing the two existing clubhouses and all other associated structures on the club site, relocating existing boat storage areas, decommissioning the existing marina, and forming the new 1.8-hectare site by incorporating part of the adjacent container terminal site. Part of the existing club site will be surrendered for the construction of the new Southern Port Access Route (S.P.A.R) and the adjacent Active Travel Route, and new quay walls will be constructed on the western extent of the site.

The Poolbeg Yacht & Boat Club, Marina and Stella Maris Rowing Club comprise a key sporting and amenity centre which is in daily use by members of the clubs, visitors and the local community. There are approximately 72 local groups which make use of the facilities, demonstrating their importance as a focal point to many users of the Liffey.

Overall, this project aims to build on the longstanding traditions established by local clubs and provide enhanced modern facilities for maritime activities, creating a welcoming hub for the club members, the local community and visitors alike.

4.2 Terminals

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

The Lo-Lo Terminal will consist of two main components:

- A terminal located north of the ESB's Generating Station on the eastern end of Poolbeg Peninsula. The terminal will have 650m of deep water berthage dredged to a design dredged level of -13.0m CD (Chart Datum), plus associated cargo handling areas (Dublin Port Masterplan Area N). This terminal will accommodate Lo-Lo vessels of up to 240m length overall, primarily from continental Europe, on a new open-piled wharf. The works will require the demolition of the existing Poolbeg Oil Jetty which will be replaced by a new oil transfer facility at the eastern end of the wharf. The terminal above will operate in conjunction with a 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) Terminal with an annual throughput capacity of 360,000 Ro-Ro units or 8.69m tonnes.

The Ro-Ro Terminal will consist of two main components:

- A terminal to be 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).
- The terminal will operate in conjunction with a transit Ro-Ro trailer yard located on Port owned land on the southern side of the Poolbeg Peninsula (Dublin Port Masterplan Area O). This combined terminal will accommodate Ro-Ro vessels of up to 240m length, primarily from continental Europe.

5 Assessment of Part L Compliance

5.1 Overview

This section verifies the proposed design for the 3FM Project: Maritime Village Development complies with Building Regulations Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

The Maritime Village: Mechanical and Electrical Services Report prepared by Varming Consulting Engineers submitted as part of the planning application to ACP, presents the proposed mechanical, electrical and sustainable options and recommendations included in the design to meet the Building Regulations and comply with Technical Guidance Document L - Conservation of Fuel and Energy - Buildings other than Dwellings (Part L). The details of this report are summarised to complete this Climate and Energy Statement.

The overall energy efficiency objective for this project is to deliver a BER A3 development which complies with Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

5.2 Methodology

The following analysis was carried out to inform the Part L Compliance:

- Overheating assessed in line with Thermal Comfort Metric CIBSE Technical Memorandum 52 (CIBSE TM52), referenced in Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.
- Indoor Air Quality (IAQ) assessed in line with CIBSE Applications Manual 10 'Natural Ventilation in Non-domestic Buildings' (CIBSE AM10).
- Confirmation that a preliminary A3 Building Energy Rating (BER) is achieved.

Simulations were carried out using the IES VE-Pro 2022 suite of simulation software. This software is in accordance with CIBSE Applications Manual 11 'Building Energy & Environmental Modelling' (CIBSE AM11).

5.3 Overheating Analysis

A dynamic simulation was carried out to investigate the risk of overheating in the offices, breakout areas and meeting rooms. Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings – Section 1.3.6 recommends performing an overheating assessment in accordance with the 'adaptive method' described in CIBSE TM52. The Mechanical and Electrical Services Report describes in detail the design criteria detailed within the overheating assessment.

The three criteria below, taken together, provide a robust yet balanced assessment of the risk of overheating buildings in the UK and Europe. A room or building that fails at any two of the three criteria is classed as overheating.

- **Criterion 1: Hours of Exceedance:** The first criterion sets a limit for the number of hours that the operative temperature can exceed the threshold comfort temperature (upper limit of the range of comfort temperature) by 1 K or more during the occupied hours of a typical non-heating season (1 May to 30 September).
- **Criterion 2: Daily weighted Exceedance:** The second criterion deals with the severity of overheating within any one day, which can be as important as its frequency, the level of which is a function of both temperature rise and its duration. This criterion sets a daily limit for acceptable temperature for a room, beyond which the level of overheating is unacceptable.

- Criterion 3: Upper limit temperature:** The third criterion sets an absolute maximum daily temperature for a room, beyond which the level of overheating is unacceptable. To set an absolute maximum value for the indoor operative temperature the value of ΔT shall not exceed 4K. It is important to note that there will be times when naturally ventilated rooms overheat. The single biggest issue that influences the viability of natural ventilation is summertime temperatures. The cooling potential of natural ventilation is limited by the prevailing climate and by occupant expectations of thermal comfort. Natural ventilation systems will not maintain ideal comfort conditions 100% of the time. Natural ventilation is driven by wind and buoyancy forces that are unpredictable in nature making control challenging, as a result natural ventilation systems may at times under-ventilate, resulting in overheating or reduced air quality conditions.

The overheating analysis indicated a low risk of overheating in the Yacht Club Social Area based on the CIBSE TM52 overheating assessment methodology and criteria. Initial overheating analysis highlighted a high risk of overheating in the Yacht Club Social area. Further analysis showed this overheating can be mitigated when the free openable area of glazing in the space was increased.

The overheating analysis indicated a low risk of overheating in the Offices, Breakout areas and meeting Rooms within the Harbour Operations. Initial overheating analysis highlighted a high risk of overheating in the Club area social. Further analysis shows this overheating can be mitigated by increasing the openable area of the glazing in the space.

In short, the overheating analysis shows that all buildings within the Maritime Village comply with Thermal Comfort Metric CIBSE Technical Memorandum 52 (CIBSE TM52).

5.4 Indoor Air Quality

In addition to simulating the risk of overheating in the occupied spaces, the Indoor Air Quality (IAQ) was also analysed. CIBSE AM10 recommends using CO₂ concentration as an indicator of IAQ to show that the required ventilation rate is being achieved. This is achieved by showing that the IAQ achieved by the natural ventilation strategy is equivalent to that provided using a constant ventilation rate of 10 litres per second per person during occupied hours.

From the dynamic simulations performed it was found that all spaces achieve lower CO₂ levels by the use of natural ventilation compared to the CO₂ level provided by a constant fresh air supply of 10 litres per second per person in compliance with CIBSE AM10.

In short, the output from the IAQ simulations demonstrates that all naturally ventilated rooms achieve lower CO₂ levels by the use of natural ventilation compared to the CO₂ level provided by a constant fresh air supply of 10 litres per second per person in compliance with CIBSE AM10.

5.5 Building Energy Rating (BER) & Part L Compliance

The preliminary BER assessment and compliance check were carried out using SBEMie compliance tool within IES Virtual Environment Software version 2022. This software has been validated under CIBSE TM33: Tests for software accreditation and verification (CIBSE TM33) and approved by the SEAI and the Department of Housing, Planning and Local Government.

SBEMie is the official methodology for calculating the energy performance and associated carbon dioxide emissions for the provision of space heating, ventilation, water heating and lighting in buildings other than dwellings. The SBEMie software tool is a key component of the BER scheme.

The overall energy efficiency objective for this project is to deliver a BER A3 development which complies with Technical Guidance Documents Part L Conservation of fuel and energy buildings other than dwellings. Based on the building fabric and mechanical/electrical specification within this report the proposed 3FM Project: Maritime Village achieves compliance with Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

Details of the key input data are presented in the Mechanical and Electrical Services Report but are summarised below for reference:

- **Building Envelope:** The construction fabric data used in the simulations used standard thermal properties (refer Table 14 of Mechanical and Electrical Services Report).
- **Heating & Cooling Systems:** The space heating and DHW systems will be served by Heat Pumps. A chilled water system will serve heat recovery air handling unit cooling coils.
- **Ventilation:** The building will be mechanically ventilated with supply and return air by means of mechanical ventilation systems complete with heat recovery. Toilets and stores to be provided with general extract. The background vents will be sized in accordance with Table 4 of Building Regulations Part F 2019 – Ventilation.
- **Lighting:** High efficient LED lighting will be used throughout the project combined with absence/presence sensors to minimise energy use when rooms are not in use. All lighting sensors to operate on day light harvesting were exposed to natural light. This provides energy efficiency, reduced electrical costs, and also a long life so that replacement and maintenance costs are minimised. Occupancy Detectors (e.g., Passive Infrared (PIR)) – Activates lighting when presence is detected to prevent lights being left on wasting energy.
- **Additional Electrical Information:** The building electric power factor is assumed as >0.95 for the purposes of the NEAP assessment.

The above information was simulated using the SBEMie compliance tool to identify the energy demand and BER rating. Error! Reference source not found. shows that based on the building fabric and mechanical/electrical specification within the report, the proposed 3FM Project: Maritime Village achieves compliance with Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

Table 5-1: Energy Demand and BER Rating for each Building

Building	Estimated Primary Energy Demand (kWh/m ² /year)	BER Rating
Harbour Operations	186	A3
Stella Maris Rowing Club	153	A3
Poolbeg Yacht and Boat Club	175	A3
Maritime Training Centre	155	A3
Boat Maintenance Building	331	A3

6 Other Sustainable Features

6.1 Planning for Sustainability

Important aspects informing the design of the project include:

- Commitment to employ low carbon materials in the construction of the proposed development resulting in a 30% reduction in emissions which is aligned with the CAP25 target, including:
 - As a replacement for traditional precast concrete materials made with Portland cement mixes, the proposed development will use 50% ground granulated blast-furnace slag (GGBS) cement for all structural and non-structural precast structures, kerbs, drains, etc. The exception to this commitment is the concretes required for the SPAR bridge which cannot meet this commitment at present;
 - Similarly, all concrete poured in-situ for the proposed development will consist of 50% GGBS cement blend as a minimum; and
 - Reinforcing steel or other steel employed on site will be 85% (as a minimum) recycled steel but this excludes any structural steel associated with the SPAR bridge, sheet piles and the tubular steel piles in the marine areas.
- Changing all of the high mast lighting (HML's) within the Dublin Port estate to highly efficient LED.
- Renewable energy generation projects using solar PV and wind energy.
- Developing quaysides adjacent to deep water to their maximum in accordance with environmental/ licensing requirements. The 3FM Project respects this commitment and has been designed to minimise the extent of infill required to give effect to the proposals. This is evident in Area N, where the additional berth capacity is provided by way of an open pile structure, which has been selected to minimise the impact on marine life and benthic resources.
- Reducing impacts on local residential communities, whether from the perspective of potential noise, visual amenities or emissions. This can be seen in the relocation of Lo-Lo operations further east to Areas N and L and also in the revised project scope which led to Area O being changed from a storage area where containers would be stacked three units high, to a much less visually obtrusive Ro-Ro Freight Terminal where containers will not be stacked at all.
- The SPAR will make a significant positive contribution to sustainability in a number of different respects which include:
 - Facilitating the free-flowing movement of commercial port and utility traffic away from private roads and residential areas, reducing congestion and associated idling time.
 - Carrying active travel paths for pedestrians and cyclists providing direct connections onto the Liffey Tolka Public Realm Project on East Wall Road and providing parts of the Greater Dublin Cycle Network linkages between the north and south side of the river.
 - Facilitating public transport bus-based transport and expanding pedestrian and cycle networks which will assist in facilitating the delivery of modal shift.
 - Incorporating a bridge design which has been future-proofed to accommodate a potential LUAS crossing of the River Liffey, thereby ensuring that potential future LUAS route alignments towards Irishtown and/or the Glass Bottle Site are not compromised.
 - Whilst the construction and operation of the SPAR is not dependent upon the delivery of the rail intermodal facility, the SPAR has been designed in a sustainable manner to facilitate both the potential future development of the rail intermodal facility.

- The 3FM Project has been configured to accord with relevant objectives within the Poolbeg West Planning Scheme to provide a new public park and maintain buffers between the port and mixed-use development and also provides an extension to the Irishtown Nature Reserve.
- Ensuring that other sustainability initiatives can progress and which include:
 - DCC District Heating – the design of the 3FM Project has been configured to make DPC land available for DCC to develop a District Heating facility connected to the Dublin Waste to Energy Plant (refer **Section 8**). This facility will form a separate planning application by DCC.
 - Codling Wind Park (CWP) Project – the configuration of the 3FM Project has made provision for land owned by DPC to be made available to CWP for the construction of a substation for Offshore Renewable Energy which it is proposed will be brought on shore from a wind farm in the Irish Sea. This substation will form a separate application from CWP and is not part of 3FM Project.

6.2 Active Travel

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.

Bicycle parking for the maritime village is proposed in secure and sheltered locations as indicated on the drawings and by Sheffield stands externally. The secure bike storage areas will be fitted out with a two-tier bike storage system such as the Josta® 2-tier High Capacity Racks.

Such a system has a proven track record in the UK and Europe and proves a high capacity system which is space efficient, low maintenance and above all easy to use for the bicycle owner.

Sheffield stands will cater for visitor parking and short stay users. The stands are located at 2 no. positions in close proximity to the active travel route and the pedestrian site entrances and will benefit from good passive surveillance from the nearby club buildings.

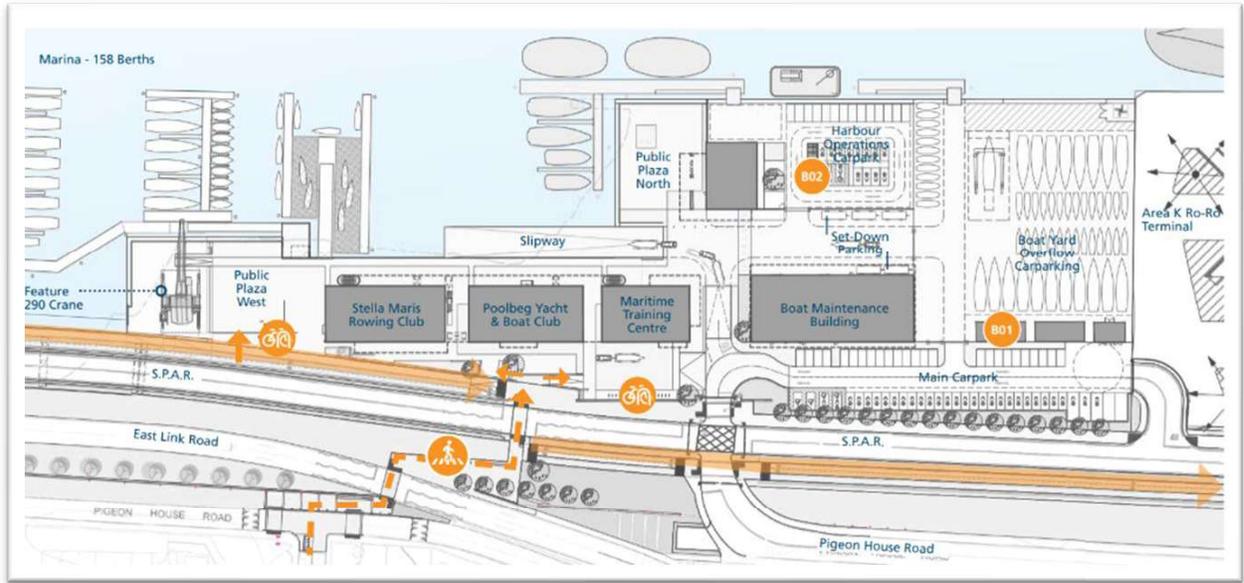


Figure 6-1: Active Travel Plan

7 Climate Adaptation

7.1 Overview

In line with the IEMA guidance, a sensitivity and vulnerability analyses were carried out on both the construction and operation phase of the project to identify which climate hazards are relevant to the proposed development. Coastal flooding, fluvial flooding, extreme heat, extreme cold and extreme wind were identified as key risks and further assessed in the climate risk assessment.

The climate change assessment shows that with the detailed controls in place, the risk of adverse climate impact on the proposed development has been suitably mitigated to reduce the likelihood of such an event having a significant adverse impact. In short, the vulnerability of the works and operations to climate change has been suitably mitigated and the potential impact is considered to be minor adverse for the short-term construction phase and for the longer-term operational phase.

7.2 Flood Risk

The site is bounded to the north by the River Liffey Estuary, an industrial container storage yard and Dublin Port Docks to the east and the R131 and East Link Bridge to the west. Existing key walls exist along the northern boundary of the site at an approximate level of 3.3m, with an existing slipway located to the west. Careful consideration is required regarding the site-specific flood risk characteristics due to the location of the development and potential impact due to a flood event. A preliminary flood risk assessment was carried out to review the existing information available to inform the design of building floor levels and external site levels throughout the development.

The most up to date extreme water levels at Dublin Port are from Phase 1 of the Irish Coastal Wave and Water Level Modelling Study (ICWWS) 2018. Phase 1 provides an update to the Extreme Coastal Water Levels for the coast of Ireland, originally presented as output from the Irish Coastal Protection Strategy Study (ICPSS) undertaken between 2004 and 2013, which estimated water levels for a range of Annual Exceedance Probability Events at a series of points around the coast of Ireland. The predicted 0.5% AEP tidal water level from this analysis is 3.15m OD. It is recommended that a 0.5% AEP coastal level of 3.15m OD is used for the 3FM project.

Consultation with OPW indicated that they are in agreement this is the most accurate assessment of present-day flood levels for Dublin Port. With regards to an allowance for climate change RPS recommend an allowance for a 1m rise in sea levels. Their reasoning is explained in the extract below. The Irish Coastal Protection Strategy Study considered two future scenarios- the Mid-Range Future Scenario (MRFS) which is an allowance of 0.5m on extreme water levels, and the High-End Future Scenario (HEFS) which is an allowance of 1m on extreme water levels. The ICWWS has two further future scenarios- H+EFS which is an allowance of 1.5m on extreme water levels, and the H++EFS which is an allowance of 2m on extreme water levels.

In 2021, RPS completed the report 'Dublin Port Bull Walls- Considering the Impact of Future Climate Change on behalf of Dublin Port Company. The primary objective of this study was to review national guidance documents and the plethora of scientific literature to identify a likely set of future scenario conditions that could be used to assess the impact of climate change on the historical structures at Dublin Port by 2100. The report recommended a 1m increase in sea level rise. It is recommended that an allowance of 1m for climate change is included for the 3FM project.

In consideration of freeboard, a safety margin to account for uncertainties in water level and wave action prediction, RPS recommend a freeboard of 0.3m is included for the 3FM project. This is within the range recommended by the Office of Public Works (OPW). RPS have also considered the risk of flooding for wave action and have concluded that only Plot N within the 3FM need consider an additional 0.3m allowance for wave action. Therefore, in summary, RPS recommend a finished floor level of 4.45mOD for the 3FM development, including the Maritime Village.

8 District Heating

8.1 Policy Requirements

The revised Renewable Energy Directive (EU/2023/2413) requires a significant increase in renewable energy by 2030 and establishes indicative targets for district heating.

CAP25 supports district heating through policy CP/25/5 ‘Continue to design National Planning Policy to appropriately support district heating’.

Dublin City Council is currently developing the Dublin District Heating System (DDHS) to supply low-carbon heat to houses and businesses throughout the Docklands and the wider Poolbeg peninsula. Waste heat will be taken from the Poolbeg waste-to-energy facility and delivered through insulated pipes to the buildings connected to the system, replacing fossil fuel heating systems and, therefore, reducing air pollution and GHG emissions.

The Dublin City Development Plan 2022-2028 includes a specific policy for the DDHS as follows:

CA16 The Dublin District Heating System (DDHS)

To support, encourage and facilitate the development and expansion of any necessary energy infrastructure which will deliver the low carbon Docklands and Poolbeg catchment of the Dublin District Heating System (DDHS) project including, its pipeline infrastructure and its energy centre with energy storage and back-up heat production.

Furthermore, policy CA17 requires Climate and Energy Statements to include an assessment of the technical, environmental and economic feasibility of district or block heating or cooling as well as the feasibility of making the development ‘district heating enabled’:

CA17 Supporting the Potential of District Heating in Dublin City

To support, encourage and facilitate the potential of district heating in Dublin City, all Climate Action Energy Statements submitted to the Council (see Policy CA10) shall include an assessment of the technical, environmental and economic feasibility of district or block heating or cooling, particularly where it is based entirely, or partially on energy from renewable and waste heat sources. In addition:

Climate Action Energy Statements for significant new residential and commercial developments in Strategic Development and Regeneration Areas (SDRAs), will assess the feasibility of making the development ‘district heating enabled’ in order to facilitate a connection to an available or developing district heating network in the area.

Climate Action Energy Statements for significant new residential and commercial developments in the Docklands SDRA will assess the feasibility of making the development ‘district heating enabled’ in order to facilitate a connection to the Dublin District Heating System.

8.2 Evaluation

Chapter 5 of the EIAR notes the plans for the DHSS requiring pipework from the main Encyclis building to an area in the vicinity of Dublin Port Masterplan Area O, where it is proposed to construct a District Heating Energy Station. Further pipework will be required to connect this site with the intended recipients.

The chapter further notes that the 3FM project has been designed to ensure that the proposed development will not disrupt the potential delivery of this district heating proposal. This facility will form a separate planning application by DCC.

In terms of technical feasibility, it would be possible to engineer the necessary pipework connectivity between the District Heating Energy Station and the main centre for heating needs on the proposed

development, i.e. the Maritime Village. At a distance of less than 1km through lands owned by Dublin Port, the constructability of such a pipeline would be readily resolved to facilitate the use of this waste heat at the Maritime Village.

Similarly, there are no significant environmental barriers to developing connectivity between the District Heating Energy Station and the Maritime Village. Lands through which the pipeline would be constructed are largely brownfield and similar in nature to those proposed for the DDHS.

However, the economic feasibility of such a connection is more open to question given that any new connection pipeline would likely only service one operation (i.e. the Maritime Village) rather than a wider residential or commercial area. There are no other commercial operations in the immediate environs of the Maritime Village given the wider port operations requiring limited heating input. Furthermore, the heating demand for the Maritime Village is low (BER A3 for all buildings - refer **Section 5**), which further reduces the economic feasibility of connectivity.

In short, while connection to the DDHS and use of waste heat at the Maritime Village would be both technically and environmentally feasible, the cost benefit analysis of supplying a connection pipeline for a single low demand operator is questionable. A more economically advantageous use of resources would be to supply higher density higher demand users, such as a residential area with lower BER ratings.

In summary, it is possible to make the proposed Maritime Village aspect of the development 'district heating enabled' to facilitate a future connection to an available or developing district heating network such as DDHS. However, the proposal for connectivity is not included here as it would be premature pending the completion of the DH exchange and infrastructure.

9 Conclusions

This Climate and Energy Statement has been compiled in accordance with Section 15.7 and Policy CA10 of the Dublin City Development Plan 2022-2028 which requires such statements for commercial floor space more than 1,000sq.m. The purpose of the statement is to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.'

This statement has been prepared to respond to a request for information from ACP on the application to include a Climate Action and Energy Statement and a consideration on the capacity of the development to connect to available or future district heating systems.

The overall energy efficiency objective for this project is to deliver a BER A3 development which complies with Technical Guidance Documents Part L Conservation of fuel and energy buildings other than dwellings. This statement confirms that based on the building fabric and mechanical/electrical specification within the Mechanical and Electrical Services Report, the proposed development achieves compliance with Part L and all buildings achieve a BER of A3.

In addition, through detailed design, a number of sustainability and efficiency features have been considered throughout. The design of the proposed development encourages the use of public and active transport, ensuring compliance with national and local policies.

The project has been designed to ensure that the proposed development will not impinge the delivery of the Dublin District Heating System (DDHS) which will form a separate planning application by DCC. While it is possible to make the proposed Maritime Village aspect of the development 'district heating enabled' to facilitate a future connection to DDHS, the proposal for connectivity is not included here as it would be premature pending the completion of the DH exchange and infrastructure.

Appendix 5 RFI Item 6 Demolition Justification Report

3FM Project

RFI Item 6 Response

Demolition Justification Report



*3FM Project
Demolition
Justification Report
F01
30 September 2025*

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Response	AB	PC	PC	08/09/25

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Prepared by:

RPS

Prepared for:

Dublin Port Company

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1 Introduction

RPS have been appointed by Dublin Port Company (DPC) to prepare a Demolition Justification Report in order to comply with the policies set out in Section 15.7.1 ‘The Built Environment’ of Chapter 3 of the Dublin City Development Plan 2022-2028. The purpose of this report is to justify the necessary demolition measures associated with the design and construction of the proposed development.

This report addresses the An Coimisiún Pleanála (the Commission / ACP) request for further information on the proposed development. The Commission, in accordance with section 37F(1)(a) of the Planning and Development Act 2000, as amended, requires the following further information:

6. It is stated in the application schedule of areas document that the proposed development would comprise the demolition of buildings with floor areas amounting to 11,241 sq.m, including buildings of variable construction materials.

Chapter 11 of the applicant's Environmental Impact Assessment Report (volume II), including the associated Climate Impact Assessment appendix, are noted, as well as the Maritime Village: Mechanical and Electrical Services Report stating the energy efficiency proposals for the maritime village.

The applicant is requested to address the requirements set out in section 15.7 of the Dublin City Development Plan 2022-2028 referring to the requirement for applications of this nature and scale to include a demolition justification report, a Climate Action and Energy Statement for all elements of the proposed development, including the terminals, and the capacity of the development to connect to available or future district heating systems.

In line with Policies CA6 and CA7 and Section 15.7.1 of the Dublin City Development Plan (2022-2028), applicants are strongly encouraged to retain and repurpose existing buildings within proposed development sites wherever feasible. The integration of these structures into new schemes supports sustainable urban development and reduces environmental impact.

“Where development proposal comprises of existing buildings on the site, applicants are encouraged to reuse and repurpose the buildings for integration within the scheme, where possible in accordance with Policy CA6 and CA7. Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale for the demolition having regard to the ‘embodied carbon’ of existing structures and demonstrate that all options other than demolition, such as refurbishment, extension or retrofitting are not possible; as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures. Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.”

This Demolition Justification Report has been prepared to comply with Policy CA6/CA7 of the Dublin City Development Plan 2022-2028 and with due reference to assessments and information submitted as part of the application including the following:

- Environmental Impact Assessment Report, Volume 2, Part 1, Chapter 5 Project Description; and
- Environmental Impact Assessment Report, Volume 2, Part 5, Chapter 19 Waste.

The focus of this Statement is the Maritime Village of the proposed development which includes the Stella Maris Rowing Club, Poolbeg Yacht and Boat Club, Maritime Training Centre, Boat Maintenance Building and Harbour Operations.

Note that a Climate and Energy Statement has been prepared under separate cover to also respond to this request from ACP.

2 Policy and Guidance

2.1 National Policy

At national level, the local government sector's National Waste Management Plan for a Circular Economy 2024-2030 includes national sector specific targets for the prevention of waste within the construction sector as follows:

National Target 1B – Construction Materials: 12% reduction in C&D Waste per year by 2030 (from a 2021 baseline of 9 million tonnes)

In terms of implementation the key guidance is the Best Practice Guidelines for Resource & Waste Management Plans (RWMP) for Construction and Demolition (C&D) Projects which were published by the EPA in 2021. The guidelines were devised to address the best practice approaches for preparing, developing and updating a RWMP during the following phases of a project:

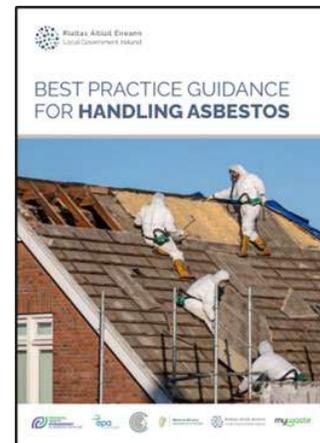
- (i) Prior to Construction – including the stages of design, planning and procurement in advance of works on site, and
- (ii) During Construction – relating to the effective management of resources and wastes during construction or demolition operations.

The rationale for this phased approach was based on best practice research that showed there is a far greater potential to prevent waste and promote reuse at the design stage rather than the construction phase which can be more focussed on segregation and good management. Designing out waste is a key priority for the sector.

In addition to the EPA guidelines, there have been a number of recent additions as listed below:

- Government published Roadmap for Increased Adoption of Modern Methods of Construction in Public Housing (2023);
- EPA Best Practice Guidance for Handling Asbestos (2023);
- EPA Guidelines for the identification and proper management of hazardous fractions in construction and demolition waste (2024);
- The Construction Sector Group published Supporting the Circular Economy Transition in the Irish Construction Sector (2024); and
- The Irish Green Building Council published Building a Circular Ireland (2025).

This report has had due consideration for the recommendations and targets listed in each of this policy and guidance.



THE CIRCULAR ECONOMY PROGRAMME
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2.2 Dublin City Development Plan 2022 – 2028

The Dublin City Development Plan 2022 – 2028 supports the need for adherence to the EPA Best Practice Guidelines for Resource & Waste Management Plans (RWMP) for Construction and Demolition (C&D) Projects through policy CA24:

CA24 Waste Management Plans for Construction and Demolition Projects

To have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these guidelines in order to ensure the consistent application of planning requirements.

More specifically in relation to demolition policies CA6 and CA7 the Plan states the following:

CA6 Retrofitting and Reuse of Existing Buildings

To promote and support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction, where possible. See Section 15.7.1 Re-use of Existing Buildings in Chapter 15 Development Standards.

CA7 Energy Efficiency in Existing Buildings

To support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retrofitting of appropriate energy efficiency measures in the existing building stock, and to actively retrofit Dublin Council housing stock to a B2 Building Energy Rating (BER) in line with the government’s Housing for All Plan retrofit targets for 2030.

These policies are also referenced in the Development Standards and in particular in **Section 15.7.1 Re-use of Existing Buildings** which states that:

Where development proposal comprises of existing buildings on the site, applicants are encouraged to reuse and repurpose the buildings for integration within the scheme, where possible in accordance with Policy CA6 and CA7. Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale for the demolition having regard to the ‘embodied carbon’ of existing structures and demonstrate that all options other than demolition, such as refurbishment, extension or retrofitting are not possible; as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.

Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.

This Demolition Justification Report is prepared to respond directly to requirements of Section 15.7.1 Re-use of Existing Buildings in Chapter 15 Development Standards.

3 Proposed Development

3.1 Overview

The 3FM Project represents the concluding phase of the Masterplan initiatives essential for realising 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.

As part of the 3FM Project there are a number of proposed demolitions including in the application including the following with a more detailed list provided in Table 19.13 of the EIAR Volume 2:

- Demolition of the existing Poolbeg Oil Jetty to facilitate the new Lift-on Lift-off (Lo-Lo) Terminal;
- Demolition of the existing Sludge Jetty to facilitate the construction of the Turning Circle;
- Demolition of some existing buildings at the Seatruck T4 terminal to facilitate construction of the North Port Road Upgrades;
- Demolition of concrete 'dolphins' at Tom Clarke Bridge;
- Demolition of some existing buildings at the Area N Access Road will be required to facilitate construction of the South Port Road Works; and
- Demolition of the existing Poolbeg Yacht & Boat Club and the Stella Maris Rowing Club buildings, to make way for the proposed SPAR. The existing facilities will be replaced by the construction of the Maritime Village.

The Poolbeg Boat & Yacht Club and the Stella Maris Building are set to be demolished due to their location directly obstructing the planned South Port Access Route (SPAR). This major infrastructure project is designed to streamline traffic flow between Dublin Port's South Port and a proposed bridge spanning the River Liffey. Once SPAR is completed, it will provide a dedicated route for heavy goods vehicles (HGVs), allowing them to bypass congested public roads such as the R151, Tom Clarke Bridge, and East Wall Road.

It is noted that the proposed demolitions of the quays, jetties, dolphins and buildings for the road network are essential for the proposed development, and these structures will not be replaced. As such there is no potential for refurbishment, extension or retrofitting of these structures.

In this regard, this assessment focusses on these structures to confirm if refurbishment, extension or retrofitting are possible.

3.2 Maritime Village

This report has been prepared focusing on the proposed new Maritime Village site which forms one part of the overall 3FM Project. The proposed Maritime Village is located on the western end of the Poolbeg Peninsula in Dublin 4. It is bounded by the East Link Road and Pigeon House Road to the south, the existing Dublin Port container terminal to the east, the Liffey channel to the north, and the existing Poolbeg marina to the west.

The site will cover approximately 1.8 hectares and will combine two areas: the current boat club site, home to Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and the Ringsend Registered Fishermen & Private Boat Owner's Association facilities, and part of the adjacent MTL container terminal. The location of the Maritime Village is shown in Figure 3-1: Location of Maritime Village **Figure 3-1**.

The proposed Maritime Village will offer a new city destination for boating and rowing activities, building upon the established uses fostered by local clubs, which are an integral part of the Ringsend community. The development includes several key enabling actions. These actions

involve demolishing the two existing clubhouses and all other associated structures on the club site, relocating existing boat storage areas, decommissioning the existing marina, and forming the new 1.8-hectare site by incorporating part of the adjacent container terminal site. Part of the existing club site will be surrendered for the construction of the new Southern Port Access Route (S.P.A.R) and the adjacent Active Travel Route, and new quay walls will be constructed on the western extent of the site.

Figure 3-1: Location of Maritime Village



The Poolbeg Yacht & Boat Club, Marina and Stella Maris Rowing Club comprise a key sporting and amenity centre which is in daily use by members of the clubs, visitors, and the local community. There are approximately 72 local groups which make use of the facilities, demonstrating their importance as a focal point to many users of the Liffey.

Overall, this project aims to build on the longstanding traditions established by local clubs and provide enhanced modern facilities for maritime activities, creating a welcoming hub for the club members, the local community, and visitors alike.

3.3 Current Site Condition and Existing Buildings

The proposed Maritime Village is located on the Poolbeg Peninsula, within the South Port Estate of Dublin Port. The site is situated adjacent to the existing 100-berth marina, with direct access to the River Liffey. It is bounded by East Link Road and lies near several existing maritime and recreational facilities.

The site is currently occupied by a mix of maritime-related buildings and infrastructure, including:

- **Stella Maris Rowing Club (Figure 3-2):** A rowing club with a dedicated boat shed and access to the water, occupying approximately 295 sqm (53.343397, -6.216809).

- **Poolbeg Yacht and Boat Club (Figure 3-3):** A long-established facility serving recreational boaters and sailors, with access to pontoons and gangways (53.34343, -6.216371).

All existing structures within the Maritime Village site boundary are proposed to be demolished to make way for new development. This includes the slipway, pontoons, and associated infrastructure and the extents are shown in **Figure 3-3**.

Figure 3-2: Stella Maris Rowing Club



Figure 3-3: Poolbeg Yacht and Boat Club



Figure 3-4: Aerial Photo of Area



4 Rationale for the Demolition Works

The client and design team are fully aware that, from an embodied carbon perspective, the most environmentally responsible approach is typically to retain and adapt existing buildings. This principle has been carefully considered throughout the planning process. However, after thorough evaluation, certain demolition activities are deemed necessary for the following reasons:

Note that the planning application commits that it is intended to use a combination of quarried fill and suitable Construction and Demolition Waste arising from demolition works within the 3FM Project site.

4.1 Strategic Justification

The existing Maritime Village site is currently occupied by a series of low-rise, maritime-related structures including boat sheds, clubhouses, and pontoons. While these facilities have served their purpose over time, they now present significant limitations in terms of spatial efficiency, accessibility, and integration with the broader 3FM Project masterplan.

The site is adjacent to underutilised waterfront land and constrained by legacy infrastructure, including fragmented access routes and outdated utilities. These constraints severely limit the potential for cohesive development and public realm enhancement.

The Poolbeg Boat & Yacht Club and the Stella Maris Building are being demolished primarily because their current locations conflict with the planned route of the South Port Access Route (SPAR). This new infrastructure is a critical component for improving road connectivity between Dublin Port's South Port and the proposed bridge over the River Liffey. Once completed, SPAR will enable heavy goods vehicles (HGVs) to travel directly between the South Port and the Port Tunnel, bypassing the public road network including the R151, Tom Clarke Bridge, and East Wall Road and significantly easing traffic congestion in the area.

Demolishing the existing buildings enables the creation of a unified and accessible maritime hub, unlocking the full potential of the site for:

- **Improved amenity provision:**
 - Provide for the creation of connected recreational and amenity spaces in Poolbeg that strengthen the biodiversity and ecology of the area, with a particular focus on Sean Moore Park and Irishtown Nature Park.
 - Seven areas totalling 9.6 hectares to provide public spaces to meet the Masterplan objective to integrate Dublin Port with Dublin City and to provide space for district heating and the onshore substation of a major ORE project.
- **Enhanced sustainable transport connections:**
 - Facilitating public transport, bus-based transport and expanding pedestrian and cycle networks which will assist in facilitating the delivery of modal shift.
 - Incorporating a bridge design which has been future-proofed to accommodate a potential LUAS crossing of the River Liffey, thereby ensuring that potential future LUAS route alignments towards Irishtown and/or the Glass Bottle Site are not compromised.
- **Greater public access to the waterfront:**
 - Carrying active travel paths for pedestrians and cyclists providing direct connections onto the Liffey Tolka Public Realm Project on East Wall Road and providing parts of the Greater Dublin Cycle Network linkages between the north and south side of the river.

- **Optimised land use within proximity to the city centre:**
 - This approach aligns with the principles of the Dublin City Development Plan and national policy on compact urban growth, promoting higher density and lower carbon emissions through efficient land use.

4.1.1 Improved Land Use

The existing buildings occupied by Stella Maris Rowing Club and Poolbeg Yacht Club are located within the Poolbeg Peninsula, an area undergoing significant transformation under Dublin Port's 3FM Project. These legacy structures, while historically important, are no longer suited to the future vision for the port-city interface and will be replaced as part of a broader regeneration strategy.

The proposed demolition facilitates the delivery of a new Maritime Village, which will include modern, purpose-built facilities for Stella Maris, Poolbeg Yacht & Boat Club, and other maritime groups. The new buildings will total approximately 2,364m² and will be complemented by a 258-berth marina, boat launch areas, a new slipway, and boat lifting infrastructure.

This redevelopment will significantly enhance waterside access, provide improved amenities for club members and the wider community, and create a vibrant public plaza.

In addition to the Maritime Village, the 3FM Project includes:

- 5.5 km of pedestrian and cycle routes across the Poolbeg Peninsula.
- A new Southern Port Access Route (SPAR) bridge across the River Liffey to remove port traffic from local roads.
- Expanded public realm including new parks, wildflower meadows, and biodiversity corridors.
- Integration with district heating infrastructure and future rail freight access.

This transformation aligns with Dublin Port's Masterplan 2040 and reflects a commitment to sustainable development, community engagement, and the reintegration of port lands with the city. The demolition of the existing clubs is a key enabler of this vision, unlocking space for modern facilities and improved public access to Dublin's waterfront.

Figure 4-1: Proposed Waterfront



4.1.2 Community Amenities

The 3FM Project represents a transformative opportunity to reconnect Dublin Port with the city and its communities. The redevelopment of the Stella Maris and Poolbeg Yacht Club sites plays a central role in this vision, delivering a significant uplift in community amenities and public access to the waterfront.

- **Purpose-Built Maritime Facilities** - The demolition of outdated club buildings makes way for a new **Maritime Village**, featuring modern, accessible facilities for Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and other maritime organisations. These new spaces will support a wider range of recreational and sporting activities, encouraging greater community participation and engagement with Dublin's maritime heritage.
- **Public Plaza and Waterfront Access** - The project introduces a vibrant public plaza and improved pedestrian access to the waterfront, creating a welcoming environment for residents, visitors, and club members. This space will serve as a social and cultural hub, hosting events, gatherings, and informal recreation.
- **Marina and Boating Infrastructure** - A new **258-berth marina**, boat launch areas, and upgraded slipways will support both community and commercial maritime activity. These facilities will be accessible to a broader demographic, including youth sailing programmes, rowing clubs, and water sports enthusiasts.
- **Active Travel and Connectivity** - The inclusion of **5.5 km of pedestrian and cycle routes** across the Poolbeg Peninsula will connect communities to the waterfront, promote healthy lifestyles, and reduce reliance on car travel. These routes will link with existing city infrastructure, enhancing mobility and accessibility.
- **Green and Recreational Spaces** - The landscape strategy includes new parks, wildflower meadows, outdoor fitness zones, and biodiversity corridors. These spaces will provide

opportunities for relaxation, exercise, and environmental education, contributing to the physical and mental wellbeing of the community.

- **Cultural and Educational Opportunities** - With resolute community and cultural spaces integrated into the masterplan, the project supports local arts, heritage initiatives, and educational programmes. These facilities will foster a sense of place and identity, while offering inclusive programming for all age groups.

4.1.3 Improved Connectivity

The 3FM Project is a cornerstone of Dublin Port's long-term vision to better integrate port lands with the city and its communities. A key outcome of the redevelopment of the Stella Maris and Poolbeg Yacht Club sites is the significant improvement in physical, social, and transport connectivity across the Poolbeg Peninsula and beyond.

- **Reconnecting the City with the Waterfront** - Historically, access to the waterfront has been limited by industrial infrastructure and restricted port zones. The 3FM Project reopens these areas to the public, creating new pedestrian and cycle routes that link the city to the shoreline. This reconnection fosters a stronger relationship between Dubliners and their maritime heritage.
- **Active Travel Infrastructure** - The project delivers 5.5 km of resolute pedestrian and cycle paths, forming part of a wider active travel network across the peninsula. These routes will connect to existing city infrastructure, encouraging walking and cycling as primary modes of transport and reducing car dependency.
- **Future-Proofing Public Transport** - A land reservation for a future LUAS extension is incorporated into the masterplan, ensuring long-term integration with Dublin's public transport system. This forward-thinking approach supports sustainable mobility and enhances accessibility for residents, workers, and visitors.
- **Southern Port Access Route (SPAR)** - The planned SPAR bridge across the River Liffey will divert heavy port traffic away from local roads, improving safety and reducing congestion in surrounding neighbourhoods. This infrastructure will also enhance freight connectivity while preserving community access and amenity.
- **Seamless Movement Across the Peninsula** - The redevelopment introduces new internal circulation routes, public plazas, and wayfinding systems that make it easier to navigate the area. Whether by foot, bike, or public transport, the 3FM Project ensures that movement across the peninsula is intuitive, safe, and inclusive.
- **Social and Cultural Connectivity** - By integrating community, cultural, and recreational spaces into the masterplan, the project fosters stronger social connections. The new Maritime Village and public realm improvements will serve as gathering points, linking diverse groups through shared activities and experiences.

4.2 Planning Justification

The Poolbeg Boat & Yacht Club and the Stella Maris Building are being removed to make way for the South Port Access Route (SPAR), as their existing sites lie directly in the path of this planned transport corridor. SPAR is a vital infrastructure upgrade designed to enhance road links between Dublin Port's South Port and the future bridge crossing the River Liffey. Once operational, the route will allow heavy goods vehicles (HGVs) to move seamlessly between the South Port and the Port Tunnel, avoiding key public roads such as the R151, Tom Clarke Bridge, and East Wall Road. This diversion is expected to significantly reduce traffic congestion throughout the surrounding area.

The 3FM Project is advanced based on several key principles that are central to understanding the need and rationale for the 3FM Project:

4.2.1 Masterplan 2040

The Maritime Village in the 3FM Project is an important part of the Dublin Port Masterplan 2040. It helps meet the Masterplan's goal of making the port more connected to the city and more accessible to the public. The village will be built on the Poolbeg Peninsula, turning an industrial area into a space for people to enjoy. It will include facilities for sailing and rowing clubs, public walkways, and areas that explain the port's history and maritime heritage. This supports Masterplan's aim to create a better relationship between the port and the people of Dublin. The Maritime Village will also protect the environment by using existing land and improving access to Dublin Bay in a sustainable way. Overall, it helps make the port a more open, community-friendly, and environmentally responsible place, just as the Masterplan intended. The project would also contribute to the second objective of Masterplan 2040 – to integrate Dublin Port with Dublin City.

4.2.2 Dublin Port Capacity

The 3FM Project helps Dublin Port reach its full planned capacity by 2040, as set out in the Dublin Port Masterplan. The Masterplan estimates that the port will need to handle up to 60 million tonnes of cargo each year by 2040, and the 3FM Project is designed to deliver the final 20% of that capacity. It includes new terminals for both Lo-Lo (Lift-on/Lift-off) and Ro-Ro (Roll-on/Roll-off) freight, which will improve how goods are moved in and out of the port. The project also adds better road and rail connections, making it easier to transport goods without relying too much on trucks. This supports the Masterplan's goal of making the port more efficient, more sustainable, and better prepared for future growth in trade. By using existing land and improving infrastructure, the 3FM Project ensures that Dublin Port can meet long-term demand while reducing environmental impact and traffic congestion.

4.2.3 National and Policy-Based

The need for the 3FM Project has been clearly identified by Dublin Port Company through detailed assessments, and this need is also supported by national reports that review Ireland's overall port capacity. These studies show that without the 3FM Project, Dublin Port will not be able to handle future demand for unitised freight, which includes container and trailer cargo. If the project does not go ahead, it will create serious problems for national freight capacity and make it harder to meet goals set out in EU, national, regional, and local policies. These goals include improving transport efficiency, supporting economic growth, and reducing environmental impact. The 3FM Project is therefore essential to ensure Ireland's ports can keep up with trade needs and policy targets.

4.3 Assessment of Alternatives

As set out in Section 6 of the Planning Report, Dublin Port is designated by the NPP as a Tier 1 Port of National Significance. The NPF acknowledges the NPP designation of Dublin Port. Existing infrastructure is approaching the end of its useful life and needs to be renewed and/or replaced. The very basis of the NPF is to promote more compact forms of development which focus on reusing previously developed, 'brownfield' land, building up infill sites which may not have been built on before, and, either reusing or redeveloping existing sites and buildings. The Dublin Port Masterplan 2040, which was subject to Strategic Environmental Assessment (SEA) Environmental Report and NIS, is underpinned by this development model seeking to optimise the lands controlled by the port, the DCC's Franchise Policy has assisted in achieving this strategy. The 3FM Project will greatly contribute towards DPC achieving the capacity to match growth throughput by 2040 on existing port lands. In this regard the location development within Dublin Port is fully endorsed in national spatial and port policy.

The design solution for the 3FM Project was finalised as part of the iterative environmental impact assessment process. Detailed consideration has been given to the location and design of each element in order to ensure that the final design is fit for purpose and meets the needs of Dublin Port.

An outline of the main alternatives studied and an indication of the main reasons for the final project, taking into account the environmental effects, are set out in Chapter 4, Volume 2 of the EIAR.

4.3.1 Description of Strategic Alternative Site Scenarios

The site selection process identified that, apart from the southern port estate (Poolbeg Peninsula) where the 3FM Project is proposed, there are no other 'brownfield' (former port facilities) available to redevelop. The site selection process therefore identified 'greenfield' alternative locations at Bremore and Arklow seen in **Table 4-1**

Table 4-1: Emissions based on Alternative Locations

Alternative	Journey	Approx. Distance (km)	Emission Factor ¹⁷ (kgCO ₂ e per tonne.km)	Emissions (kgCO ₂ e) per tonne of material
Bremore	Shipping (Rotterdam to Bremore)	1263	0.016119	20.36
	Road (Bremore to Red Cow)	44.5	0.6583 (all rigids)	29.29
Total				49.65
Arklow	Shipping (Rotterdam to Arklow)	1150	0.016119	18.54
	Road (Arklow to Red Cow)	74	0.6583 (all rigids)	48.71
Total				67.25
Dublin Port	Shipping (Rotterdam to Dublin Port)	1222	0.016119	19.70
	Road (Dublin Port to Red Cow)	30	0.6583 (all rigids)	19.75
Total				39.45

5 Demolition Plan

Waste materials will be generated as a result of the proposed demolition of existing buildings. Waste arising from the proposed demolition phase will consist of several sub-waste streams, which are often mixed, depending on the amount of selective demolition and separate collection that will take place.

A Demolition Survey will be required prior to any demolition work commencing in order to facilitate and maximise recovery of resources from demolition for beneficial reuse and recycling.

Note that asbestos surveys have been undertaken, summarised in Table 19.15 of Volume 2 of the EIAR. No asbestos was detected in the Maritime Village, but other structures have identified asbestos.

5.1 Demolition Waste and Embodied Carbon

An estimation of material comprising concrete, masonry and bricks/blocks and steel from demolition works at the Maritime Village are shown in **Table 5-1**. Also shown is the embodied carbon in the materials generated by the demolition works.

In addition to the Maritime Village, the Port Park will be developed as part of the community gain aspect of the project, this comprises of a 2.7ha landscaped area on the south side of the park. The proposed works at the both the Maritime and Port Park will result in direct and indirect GHG emissions. A summary of the results from the carbon calculation exercise are detailed in **Table 5-2**.

Overall, the results indicate that the primary source of GHG emissions from the construction phase of both the Maritime Village and Port Park are the emissions associated with the embodied carbon from the materials used in the construction of infrastructure. The total estimated carbon generated during the construction phase is 4,270 tonnes CO₂e.

Embodied carbon in the materials required for construction is the largest component of emissions at circa 87% of the total. Of the materials used, Cement/Concrete makes up 43% of all embodied emissions. It is important to note that the building material was not assessed separately, and an emissions factor based on the green business council was applied to the building as a whole, the proposed buildings make up 66% of the maritime village emissions.

Table 5-1: Demolition Phase Impact Assessment Summary for the Maritime Village

Estimated Tonnage of Main Components	Demolition Waste (tonnes)	Embodied Carbon (tonnes CO ₂ e)
Concrete/Bricks	14,435	2602
Wood	2,932	790
Slate	1,804	135
Asphalt, Tar and Tar products	1,353	53
Plasterboard	902	108
Glass	677	950
Metals	451	1721

Total	22,554	6359 ¹
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Table 5-2: Estimated Carbon associated with the Construction Phase of the Maritime Village

Source		Total GHG (tonnes CO₂e)
Embodied Carbon (including transport of materials)	Aggregates	168
	Cement/Concrete	2,126
	Other (including Maritime Village buildings)	1,976
	Total Embodied	4,270
Construction Activities (site clearance, demolition, mobile plant, fixed plant, etc.)		626
Total		4,896

5.2 Material Reuse Strategy

Where feasible, materials from demolished structures will be salvaged and reused within the new development. A detailed waste management and reuse plan will be implemented to minimise landfill and maximise recycling.

It is proposed to raise the ground level of the Maritime Village site by an average in excess of 1.5m which will require an estimated 30,200 m³ of suitable engineered fill material and/or suitable CDW arisings.

DPC currently operates a port waste management plan 'Dublin Port Waste Reception and Handling Plan 2023' contained in Appendix 19-1 of the EIAR submitted with the application.

5.3 Demolition Phase Mitigation Measures

Table 5-3 sets out the mitigation measures to be implemented in relation to the demolition phase.

Table 5-3: Demolition and Excavation phase mitigation measures

Demolition Mitigation Measure	Description
Main Works Contractor	A Main Works Contractor (MWC) will be appointed. DPC and its appointed MWC will ensure that demolition wastes will be collected by an appropriately licensed waste management contractor and that all management routes comply with the European Union waste hierarchy of prevention, preparing for reuse, recycling, and recovery with disposal being the last and final option and with other legal requirements. All waste materials leaving the site will be transported and disposed or recovered through licensed operators and in accordance with national waste legislation.

¹ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024>

<p>Demolition survey</p>	<p>The Demolition works will be constructed in a phased manor. A Demolition Survey is required prior to any demolition work commencing to facilitate and maximise recovery of resources from demolition for beneficial reuse and recycling. The Demolition Survey will set out all high value waste materials, such as metals, which will be removed from buildings and segregated for possible onward reuse or recycling to maximise recovery. As per the best practice guidelines this will be informed by EU Guidelines for the waste audits before demolition and renovation works of buildings (May 2018).</p>
<p>Sorting, segregation & storage of demolition materials</p>	<p>Demolition debris will be sorted and separated into appropriate categories on-site e.g.:</p> <ul style="list-style-type: none"> • Construction debris (i.e. ceramics, tiles, plasterboard) • Masonry materials (i.e. brick, concrete blocks) • Metals • Timber • Universal waste (i.e. fluorescent bulbs, ballast and mercury containing switches) <p>On-site segregation of all hazardous waste materials into appropriate categories:</p> <ul style="list-style-type: none"> • Waste oils and fuels. • Paints, glues, adhesives, and other known hazardous substances <p>Wastes will be covered where required and stored in stockpiles, dedicated skips, or secure containers for hazardous materials. Signage will be required to ensure waste is sorted into the appropriate categories on-site. Appropriate measures to prevent environmental impacts such as run-off will be implemented as needed.</p> <p>The storage and reuse of demolition or excavation waste on site may be subject to a number of waste licensing requirements. If these wastes are to be stored on site, prior to potential reuse or recovery during construction, this activity will be subject to a Waste Management License Exemption with a limited tonnage of material permitted to be stored on site. Storage will take place in a secure area on-site and the contractor will monitor the amount of waste stored to ensure that the permitted limits of the Exemption are not exceeded. Dublin Port Company and its appointed contractor will consult with the EPA prior to construction to ensure that the appropriate Waste Management License or Exemption is in place.</p>
<p>Reuse of demolished/excavation material on site</p>	<p>In order to divert waste from being reused/recycled off site or landfilled, possibilities for reuse of inert demolition material as fill on site will be considered, following appropriate testing to ensure materials are suitable for their proposed end purpose. If suitable engineered filling material or suitable CDW arising material is identified in the construction phase/sequencing, then this material will be used as infill. Suitable CDW arising material will be used in the following construction activities.</p>

	<ul style="list-style-type: none"> • It is proposed to raise the ground level of the Maritime Village site by an average more than 1.5m which will require an estimated 30,200 m³ of imported fill material or suitable engineered fill material/suitable CDW arisings. • Turning Circle 26,500 m³ • Area O 32,250 m³ • Area L 6,900 m³ <p>The existing surfacing, concrete and underlying gravel infill at Area K will be removed or reused if suitable.</p> <p>This will be reviewed on an ongoing basis.</p> <p>DPC and its appointed MWC will consult with the EPA prior to construction to ensure that the appropriate licenses, permits, and exemptions are in place prior to initiation. For example, crushing concrete on site will require a waste facility permit.</p> <p>The existing 100 berth floating marina, and the dedicated rowing pontoons at the Maritime Village site will also be removed together with their anchor block mooring systems and access walkways. Where possible elements will be reused in the proposed new facilities.</p> <p>Under Section 3(1) of the Waste Management Act 1996, as amended, the requirements do not apply to the following materials, which hence are not considered 'waste'¹⁸:</p> <ul style="list-style-type: none"> • Land (in-situ) including unexcavated contaminated soil and buildings permanently connected with land – relates to land and buildings prior to any construction or demolition where material remains untouched. Once it has been excavated or otherwise removed, the material may enter the control regime set down by the Waste Management Acts. • Uncontaminated soil and other naturally occurring material excavated during construction activities where it is certain that the material will be used for the purposes of construction in its natural state on the site from which it was excavated. In addition, the following provisions within the European Union (Waste Directive) Regulations 2011–2020 allow for the classification of resources out of the waste regime as follows: <ul style="list-style-type: none"> • Article 27 allows for the notification of a material as a by-product rather than waste where certain criteria can be demonstrated by the legal person (i.e. further use is certain, no need for further processing, produced as part of a process and further use is lawful). • Article 28 sets out the grounds by which a material, which is recovered or recycled from waste, can be deemed to be no longer a waste and complies with a set of end-of-waste criteria (substance/ object to be used for specific purposes, a market or demand exists, fulfils technical requirements and no overall adverse impact to human health or the environment).
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5.4 Additional use of Resources and Energy on New Build

5.4.1 Construction Phase

As listed in **Table 5-3** The construction phase of the Maritime Village 3FM Project is associated with a total greenhouse gas (GHG) emission of approximately 4,896 tonnes of CO₂ equivalent, reflecting both material-related embodied carbon and emissions from construction activities. The majority of emissions stem from the use of cement/concrete (2,126 tCO₂e) and other materials including Maritime Village buildings (1,976 tCO₂e), indicating the substantial resource and energy demands of the new build. These figures suggest that the architectural and structural requirements of the maritime-themed development likely involving specialised materials for durability and marine resilience contribute significantly to its carbon footprint. Additionally, construction activities such as site clearance, demolition, and plant operation account for 626 tCO₂e, underscoring the environmental impact of on-site processes. This data highlights the importance of integrating low-carbon strategies, such as material reuse, energy-efficient construction practices, and sustainable sourcing, to mitigate the overall environmental impact of the project.

5.4.2 Operation Phase

As shown in the Climate action and energy Statement Report the preliminary BER assessment and compliance check were carried out using SBEMie compliance tool within IES Virtual Environment Software version 2022. This software has been validated under CIBSE TM33: Tests for software accreditation and verification (CIBSE TM33) and approved by the SEAI and the Department of Housing, Planning and Local Government.

SBEMie is the official methodology for calculating energy performance and associated carbon dioxide emissions for the provision of space heating, ventilation, water heating and lighting in buildings other than dwellings. The SBEMie software tool is a key component of the BER scheme.

The overall energy efficiency objective for this project is to deliver a BER A3 development which complies with Technical Guidance Documents Part L Conservation of fuel and energy buildings other than dwellings. Based on the building fabric and mechanical/electrical specification within this report the proposed 3FM Project: Maritime Village achieves compliance with Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

Details of the key input data are presented in the Mechanical and Electrical Services Report but are summarised below for reference:

- **Building Envelope:** The construction fabric data used in the simulations used standard thermal properties (refer Table 14 of Mechanical and Electrical Services Report).
- **Heating & Cooling Systems:** The space heating and DHW systems will be served by Heat Pumps. A chilled water system will serve heat recovery air handling unit cooling coils.
- **Ventilation:** The building will be mechanically ventilated with supply and return air by means of mechanical ventilation systems complete with heat recovery. Toilets and stores to be provided with general extract. The background vents will be sized in accordance with Table 4 of Building Regulations Part F 2019 – Ventilation.
- **Lighting:** Highly efficient LED lighting will be used throughout the project combined with absence/presence sensors to minimise energy use when rooms are not in use. All lighting sensors to operate on day light harvesting were exposed to natural light. This provides energy efficiency, reduced electrical costs, and also a long life so that replacement and maintenance costs are minimised. Occupancy Detectors (e.g., Passive Infrared (PIR)) – Activates lighting when presence is detected to prevent lights being left on wasting energy.
- **Additional Electrical Information:** The building electric power factor is assumed as >0.95 for the purposes of the NEAP assessment.

The above information was simulated using the SBEMie compliance tool to identify the energy demand and BER rating. **Table 5-4** shows that based on the building fabric and mechanical/electrical specification within the report, the proposed 3FM Project: Maritime Village achieves compliance with Technical Guidance Documents Part L Conservation of fuel and energy - buildings other than dwellings.

Table 5-4: Energy Demand and BER Rating for each Building

Building	Estimated Primary Energy Demand (kWh/m²/year)	BER Rating
Harbour Operations	186	A3
Stella Maris Rowing Club	153	A3
Poolbeg Yacht and Boat Club	175	A3
Maritime Training Centre	155	A3
Boat Maintenance Building	331	A3

6 Conclusion

Policies CA6 and CA7 and Section 15.7.1 of the Dublin City Development Plan (2022-2028), applicants are strongly encouraged to retain and repurpose existing buildings within proposed development sites wherever feasible. The integration of these structures into new schemes supports sustainable urban development and reduces environmental impact.

The rationale for demolition within the 3FM Project, outlined in section 4 of this document, centres on overcoming the limitations of the existing Maritime Village site, which is currently occupied by outdated, low-rise maritime structures. These buildings hinder spatial efficiency, accessibility, and integration with the broader DCC 2022-2028 masterplan. Their removal is essential to unlock the site's full potential and enable the creation of a modern, unified maritime hub. Demolition allows for improved land use aligned with compact urban growth policies, enhanced public access to the waterfront, and the development of sustainable transport infrastructure including pedestrian and cycle routes, public plazas, and future-proofed connections like a LUAS compatible bridge. It also facilitates the construction of purpose-built facilities for maritime clubs, a new marina, and expanded community amenities, all contributing to the regeneration of the Poolbeg Peninsula and the reintegration of Dublin Port with the city.

As mentioned in Section 4.3, the demolition and redevelopment proposed in the 3FM Project are strategically aligned with national spatial and port policy, particularly the National Planning Framework (NPF) and National Ports Policy (NPP), which designate Dublin Port as a Tier 1 Port of National Significance. The existing infrastructure is nearing the end of its functional life and cannot support future growth. The project embraces the NPF's emphasis on compact urban development and brownfield regeneration, as reflected in the Dublin Port Masterplan 2040. A thorough assessment of alternative site scenarios including Bremore and Arklow demonstrated that Dublin Port offers the lowest carbon emissions and best logistical fit. The final design was shaped through an iterative environmental impact assessment process, ensuring that the chosen solution is environmentally responsible, operationally efficient, and future-proofed to meet Dublin Port's long-term needs.

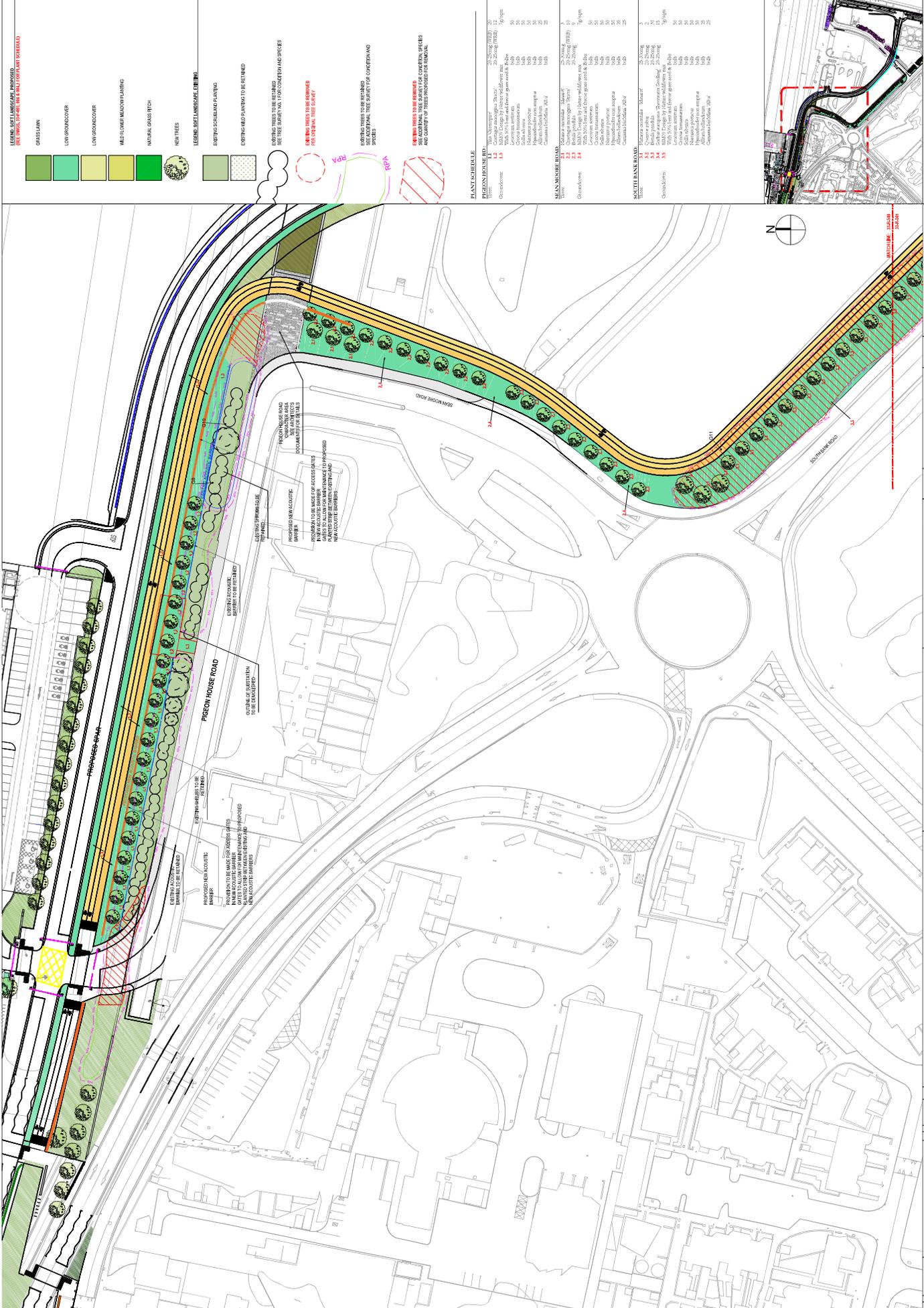
Moreover, the Port Park development, a key component of the community gain strategy, will transform 2.7 hectares into a landscaped public amenity, enhancing biodiversity and carbon sequestration potential. Although embodied carbon from materials particularly cement/concrete, which accounts for 43% of construction emissions is the dominant source of GHGs, the integration of low-carbon design principles, reuse commitments and future operational efficiencies will help offset these initial impacts. The use of whole-building emissions factors, while conservative, ensures a robust estimation and reinforces the importance of designing for long-term sustainability.

In the accompanying Climate Action and Energy Report the proposed development has been designed to achieve a Building Energy Rating (BER) of A3, in full compliance with Technical Guidance Document Part L for buildings other than dwellings. This is supported by the building fabric and mechanical/electrical specifications outlined in the Mechanical and Electrical Services Report. In addition, the design incorporates a range of sustainability features, including measures to promote public and active transport, aligning with both national and local policy objectives.

Where demolition is proposed, the design approach prioritises the incorporation of existing building materials into the new development wherever feasible. A comprehensive strategy has been established to ensure that high-value and reusable materials such as metals, concrete, and timber are identified through pre-demolition surveys and recovered for reuse or recycling. Demolition and excavation wastes will be sorted, segregated, and stored appropriately on-site, with hazardous materials managed in accordance with national legislation and EU guidelines.

Inert materials deemed suitable through testing will be reused as engineered fill, particularly to meet site raising requirements, reducing reliance on imported materials and diverting waste from landfill. All activities will be subject to appropriate licensing and exemptions, with consultation undertaken with the EPA to ensure compliance. This strategy supports circular economy principles and ensures that demolition contributes positively to the sustainability of the overall development.

Appendix 6 RFI Item 7 Updated Landscape Plan



- LEGEND: SOFT LANDSCAPE, PROPOSED**
SEE DWG. 130-01 FOR ALL PLANT PORTANT DETAILS
- GRASS LAWN
 - LOW GROUNDCOVER
 - LOW PERENNIALS
 - MULTI-STORY MEDIAN PLANTING
 - NATURAL GRASS MIXTURE
 - NEW TREES
 - LEGEND: SOFT LANDSCAPE, EXISTING
 - EXISTING SOFTLAND PLANTING
 - EXISTING PAINTING TO BE RETAINED

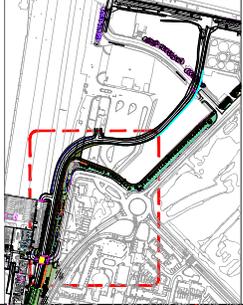
EXISTING SPRINKLER SYSTEM TO BE RETAINED
 PROPOSED NEW ACROBATIC BARRIERS
 EXISTING ACROBATIC BARRIERS TO BE RETAINED
 PROPOSED NEW ACROBATIC BARRIERS
 EXISTING SPRINKLER SYSTEM TO BE RETAINED

PLANT SCHEDULE

PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
1	2	3	4	5	6
...

PLANT SCHEDULE

PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
...



PROJECT	ACTIVIST TRAVEL ROUTE	DATE	07/12/23
CLIENT	WULF	SCALE	1:500/0.41
ARCHITECT	DUBLINPORT COMPANY	DATE	07/12/23
LOCATION	77 AFRICAN SQUARE, DUBLIN 2	ISSUED FOR	SSS LOT 19/0
DESIGNER	WULF	DATE	07/12/23
SCALE	1:500/0.41	DATE	07/12/23
PROJECT	ACTIVIST TRAVEL ROUTE	DATE	07/12/23
CLIENT	WULF	SCALE	1:500/0.41
ARCHITECT	DUBLINPORT COMPANY	DATE	07/12/23
LOCATION	77 AFRICAN SQUARE, DUBLIN 2	ISSUED FOR	SSS LOT 19/0
DESIGNER	WULF	DATE	07/12/23
SCALE	1:500/0.41	DATE	07/12/23

RFI, ITEM NO. 7
PLANNING REF: ABP-320250-24

Proposed dimensions shall to be used
 all dimensions to be provided on any
 discrepancies, all copyright reserved

NO.	DATE	BY	DESCRIPTION
1	08/08/23	BN	EXISTING ACROBATIC BARRIERS, INTERPRETATION FEATURES & ADDITIONAL TREE SURVEY NOTES

Appendix 7 RFI Item 8 Construction Lighting

NOTES

- The contractor shall verify dimensions against each other drawings or site conditions as pertain to this part of the work.
- Existing Services.
- Base of Drainage: All drains shall be a suitable size of the drains, all other details (e.g. GFI, etc.) are deemed to be an architect's issue and any work carried out based on these shall be at the recipient's own risk. The use of these files, either by human error by the recipient, liability of the undersigned measurements, compatibility issues with the software used to produce the drawings, or setting out on site.
- Drawn: DM

LEGEND:

- Column: 10m Philips Luminaire A BV9509 S 3000K Lamp: LED-HB 5.1S 184lm MF 0.81
- Column: 10m Philips Luminaire B BV9509 D2650 3000K Lamp: LED-HB 5.1S 184lm MF 0.81
- Column: 10m Philips Luminaire C BV9509 D2650 3000K Lamp: LED-HB 5.1S 184lm MF 0.81
- Column: 10m Philips Luminaire D BV9509 D2650 3000K Lamp: LED-HB 5.1S 184lm MF 0.81
- Column: 10m Philips Luminaire E BV9509 D2650 3000K Lamp: LED-HB 5.1S 184lm MF 0.81
- Column: 10m Philips Luminaire F BV9509 D411 3000K Lamp: LED-HB 5.1S 120lm MF 0.81
- Column: 10m Philips Luminaire G BV9509 D411 3000K Lamp: LED-HB 5.1S 120lm MF 0.81

● Mast
 ◐ Beam Aiming Target
 ◑ Photometric Centre

Isolux line 25 lux
 Isolux line 20 lux
 Isolux line 15 lux
 Isolux line 10 lux
 Isolux line 5 lux
 Isolux line 2.5 lux
 Isolux line 1 lux

Site compound
 Red line boundary

Results - Horizontal Illuminance (lux)
 E_{avg} = 13.55
 E_{min} = 0.02

Lux Summary Table (outside of boundary)

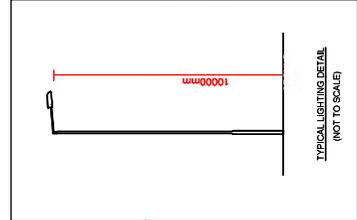
Rev	Date	By	For	App
001	15/03/2025		Issue for Planning	
			Amendment Phase	

Isolux line 1 lux

CONTRACTOR: CIVIL CONSULT DUBLIN PORT COMPANY
 ENGINEERING: CIVIL CONSULT DUBLIN PORT COMPANY
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PROJECT: 3FMProject
 TITLE: Proposed Temporary Lighting Construction Compound
 SHEET: Sheet 2

FILE IDENTIFIER: CP1901_3FM-RPS_S28-HLG-MORLE-H402
 CHECKED BY: 15/03/2025
 SCALE: 1:500 @ A1
 STATUS: A1
 REV: C01



Tamp...

Temporary Lighting for Pile Storage Barge Loading a



NOTES

- The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
- Existing Services.
- Issue of Drawings: The contractor shall verify the location of existing services indicated on drawings and shall be responsible for determining and verifying the exact horizontal and vertical alignment of all cables, pipes, etc., both underground and overhead, before work commences.
- Issue of Drawings: The contractor shall verify the location of existing services indicated on drawings and shall be responsible for determining and verifying the exact horizontal and vertical alignment of all cables, pipes, etc., both underground and overhead, before work commences.
- Issue of Drawings: The contractor shall verify the location of existing services indicated on drawings and shall be responsible for determining and verifying the exact horizontal and vertical alignment of all cables, pipes, etc., both underground and overhead, before work commences.

LEGEND:

- A-Column: 10m Philips Luminaire A BV6550 S 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- B-Column: 10m Philips Luminaire B BV6550 D250 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- C-Column: 10m Philips Luminaire C BV6550 D250 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- D-Column: 10m Philips Luminaire D BV6550 D250 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- E-Column: 10m Philips Luminaire E BV6550 D250 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- F-Column: 10m Philips Luminaire F BV6550 D411 3000K Lamp LED-CH-B 5 IS 126lm MF 0.81
- G-Column: 10m Philips Luminaire G BV6550 D250 3000K Lamp LED-CH-B 5 IS 164lm MF 0.81
- Mast
- Beam Aiming Target
- Photometric Centre
- Red line: 25 lux
- Red line: 20 lux
- Red line: 15 lux
- Red line: 10 lux
- Red line: 5 lux
- Red line: 2 lux
- Red line: 1 lux



Red line boundary
Grid 5
Results - Horizontal Illuminance (lux)
Eav = 16.50
Emis = 0.27

Lux Summary Table (outside of boundary)



Rev	Date	By	Check	Amendment	Issue
001	15/03/2025			Issue for Planning	App

Client

CONTRACT COMPANY
DUBLIN PORT COMPANY

ENGINEERING
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Bond Road Extension

Tel: 00 353 1 8656771
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3FMPProject
Project

Title

Proposed Temporary Lighting
Construction Compound

Sheet 3

Model File Identifier

File Identifier

CP1901_3FMP-PPS_S28-HLG-MORLE-H403

Created on

15/03/2025

Sheets

3 out of 8

Scale

1:500 @ A1

Status

Rev

A1

Rev

C01

NOTES

1. The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
2. Existing Services.
3. Issues of Drawings: All drawings shall be a consideration of the drawings, all other formats (DWG, PDF, etc.) are deemed to be an uncontrollable issue and any work carried out based on these files is at the recipient's own risk. The use of these files, either by human error or the recipient, listing of unapproved measurements, compatibility issues with the software used to set the recipient's drawing production, or setting out on site.
4. Datum: I.M.

LEGEND:

- A - Column: 10m Philips Luminaire A BYPSSO S 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- B - Column: 10m Philips Luminaire B BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- C - Column: 10m Philips Luminaire C BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- D - Column: 10m Philips Luminaire D BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- E - Column: 10m Philips Luminaire E BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- F - Column: 10m Philips Luminaire F BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81
- G - Column: 10m Philips Luminaire G BYPSSO D20 3000K Lamp: LED-HB 5.1S 150lm MF 0.81

● Mask
 ○ Beam Aiming Target
 □ Photometric Centre

Isolux line 25 lux
 Isolux line 20 lux
 Isolux line 15 lux
 Isolux line 10 lux
 Isolux line 5 lux
 Isolux line 2.0 lux
 Isolux line 1 lux

Site compound
 Red line boundary
 Results - Horizontal Illuminance (lux)
 Eave = 20.32
 Effic = 0.06

Lux Summary Table (outside of boundary)

Isolux line 1 Lux	
-------------------	--

Client

Rev	Date	By	App
C01		Issues for Planning	
		Amendment Issue	

ENGINEERING
 00 331 865271
 00 331 865272
 00 331 865268

CONTRACTOR
 DUBLIN PORT COMPANY

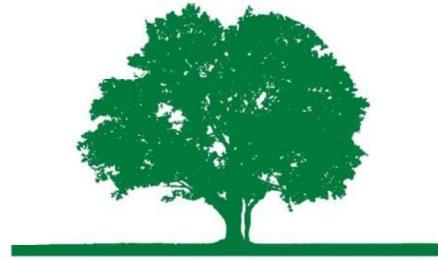
3FMProject

Project: Proposed Temporary Lighting Construction Compound
 Sheet: 5 of 8
 File Identifier: CP190_3FMRRS_S24HL-G-MDIR-E-105
 Created on: 15/01/2025
 Scale: 1:500 @ A1
 Status: A1
 Rev: C01



Appendix 8 RFI Item 9 Tree Survey

Tree Experts in the
Built Environment



John Morris Arboricultural Consultancy

Tree Risk Management

Trees, Planning & Development

Expert Witness

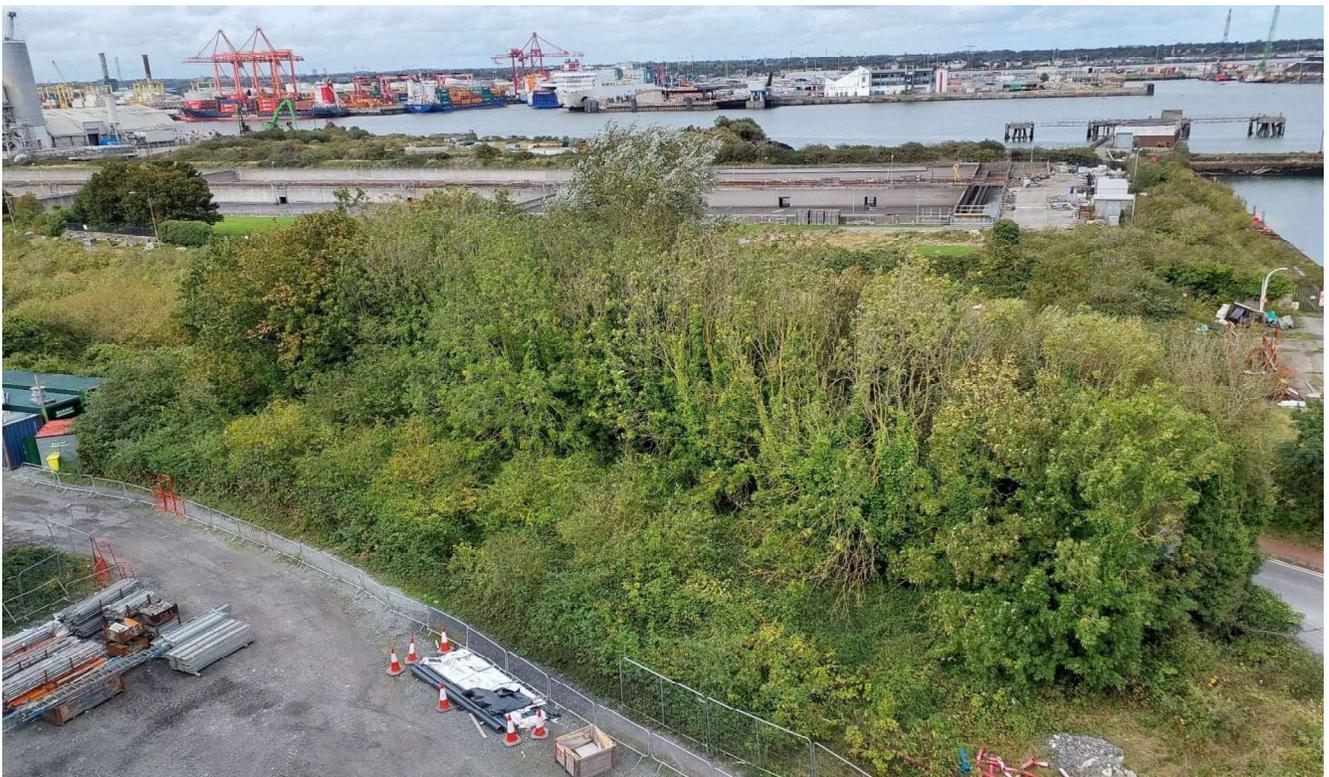
Arboricultural Clerk of Works

Government Support

Client: Dublin Port Company
Site: Dublin Port 3FM

ARBORICULTURAL IMPACT ASSESSMENT & METHOD STATEMENTS

Date: 23rd September 2025
Ref: 25-577-04
Version : 1



DOCUMENT CONTROL SHEET

Originating Author:	Date:	Version	Notes:
JM	21.09.25	1	Original Document
Reviewed By:			
RC	23.09.25	1	Quality Control
Approved for Issue By:			
JM	23.09.25	2	Final Document for Client

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Purpose of Document

This report provides an assessment of trees on land at Dublin Port in accordance with BS5837:2012 *Trees in relation to design, demolition and construction – Recommendations*.

It provides an overview of the constraints posed by trees on or within influencing distance of the site, and assesses the impacts of the development proposal to those trees.

It includes:

- A **Tree Schedule** that provides information for each tree;
- A **Tree Constraints Plan** that illustrates the location and constraints posed by trees;
- An **Arboricultural Impact Assessment** that considers the impacts of the development proposal to those trees, including proposals for arboricultural mitigation and improvements;
- An **Arboricultural Method Statement** that outlines how retained trees will be protected during construction, and;
- A **Tree Impact & Protection Plan** that illustrates the impact of the proposal upon trees and protection measures that should be adopted during construction.

The information contained within this report is provided to allow Dublin City Council to assess tree related issues associated with the Dublin Port 3FM development proposal.

Executive Summary

The proposed development seeks to provide for the following at Dublin Port:

- Construction of a new public road and bridge called the Southern Port Access Route (SPAR) to link the South Port Estate with the North Port Estate and the M50 Tunnel. This route, which it is intended will be restricted to commercial traffic, will connect into the internal port road network in the north port at Alexandra Road and run along a north south axis, east of East Wall Road, over the River Liffey east of Tom Clarke Bridge and turning east, north of R131 until moving south of the Poolbeg Yacht Club onto Pigeon House Road and through the existing Lo-Lo container terminal operated by MTL before joining the existing road network at Whitebank Road.
- Relocation of the Lo-Lo container terminal operated by MTL and its expansion onto a new open-piled wharf structure constructed over the River Liffey north of the Poolbeg Generating Station and NORA at Berth 48 with access from Pigeon House Road. This terminal will be supported through the reuse of a waterside yard associated with Berths 46-47 at South Bank Quay. The area totalling 13.7ha identified as Area N and Area L in the Dublin Port Masterplan will be developed to provide additional port capacity and provide a Lo-Lo container terminal with an annual capacity of 324,000 units.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL at Berths 42 to 45 to become a new Ro-Ro freight terminal which will be supported by an existing

hardstanding area to the south of Dublin Waste to Energy facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road. The area totalling 18.2ha identified as Area K1, Area K2 and Area O in the Dublin Port Masterplan will be developed to provide additional port capacity and provide a Ro-Ro terminal with an annual capacity of 360,000 units.

- Demolition of the sludge jetty adjacent to Berth 47A and provision of a 325m diameter ship turning circle in the river channel and dredged to a standard depth of -10.0m CD north of Pigeon House Harbour and Area M as identified in the Dublin Port Masterplan to facilitate larger vessel manoeuvres from river berths.
- Relocation of Port Operations from the North Port Estate and housed in an architecturally designed building next to a new Maritime Village Campus and associated berthage replacing and enhancing existing rowing and sailing clubs' facilities on the peninsula with the construction of a Maritime Village at Pigeon House Road and adjacent to Berth 41.
- Provision of approximately 5ha of the port estate to be brought forward to provide new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park. In addition, c.7.0km of active travel path (cycle, pedestrian, wheelers, etc.) and c.4.9km of new or upgraded footway and heritage interpretations and interventions meeting the Dublin Port Masterplan objective to integrate Dublin Port with Dublin City.

Trees across the application site include sycamore growing from verges along Pigeon House Road and South Bank Road, leylandii and mixed species shelterbelt planting along the boundaries of existing industrial and commercial facilities and self-sown natural regeneration of buddleia with occasional elder and sycamore saplings along site boundaries, derelict lands and unmaintained verges.

The proposed works include significant changes to the existing road Port layout including new roads, footpaths, cycle lanes and hardstanding's associated with infrastructure upgrades and the internal makeup of the site. These works will require the removal of mainly young, semi-mature and early mature trees and vegetation from across internal areas of the site, however in locations where trees provide a higher degree of public visual amenity in the local landscape such as the public open space between Pembroke Cove and Sandymount Beach, trees have been considered and integrated into the layout in recognition of their contribution and in accordance with G141 of the Dublin City Development Plan (2021-2028).

The existing tree population, in particular the street trees growing from grass verges along Pigeon House Road and South Bank Road is dominated by sycamore, and whilst these trees are well suited to their environment and well established within the landscape, a single species treescape is more vulnerable to pests, disease and climate change.

It is proposed to plant over 300 new trees comprising 17 species of natives and non-natives across



the site to provide a more diverse and resilient treescape that will be suited to both the challenging industrial environment and future challenges posed by climate change. This new planting will include trees in roadside verges, alongside public footpaths and cycle lanes, around site boundaries and as part of internal landscaping. A large number of trees will also be planted upon new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and extension to the Irishtown Nature Park that will increase species diversity and canopy cover in the local landscape to provide a future net gain in canopy cover and significant improvement on the pre-development baseline in accordance with G140 and G144 of the Dublin City Development Plan (2021-2028).

The following measures are required to ensure the protection of retained trees during construction:

- Tree protective fencing and barriers

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ATTACHMENTS

DOCUMENT TITLE	DOCUMENT REFERENCE
TREE SCHEDULE	25-577-01
TREE CONSTRAINTS PLAN	25-577-02
TREE IMPACT & PROTECTION PLAN	25-577-03

1. INTRODUCTION

Instruction

- 1.1. Instruction was received from Dublin Port Company on 1st September 2025 to undertake a tree survey and prepare an arboricultural report to in connection with a planning application for a proposed works associated with the Dublin Port 3FM project.

Scope

- 1.2. The survey has been carried out in accordance with BS5837:2012 *Trees in relation to design, demolition and construction – Recommendations*.
- 1.3. The information collected during the survey has been used to prepare a report in connection with a planning application.

Site

- 1.4. The site includes land at Dublin Port (Figure 1).



Figure 1. Application site outline in red (Source: RPS Tetrattech, 2025).

2. TREE SURVEY

Site Visit

- 2.1. The tree survey was undertaken on 16th and 17th September 2025.
- 2.2. Details of the survey methodology and assessment criteria can be found in Appendix 1.
- 2.3. The survey data can be found on the Tree Schedule (Ref: 25-577-01) and Tree Constraints Plan (Ref: 25-577-02) attached to this report.
- 2.4. The tree survey considered all trees that have the potential to be impacted by the proposal including those outside the application area, but within influencing distance.

2.5. The above ground constraints posed by canopy spread are plotted as a continuous line around the tree and shaded in the corresponding BS5837 retention category colour, whilst the below ground constraints posed by the Root Protection Area (RPA) have been plotted as a continuous magenta line with the text RPA inscribed.

Description of Trees

2.6. The site comprises lands across Dublin Port including main internal roads of Bond Drive and land south of Alexandra Drive, Pigeon House Road, South Bank Road. The site also includes parts of existing industrial and commercial facilities and derelict brownfield sites.

2.7. The main street trees include semi-mature rowan, ash, grey alder and sycamore to the far west of South Bank Road, a row of early mature sycamore on a connecting road between South Bank Road and Pigeon House Road, a row of early mature false acacia and sycamore on the corner of Pigeon House Road and semi-mature and early mature sycamore on South Bank Road. While some of these trees have been heavily pruned, vandalised, impacted by passing or parked up HGV vehicles, and show signs of stress from the challenging industrial environment by the coast, most are in fair condition and provide some degree of visual amenity in the local streetscape.

2.8. Trees within industrial and commercial lands include mixed species shelterbelts of varying condition along the boundary of sites and at road junctions into sites. These trees range from young native mixed species groups on more recently developed sites to more established groups of leylandii, ash, Italian alder and sycamore. Some of these tree groups contain large quantities of ash infected with Ash Dieback and recommended to have works undertaken including tree removals irrespective of the proposed works to maintain site safety.

2.9. In other locations along roadside verges, at junctions and between existing plots of lands dense self-sown natural regeneration of buddleia with occasional elder and young sycamore saplings dominates due to sites being derelict or not maintained.

2.10. A summary assessment of the tree quality is contained in Table 1.

Table 1. Overview assessment of tree quality by BS5837 retention category.

	Category A	Category B	Category C	Category U	Total
Trees	0	104	182	3	289

2.11. A summary of the tree population age classification is contained in Table 2.

Table 2. Summary of age class.

	Young	Semi-mature	Early mature	Mature	Over Mature	Ancient or Veteran	Dead
Trees	29	143	104	10	1	0	1

Photographic Record



Figure 2. Self-sown natural regeneration of buddleia and elder from overgrown verge on Pigeon House Road.



Figure 3. Copse of semi-mature rowan, sycamore, grey alder and ash from grass verges on South Bank Road.



Figure 4. Young mixed species native planting along boundary of industrial facility on South Bank Road.



Figure 5. Dense mixed species group with declining Ash infected with Ash Dieback at Ringsend WWTP on Pigeon House Road.



Figure 6. Linear group of sycamore and false acacia behind low boundary wall on corner of Pigeon House Road.



Figure 7. Line of sycamore from grass verge in ESB Poolbeg 220 kV substation.



Figure 8. Young birch and Italian alder from roadside verge south of Alexandra Road.



Figure 9. Black pine, sycamore and palm on public open space between Pembroke Cover and Sandymount Beach.

3. ARBORICULTURAL PRINCIPLES

Trees and Development

- 3.1. Trees provide a multitude of economic, environmental and social benefits to individuals and communities including (but not limited) to visual amenity and landscape value, ecosystem services and habitats for local wildlife. Trees can also hold historic and cultural importance by providing links to the past that create a sense of place and belonging.
- 3.2. They are living, self-optimising, mechanical organisms that grow in and react to the environment in which they are located and are capable of being wounded or infected by objects or other organisms that can cause a decline in health or result in death.
- 3.3. Development proposals that will impact trees should consider the value and contribution made by those trees, the impacts of development activity upon their health and an assessment of future conflicts that may arise between trees and the development proposal.

Below Ground Constraints

- 3.4. Soils contain organic and mineral material, air and water that provides a medium essential for root growth. The physical properties of soils including texture, porosity and bulk density can greatly impact the availability of water, nutrients and oxygen in the soil available to support the function and growth of tree roots. Protection of the soil environment in which trees grow is therefore essential to ensure tree vitality.
- 3.5. Tree roots provide support and anchorage and allow the uptake and transport of water, nutrients and oxygen for tree function and growth. Roots are commonly found in the upper 600-1000mm of soil, however depth can vary significantly depending on soil and local site conditions. Typically, tree root systems comprise a network of lateral roots that provide structural support and smaller fibrous roots that function in the uptake of water, nutrients and oxygen. Protection of the tree roots is therefore essential to ensure tree vitality.

Impacts of Construction & Development

- 3.6. The processes of construction including the movement of machinery and equipment near trees can cause soil compaction that can starve roots of oxygen and water, resulting in tree decline or death. Increasing ground levels near trees can cause similar impacts, whilst belowground soil excavations can damage root bark or lead to root severance and impair structural stability. Further impacts include (but are not limited to) contamination of soils by toxic substances such as cement or chemicals and root desiccation due to inadequate protection during exposure.

Root Protection Areas

- 3.7. In accordance with BS5837, the Root Protection Area (RPA) indicates the notional minimum area of ground around a tree deemed to contain sufficient roots and rooting volume to avoid adverse physiological or structural impairment and to support future tree function, growth and health.
- 3.8. The RPA is calculated in accordance with Section 4.6 of BS5837 and is summarised in Appendix 2.
- 3.9. The RPA is plotted as a continuous circle centred on the base of the stem, however where pre-existing site conditions such as the presence of built structures, changes in topography, soil type and structure or past management are likely to act as barriers, or alter normal distribution, BS5837 allows modifications to the shape of the RPA can be made based upon sound arboricultural assessment.
- 3.10. The default position should be that no development works occur inside RPAs, however in accordance with BS5837 when there is an overriding justification, it may be appropriate to implement specialist methods of construction or technical solutions that will reduce or eliminate the impact to roots and soil environments.
- 3.11. Additionally, where an area of RPA is lost, it should be demonstrated that the tree can remain viable with the area lost from encroachment compensated elsewhere contiguous with its RPA, based on the species, age, condition and past management of the tree, pre-existing site conditions and nature of operations proposed is undertaken.

Above Ground Constraints

- 3.12. Tree stems and crowns can restrict the availability of space on a development site that may result in conflicts between trees and the new built environment. The design and layout of a site should take into consideration the presence of tree canopies, as well as individual species characteristics and future growth requirements in order to create a harmonious relationship between trees and the new built environment.

4. PLANNING POLICY, STATUTORY CONSIDERATIONS & TREE LEGISLATION

Planning Policy

- 4.1. The National Planning Framework 'Project Ireland 2040' and National Development Plan (2021-2030) underpin planning policy across Ireland. These documents recognise the need to manage future growth in a planned, productive and sustainable way.

- 4.2. At the heart of Green Infrastructure Planning is to protect, preserve and enhance national capital by:

“protecting and valuing important and vulnerable habitats, landscapes, natural heritage and green spaces”.

- 4.3. The Site falls within the jurisdiction of Dublin City Council, which has a statutory obligation to ensure that provision is made for the protection of trees, woodlands and hedgerows under the Local Government Planning and Development Act (2000), through implementation of a Development Plan. The current plan for Dublin City Council is the **Dublin City Development Plan (2022-2028)**.

Dublin City Development Plan (2022-2028)

- 4.4. The Dublin City Development Plan contains various policies in relation to trees and proposals for development including:

Chapter 10 - Green Infrastructure and Recreation

GI40 Tree Planting - General

To require appropriate and long-term tree and native hedgerow planting in the planning of new development, urban spaces, streets, roads and infrastructure projects. New development should seek to provide for additional tree planting using a diversity of species including native species as appropriate to the location of the development in the interests of natural heritage, amenity, environmental quality and climate resilience.

GI41 Protect Existing Trees as Part of New Development

To protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.

GI44 Resilient Urban Forest

To deliver and manage a resilient urban forest for the City to help increase resilience to the effects of climate change to consist of native and exotic trees and to target and prioritise locations in the city with a low canopy cover for an increased level of tree cover.

GI042 Trees as Wildlife Corridor or ‘Stepping Stones’

To protect trees, hedgerows or groups of trees which function as wildlife corridors or ‘stepping stones’ in accordance with Article 10 of the EU Habitats Directive.

Dublin City Tree Strategy (2016-2020)

- 4.5. The Dublin City Tree Strategy (2016-2020) also contains various policies and objectives in relation to trees and proposals of development.
- 4.6. The Dublin City Development Plan (2022-2028) and Dublin City Tree Strategy (2016-2020)

should influence the design proposals submitted as part of this application, by ensuring that the existing trees have been considered in the context of planning policy and retained where appropriate.

Tree Preservation Orders & Conservation Areas

- 4.7. Tree Preservation Orders (TPOs) may be made under Section 45 of the Local Government (Planning and Development) Act, 1963 and subsequent acts. Part XIII of the Planning and Development Act 2000 sets out the provisions for TPOs. A TPO can be made if it appears to the planning authority to be desirable and appropriate in the interest of amenity or the environment. A TPO can apply to a tree, trees, group of trees or woodland.
- 4.8. The principle effect of a TPO is to prohibit the cutting down, topping, lopping or wilful destruction of trees without the planning authority’s consent. The order can also require the owner and occupier of the land subject to the order to enter into an agreement with the planning authority to ensure the proper management of the tree, trees or woodland. A review of the Dublin City Development Plan (2022-2028) indicates that at the time of the development plan, there were no TPO’s in place upon the Site (Figure 5).

Special Amenity Area Orders

- 4.9. A National Special Amenity Area is a designation for a landscape of national importance for its aesthetic and/or recreational value.
- 4.10. Planning authorities are empowered (under section 202 of the Planning and Development Act 2000), to make a Special Amenity Area Order (SAAO) for reasons of outstanding natural beauty or its special recreational value and having regard to any benefits for nature conservation. The purpose is to preserve and enhance landscape character and to prevent and limit development.
- 4.11. A review of the Dublin City Development Plan (2022-2028) indicates that the Site is not within a SAAO.

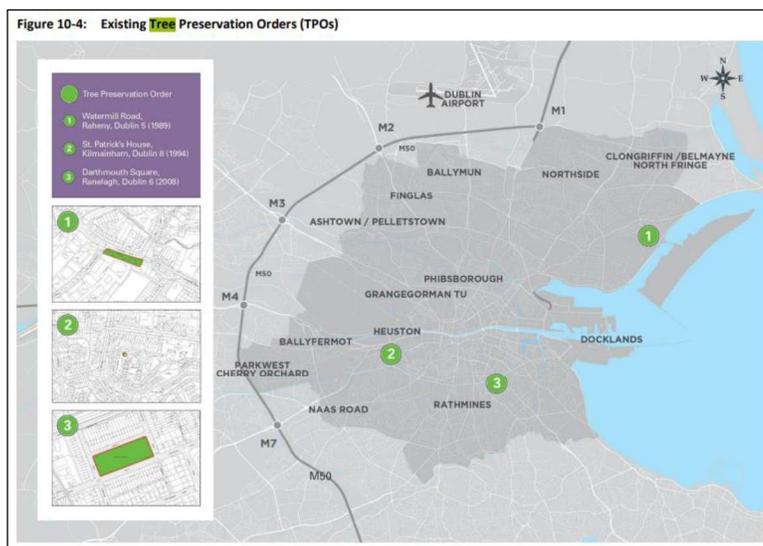


Figure 10. Figure 10-4 Existing Tree Preservation Orders (Dublin City Development Plan 2022-2028).

Felling Licences

4.12. It is an offence for any person to uproot or cut down any tree unless the owner has obtained permission in the form of a felling licence from the Forest Service, with the exception of the following scenarios (under section 19 of the Forestry Act 2014):

- A tree in an urban area. (An urban area is an area that is comprised of a city, town or borough specified in Part 2 of Schedule 5 and in Schedule 6 of the Local Government Act 2001, before the enactment of the Local Government Reform Act 2014 (this act dissolved Town Councils, however, the old boundaries of these areas are still considered as urban for the purpose of the Forestry Act 2014).
- A tree within 30 metres of a building (other than a wall or temporary structure) but excluding any building built after the trees were planted.
- A tree less than 5 years of age that came about through natural regeneration and removed from a field as part of the normal maintenance of agricultural land (but not where the tree is standing in a hedgerow).
- A tree uprooted in a nursery for the purpose of transplantation.
- A tree of the willow or poplar species planted and maintained solely for fuel under a short rotation coppice.
- A tree outside a forest within 10 metres of a public road and which, in the opinion of the owner (being an opinion formed on reasonable grounds), is dangerous to persons using the public road on account of its age or condition.
- A tree outside a forest, the removal of which is specified in a grant of planning permission, providing it was indicated on the lodged plans as being planned for removal as part of the application
- A tree outside a forest of the hawthorn or blackthorn species growing in a hedge.
- A tree outside a forest in a hedgerow and felled for the purposes of its trimming the hedge providing that the tree does not exceed 20 centimetres diameter at 1.3 metres above ground level.
- Agricultural holdings can fell a limited small number of trees not exceeding 3 cubic metres.
- The maximum number of trees permitted to be felled under that exemption per year is 4 trees (12 cubic metres)
- Outside a forest, apple, pear, plum, or damson species are exempt from the need for a felling license.

Wildlife

4.13. The cutting of hedges is prohibited during the period 1st April to 31st August every year with limited exceptions under the Wildlife Acts 1976-2008.

5. ARBORICULTURAL IMPACT ASSESSMENT

Development Proposal

5.1. The proposed development seeks to provide for the following at Dublin Port:

- Construction of a new public road and bridge called the Southern Port Access Route (SPAR) to link the South Port Estate with the North Port Estate and the M50 Tunnel. This route, which it is intended will be restricted to commercial traffic, will connect into the internal port road network in the north port at Alexandra Road and run along a north south axis, east of East Wall Road, over the River Liffey east of Tom Clarke Bridge and turning east, north of R131 until moving south of the Poolbeg Yacht Club onto Pigeon House Road and through the existing Lo-Lo container terminal operated by MTL before joining the existing road network at Whitebank Road.
- Relocation of the Lo-Lo container terminal operated by MTL and its expansion onto a new open-piled wharf structure constructed over the River Liffey north of the Poolbeg Generating Station and NORA at Berth 48 with access from Pigeon House Road. This terminal will be supported through the reuse of a waterside yard associated with Berths 46-47 at South Bank Quay. The area totalling 13.7ha identified as Area N and Area L in the Dublin Port Masterplan will be developed to provide additional port capacity and provide a Lo-Lo container terminal with an annual capacity of 324,000 units.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL at Berths 42 to 45 to become a new Ro-Ro freight terminal which will be supported by an existing hardstanding area to the south of Dublin Waste to Energy facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road. The area totalling 18.2ha identified as Area K1, Area K2 and Area O in the Dublin Port Masterplan will be developed to provide additional port capacity and provide a Ro-Ro terminal with an annual capacity of 360,000 units.
- Demolition of the sludge jetty adjacent to Berth 47A and provision of a 325m diameter ship turning circle in the river channel and dredged to a standard depth of -10.0m CD north of Pigeon House Harbour and Area M as identified in the Dublin Port Masterplan to facilitate larger vessel manoeuvres from river berths.
- Relocation of Port Operations from the North Port Estate and housed in an architecturally designed building next to a new Maritime Village Campus and associated berthage replacing and enhancing existing rowing and sailing clubs' facilities on the peninsula with the construction of a Maritime Village at Pigeon House Road and adjacent to Berth 41.
- Provision of approximately 5ha of the port estate to be brought forward to provide new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and an extension to the Irishtown Nature Park. In addition, c.7.0km of active travel path (cycle, pedestrian, wheelers, etc.) and c.4.9km of new or

upgraded footway and heritage interpretations and interventions meeting the Dublin Port Masterplan objective to integrate Dublin Port with Dublin City

Design Principles

- 5.2. The development proposal submitted as part of this application has been directly and indirectly influenced by trees already on the site. The default position has been that no buildings will be sited within the canopy or RPA of any tree, however where this has not been possible a hierarchy of mitigation has been applied as illustrated in Figure 11.

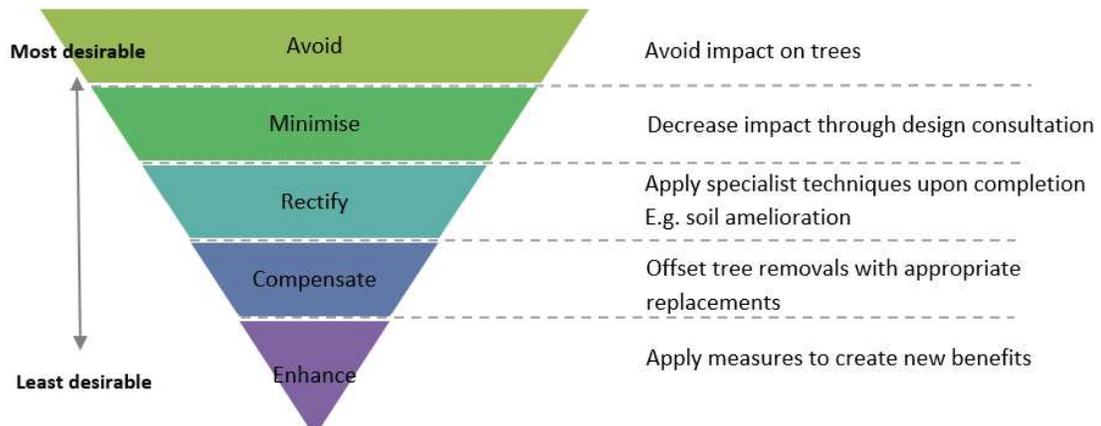


Figure 11. Trees & Development Mitigation Hierarchy (John Morris Arboricultural Consultancy, 2019).

Tree Removals & Pruning

- 5.3. Tree removals and pruning have been limited to that which is necessary and unavoidable to allow the development proposal to be implemented, with consideration given to species attributes, the tolerance of individual trees to disturbance, and to the presence of surrounding trees and features of the site which may have an influence on retained trees.
- 5.4. The pruning of trees may be required for reasons of good arboricultural practice or management to promote tree health and longevity, to remove hazards for reasons of health and safety, or to limit the impacts of the development proposal upon trees where incursions into RPAs are unavoidable.

The Impact

- 5.5. The proposal will require removal of 232 trees, groups of trees and vegetation and hedges. These trees include trees growing from verges alongside internal roads, planting around the boundaries of existing sites and at road junctions, and self-sown natural regeneration from roadside verges and derelict sites.

The reason for the removals is to facilitate new roads, footpaths, cycle lanes and hardstanding's associated with infrastructure upgrades across the port.

- 5.6. In locations where trees provide a higher degree of public visual amenity in the local landscape such as the public open space between Pembroke Cove and Sandymount Beach, trees have been considered and integrated into the layout in accordance with G141 of the Dublin City Development Plan (2021-2028).
- 5.7. Those trees to be removed is illustrated on the Tree Impact & Protection Plan (Ref: 25-577-03), attached to this report.
- 5.8. Table 3 shows the number of trees to be removed by BS5837 retention category.

Table 3. Trees to be removed by BS5837 retention category.

	Category A	Category B	Category C	Category U	Total
Trees	0	80	149	3	232

- 5.9. Table 4 shows the number of trees to be removed by age class.

Table 4. Trees to be removed by age class.

	Young	Semi-mature	Early mature	Mature	Over Mature	Ancient or Veteran	Dead
Trees	23	119	79	9	1	0	1

Construction Phase

- 5.10. All site compounds, facilities and routes to allow the movement of construction traffic across the site should be sited beyond influencing distance of RPAs and outside Construction Exclusion Zones of retained trees.

Ground Levels & Incursions within RPAs

- 5.11. There is no requirement for changes in ground levels or incursion within the RPA of retained trees.

Service Routes

- 5.12. There is no requirement for services within the RPA of retained trees.

Boundary Treatments

- 5.13. There is no requirement for new boundary treatment within the RPA of retained trees.

Landscaping

5.14. There is no requirement for hard or soft landscaping within the RPA of retained trees.

Magnitude of Impact

5.15. The magnitude of impact as result of the proposal has been assessed by considering the BS5837 retention category and subcategory of trees to be removed (see Table 5). The aim is to assess the direct impacts on the existing tree population from an arboricultural perspective, but also the impact in terms of visual amenity, landscape value and contribution to the wider surrounding area.

5.16. The assessment does not look at impacts from an ecological perspective but may allow for high level observations to be made in terms of the relationship between trees and hedgerows and their contribution to green connectivity, which can offer ecological and biodiversity benefits including nesting, foraging and transport mechanisms for local wildlife.

Table 5. Magnitude of arboricultural impact (John Morris Arboricultural Consultancy 2020).

Magnitude Category	Description of Impact
High	The proposal will require the removal of category A trees of high quality and able to offer a significant future contribution for at least 40 years. These trees are irreplaceable and may include specimen trees that are an excellent example of their species, notable, veteran or ancient trees or ancient woodland.
Moderate	The proposal will require the removal of category B trees of moderate quality able to offer a substantial future contribution for at least 20 years. These trees may include those that provide amenity value and contribute to the character of the site and local area. These trees would be difficult to replace and new planting is likely to take a minimum of 15-25 years to provide satisfactory mitigation.
Low	The proposal will require the removal of category C trees of low quality able to provide a contribution for at least 10 years. These trees may include younger trees or those in poor health with a limited useful life expectancy. These trees should not be regarded as a significant constraint and could normally be easily with new better quality planting with benefits realised in under 5 years.
Negligible	The proposal will require the removal of category U trees of poor quality. These trees include those than cannot be retained in the context of current land use for longer than 10 years or pose a risk to persons or property due to decline.
None	The proposal will not require the removal of any trees.

5.17. The proposal will require the removal of BS5837 retention category B & C features.

5.18. This has been identified as a **moderate** magnitude of impact.

Mitigation & Improvements

- 5.19. The proposed works include significant changes to the existing road Port layout including new roads, footpaths, cycle lanes and hardstanding's associated with infrastructure upgrades and internal makeup of the site. These works will require the removal of trees and vegetation from across internal areas of the site, however in locations where trees provide a higher degree of public visual amenity in the local landscape such as the public open space between Pembroke Cove and Sandymount Beach, trees have been considered and integrated into the layout in accordance with G141 of the Dublin City Development Plan (2021-2028).
- 5.20. The existing tree population, in particular the street trees growing from grass verges along Pigeon House Road and South Bank Road is dominated by sycamore, and whilst these trees are well suited to their environment and well established within the landscape, a single species treescape is more vulnerable to pests, disease and climate change.
- 5.21. It is proposed to plant over 300 new trees comprising 17 species of natives and non-natives across the site to provide a more diverse and resilient treescape that will be suited to both the challenging industrial environment and future challenges posed by climate change. This new planting will include trees in roadside verges, alongside public footpaths and cycle lanes, around site boundaries, as part of internal landscaping and upon new public realm and open spaces largely contained within a Port Park and Wildflower Meadow, a Coastal Park, and extension to the Irishtown Nature Park that will increase species diversity and canopy cover in the local landscape to provide a future net gain in canopy cover and significant improvement on the pre-development baseline in accordance with G140 and G144 of the Dublin City Development Plan (2021-2028).

6. ARBORICULTURAL METHOD STATEMENTS

Purpose

- 6.1. The purpose of this statement is to provide a system of working to ensure retained trees are protected at all times during construction. It should be read in conjunction with the Tree Impact & Protection Plan (TIPP) attached to this report.
- 6.2. A copy of this report must be made permanently available for the duration of the development. It can be:
 - Included in tender documents to identify and quantify tree protection and management requirements;
 - Used to plan timing of site operations to minimise the impact upon trees, and;
 - Referenced on site for practical guidance on how to protect trees.
- 6.3. The compliance of arboricultural method statements is a recommended as a condition of planning and is necessary to ensure the protection and vitality of retained trees.

Pre Commencement Meeting

- 6.4. A pre-commencement meeting will be held prior to commencement of any demolition or construction works on site. The pre-commencement meeting may require the attendance of:
 - The Main Works Contractor;
 - Landscape Architect;
 - Structural/Civil Engineer;
 - Project Arboriculturist; and
 - Any other parties as required.
- 6.5. The purpose of this meeting will be to agree the details of the tree protection measures and ensure that all aspects of tree protection are understood. The Project Arboriculturist and Main Works Contractor will agree and mark the location of the tree protective fencing and temporary ground protection and any other specific tree protection measures, as required.

Key Responsibilities

- 6.6. It is the responsibility of the main contractor to ensure that all site personnel fully understand the protection measures on the site, that tree protection measures are adhered to at all times, and that the project arboriculturist is contacted if there are any issues related to trees.

Tree Protective Fencing

- 6.7. A protective fence will be erected around retained trees, prior to the commencement of materials or machinery being brought onto site, removal of soil or any form of construction. The area within this fencing will form the construction exclusion zone (CEZ) and it will be afforded protection at all times. No works will be undertaken within this zone that causes compaction to the soil, severance of tree roots or damage to tree canopies.
- 6.8. The fence is to be sited in accordance with the TIPP attached to this report.

- 6.9. Details of the minimum distance for fencing from trees can be found in the Tree Schedule attached to this report.
- 6.10. The precise form of fencing can vary provided it is fit for purpose and prevents damaging activities within the CEZ. For a proposal of this nature the Heras 151 system of fencing will afford the necessary level of protection (Appendix 3).
- 6.11. The fence will have signs attached to it stating that it defines a CEZ and that no works are permitted beyond it.
- 6.12. An example of a tree protection sign is provided in Appendix 4.
- 6.13. The protective fencing may only be removed following completion of all construction works.
- 6.14. The following principles will be adopted by site personnel within the CEZ during construction, to ensure protection of retained trees:
- No level changes.
 - No excavations.
 - No fires.
 - No use of herbicides.
 - No storage of materials, machinery or access for construction workers.

Street Tree Protection Barriers

- 6.15. The stem of the tree is to be wrapped in hessian or rope, then a 1.5m high cleft chestnut fence layer, followed by 3no. layers of orange plastic site hazard fencing to provide a cushioning barrier. Alternatively, a wooden frame 1m x 1m and 2m high should be built around the stem of the tree with plywood boards fixed to the frame (Figure 12).



Figure 12. Examples of protection for street trees.

Site Compounds & Facilities

- 6.16. Site compounds and facilities will be located outside of all RPAs and CEZs as identified on the TIPP.

Site Cranes, Piling Rigs and Machinery

- 6.17. The location of all site cranes, piling rigs and other machinery should be sited outside of RPAs to avoid soil compaction.

Pollution Control

- 6.18. Any storage or mixing station located outside of the construction exclusion zone will be located in a place that minimises the risk of contaminated runoff entering to prevent adverse physiological impacts on trees that may result from contact with rooting environments. This may be achieved by using a non-permeable membrane on the ground, surrounded by sandbags or sawdust to contain any spillage.

Temporary Ground Protection

- 6.19. Where it is not practical to protect RPAs by use of protective fencing, BS5837 allows for the fencing to be set back and the soil shielded by ground protection. A range of methods can be used including retaining existing hard surfaces or structures that already protect the soil, installing new temporary surfaces, or a combination of both. Whatever the choice of method, the end result must be that the underlying soil remains undisturbed and retains the capacity to support existing and new roots.
- 6.20. If fences are to be set back on a temporary the following specifications are recommended for use as temporary ground protection to protect roots and soil.
- 6.21. For pedestrian traffic, a plywood board with a minimum thickness of 40mm should be laid on a minimum of 100mm deep woodchip, with geotextile membrane beneath.
- 6.22. For small plant machinery with a gross weight of up to 2 tonne, interlinking aluminium or composite tracks with sufficient load bearing capacity should be laid on a minimum of 150mm deep woodchip, with geotextile membrane beneath.
- 6.23. For heavy machinery with a gross weight of up to 3.5tonne, interlinking aluminium or composite track with sufficient load bearing capacity should be laid over a minimum layer of 200mm deep woodchip, with a geotextile membrane beneath.
- 6.24. Any temporary protective surfaces must remain in place until all construction activity is finished.
- 6.25. Upon completion of construction works, the temporary ground protective measures should be removed working backwards from on top of the system. This will need to be done carefully ensure that there is no excavation or compaction of the original surface or change in ground levels.
- 6.26. Once this material has been removed vehicular access to this part of the site will not be permitted.
- 6.27. The location of where temporary ground protection is to be located and at what stage of

development is illustrated on the TIPP attached to this report.

Excavations and Removal of Existing Surfaces

- 6.28. All excavation must be carried out carefully using spades, forks and trowels, taking care not to damage the bark and wood of any roots. Specialist tools for removing soil around roots using compressed air such as an Air Spade may be an appropriate alternative to hand digging, if available.
- 6.29. All soil removal must be undertaken with care to minimise the disturbance of roots beyond the immediate area of excavation. Where possible, flexible clumps of small roots, including fibrous roots, should be retained if they can be displaced temporarily or permanently beyond the excavation without damage.
- 6.30. If digging by hand, a fork should be used to loosen the soil and help locate any substantial roots. Once the roots have been located the trowel should be used to clear the soil away from them without damaging the bark. Exposed roots that are to be removed should be cut cleanly with a sharp saw or secateurs 100-200mm behind the final face of the excavation.
- 6.31. Roots temporarily exposed must be protected from direct sunlight, drying out and extreme temperatures by appropriate covering. Roots greater than 25mm in diameter should only be cut in exceptional circumstances. Roots greater than 100mm in diameter should only be cut after consultation with the project arboriculturist.

Upgrading Existing Surfaces

- 6.32. Where upgrading of existing hard surfaces is required, the preferred option will be to leave the surface in place and install the new surface specification on top.
- 6.33. If the retained surface is impermeable, it may be appropriate to remove or puncture sections to create a more favourable environment for roots beneath, before the new surface is laid, through consultation with the project arboriculturist.
- 6.34. Where the existing surface is to be removed or upgraded, the surface layer should be excavated down the existing subbase and the new surface specification installed on top, to prevent any damage to roots beneath.
- 6.35. It is recommended that where possible, new and upgraded hard surfaces should be porous (e.g. permeable brick paving, porous resin bound aggregate or tarmac) to allow the flow of water and oxygen to roots. Wet concrete should only be poured if an impermeable geotextile fabric has first been installed to prevent soil contamination from toxic leachate.
- 6.36. New surfaces and upgraded surfaces should be set back from the base of stems by a minimum of 500mm to allow space for future growth and minimise the risk of distortion with new surface.

Installation of Services

- 6.37. All services and utilities should be installed within existing service routes and where possible outside of RPAs.
- 6.38. Where installation of utilities or services is required within RPAs, working practices will be

adopted in accordance with the National Joint Utilities (NJUG) 10, Vol 4, Issue 2, 2007 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees'.

- 6.39. In accordance with 4.1.3 of NJUG 10 2007, acceptable techniques in order of preference include:
- 6.40. Trenchless; b) Broken Trench; and c) Continuous Trench. Trenchless methods involve the use of thrust boring machinery, whilst broken and continuous trench methods require that excavations within RPAs are carried out using hand tools only.
- 6.41. For a proposal of this nature, broken or continuous trench methods are the most appropriate and should be undertaken as per NJUG 10, to prevent any damage to tree roots or disruption to soil rooting environments.

Installation of Railings, Lighting Columns or Street Furniture

- 6.42. The erection of a new railings, lighting columns or street furniture will require 'hand-digging' in the location where any foundations or posts are required within RPAs, to prevent damage to tree roots.
- 6.43. Any soil removal during excavations must be undertaken with care to minimise root disturbance and avoid any damage to root bark.
- 6.44. Exposed roots that are to be removed should be cut cleanly with a sharp saw or secateurs 10-20mm behind the final face of the excavation.
- 6.45. Roots greater than 25mm diameter should only be cut in exceptional circumstances and following approval by the project arboriculturist.
- 6.46. Fibrous clumps of roots must be retained where possible, with any exposed roots protected from desiccation by covering them with a damp hessian sack or damp sharp sand (**builders' sand must not be used**).
- 6.47. Prior to backfilling, roots must be surrounded with topsoil or sharp sand before the excavated earth is replaced. The soil must be free of contaminants and any foreign objects that may be potentially harmful to roots.

Soft Landscaping

- 6.48. To avoid damage to existing tree roots and prevent soil compact, any machinery used to remove existing surfaces and ground vegetation for purposes of soft landscaping (e.g. seeding new lawns or laying turf) should be sited outside of RPAs. If this is not possible, hand tools must be used.
- 6.49. The removal of the surface layer within RPAs must not exceed 50mm, to prevent exposure and damage of tree roots beneath.
- 6.50. Soft landscaping works must not involve raising or lowering of the existing ground level within any RPA as this can starve roots of oxygen and cause irreversible physiological damage to trees.

6.51. The use of rotavators within RPAs is prohibited.

6.52. Any level changes outside RPAs must be graded to marry existing soil levels within RPAs.

7. ABOUT THE AUTHOR & LIMITATIONS

Authors Qualifications & Experience

7.1. This report has been written by John Morris, Director and Principal Arboricultural Consultant at John Morris Arboricultural Consultancy Ltd. John has a First Class BSc (Hons) in Housing (Ulster University) and a Post Graduate Diploma (UK NQF Level 7) in Arboriculture & Urban Forestry (Myerscough College & University of Central Lancashire). John has worked in the housing, development and arboricultural sectors combined for over 20 years and regularly undertakes continuous professional development (CPD) in all areas of arboriculture and wider business administration. John is a Professional member of the Arboricultural Association (AA) and Associate member of the Institute of Chartered Foresters (ICF).

Limitations

7.2. This report is for planning purposes and is not a detailed assessment of the health and condition of trees, however where defects have been identified works have been recommended to ensure site safety.

7.3. This report does not take responsibility for the effects of extreme weather conditions, vandalism, accidents or any works to trees that occur without the authors knowledge, or that are not recommended within this report.

7.4. Tools used during the assessment have been limited to a sounding mallet, probe or binoculars. No invasive or diagnostic equipment has been used, nor have any aerial inspections, belowground root investigations, or soil, leaf or root samples been taken for further testing or analysis.

7.5. Trees were assessed on 16th and 17th September 2025 and the information gathered during the survey pertains to that moment in time. The observations within this report will remain valid for two years from the date of inspection. It is recommended that trees are inspected again within two years of the date of this report to assess what works are required for reasons of good arboricultural management and to enable the client to manage their legal reasonability in terms of tree risk management.

7.6. The location of trees places reliance on the accuracy of the topographical survey unless otherwise caveated within the report.

7.7. All works recommendation as a result of the survey should be undertaken by a suitably qualified and insured arborist in accordance with BS3998:2020 *Tree Works – Recommendations* to prevent any structural or physiological impairment to trees.



Appendix 1: Tree Survey Criteria (BS5837:2012)

The assessment of the trees has been carried out in accordance with the guidance provided in Annex C of BS5837, which requires that any tree on or influencing distance of the site with a stem diameter of over 75mm at 1.5m above ground level be recorded.

Stem diameter measurements were taken using a girthing tape or Biltmore stick, and in accordance with Annex D of BS5837.

Height, crown spread, and canopy clearance measurements are recorded in accordance with the measurement convention detailed in paragraph 4.4.2.6 of BS5837.

The trees are categorised in an order defined in **Table 1** of BS5837, a copy of which can be seen below in **Figure 1**, but which can be summarised as:

- **Category A** Trees of high quality and value in such a condition as to be able to make a substantial contribution for a minimum of 40 years.
- **Category B** Trees of moderate quality and value in such a condition as to make a significant contribution for a minimum 20 years.
- **Category C** Trees of low quality and value currently in adequate condition and able to remain until new planting can be established with a minimum useful life expectancy of 10 years, and young trees with a stem diameter less than 150mm.
- **Category U** Trees in poor structural condition or physiological decline that cannot be realistically retained in the context of current land use for more than 10 years.

Further subcategories 1-3 indicate the area(s) in which a tree or group retention value lies.

- Mainly arboricultural.
- Mainly landscape.
- Mainly cultural, including conservation.



BS5837:2012 Assessment Criteria & Cascade Chart

Table 1 Cascade chart for tree quality assessment		Identification on plan
Category and definition	Criteria (including subcategories where appropriate)	
Trees unsuitable for retention (see Note)		
Category U Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years	<ul style="list-style-type: none"> Trees that have a serious, irremediable, structural defect, such that their early loss is expected due to collapse, including those that will become unviable after removal of other category U trees (e.g. where, for whatever reason, the loss of companion shelter cannot be mitigated by pruning) Trees that are dead or are showing signs of significant, immediate, and irreversible overall decline Trees infected with pathogens of significance to the health and/or safety of other trees nearby, or very low quality trees suppressing adjacent trees of better quality <p><i>NOTE Category U trees can have existing or potential conservation value which it might be desirable to preserve; see 4.5.7.</i></p>	See Table 2
Trees to be considered for retention		
Category A Trees of high quality with an estimated remaining life expectancy of at least 40 years	<p>1 Mainly arboricultural qualities</p> <p>Trees that are particularly good examples of their species, especially if rare or unusual; or those that are essential components of groups or formal or semi-formal arboricultural features (e.g. the dominant and/or principal trees within an avenue)</p> <p>2 Mainly landscape qualities</p> <p>Trees, groups or woodlands of particular visual importance as arboricultural and/or landscape features</p> <p>3 Mainly cultural values, including conservation</p> <p>Trees, groups or woodlands of significant conservation, historical, commemorative or other value (e.g. veteran trees or wood-pasture)</p>	See Table 2
Category B Trees of moderate quality with an estimated remaining life expectancy of at least 20 years	<p>Trees that might be included in category A, but are downgraded because of impaired condition (e.g. presence of significant though remediable defects, including unsympathetic past management and storm damage), such that they are unlikely to be suitable for retention for beyond 40 years; or trees lacking the special quality necessary to merit the category A designation</p> <p>Trees present in numbers, usually growing as groups or woodlands, such that they attract a higher collective rating than they might as individuals; or trees occurring as collectives but situated so as to make little visual contribution to the wider locality</p> <p>Trees with material conservation or other cultural value</p>	See Table 2
Category C Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm	<p>Unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories</p> <p>Trees present in groups or woodlands, but without this conferring on them significantly greater collective landscape value; and/or trees offering low or only temporary/transient landscape benefits</p> <p>Trees with no material conservation or other cultural value</p>	See Table 2

Appendix 2 – Calculation of the Root Protection Area

Circle Radius

The circle radius has been calculated by obtaining the stem diameter (measured at 1.5m above the ground) in millimetres and multiplying it by 12. Where the tree is multi-stemmed, an average stem diameter is calculated by the following formula specified in section 4.6.1 (a) & (b) of BS5837.

For trees with two to five stems, the combined stem diameter should be calculated as follows:

$$\sqrt{(\text{stem diameter } 1)^2 + (\text{stem diameter } 2)^2 \dots + (\text{stem diameter } 5)^2}$$

For trees with more than five stems (not illustrated in Annex C), the combined stem diameter should be calculated as follows:

$$\sqrt{(\text{mean stem diameter})^2 \times \text{number of stems}}$$

This total is then divided by 1000 to provide a circle radius in metres.

RPA Areas

The RPA has been assessed according to the recommendations set out in section 4.6 of BS5837. It is calculated by multiplying the radius squared by 3.142 (π).

Length of sides of a square

Section 5.5.3 of BS5837 recommends that the ground protection and barriers should be shown as a polygon surrounding the stem of the tree. With a circle, the distance from the edge of the circle to the centre will remain constant, but with a square, the distance from the centre of the tree to the sides of the square is less than the distance to the corner of the square. The area of the square must remain the same as the area of the circle. In order to ensure that it is the case, the length of side of the square is calculated at the square root of the RPA area.

Minimum barrier distance

This is the closest point that a side of the square can be to the centre of the tree.

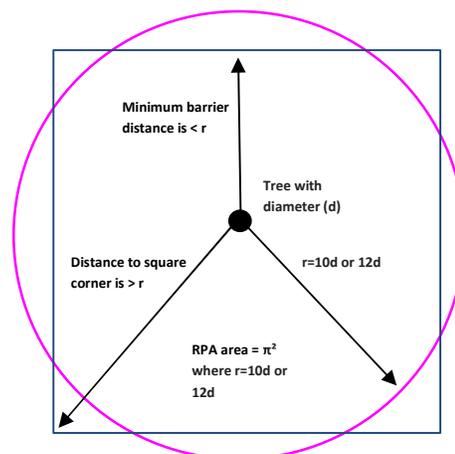


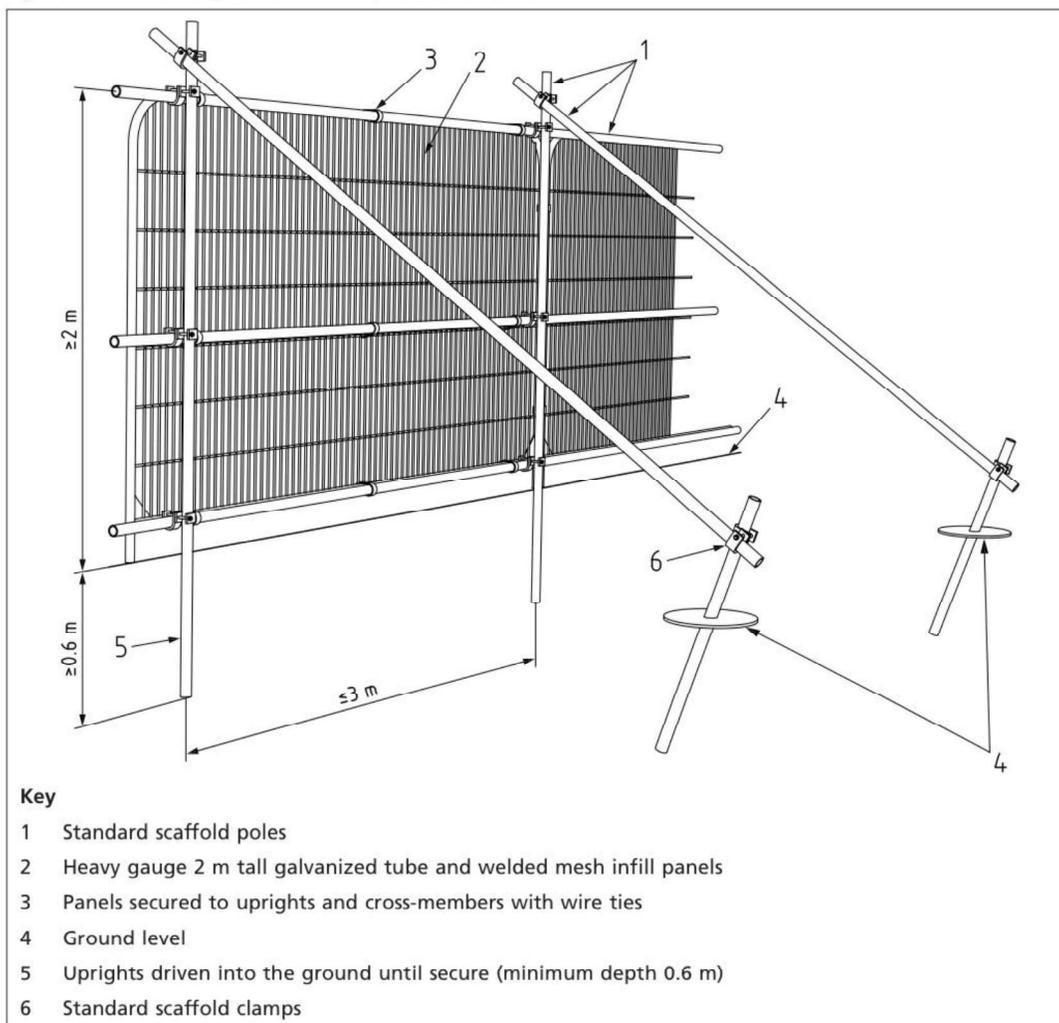
Figure 1. Illustration of area calculations and minimum barrier distances

Figure 1 illustrates the differences between a square and a circle in area. Where the distance from the centre of the tree to the corner of the square is greater than the radius of the circle (r), but the distance from the centre of the tree to the side of the square is greater than the radius of the circle (r), the total area will remain the same. The minimum barrier distance from the tree is calculated by taking the length of the side and dividing it by two.

Clarification note on the RPA radius

The RPA radius is not the automatic minimum distance of the tree protection. It is a notional figure for use as a means of calculating the actual area of the RPA. BS5837 clarifies this under *Section 3.7 Root Protection Area (RPA) – layout design tool indicating the minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the trees viability, and where the protection of the roots and soil structure is treated as a priority.*

Figure 2 Default specification for protective barrier





Appendix 4 – Example of Tree Protective Signs





Appendix 5 – Example of Temporary Ground Protection

DuraDeck
-|-|-|-|-|-|
PRODUCT SPECIFICATIONS
DD1

Traction Surface: Double-traction tread design includes two parallel traction treads positioned at 90 degrees to adjacent double traction tread sets.

Module Size: **Length:** 8' / 2.44 m
Width: 4' / 1.22 m
Module Size: 32 sq/ft / 2.973 sq/meters
Thickness: ½" thick mat + 3/8" cleat

Module Weight: 86 lbs. / 39.01 kg.
Per Square Foot: 2.69 lbs. / 43 oz. / 1.22 kg. / 1219 grams
Per Square Meter: 28.60 lbs. / 12.97 kg.

Colors: Black, White.
Custom colors available (minimum order required).

Material: Black High-Density Polyethylene (HDPE) post-industrial recycled plastic, naturally UV resistant due to the carbon black used for color. White mats available.

Test Results:		ASTM	Units	Typical Values
Melt Index		D 1238	g/10min	4.9
Density		D 792	g/cm ³	.960
Tensile Strength		D 638	mpa (psi)	30 (4,350)
@ Yield 50mm/min				
Elongation @ Break		D 638	%	1 500
50mm/min				
Flexural Modulus		D 790	mpa (psi)	1 240 (180,000)
Hardness, Shore D		D 2240	--	70
Compressive Strength:			D695-02a	psi 2,843
Flammability Resistance:		UL-94 HB		Passed

Tread Pattern: **DD1:** Rugged double-traction tread on both sides

Support Structure: Matting incorporates multi-directional structural support (cleat design) allowing for distribution or dispersion of PSI weight factors. Not intended for bridging.

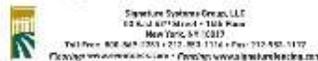
Weight Loading: Varies, depending on sub-surface, up to 80 tons capacity.

Ground Surface: DuraDeck mats are designed to be used with no ground preparation over grass, gravel, soil, concrete, asphalt, mud and sandy soil conditions.

Connection System: DuraDeck mats have eight holes: one in each corner and four in the center line (two on each 8ft side) to create multi-directional roadways of nearly any size or shape. Mats can be connected using metal DuraLink connectors. DuraLinks do not require tools to install.

Shipping: Pallet maximum is 50 units (4' x 8')
20' Ocean Container: 250 – 4' x 8' unit order and/or equal to 29,240 lbs.
40' Ocean Container: 500 – 4' x 8' unit order and/or equal to 43,000 lbs.

Warranty: 7 years against cracking and breaking under normal use.



Reference	25-577-01	Survey Date		Tues 16th & Wed 17th September 2025		Site Name: Agricultural Community													
Abbreviation	Definition	Age Class			Physiological Condition			Structural Condition			Category			U.L.E			Sub category		
Stem Dia.	Height (m)	Y (Young)	Newly planted (<10 yrs old)	Good	No obvious health problems	Good	No visible defects	A	High value and conservation	1	Manif/ arbocultural								
Stem Dia.	Stem diameter (mm)	SM (Semi-mature)	First third of life expectancy	Fair	Intervention may improve health	Fair	Defects may require intervention	B	Moderate value and representation	2	Manif/ landscape								
C.C	Crown clearance (m)	EM (Early mature)	Second third of life expectancy	Poor	Serious ill health or dying	Poor	Dangerous or no remedy	C	Low value and conservation	3	Manif/ cultural								
L.B.H	Lowest (significant) branch height (m)	M (Mature)	Full age for species					U	Not suitable for retention	<10									
L.B.D	Direction of lowest (significant) branch	GM (Over mature)	Beyond life expectancy & in decline																
U.L.E	Minimum useful life expectancy (yrs)	V (Veteran)	Ancient characteristics or conservation value	Prefix	G - Group	H - Hedge/row	W - Woodland	#	after DBH - measurements estimated (tree inaccessible)										

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
							N	E	S	W											
28	2028	Sycamore	<i>Acer pseudoplatanus</i>	10	240	1	5	5	3	3	2	East	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	28	3
29	2029	Sycamore	<i>Acer pseudoplatanus</i>	9	180	1	2	3	2	3	2	North	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
30	2030	Sycamore	<i>Acer pseudoplatanus</i>	9	200	1	4	2	3	5	2	North	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	18	2
31	2031	Ash (Common)	<i>Fraxinus excelsior</i>	7	170	1	3	3	3	4	2	West	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	None.	10+	C1	14	2
32	2032	Ash (Common)	<i>Fraxinus excelsior</i>	6	120	1	3	2	2	3	2	South	SM	Fair	Fair	Single stem forming spreading crown, Class 1 Ash Dieback, from grass verge.	Monitor annually.	10+	C1	7	2
33	2033	Ash (Common)	<i>Fraxinus excelsior</i>	7	180	1	3	3	3	3	2	South	SM	Poor	Fair	Single stem forming spreading crown, Class 1 Ash Dieback, from grass verge.	Monitor annually.	10+	C1	14	2
34	2034	Ash (Common)	<i>Fraxinus excelsior</i>	7	140	1	3	2	4	3	2	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	10	2
35	2035	Sycamore	<i>Acer pseudoplatanus</i>	9	260	1	5	6	5	4	3	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	28	3
36	2036	Grey Alder	<i>Alnus incana</i>	8	250	1	5	5	3	4	2	West	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	28	3
37	2037	Grey Alder	<i>Alnus incana</i>	5	150	1	2	2	2	3	3	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	10	2
38	2038	Grey Alder	<i>Alnus incana</i>	7	290	1	4	5	5	5	3	West	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	41	4
39	2039	Grey Alder	<i>Alnus incana</i>	6	200	1	4	2	4	4	1	East	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	18	2
40	2040	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	6	250	1	2	3	3	3	1	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	28	3
41	2041	Grey Alder	<i>Alnus incana</i>	8	290	1	4	5	3	3	1	East	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	41	4
42	2042	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	6	170	1	3	3	2	2	2	East	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
43	2043	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	6	180	1	3	3	3	3	1	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
44	2044	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	5	140	1	2	2	2	3	2	North	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	10	2
45	2045	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	5	160	1	3	2	3	4	2	West	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	10	2
46	2046	Ash (Common)	<i>Fraxinus excelsior</i>	7	180	1	3	3	4	4	3	South	SM	Fair	Fair	Single stem forming spreading crown, Class 1 Ash Dieback, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
47	2047	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	5	140	1	3	3	2	3	3	East	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	10	2
48	2048	Grey Alder	<i>Alnus incana</i>	8	220	1	4	4	3	3	2	East	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	23	3
49	2049	Grey Alder	<i>Alnus incana</i>	8	250	1	4	4	4	3	1	East	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	28	3
50	2050	Ash (Common)	<i>Fraxinus excelsior</i>	7	190	1	5	4	3	4	3	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	18	2
51	2051	Ash (Common)	<i>Fraxinus excelsior</i>	7	190	1	3	4	4	4	2	West	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	18	2
52	2052	Grey Alder	<i>Alnus incana</i>	5	190	1	2	3	2	2	3	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	18	2
53	2053	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	5	100	1	3	2	2	2	2	East	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	5	1
54	2054	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	7	220	1	4	4	4	3	2	East	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	23	3
55	2055	Grey Alder	<i>Alnus incana</i>	7	220	1	4	3	3	4	3	West	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	23	3
56	2056	Grey Alder	<i>Alnus incana</i>	7	200	1	3	3	4	3	2	South	SM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	18	2
57	2057	Grey Alder	<i>Alnus incana</i>	7	210	1	3	3	4	4	2	West	SM	Fair	Fair	Single stem forming spreading crown, epicormic growth from base, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	18	2
58	2058	Grey Alder	<i>Alnus incana</i>	5	390	1	5	4	4	5	2	West	EM	Fair	Fair	Single stem forming spreading crown, suckering, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5

Reference	25-577-01	High value and conservation										Moderate value and conservation										Low value and conservation										Not suitable for retention																																																	
Survey Date	Tues 16th & Wed 17th September 2025	Age Class										Physiological Condition										Structural Condition										Category										U.L.E										Sub category																													
Abbreviation	Definition	Y (Young)										Good										Fair										Poor										A										B										C										U									
Stem Dia.	Stem diameter (mm)	Newly planted (<10 yrs old) <th colspan="10">No obvious health problems <th colspan="10">No visible defects <th colspan="10">High value and conservation <th colspan="10">1 Mainly arboreal/cultural</th> </th></th></th>										No obvious health problems <th colspan="10">No visible defects <th colspan="10">High value and conservation <th colspan="10">1 Mainly arboreal/cultural</th> </th></th>										No visible defects <th colspan="10">High value and conservation <th colspan="10">1 Mainly arboreal/cultural</th> </th>										High value and conservation <th colspan="10">1 Mainly arboreal/cultural</th>										1 Mainly arboreal/cultural																																							
C.C.	Crown clearance (m)	SM (Semi-mature) <th colspan="10">Fair <th colspan="10">Defects may require intervention <th colspan="10">Moderate value and conservation <th colspan="10">2 Mainly landscape</th> </th></th></th>										Fair <th colspan="10">Defects may require intervention <th colspan="10">Moderate value and conservation <th colspan="10">2 Mainly landscape</th> </th></th>										Defects may require intervention <th colspan="10">Moderate value and conservation <th colspan="10">2 Mainly landscape</th> </th>										Moderate value and conservation <th colspan="10">2 Mainly landscape</th>										2 Mainly landscape																																							
L.B.H.	Lowest (significant) branch height (m)	EM (Early mature) <th colspan="10">Poor <th colspan="10">Dangerous or no remedy <th colspan="10">Low value and conservation <th colspan="10">3 Mainly cultural</th> </th></th></th>										Poor <th colspan="10">Dangerous or no remedy <th colspan="10">Low value and conservation <th colspan="10">3 Mainly cultural</th> </th></th>										Dangerous or no remedy <th colspan="10">Low value and conservation <th colspan="10">3 Mainly cultural</th> </th>										Low value and conservation <th colspan="10">3 Mainly cultural</th>										3 Mainly cultural																																							
L.B.D.	Direction of lowest (significant) branch	M (Mature) <th colspan="10">Serious ill health or dying <th colspan="10">No suitable for retention <th colspan="10"></th> <th colspan="10"></th> </th></th>										Serious ill health or dying <th colspan="10">No suitable for retention <th colspan="10"></th> <th colspan="10"></th> </th>										No suitable for retention <th colspan="10"></th> <th colspan="10"></th>																																																											
U.L.E	Minimum useful life expectancy (yrs)	OM (Over mature) <th colspan="10">Prefix <th colspan="10">G - Group <th colspan="10">H - Hedge/row <th colspan="10">W - Woodland <th colspan="10"></th> </th></th></th></th>										Prefix <th colspan="10">G - Group <th colspan="10">H - Hedge/row <th colspan="10">W - Woodland <th colspan="10"></th> </th></th></th>										G - Group <th colspan="10">H - Hedge/row <th colspan="10">W - Woodland <th colspan="10"></th> </th></th>										H - Hedge/row <th colspan="10">W - Woodland <th colspan="10"></th> </th>										W - Woodland <th colspan="10"></th>																																							
		V (Veteran) <th colspan="10">Ancient characteristics or conservation value <th colspan="10"></th> <th colspan="10"></th> <th colspan="10"></th> <th colspan="10"></th> </th>										Ancient characteristics or conservation value <th colspan="10"></th> <th colspan="10"></th> <th colspan="10"></th> <th colspan="10"></th>																																																																					

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)	
							N	E	S	W												
83	2083	Italian Alder	<i>Alnus cordata</i>	17	370	1	4	3	3	3	3	1	South	EM	Fair	Fair	Single ivy clad stem forming spreading crown, surrounded by overgrown vegetation.	Fell to facilitate proposed works.	20+	B1	64	5
84	2084	Italian Alder	<i>Alnus cordata</i>	18	440	1	3	3	2	3	1	1	South	EM	Fair	Fair	Single ivy clad stem forming spreading crown, surrounded by overgrown vegetation.	Fell to facilitate proposed works.	20+	B1	92	5
85	2085	Italian Alder	<i>Alnus cordata</i>	17	380	1	4	3	3	3	1	1	South	EM	Fair	Fair	Single ivy clad stem forming spreading crown, surrounded by overgrown vegetation.	Fell to facilitate proposed works.	20+	B1	64	5
86	2086	Crack Willow	<i>Salix fragilis</i>	17	850	1	6	5	7	5	0	1	West	M	Fair	Fair	Multistem from base forming broad spreading crown, dense ivy into upper crown, surrounded by overgrown vegetation.	Fell to facilitate proposed works.	10+	C2	327	10
G87	2087	Ash (Common)	<i>Fraxinus excelsior</i>	15	350	1	5	5	5	5	0	0	South	EM	Poor	Fair	Dense ivy clad group of ash, Class 1 - 4 Ash Dieback, multiple dead and dying trees, ground disturbance, surrounded by overgrown vegetation along boundary of industrial facility.	Fell to facilitate proposed works.	10+	C2	55	4
88	2088	Italian Alder	<i>Alnus cordata</i>	15	320	1	3	3	3	3	0	0	South	SM	Fair	Fair	Dense ivy clad cluster by boundary of industrial facility.	Fell to facilitate proposed works.	10+	C2	48	4
G89	2089	Mixed Species Group	N/a	15	350	1	5	5	5	5	0	0	East	EM	Fair	Fair	Dense mixed species group comprising ash, Italian alder, sycamore, Norway maple and poplar, extends along boundary of industrial facility.	Fell to facilitate proposed works.	10+	C2	55	4
G90	2090	Mixed Species Group	N/a	15	350	1	5	5	5	5	0	0	South	EM	Fair	Fair	Dense mixed species group comprising ash, Italian alder, sycamore, Norway maple and poplar, extends along boundary of industrial facility.	Part fell to facilitate proposed works.	10+	C2	55	4
91	2091	White Poplar	<i>Populus alba</i>	21	1250	1	6	7	7	9	5	5	North	OM	Fair	Fair	Two ivy clad stems forming broad spreading crown, previous crown reduction with vigorous regrowth from pruning wounds, behind steel palisade fence surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	707	15
G92	2092	Mixed Species Group	N/a	7	260	1	3	3	3	3	0	0	South	SM	Fair	Fair	Mixed species group comprising silver birch, wild cherry and sycamore, from behind steel palisade fence.	Fell to facilitate proposed works.	10+	C2	28	3
93	2093	Monterey Pine	<i>Pinus radiata</i>	10	320	1	5	4	5	4	1	1	South	EM	Fair	Fair	Single stem forming spreading crown, from behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	48	4
G94	2094	Mixed Species Group	N/a	8	150	1	3	3	3	3	0	0	South	SM	Fair	Fair	Mixed species group comprising oak, copper beech, Decodar cedar, from behind steel palisade fence.	Fell to facilitate proposed works.	10+	C2	10	2
G95	2095	Mixed Species Group	N/a	8	250	1	3	3	3	3	0	0	East	EM	Fair	Fair	Mixed species group comprising buddleia with grey willow, osier willow and small isolated pocket of self-sown sycamore and ash saplings, extends along boundary of derelict land.	Part fell to facilitate proposed works.	10+	C2	28	3
G96	2096	Mixed Species Group	N/a	5	120	1	2	2	2	2	1	1	East	Y	Fair	Fair	Mixed species group comprising sycamore, birch and willow, self-sown from dense buddleia behind hut along boundary of derelict land.	Fell to facilitate proposed works.	10+	C2	7	2
97	2097	Blue Atlas Cedar	<i>Cedrus atlantica</i> 'Glauca'	5	120	1	2	3	2	2	0	0	South	SM	Fair	Fair	Single stem forming spreading crown, from shrubs.	None.	10+	C1	7	2
G98	2098	Mixed Species Group	N/a	6	90	1	2	2	2	2	0	0	South	SM	Fair	Fair	Mixed species group comprising holm oak, grey willow, wild cherry and sycamore, surrounded by overgrown vegetation from shrub bed.	None.	10+	C2	5	1
99	2099	Black Pine	<i>Pinus nigra</i>	6	140	1	2	2	2	2	0	0	East	SM	Fair	Fair	Single stem forming spreading crown, from shrub bed.	None.	10+	C1	10	2
100	2100	Sycamore	<i>Acer pseudoplatanus</i>	6	140	1	2	2	2	2	0	0	East	SM	Fair	Fair	Single stem forming spreading crown, from shrub bed.	Fell to facilitate proposed works.	10+	C1	10	2
101	2101	Sycamore	<i>Acer pseudoplatanus</i>	4	90	1	1	1	1	1	2	2	East	Y	Fair	Fair	Single stem forming spreading crown, from verge.	None.	10+	C1	5	1

Reference	25-577-01	Survey Date		Tues 16th & Wed 17th September 2025		Site Name		Helm Farm Arboretum	
Abbreviation	Definition	Age Class	Physiological Condition	Structural Condition	Category	U.L.E	Sub category		
Stem Dia.	Height (m)	Newly planted (<10 yrs old)	Good	Good	A	4b+	1 Mainly arboreal/cultural		
Stem Dia.	Stem diameter (mm)	SM (Semi-mature)	Fair	Fair	B	2b+	2 Mainly landscape		
C.C	Crown clearance (m)	EM (Early mature)	Poor	Poor	C	10+	3 Mainly cultural		
L.B.H	Lowest (significant) branch height (m)	M (Mature)	Prefix	W - Woodland	U	<10			
L.B.D	Direction of lowest (significant) branch	GM (Over mature)		G - Group	H - Hedge/row				
U.L.E	Minimum useful life expectancy (yrs)	V (Veteran)		W - Woodland					

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
							N	E	S	W											
132	2132	Italian Alder	<i>Alnus cordata</i>	7	160	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	10	2
133	2133	Scots Pine	<i>Pinus sylvestris</i>	3	90	1	1	1	1	1	0	0	Y	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
134	2134	Silver Birch	<i>Betula pendula</i>	6	100	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
135	2135	Silver Birch	<i>Betula pendula</i>	7	140	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	10	2
136	2136	Silver Birch	<i>Betula pendula</i>	5	100	1	1	1	1	1	0	0	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
137	2137	Scots Pine	<i>Pinus sylvestris</i>	3	90	1	1	1	1	1	0	0	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
138	2138	Italian Alder	<i>Alnus cordata</i>	7	130	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	7	2
139	2139	Silver Birch	<i>Betula pendula</i>	5	110	1	1	2	2	1	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
140	2140	Italian Alder	<i>Alnus cordata</i>	6	130	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	7	2
141	2141	Italian Alder	<i>Alnus cordata</i>	7	150	1	3	3	3	3	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	10	2
142	2142	Scots Pine	<i>Pinus sylvestris</i>	3	80	1	1	1	1	1	0	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	3	1
143	2143	Silver Birch	<i>Betula pendula</i>	7	110	1	1	1	1	1	0	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
144	2144	Italian Alder	<i>Alnus cordata</i>	7	140	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	10	2
145	2145	Italian Alder	<i>Alnus cordata</i>	9	140	1	2	2	2	2	1	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	10	2
146	2146	Silver Birch	<i>Betula pendula</i>	6	100	1	1	1	1	1	0	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
147	2147	Silver Birch	<i>Betula pendula</i>	6	100	1	1	1	1	1	0	1	SM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	10+	C1	5	1
G148	2148	Mixed Species Group	N/a	2	75	1	1	1	1	1	0	1	SM	Fair	Fair	Mixed species hedge and understory vegetation comprising holly, blackthorn, wild cherry, sycamore and garden shrubs.	Fell to facilitate proposed works.	10+	C2	3	1
149	2149	Sycamore	<i>Acer pseudoplatanus</i>	10	250	1	4	3	5	2	3	3	SM	Fair	Fair	Single stem forming partially suppressed crown, dieback, deadwood <50mm, from verge.	Fell to facilitate proposed works.	10+	C1	28	3
150	2150	Sycamore	<i>Acer pseudoplatanus</i>	14	420	1	4	3	6	4	1	2	EM	Fair	Fair	Two leaders from 2m forming spreading crown, epicormic growth from base, previously topped, conflict with street lamp, from verge.	Fell to facilitate proposed works.	20+	B1	82	5
151	2151	Sycamore	<i>Acer pseudoplatanus</i>	16	430	1	3	3	5	4	1	2	EM	Fair	Fair	Two leaders from 2m forming spreading crown, epicormic growth from base, previously topped, from verge.	Fell to facilitate proposed works.	20+	B1	82	5
152	2152	Sycamore	<i>Acer pseudoplatanus</i>	14	470	1	4	4	6	4	3	3	EM	Fair	Fair	Single stem forming spreading crown, previously topped, from verge.	Fell to facilitate proposed works.	20+	B1	102	6
153	2153	Sycamore	<i>Acer pseudoplatanus</i>	15	330	1	5	4	5	4	3	3	EM	Fair	Fair	Single stem forming spreading crown, previously topped, from verge.	Fell to facilitate proposed works.	20+	B1	48	4
154	2154	Sycamore	<i>Acer pseudoplatanus</i>	15	320	1	4	4	6	4	2	2	EM	Fair	Fair	Single ivy clad stem forming spreading crown, from verge.	Fell to facilitate proposed works.	20+	B1	48	4
155	2155	Sycamore	<i>Acer pseudoplatanus</i>	16	450	1	4	4	5	4	1	2	EM	Fair	Fair	Single ivy clad stem forming spreading crown, from verge.	Fell to facilitate proposed works.	20+	B1	92	5
156	2156	Sycamore	<i>Acer pseudoplatanus</i>	15	480	1	5	3	5	3	2	2	EM	Fair	Fair	Single ivy clad stem forming spreading crown, from verge.	Fell to facilitate proposed works.	20+	B1	102	6
157	2157	Sycamore	<i>Acer pseudoplatanus</i>	18	520	1	6	5	7	6	3	2	EM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	20+	B1	125	6
158	2158	Sycamore	<i>Acer pseudoplatanus</i>	14	420	1	8	5	4	5	2	2	EM	Fair	Fair	Single stem forming spreading crown, from verge.	Fell to facilitate proposed works.	20+	B1	82	5
159	2159	Sycamore	<i>Acer pseudoplatanus</i>	14	450	1	3	6	5	6	4	2	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	92	5

Reference	25-577-01	Survey Date		Tues 16th & Wed 17th September 2025		Site Name		High Barnet Arboretal Community	
Abbreviation	Definition	Age Class		Physiological Condition		Structural Condition		Category	
H (m)	Height (m)	Y (Young)	SM (Semi-mature)	Good	No obvious health problems	Good	No visible defects	A	High value and conservation
Stem Dia.	Stem diameter (mm)	EM (Early mature)	M (Mature)	Fair	Intervention may improve health	Fair	Defects may require intervention	B	Moderate value and representation
C.C.	Crown clearance (m)	OM (Over mature)	V (Veteran)	Poor	Serious ill health or dying	Poor	Dangerous or no remedy	C	Low value and conservation
L.B.H	Lowest (significant) branch height (m)	Prefix		G - Group		H - Hedge/row		W - Woodland	
L.B.D	Direction of lowest (significant) branch	Ancient characteristics or conservation value		Crown Spread (m)		L.B.H (m)		L.B.D	
U.L.E	Minimum useful life expectancy (yrs)	N	E	S	W	C.C (m)	No of Stems	No of Stems	Age

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)	C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
160	2160	Sycamore	<i>Acer pseudoplatanus</i>	15	434	4	5 4 5 4	0	0	North	EM	Fair	Fair	Multistem from base forming spreading crown, conflict with overhead cables, either side of steel palisade fence.	Fell to facilitate proposed works.	10+	C1	82	5
161	2161	Sycamore	<i>Acer pseudoplatanus</i>	15	340	1	4 3 6 5	4	3	West	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	55	4
162	2162	Sycamore	<i>Acer pseudoplatanus</i>	16	450	1	7 4 6 5	2	3	West	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	92	5
163	2163	Sycamore	<i>Acer pseudoplatanus</i>	15	270	1	4 6 3 5	3	2	South	SM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	34	3
164	2164	Sycamore	<i>Acer pseudoplatanus</i>	16	510	1	4 6 4 5	3	3	West	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	113	6
165	2165	Sycamore	<i>Acer pseudoplatanus</i>	14	320	1	5 6 3 3	3	2	West	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	48	4
166	2166	Sycamore	<i>Acer pseudoplatanus</i>	12	270	1	3 6 3 3	2	2	South	SM	Fair	Fair	Single stem forming spreading crown, previously topped, conflict with overhead cables, verge.	Fell to facilitate proposed works.	20+	B1	34	3
167	2167	Sycamore	<i>Acer pseudoplatanus</i>	12	320	1	5 6 4 3	1	1	South	EM	Fair	Fair	Single stem forming spreading crown, previously topped, conflict with overhead cables, verge.	Fell to facilitate proposed works.	20+	B1	48	4
168	2168	Sycamore	<i>Acer pseudoplatanus</i>	12	450	1	5 6 6 3	2	2	South	EM	Fair	Fair	Single stem forming spreading crown, fire damage with partially occluded bark wounds, deadwood >100mm, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	10+	C1	92	5
169	2169	Sycamore	<i>Acer pseudoplatanus</i>	14	260	1	3 5 3 4	1	1	West	SM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	28	3
170	2170	Sycamore	<i>Acer pseudoplatanus</i>	15	400	1	5 6 4 5	2	2	West	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	72	5
171	2171	Sycamore	<i>Acer pseudoplatanus</i>	12	250	1	3 4 5 4	1	1	East	SM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from verge.	Fell to facilitate proposed works.	20+	B1	28	3
172	2172	Sycamore	<i>Acer pseudoplatanus</i>	11	470	1	6 5 4 3	0	0	North	EM	Fair	Fair	Multistem from base forming spreading crown, conflict with overhead cables, either side of steel palisade fence.	Fell to facilitate proposed works.	10+	C1	102	6
173	2173	Sycamore	<i>Acer pseudoplatanus</i>	14	490	1	3 5 6 5	1	1	East	EM	Fair	Fair	Single stem forming spreading crown, behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	113	6
G174	2174	Sycamore	<i>Acer pseudoplatanus</i>	14	250	1	5 5 5 2	1	1	East	SM	Fair	Fair	Group of four self-soon from behind steel palisade fence.	Fell to facilitate proposed works.	10+	C2	28	3
175	2175	Sycamore	<i>Acer pseudoplatanus</i>	14	310	1	5 5 5 2	1	1	East	SM	Fair	Fair	Single stem forming spreading crown, behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	41	4
176	2176	Wych Elm	<i>Ulmus glabra</i>	15	552	3	5 6 6 2	1	1	East	EM	Fair	Fair	Three stems from base forming spreading crown, from behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	137	7
G177	2177	Sycamore	<i>Acer pseudoplatanus</i>	14	250	1	5 5 3 2	1	1	East	SM	Fair	Fair	Group of three self-soon from behind steel palisade fence.	Fell to facilitate proposed works.	10+	C2	28	3
G178	2178	Mixed Species Group	N/A	4	80	1	1 1 1 1	0	0	South	Y	Fair	Fair	Mixed species group comprising self-soon buddleia interspersed with sycamore saplings, from verge.	Fell to facilitate proposed works.	10+	C2	3	1
179	2179	Sycamore	<i>Acer pseudoplatanus</i>	13	520	1	5 5 6 5	0	0	West	EM	Fair	Fair	Multistem group forming spreading, from behind steel palisade fence.	Fell to facilitate proposed works.	20+	B2	125	6
180	2180	Sycamore	<i>Acer pseudoplatanus</i>	9	428	8	5 5 5 4	0	0	South	EM	Fair	Fair	Multistem from base forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	10+	C1	82	5
181	2181	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	10	320	1	3 3 4 6	1	3	South	EM	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	48	4
182	2182	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	12	450	1	5 4 5 5	1	1	South	EM	Fair	Fair	Single stem forming spreading crown, limb failures c.120mm in lower crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	92	5
183	2183	Sycamore	<i>Acer pseudoplatanus</i>	13	380	1	4 4 6 4	1	2	East	EM	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	64	5
184	2184	Sycamore	<i>Acer pseudoplatanus</i>	11	240	1	4 3 4 2	2	2	South	SM	Fair	Fair	Single stem forming partially suppressed crown, surrounded by overgrown vegetation behind concrete block wall.	None.	10+	C1	28	3



Reference	25-577-01	Survey Date	Tues 16th & Wed 17th September 2025
Abbreviation	Definition	Age Class	Structural Condition
H	Height (m)	Y (Young)	Good
Stem Dia.	Stem diameter (mm)	SM (Semi-mature)	Fair
C.C	Crown clearance (m)	EM (Early mature)	Poor
L.B.H	Lowest (significant) branch height (m)	M (Mature)	U
L.B.D	Direction of lowest (significant) branch	GM (Over mature)	
U.L.E	Minimum useful life expectancy (yrs)	V (Veteran)	

Physiological Condition	Structural Condition	Category	U.L.E	Sub category
Good	No visible defects	A	40+	1 Mainly arboreal/cultural
Fair	No obvious health problems	B	20+	2 Mainly landscape
Fair	Intervention may improve health	C	10+	3 Mainly cultural
Poor	Intervention may require intervention		<10	
Poor	Defects may require intervention			
Poor	Dangerous or no remedy			
U	Not suitable for retention			

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
							N	E	S	W											
185	2185	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	13	410	1	4	3	5	3	2	3	West	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	72	5
186	2186	Sycamore	<i>Acer pseudoplatanus</i>	14	400	1	5	3	5	3	1	2	South	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	72	5
187	2187	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	14	530	1	5	4	5	3	2	2	South	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	125	6
188	2188	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	5	208	3	2	3	3	2	-	1	South	Fair	Fair	Three stems from base forming suppressed crown, self-sown from behind concrete block wall.	None.	10+	C1	18	2
189	2189	Sycamore	<i>Acer pseudoplatanus</i>	13	360	1	5	3	4	4	2	2	West	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	10+	B1	55	4
190	2190	Sycamore	<i>Robinia pseudoacacia</i>	11	320	1	3	2	4	3	2	2	East	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	48	4
191	2191	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	3	90	1	1	2	2	2	0	0	South	Fair	Fair	Group forming understorey self-sown behind concrete block wall.	None.	10+	C2	5	1
192	2192	Sycamore	<i>Acer pseudoplatanus</i>	14	430	1	5	3	5	3	2	2	East	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	82	5
193	2193	Locust Tree / False Acacia	<i>Robinia pseudoacacia</i>	14	400	1	5	3	5	3	2	2	South	Fair	Fair	Single stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	None.	20+	B1	72	5
194	2194	Sycamore	<i>Acer pseudoplatanus</i>	15	670	1	5	6	6	4	3	4	East	Fair	Fair	Single ivy-clad stem forming spreading crown, surrounded by overgrown vegetation behind concrete block wall.	Remove ivy.	20+	B1	206	8
G195	2195	Leylandii	<i>x Cupressocyparis leylandii</i>	12	370	1	2	2	2	2	0	0	North	Fair	Fair	Dense linear group extending along boundary of industrial facility, behind steel palisade fence.	Fell to facilitate proposed works.	10+	C2	64	5
G196	2196	Mixed Species Group	N/a	8	270	1	3	3	3	3	1	1	North	Poor	Poor	Mixed species group comprising wild cherry and elder, self-sown from leylandii hedge, dead and dying.	Fell to facilitate proposed works.	<10	U	34	3
197	2197	Sycamore	<i>Acer pseudoplatanus</i>	10	410	1	5	6	4	6	0	2	East	Fair	Fair	Two leaders from 3m forming spreading crown, historic codominant primary limb failure with partially occluded stem wound, epicormic growth from base, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
198	2198	Sycamore	<i>Acer pseudoplatanus</i>	14	620	1	5	7	6	7	2	3	West	Fair	Fair	Two leaders from 3m forming broad spreading crown, historic codominant primary limb failure with partially occluded stem wound, from grass verge.	Fell to facilitate proposed works.	20+	B1	177	8
199	2199	Sycamore	<i>Acer pseudoplatanus</i>	5	290	1	3	3	3	3	0	1	East	Fair	Fair	Single stem forming spreading crown, historic codominant limb failure with partially occluded stem wound, from grass verge.	Fell to facilitate proposed works.	10+	C1	41	4
200	2200	Sycamore	<i>Acer pseudoplatanus</i>	9	390	1	4	4	4	5	0	2	West	Fair	Fair	Three leaders from 3m forming spreading crown, epicormic growth from base, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
201	2201	Sycamore	<i>Acer pseudoplatanus</i>	12	410	1	5	4	4	5	3	2	West	Fair	Fair	Three leaders from 3m forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
202	2202	Sycamore	<i>Acer pseudoplatanus</i>	8	340	1	3	4	3	4	2	2	North	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	55	4
203	2203	Sycamore	<i>Acer pseudoplatanus</i>	10	380	1	3	5	3	5	3	2	East	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	64	5
204	2204	Sycamore	<i>Acer pseudoplatanus</i>	9	320	1	3	5	2	5	3	2	North	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
205	2205	Sycamore	<i>Acer pseudoplatanus</i>	9	320	1	3	5	3	5	3	3	South	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
206	2206	Sycamore	<i>Acer pseudoplatanus</i>	8	340	1	3	5	5	5	3	3	North	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	55	4

Reference	25-577-01	Survey Date		Tues 16th & Wed 17th September 2025		Site Name: Agricultural Community									
Abbreviation	Definition	Age Class		Physiological Condition		Structural Condition		Category		U.L.E		Sub category			
H	Height (m)	Y (Young)	SM (Semi-mature)	Good	No obvious health problems	Good	No visible defects	A	High value and conservation	4b+	1	Manif/ arbocultural			
Stem Dia.	Stem diameter (mm)	EM (Early mature)	M (Mature)	Fair	Intervention may improve health	Fair	Defects may require intervention	B	Moderate value and representation	20+	2	Manif/ landscape			
C.C	Crown clearance (m)	V (Veteran)	OM (Over mature)	Poor	Serious ill health or dying	Poor	Dangerous or no remedy	C	Low value and conservation	10+	3	Manif/ cultural			
L.B.H	Lowest (significant) branch height (m)		V (Veteran)		Full age for species			U	Not suitable for retention	<10					
L.B.D	Direction of lowest (significant) branch				Beyond life expectancy & in decline										
U.L.E	Minimum useful life expectancy (yrs)				Ancient characteristics or conservation value										
					Prefix	G - Group	H - Hedge/row	W - Woodland	# after DBH - measurements estimated (free/inaccessible)						

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)	
							N	E	S	W											
207	2207	Sycamore	<i>Acer pseudoplatanus</i>	9	360	1	5	4	3	4	2	West	EM	Fair	Fair	Single stem forming spreading crown, from grass verges.	Fell to facilitate proposed works.	20+	B1	55	4
208	2208	Sycamore	<i>Acer pseudoplatanus</i>	9	310	1	2	4	4	4	3	West	EM	Fair	Fair	Single stem forming spreading crown, from grass verges.	Fell to facilitate proposed works.	20+	B1	41	4
209	2209	Sycamore	<i>Acer pseudoplatanus</i>	5	170	1	2	2	2	2	3	North	SM	Fair	Fair	Single stem forming spreading crown, minor dieback, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
210	2210	Sycamore	<i>Acer pseudoplatanus</i>	8	290	1	4	3	3	3	4	South	SM	Fair	Fair	Single stem forming spreading crown, deadwood <50mm in lower crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	41	4
211	2211	Sycamore	<i>Acer pseudoplatanus</i>	8	270	1	3	4	2	3	4	South	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	34	3
212	2212	Sycamore	<i>Acer pseudoplatanus</i>	11	380	1	5	5	3	5	4	South	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	64	5
213	2213	Sycamore	<i>Acer pseudoplatanus</i>	11	450	1	4	5	6	5	3	South	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	92	5
214	2214	Sycamore	<i>Acer pseudoplatanus</i>	7	290	1	3	3	2	2	4	North	SM	Fair	Fair	Single stem forming spreading crown, dieback in lower crown, underground services, from grass verge.	Fell to facilitate proposed works.	10+	C1	41	4
215	2215	Sycamore	<i>Acer pseudoplatanus</i>	7	270	1	3	4	3	4	4	South	SM	Fair	Fair	Single stem forming spreading crown, minor dieback, sparse foliage, underground services, from grass verge.	Fell to facilitate proposed works.	10+	C1	34	3
216	2216	Sycamore	<i>Acer pseudoplatanus</i>	8	400	1	3	5	5	4	3	South	EM	Fair	Fair	Three leaders from 2m forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
217	2217	Sycamore	<i>Acer pseudoplatanus</i>	9	380	1	5	4	3	4	3	North	EM	Fair	Fair	Three leaders from 2m forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	64	5
218	2218	Sycamore	<i>Acer pseudoplatanus</i>	8	330	1	3	4	4	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
219	2219	Sycamore	<i>Acer pseudoplatanus</i>	7	330	1	4	4	3	3	4	North	EM	Fair	Fair	Single stem forming spreading crown, historic codominant stem failure with partially occluded stem wound, decay, to c.3m, from grass verge.	Fell to facilitate proposed works.	10+	C1	48	4
220	2220	Sycamore	<i>Acer pseudoplatanus</i>	6	200	1	2	3	2	3	3	North	SM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	18	2
221	2221	Sycamore	<i>Acer pseudoplatanus</i>	7	241	4	4	4	3	4	0	South	SM	Fair	Fair	Multistem from base forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	28	3
222	2222	Sycamore	<i>Acer pseudoplatanus</i>	6	183	5	3	3	2	2	3	North	SM	Fair	Fair	Multistem from base forming spreading crown, from grass verge.	Fell to facilitate proposed works.	10+	C1	14	2
223	2223	Sycamore	<i>Acer pseudoplatanus</i>	8	410	1	5	5	4	4	0	West	EM	Fair	Fair	Single ivy clad stem forming spreading crown, epicormic growth from base, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
224	2224	White Poplar	<i>Populus alba</i>	10	760	5	7	5	6	6	1	North	M	Poor	Fair	Multistem from base forming broad spreading crown, ivy into central crown, secondary limb failures with cracks and snags, from ditch surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	254	9
225	2225	Leylandii	<i>x Cupressocyparis leylandii</i>	11	600	3	5	4	5	5	3	East	M	Poor	Fair	Multistem from base forming spreading crown, dieback, sparse foliage, deadwood <75mm, from ditch surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	163	7
226	2226	White Poplar	<i>Populus alba</i>	11	500	1	5	6	5	5	2	South	M	Poor	Poor	Single ivy clad stem forming spreading crown, hollow, stem decay, severe dieback, deadwood >100mm, limb failures, from ditch surrounded by dense overgrown vegetation.	Fell to maintain site safety.	<10	U	113	6
227	2227	Leylandii	<i>x Cupressocyparis leylandii</i>	16	648	3	5	7	5	5	3	North	M	Fair	Fair	Three ivy clad stems from base forming spreading crown with dense foliage, from ditch surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	191	8
228	2228	Sycamore	<i>Acer pseudoplatanus</i>	14	463	3	4	5	6	6	2	South	EM	Fair	Fair	Three ivy clad stems from base forming spreading crown, minor dieback, from dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	102	6

Reference	25-577-01	RPA Assessment												
Survey Date	Tues 16th & Wed 17th September 2025	RPA Assessment												
Abbreviation	Definition	RPA Assessment												
H	Height (m)	RPA Assessment												
Stem Dia.	Stem diameter (mm)	RPA Assessment												
C.C	Crown clearance (m)	RPA Assessment												
L.B.H	Lowest (significant) branch height (m)	RPA Assessment												
L.B.D	Direction of lowest (significant) branch	RPA Assessment												
U.L.E	Minimum useful life expectancy (yrs)	RPA Assessment												
Age Class		Physiological Condition			Structural Condition			Category			U.L.E		Sub category	
Y (Young)		Good	No obvious health problems	Good	No visible defects	A	High value and conservation	40+	1		Mantle/ arbocultural			
SM (Semi-mature)		Fair	Intervention may improve health	Fair	Defects may require intervention	B	Moderate value and representation	20+	2		Mantle/ landscape			
EM (Early mature)		Poor	Serious ill health or dying	Poor	Dangerous or no remedy	C	Low value and conservation	10+	3		Mantle/ cultural			
M (Mature)						U	Not suitable for retention	<10						
OM (Over mature)														
V (Veteran)														
Prefix		G - Group	H - Hedge/row	W - Woodland	# after DBH - measurements estimated (tree inaccessible)									

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
					N	E	S	W													
229	2229	Leylandii	<i>x Cupressocyparis leylandii</i>	18	666	4	6	5	6	3	2	North	M	Fair	Fair	Multistem from base forming spreading crown with dense foliage, surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	206	8
230	2230	Leylandii	<i>x Cupressocyparis leylandii</i>	6	240	1	1	2	2	5	5	West	SM	Fair	Fair	Single stem forming suppressed crown, from base of leylandii 231 by edge of group.	Fell to facilitate proposed works.	10+	C1	28	3
231	2231	Leylandii	<i>x Cupressocyparis leylandii</i>	17	680	1	6	6	7	4	4	South	M	Fair	Fair	Single stem forming broad spreading crown with dense foliage, minor dieback in upper crown, from overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	206	8
232	2232	White Poplar	<i>Populus alba</i>	17	490	1	10	8	7	2	4	North	EM	Fair	Fair	Single stem forming broad spreading crown, long extended limbs, from overgrown vegetation.	Fell to facilitate proposed works.	20+	B1	113	6
233	2233	Sycamore	<i>Acer pseudoplatanus</i>	12	290	1	4	4	4	5	5	North	SM	Fair	Fair	Single stem forming spreading crown, from overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	41	4
234	2234	Leylandii	<i>x Cupressocyparis leylandii</i>	20	610	2	6	6	6	4	3	North	M	Fair	Fair	Two stems from base forming broad spreading crown with dense foliage, surrounded by overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	163	7
235	2235	Sycamore	<i>Acer pseudoplatanus</i>	10	426	2	5	4	3	4	1	West	EM	Fair	Fair	Two Ivy clad stems from base forming spreading partially suppressed crown, from ditch surrounded by overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	82	5
236	2236	Leylandii	<i>x Cupressocyparis leylandii</i>	14	590	4	5	4	5	2	0	East	EM	Fair	Fair	Multistem from base forming spreading crown with dense foliage, minor dieback in central crown, from ditch surrounded by dense overgrown vegetation.	Fell to facilitate proposed works.	10+	C1	163	7
237	2237	Mixed Species Group	N/a	6	140	1	2	2	2	0	0	East	SM	Fair	Fair	Mixed species group comprising self-sown sycamore with dense understorey of elder and buddleia.	Fell to facilitate proposed works.	10+	C2	10	2
238	2238	Sycamore	<i>Acer pseudoplatanus</i>	10	400	1	5	5	4	2	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
239	2239	Sycamore	<i>Acer pseudoplatanus</i>	7	330	1	5	4	3	5	2	South	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
240	2240	Sycamore	<i>Acer pseudoplatanus</i>	10	324	3	6	3	2	4	1	North	EM	Fair	Fair	Three stems from base forming spreading crown, conflict with overhead cables, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
241	2241	Sycamore	<i>Acer pseudoplatanus</i>	10	320	1	6	4	3	3	2	North	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from grass verge.	Fell to facilitate proposed works.	20+	B1	48	4
242	2242	Sycamore	<i>Acer pseudoplatanus</i>	7	250	1	5	4	3	3	2	East	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from grass verge.	Fell to facilitate proposed works.	20+	B1	28	3
243	2243	Sycamore	<i>Acer pseudoplatanus</i>	9	400	1	5	5	4	2	1	East	EM	Fair	Fair	Single stem forming spreading crown, conflict with overhead cables, from grass verge.	Fell to facilitate proposed works.	20+	B1	72	5
G244	2244	Sycamore	<i>Acer pseudoplatanus</i>	9	350	1	2	5	5	2	2	South	EM	Fair	Fair	Group of 8 sycamore forming suppressed canopy, behind brick wall/steel palisade fence.	Fell to facilitate proposed works.	20+	B2	55	4
245	2245	Italian Alder	<i>Alnus cordata</i>	13	360	1	4	4	3	3	3	South	EM	Fair	Fair	Single stem forming spreading crown, surrounded by dense overgrown vegetation behind steel palisade fence.	Fell to facilitate proposed works.	20+	B1	55	4
246	2246	Italian Alder	<i>Alnus cordata</i>	9	250	1	3	3	3	2	3	East	SM	Fair	Fair	Single stem forming spreading crown, surrounded by dense overgrown vegetation from verge.	Fell to facilitate proposed works.	10+	C1	28	3
247	2247	Italian Alder	<i>Alnus cordata</i>	5	90	1	1	1	1	2	2	North	Y	Fair	Fair	Single stem forming compact crown, surrounded by dense overgrown vegetation from verge.	Fell to facilitate proposed works.	10+	C1	5	1
248	2248	Rowan / Mountain Ash	<i>Sorbus aucuparia</i>	5	100	1	1	1	1	1	2	East	Y	Fair	Fair	Single stem forming compact crown, from behind dense overgrown vegetation.	None.	10+	C1	5	1
G249	2249	Mixed Species Group	N/a	6	250	1	3	3	3	0	0	East	SM	Fair	Fair	Mixed species group comprising New Zealand Daisy tree, bramble and buddleia behind steel palisade fence and brick wall.	None.	10+	C2	28	3

Reference	25-577-01	Survey Date	Tues 16th & Wed 17th September 2025	Agency	Highland Council
Abbreviation	Definition	Age Class	Physiological Condition	Structural Condition	Category
H (m)	Height (m)	Y (Young)	Good	No visible defects	A
Stem Dia. (mm)	Stem diameter (mm)	SM (Semi-mature)	Fair	Defects may require intervention	B
C.C (m)	Crown clearance (m)	EM (Early mature)	Poor	Dangerous or no remedy	C
L.B.H (m)	Lowest (significant) branch height (m)	M (Mature)	U	Not suitable for retention	U
L.B.D	Direction of lowest (significant) branch	GM (Over mature)	Prefix	G - Group	H - Hedge/row
U.L.E	Minimum useful life expectancy (yrs)	V (Veteran)	W - Woodland	I - Inaccessible	

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)	C.C (m)	L.B.H (m)	L.B.D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)
G250	2250	White Poplar	<i>Populus alba</i>	15	480	1	8 6 7	5	5	West	EM	Fair	Fair	Dense ivy clad group forming broad spreading crown, surrounded by dense overgrown vegetation on grass behind metal railings.	Fell to facilitate proposed works.	10+	C1	102	6
G251	2251	White Poplar	<i>Populus alba</i>	14	450	1	7 7 7	5	5	West	EM	Fair	Fair	Dense group, minor dieback, from grass verge surrounded by overgrown vegetation behind steel pallisade fence.	None.	10+	C2	92	5
252	2252	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	2	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
253	2253	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
254	2254	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
255	2255	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
256	2256	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
257	2257	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
258	2258	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
259	2259	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
260	2260	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	Fell to facilitate proposed works.	20+	B1	82	5
261	2261	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	None.	20+	B1	82	5
262	2262	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	None.	20+	B1	82	5
263	2263	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	None.	20+	B1	82	5
264	2264	Sycamore	<i>Acer pseudoplatanus</i>	12	420	1	6 4 6	4	2	North	EM	Fair	Fair	Single stem forming spreading crown, from grass verge.	None.	20+	B1	82	5
265	2265	Sycamore	<i>Acer pseudoplatanus</i>	7	270	1	3 3 3	0	0	East	SM	Fair	Fair	Dense multistem group surrounded by overgrown vegetation.	None.	10+	C2	34	3
G266	2266	Black Pine	<i>Pinus nigra</i>	8	470	1	5 5 5	0	0	South	EM	Fair	Fair	Group of 5, from bank surrounded by overgrown vegetation.	None.	20+	B2	102	6
267	2267	Chusan Palm	<i>Trachycarpus fortunei</i>	4	280	1	1 1 1	2	2	South	EM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	34	3
268	2268	Horse Chestnut	<i>Aesculus hippocastanum</i>	3	90	1	1 1 1	1	1	East	Y	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	5	1
269	2269	Sycamore	<i>Acer pseudoplatanus</i>	5	389	2	4 4 4	0	0	South	EM	Fair	Fair	Multistem from base forming spreading crown, from bank.	None.	10+	C1	72	5
270	2270	Black Pine	<i>Pinus nigra</i>	8	450	1	4 5 5	1	1	West	EM	Fair	Fair	Single stem forming spreading crown, from bank.	None.	20+	B1	92	5
271	2271	Chusan Palm	<i>Trachycarpus fortunei</i>	3	233	6	1 1 1	1	1	East	EM	Fair	Fair	Multistem from base forming spreading crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	23	3
272	2272	Chusan Palm	<i>Trachycarpus fortunei</i>	3	160	1	1 1 1	1	1	South	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	10	2
G273	2273	Black Pine	<i>Pinus nigra</i>	9	470	1	5 5 5	1	1	South	EM	Fair	Fair	Group of 12 with understorey of sycamore saplings, from bank surrounded by overgrown vegetation.	None.	20+	B2	102	6
274	2274	Chusan Palm	<i>Trachycarpus fortunei</i>	3	240	1	1 1 1	1	1	South	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	28	3
275	2275	Chusan Palm	<i>Trachycarpus fortunei</i>	3	170	1	1 1 1	1	1	East	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	14	2
276	2276	Chusan Palm	<i>Trachycarpus fortunei</i>	3	260	1	1 1 1	1	1	East	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	28	3
277	2277	Chusan Palm	<i>Trachycarpus fortunei</i>	3	110	1	1 1 1	1	1	East	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	5	1
278	2278	Chusan Palm	<i>Trachycarpus fortunei</i>	3	270	1	1 1 1	1	1	East	SM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	34	3

Reference	25-577-01	Wairarapa Agricultural Centre									
Survey Date	Tues 16th & Wed 17th September 2025	Wairarapa Agricultural Centre									
Abbreviation	Definition	Wairarapa Agricultural Centre									
H	Newly planted (<10 yrs old)	Wairarapa Agricultural Centre									
Stem Dia.	Y (Young)	Wairarapa Agricultural Centre									
Stem diameter (mm)	SM (Semi-mature)	Wairarapa Agricultural Centre									
Crown clearance (m)	EM (Early mature)	Wairarapa Agricultural Centre									
Lowest (significant) branch height (m)	M (Mature)	Wairarapa Agricultural Centre									
Direction of lowest (significant) branch	OM (Over mature)	Wairarapa Agricultural Centre									
Minimum useful life expectancy (yrs)	V (Veteran)	Wairarapa Agricultural Centre									
U.L.E	Prefix	Wairarapa Agricultural Centre									

Tree No.	Tag No.	Species	Botanical Name	H (m)	Stem Dia.	No of Stems	Crown Spread (m)			L,B,H (m)	L,B,D	Age	Physiological	Structural	Comments	Recommendations	U.L.E	Cat.	RPA (m2)	RPA Radial distance (m)	
							N	E	S												W
279	2279	Pedunculata oak	<i>Quercus robur</i>	5	240	1	3	3	3	2	2	South	SM	Fair	Fair	Multistem from base forming spreading crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	28	3
G780	2280	Black Pine	<i>Pinus nigra</i>	9	470	1	5	5	5	1	1	South	EM	Fair	Fair	Group of 5 pine and 2 sycamore, from bank surrounded by overgrown vegetation.	None.	20+	B2	102	6
281	2281	Chusan Palm	<i>Trachycarpus fortunei</i>	3	216	5	1	1	1	1	1	East	SM	Fair	Fair	Multistem from base forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	23	3
282	2282	Chusan Palm	<i>Trachycarpus fortunei</i>	4	280	1	2	2	2	2	2	East	EM	Fair	Fair	Single stem forming compact crown, from bottom of bank.	Fell to facilitate proposed works.	10+	C1	34	3
G783	2283	Chusan Palm	<i>Trachycarpus fortunei</i>	4	280	1	2	2	2	1	1	South	EM	Fair	Fair	Group of 4 clad with vegetation, from bottom of bank.	Fell to facilitate proposed works.	10+	C2	34	3
G284	2284	Mixed Species Group	N/A	11	480	1	5	5	5	0	0	South	EM	Fair	Fair	Dense copse with 1 walnut, 1 New Zealand Daisy tree, from bank.	None.	20+	B2	102	6
285	2285	Sycamore	<i>Acer pseudoplatanus</i>	5	167	4	3	3	3	4	0	East	SM	Fair	Fair	Multistem from base forming spreading crown, self-sown from verge by coast.	None.	10+	C1	14	2
286	2286	Sycamore	<i>Acer pseudoplatanus</i>	6	307	5	3	4	4	5	0	North	SM	Fair	Fair	Multistem from base forming spreading crown, self-sown from verge by coast.	None.	10+	C1	41	4
287	393	Black Pine	<i>Pinus nigra</i>	5	280	1	2	2	3	2	2	South	SM	Fair	Fair	Single stem forming compact crown, from grass island.	Fell to facilitate proposed works.	10+	C1	34	3
288	394	Black Pine	<i>Pinus nigra</i>	5	240	1	2	2	2	2	2	North	SM	Fair	Fair	Single stem forming compact crown, from grass island.	None	10+	C1	23	3
289	395	Black Pine	<i>Pinus nigra</i>	5	250	1	2	2	2	2	2	South	SM	Fair	Fair	Single stem forming compact crown, from grass island.	Fell to facilitate proposed works.	10+	C1	23	3

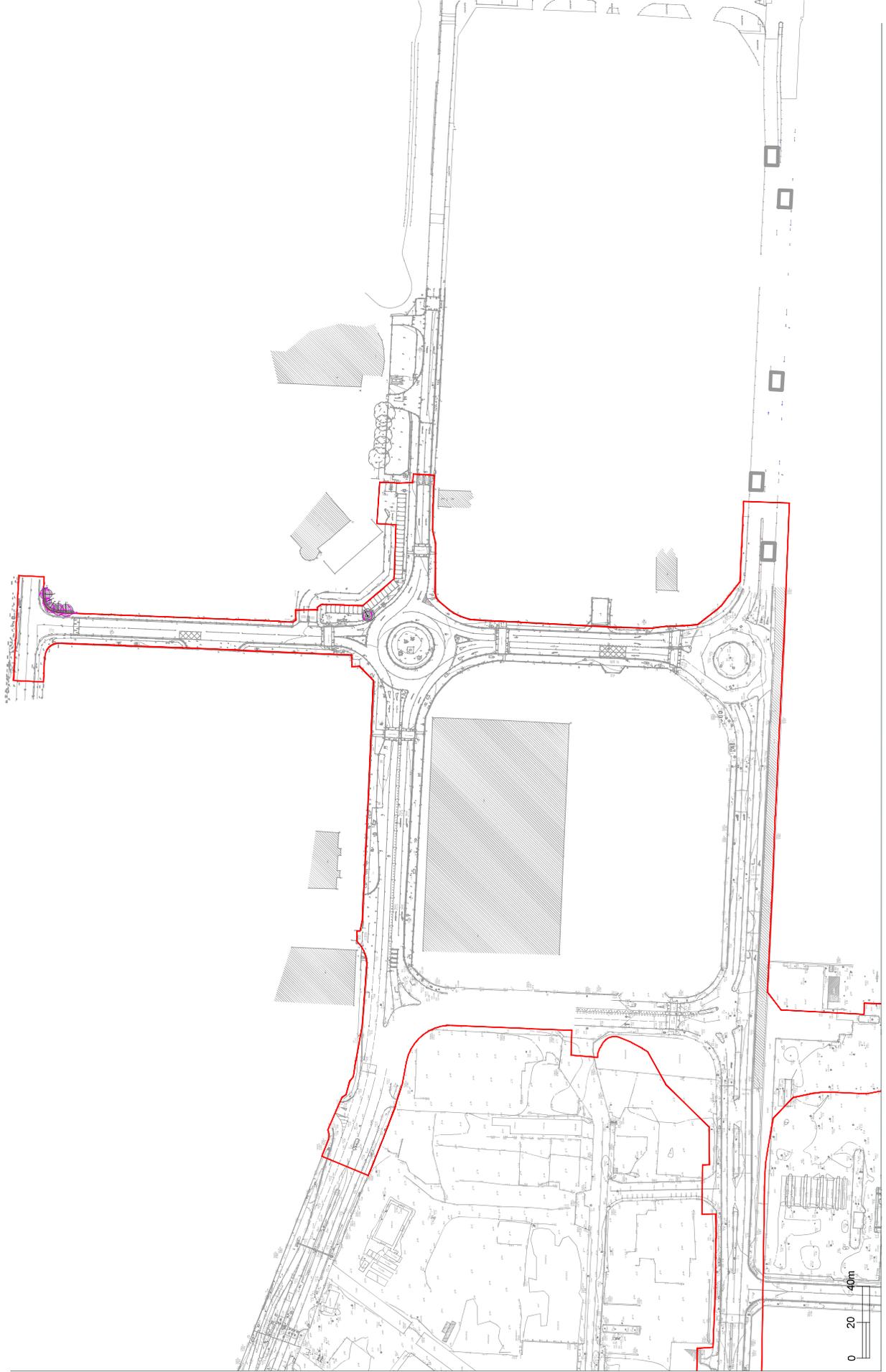


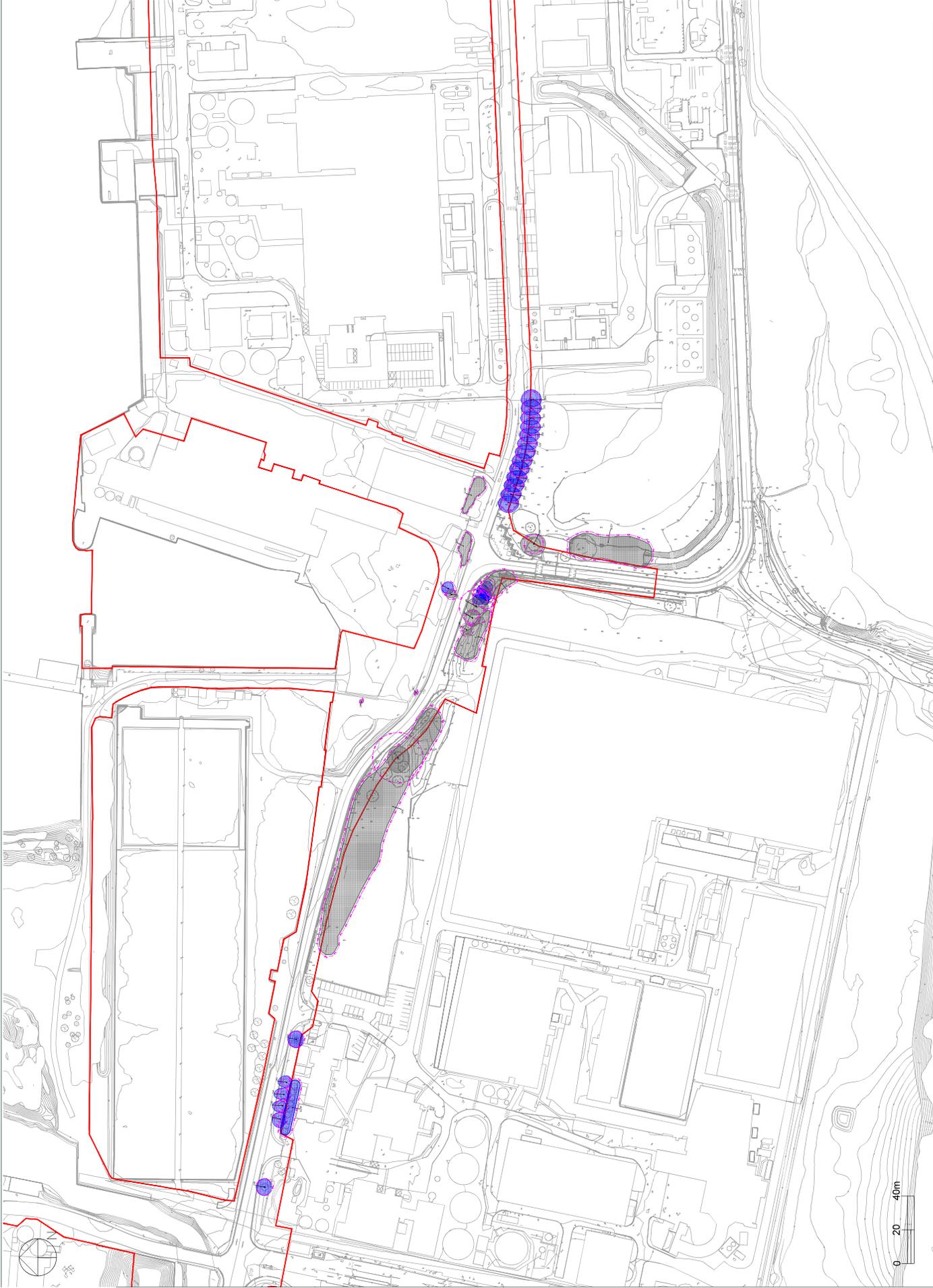
LEGEND	
	Category A (Tree stem and canopy spread)
	Category B
	Category C
	Category D
	Road Protection Area
	Existing Layout
	Site Boundary

NOTES	
1. All trees shown on this plan are to be protected and preserved.	
2. All trees shown on this plan are to be protected and preserved.	
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19. All trees shown on this plan are to be protected and preserved.	
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NO.	DATE	BY	CHKD.
1	19.05.2023	JM	
2			
3			
4			
5			
6			
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8			
9			
10			

Tree Constraints Plan (1 of 7)	
PROJECT NO.	Dublin Port 3PM
CLIENT	Dublin Port Company
PROJECT NAME	25-577-02
DATE	19.05.2023
SCALE	1:500@A1
DRAWN BY	JM
CHECKED BY	RC
DATE	19.05.2023
PROJECT NO.	25-577-02
PROJECT NAME	
CLIENT	
SCALE	
DRAWN BY	
CHECKED BY	
DATE	





LEGEND

	Category A (Tree stem and canopy spread)
	Category B
	Category C
	Category D
	Road Protection Area
	Utility & Land
	Site Boundary

NOTES

1. All trees shown are based on aerial photography and field surveys.
2. The tree constraints are shown as blue circles and purple ovals.
3. The road protection area is shown as a pink shaded area.
4. The utility and land areas are shown as purple shaded areas.
5. The site boundary is shown as a red outline.
6. The tree constraints are shown as blue circles and purple ovals.
7. The road protection area is shown as a pink shaded area.
8. The utility and land areas are shown as purple shaded areas.
9. The site boundary is shown as a red outline.

DATE	10/06/2023
BY	JM
CHECKED	RC
SCALE	1:500
PROJECT	25-577402

Tree Constraints Plan (6 of 7)

Dublin Port 3PM

Dublin Port Company

25-577402

v1

10/06/2023

1:500

JM

RC

Joyce Morris Architects & Landscape Architects Ltd

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LEGEND

●	Category A (Tree stem and canopy spread)
●	Category B
●	Category C
●	Category D
■	Road Protection Area
■	Existing Layout
□	Site Boundary

NOTES

1. All trees shown on this plan are to be retained unless otherwise stated.
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10. All trees shown on this plan are to be retained unless otherwise stated.

DATE	19.05.2023
BY	JM
CHECKED BY	RC
SCALE	1:500@A1
PROJECT NO.	25-577-02
VERSION	V1

Tree Constraints Plan (6 of 7)
Dublin Port 3FM
Dublin Port Company
25-577-02
V1
19.05.2023
1:500@A1
JM
RC
JOHN MURPHY ADVISORY & CONSULTANCY LTD
 100, NORTH DUBLIN ROAD, DUBLIN 15, IRELAND



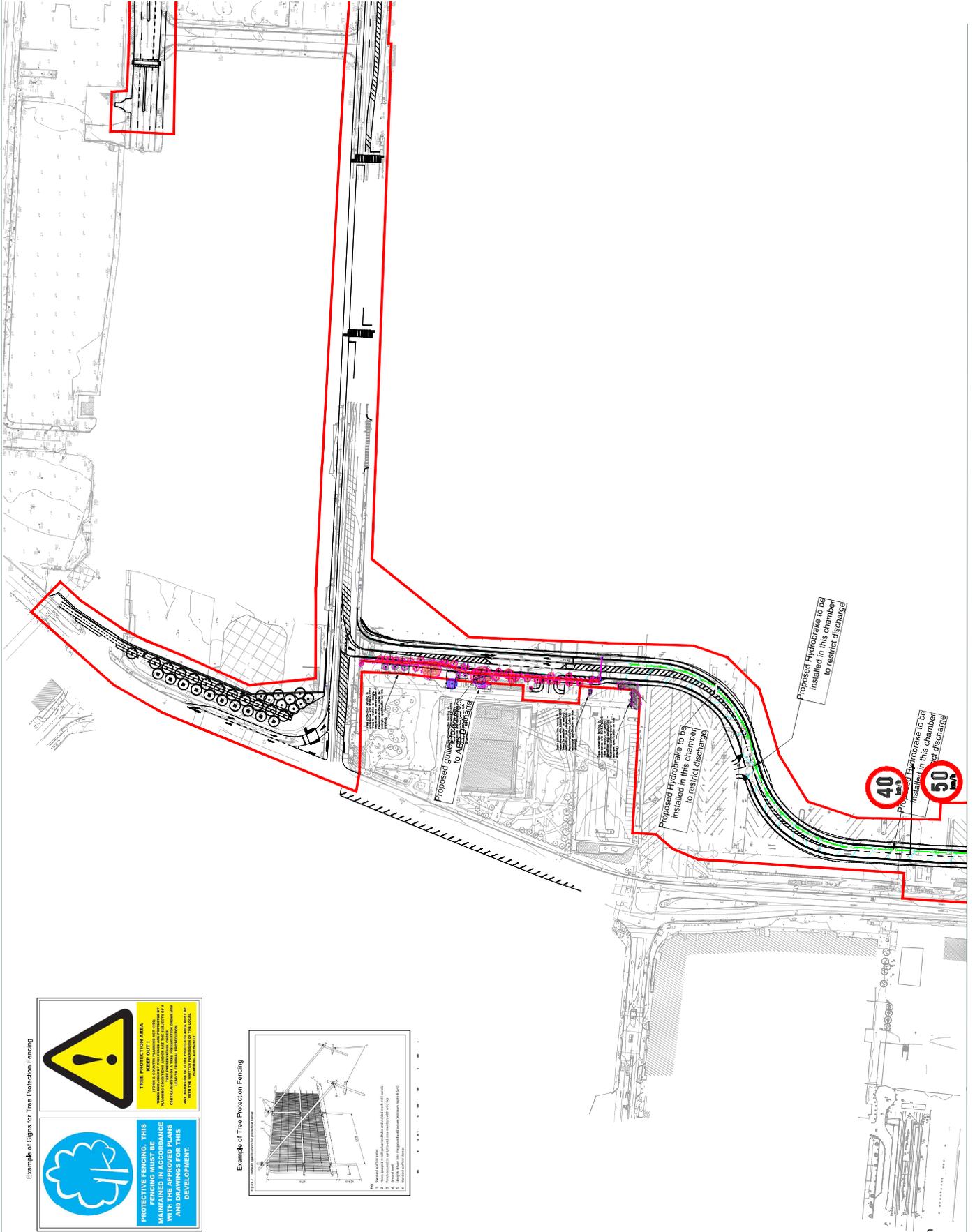
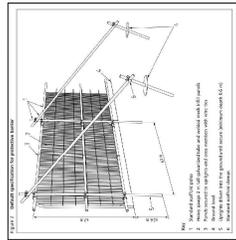


Example of Signs for Tree Protection Fencing

PROTECTIVE FENCING. THIS FENCING MUST BE MAINTAINED IN ACCORDANCE WITH THE APPROVED PLANS AND DEVELOPMENT.

TREE PROTECTION AREA. KEEP OUT.
THIS AREA IS DESIGNATED AS A TREE PROTECTION AREA IN ACCORDANCE WITH THE APPROVED PLANS AND DEVELOPMENT. ANY INTERFERENCE WITH THE PROTECTED AREA MAY BE SUBJECT TO PROSECUTION.

Example of Tree Protection Fencing



LEGEND

Category A (Tree stem and canopy preserved)

Category B

Category C

Category D

Tree to be removed

Site Boundary

Existing Layout

Proposed Layout

Proposed Services

Proposed guillemet to be installed in this chamber to restrict discharge

Proposed Hydrabrake to be installed in this chamber to restrict discharge

PROPOSED GUILLEMET TO BE INSTALLED IN THIS CHAMBER TO RESTRICT DISCHARGE

PROPOSED HYDRABRAKE TO BE INSTALLED IN THIS CHAMBER TO RESTRICT DISCHARGE

DATE	DESCRIPTION

Tree Impact & Protection Plan (2 of 7)

Dublin Port 3PM

Dublin Port Company

25-577-003

v1

19.05.2023

1:1000@A1

JM RC

John Morris Architects & Environmental Ltd

LEGEND

- Category A Tree (in secondary forest)
- Category B
- Category C
- Category D
- Leaf Retention Area
- Trees to be removed
- Site Boundary
- Existing Layout
- Proposed Layout
- Proposed Services

The information shown is for information only and does not constitute a contract. It is subject to change without notice and is not to be used for any other purpose.

NO.	DATE	DESCRIPTION
1	09/06/2023	Issue for comment
2	15/06/2023	Issue for comment
3	22/06/2023	Issue for comment
4	29/06/2023	Issue for comment
5	06/07/2023	Issue for comment
6	13/07/2023	Issue for comment
7	20/07/2023	Issue for comment
8	27/07/2023	Issue for comment
9	03/08/2023	Issue for comment
10	10/08/2023	Issue for comment
11	17/08/2023	Issue for comment
12	24/08/2023	Issue for comment
13	31/08/2023	Issue for comment
14	07/09/2023	Issue for comment
15	14/09/2023	Issue for comment
16	21/09/2023	Issue for comment
17	28/09/2023	Issue for comment
18	05/10/2023	Issue for comment
19	12/10/2023	Issue for comment
20	19/10/2023	Issue for comment
21	26/10/2023	Issue for comment
22	02/11/2023	Issue for comment
23	09/11/2023	Issue for comment
24	16/11/2023	Issue for comment
25	23/11/2023	Issue for comment
26	30/11/2023	Issue for comment
27	07/12/2023	Issue for comment
28	14/12/2023	Issue for comment
29	21/12/2023	Issue for comment
30	28/12/2023	Issue for comment

NO.	DATE	DESCRIPTION
1	09/06/2023	Issue for comment
2	15/06/2023	Issue for comment
3	22/06/2023	Issue for comment
4	29/06/2023	Issue for comment
5	06/07/2023	Issue for comment
6	13/07/2023	Issue for comment
7	20/07/2023	Issue for comment
8	27/07/2023	Issue for comment
9	03/08/2023	Issue for comment
10	10/08/2023	Issue for comment
11	17/08/2023	Issue for comment
12	24/08/2023	Issue for comment
13	31/08/2023	Issue for comment
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22	02/11/2023	Issue for comment
23	09/11/2023	Issue for comment
24	16/11/2023	Issue for comment
25	23/11/2023	Issue for comment
26	30/11/2023	Issue for comment
27	07/12/2023	Issue for comment
28	14/12/2023	Issue for comment
29	21/12/2023	Issue for comment
30	28/12/2023	Issue for comment

Tree Impact & Protection Plan (4 of 7)

Dublin Port 3PM

Dublin Port Company

25-677403

V1

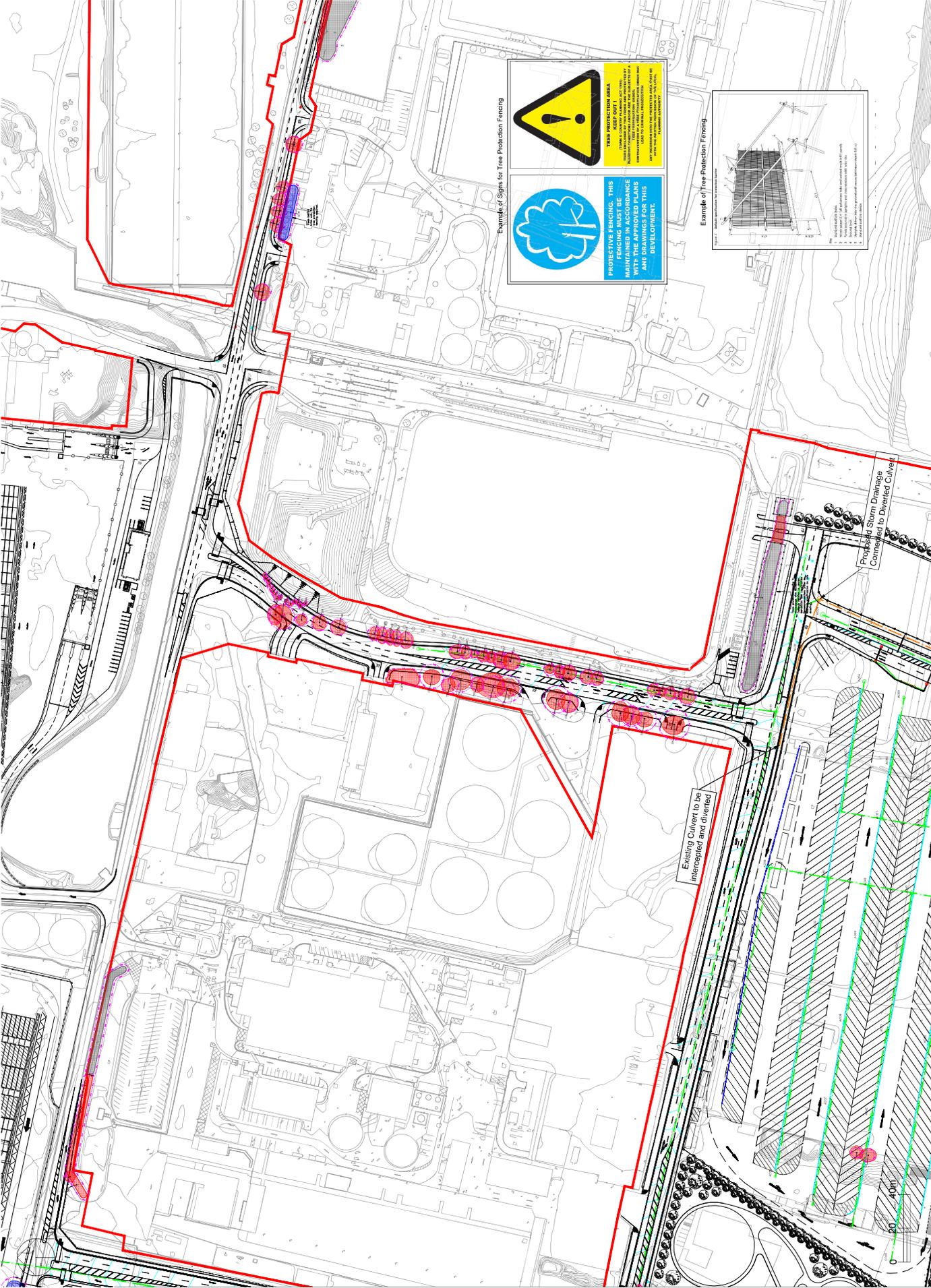
09/06/2023

1:100@A1

JM RC

John Morris Architects & Planning Consultants Ltd

100, North Circular Road, Dublin 15, Ireland



LEGEND

- Category A (Tree roots and canopy spread)
- Category B
- Category C
- Category D
- Red Protection Area
- Tree to be retained
- Site boundary
- Existing layout
- Proposed layout
- Proposed Services

The information being provided in this document is for the use of the client and is not to be used for any other purpose without the written consent of the author.

NOTES

1. All trees shown on this plan are to be retained unless otherwise stated.
2. All trees shown on this plan are to be retained unless otherwise stated.
3. All trees shown on this plan are to be retained unless otherwise stated.
4. All trees shown on this plan are to be retained unless otherwise stated.
5. All trees shown on this plan are to be retained unless otherwise stated.
6. All trees shown on this plan are to be retained unless otherwise stated.
7. All trees shown on this plan are to be retained unless otherwise stated.
8. All trees shown on this plan are to be retained unless otherwise stated.
9. All trees shown on this plan are to be retained unless otherwise stated.
10. All trees shown on this plan are to be retained unless otherwise stated.

DATE	DESCRIPTION

Title Impact & Protection Plan (5 of 7)

Dublin Port 3PM

Dublin Port Company

25-577403

v1

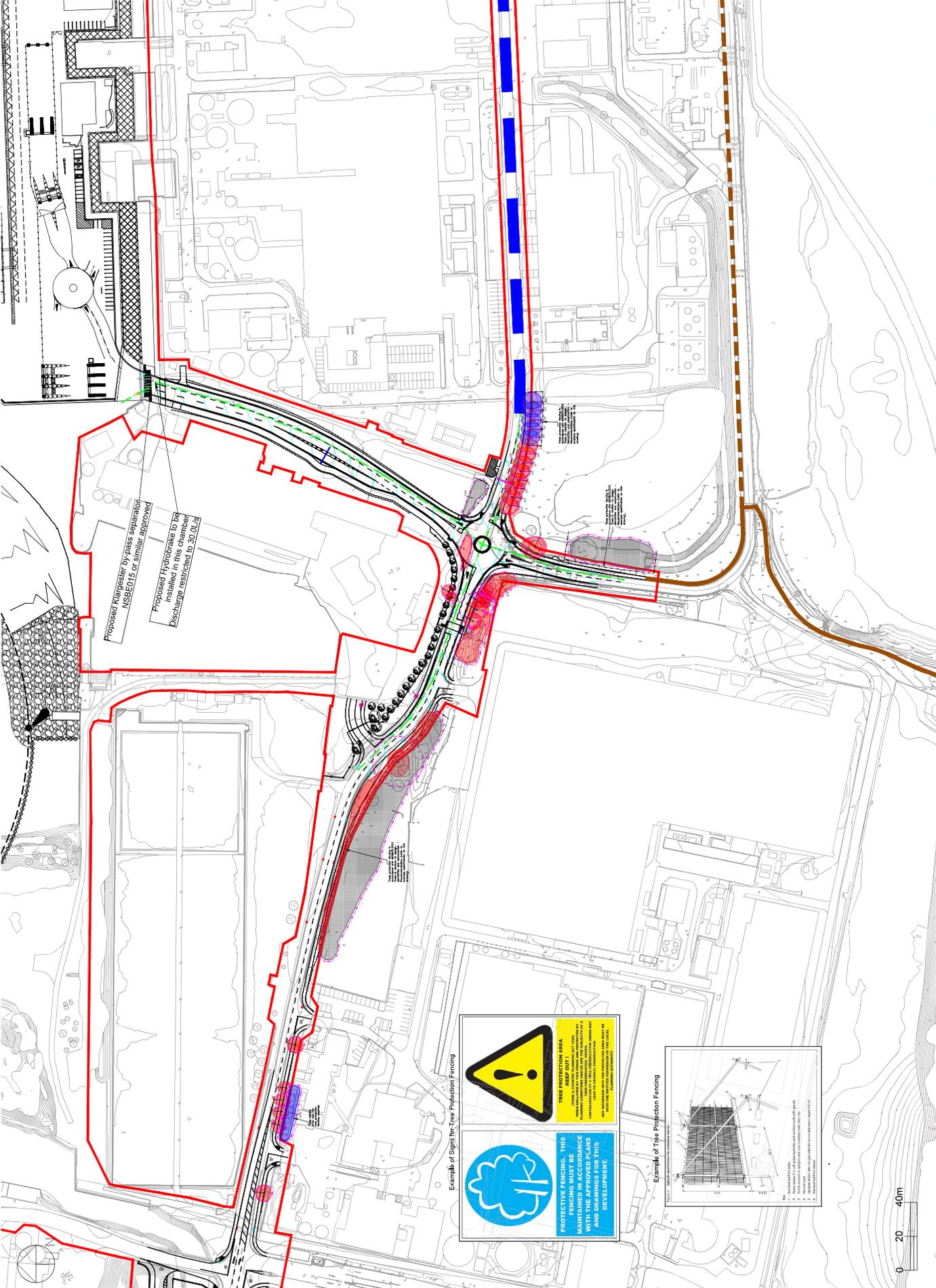
19.05.2025

1:1000@A1

JM

RC

John Morris Architects & Environmental Engineers Ltd

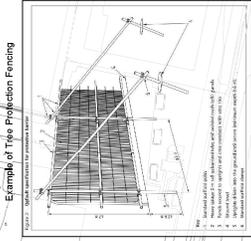


Example of Signs for Tree Protection Fencing

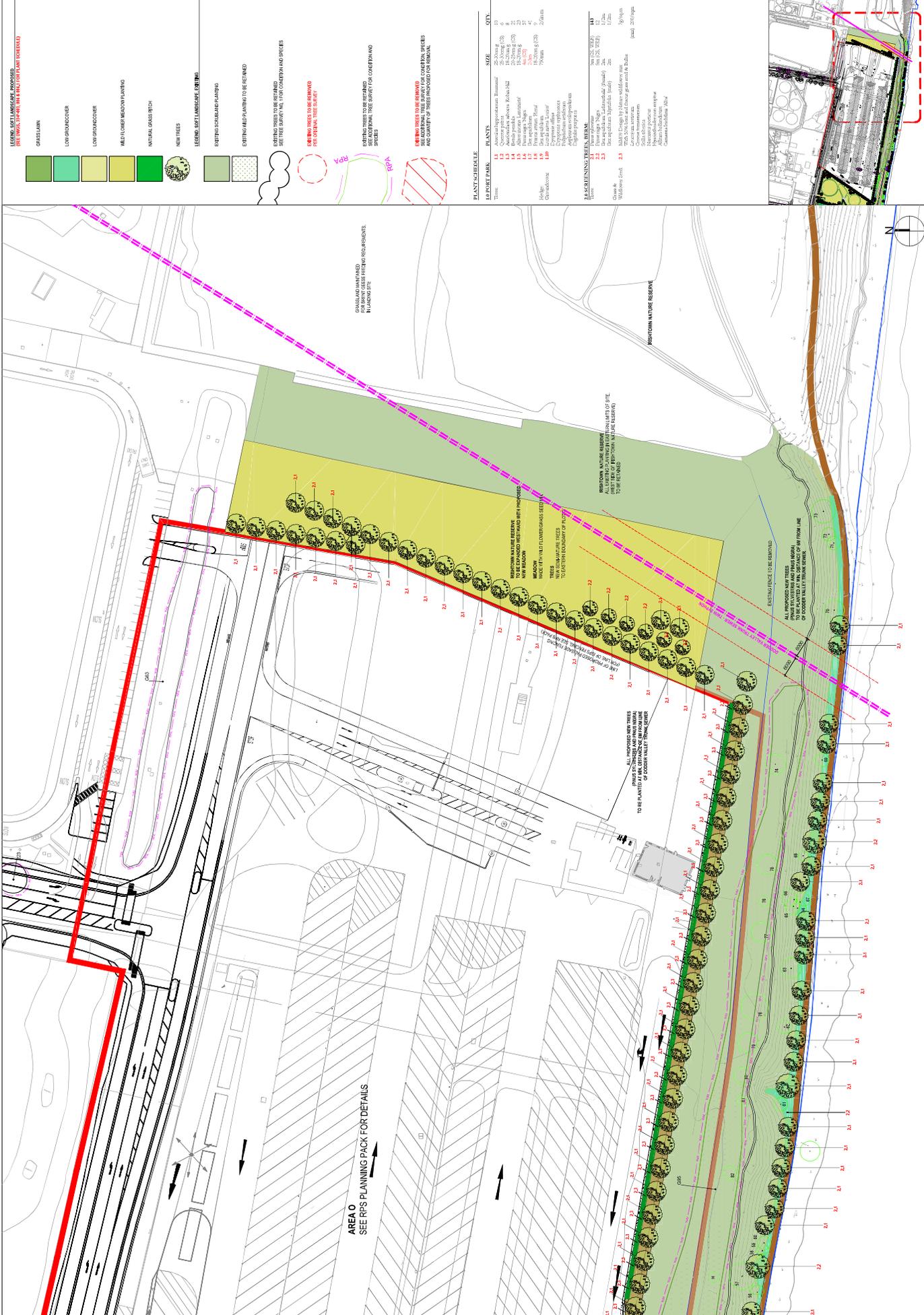
**TREE PROTECTION AREA
KEEP OUT!**

ALL TREES WITHIN THIS AREA ARE TO BE PROTECTED AND MAINTAINED IN ACCORDANCE WITH THE APPROVED PLANS AND DRAWINGS FOR THIS DEVELOPMENT.

PROTECTIVE FENCING: THIS MUST BE MAINTAINED IN ACCORDANCE WITH THE APPROVED PLANS AND DRAWINGS FOR THIS DEVELOPMENT.



Appendix 9 RFI Item 10 Updated Landscape Plan



- LEGEND: SOFT LANDSCAPE RESPONSES**
SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE
- GRASS LAWN
 - LOW GROUNDCOVER
 - LOW PROWING COVER
 - MULTI-TIERED MEDIUM PLANTING
 - NATURAL GRASS PATCH
 - NEW TREES
 - LEGEND: SOFT LANDSCAPE: CENTRAL
 - EXISTING SOFTLAND PLANTING
 - EXISTING PAVED PLANTING TO BE RETAINED

- LEGEND: SOFT LANDSCAPE: CENTRAL**
- EXISTING SOFTLAND PLANTING
 - EXISTING PAVED PLANTING TO BE RETAINED

EXISTING TREES TO BE RETAINED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE REMOVED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE REMOVED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE RETAINED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE REMOVED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE RETAINED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE REMOVED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE RETAINED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

EXISTING TREES TO BE REMOVED
 SEE TABLE 13 FOR RPS AND RFP PLANT SCHEDULE

PLANT SCHEDULE	PLANTS	QTY
13	Common grass	2500
14	Low groundcover	1000
15	Low growing cover	1000
16	Multi-tiered medium planting	1000
17	Natural grass patch	1000
18	New trees	1000
19	Existing softland planting	1000
20	Existing paved planting to be retained	1000
21	Existing trees to be retained	1000
22	Existing trees to be removed	1000
23	Existing trees to be retained	1000
24	Existing trees to be removed	1000
25	Existing trees to be retained	1000
26	Existing trees to be removed	1000
27	Existing trees to be retained	1000
28	Existing trees to be removed	1000
29	Existing trees to be retained	1000
30	Existing trees to be removed	1000
31	Existing trees to be retained	1000
32	Existing trees to be removed	1000
33	Existing trees to be retained	1000
34	Existing trees to be removed	1000
35	Existing trees to be retained	1000
36	Existing trees to be removed	1000
37	Existing trees to be retained	1000
38	Existing trees to be removed	1000
39	Existing trees to be retained	1000
40	Existing trees to be removed	1000
41	Existing trees to be retained	1000
42	Existing trees to be removed	1000
43	Existing trees to be retained	1000
44	Existing trees to be removed	1000
45	Existing trees to be retained	1000
46	Existing trees to be removed	1000
47	Existing trees to be retained	1000
48	Existing trees to be removed	1000
49	Existing trees to be retained	1000
50	Existing trees to be removed	1000

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

PROJECT	CLIENT	DATE
COMMUNITY CENTER	DOBSON COMPANY	12/01/23

RFP ITEM NO. 10
PLANNING REF: ABP-320250-24

Project dimensions shall to be used
 do not take from drawings
 all dimensions to be checked on site
 three copies noted
 discrepancies, all copyright reserved



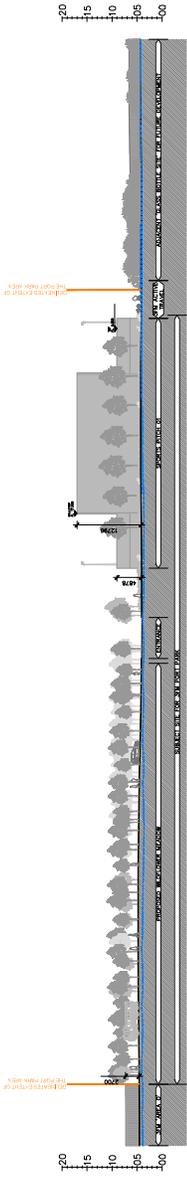
77 AMERICAN SQUARE, DUBLIN, IN 46016
 77 AMERICAN SQUARE, DUBLIN, IN 46016
 77 AMERICAN SQUARE, DUBLIN, IN 46016

77 AMERICAN SQUARE, DUBLIN, IN 46016
 77 AMERICAN SQUARE, DUBLIN, IN 46016
 77 AMERICAN SQUARE, DUBLIN, IN 46016

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 77 AMERICAN SQUARE, DUBLIN, IN 46016

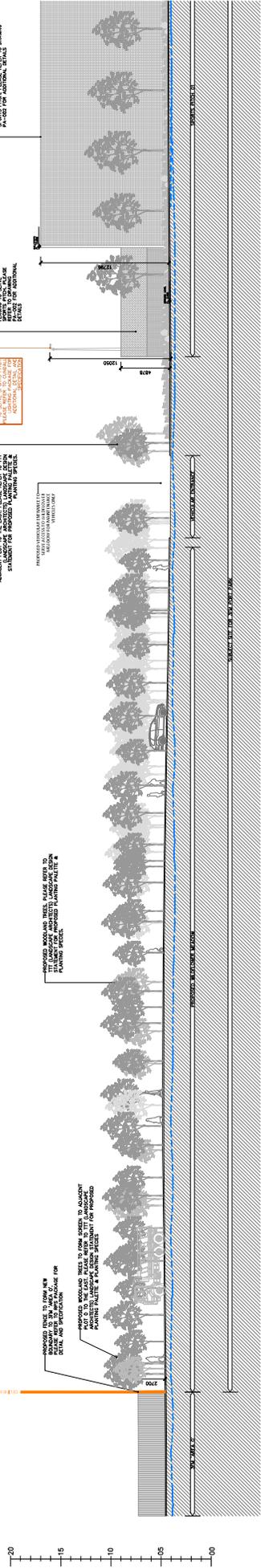
Appendix 10 RFI Item 11 Maintenance Building Plans

Appendix 11 RFI Item 12 Floodlight Details

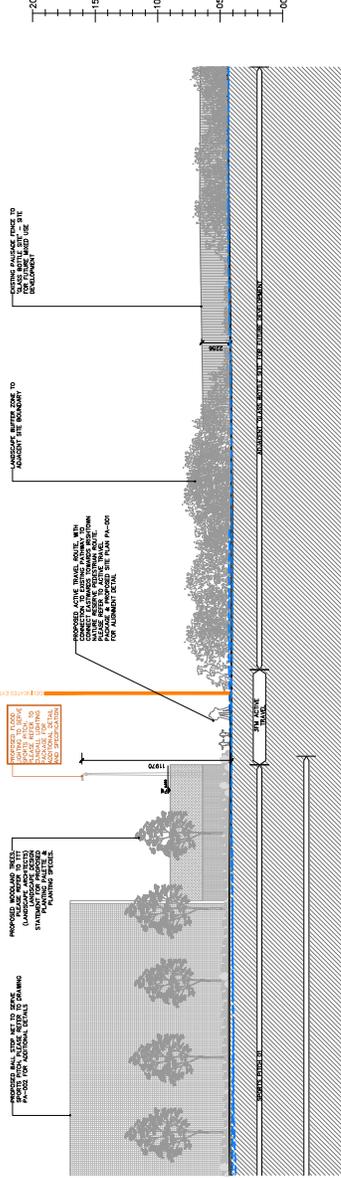


01 PROPOSED CONTIGUOUS ELEVATION TO SOUTH BANK ROAD
PA-300 1:500

02 PROPOSED CONTIGUOUS ELEVATION TO SOUTH BANK ROAD 1/2
PA-300 1:200



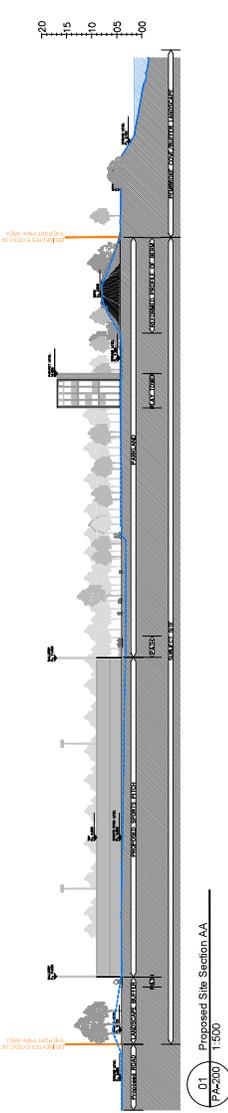
03 PROPOSED CONTIGUOUS ELEVATION TO SOUTH BANK ROAD 2/2
PA-300 1:200



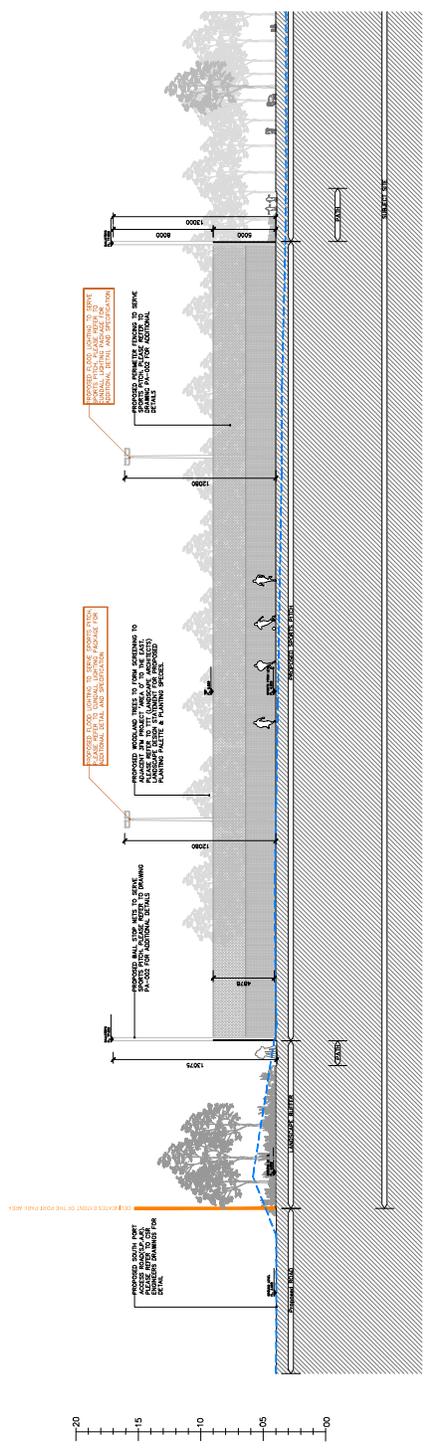
03 PROPOSED CONTIGUOUS ELEVATION TO SOUTH BANK ROAD 2/2
PA-300 1:200

ISSUED FOR PLANNING FURTHER INFORMATION ONLY, NOT FOR CONSTRUCTION

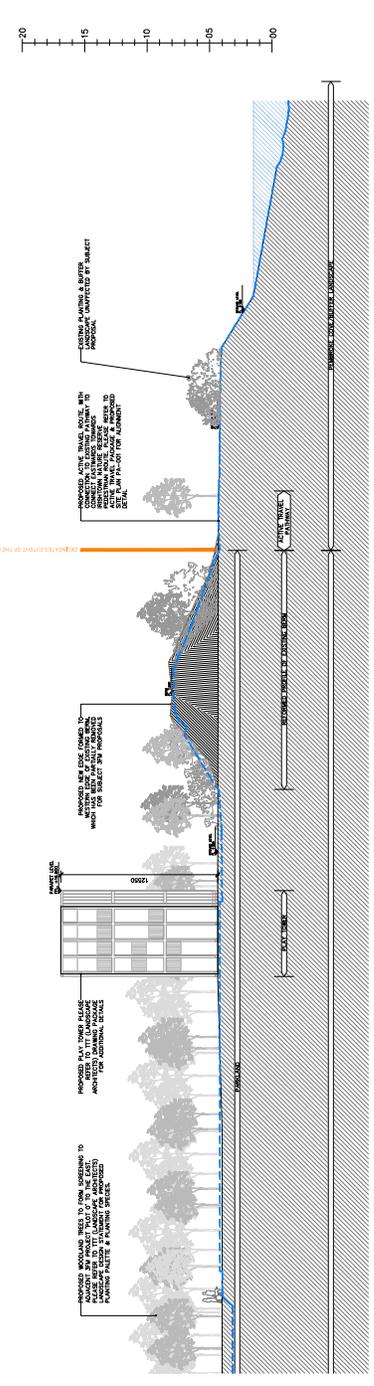
<p>NOTES:</p> <p>Do not scale from the drawing.</p> <p>Any discrepancies found on site, immediately report to Damody Architects.</p> <p>Any discrepancies found on drawings, to be reported to Damody Architects.</p> <p>Refer to previous drawings for structural details.</p> <p>All dimensions stated to be in meters.</p>		<p>Rev. Description Date Status</p> <p>A Location of EET Facilities to serve Athletes (EET made in context of proposal) 14/03/2023 ES</p>		<p>DRAWING KEY</p> <p>Delimits Client of the Port Park Area</p> <p>Delimits Existing Ground Level</p>		<p>DRAWING KEY</p> <p>SCALE BAR IN METERS</p> <p>0 25 50m</p> <p>1:500</p> <p>0 10 20m</p> <p>1:200</p>		<p>Project: 3FM Project</p> <p>Title: Port Park Proposed Contiguous Elevation along South Bank Road</p> <p>Client: Dublin Port Company</p>	
<p>NOTE: DRAWINGS TO BE USED IN CONSULTATION WITH LANDSCAPE ARCHITECTS, REG CONSULTING ENGINEERS, SPORTS GROUND SO, LTD, CIVIL CONSULTANTS, CIVIL ENGINEERS</p> <p>NOTE PLEASE REFER TO TTT PACKAGE FOR ALL PROPOSED SUBSTRUCTURE AND PLANTING SPECIES</p> <p>000 REF.</p>		<p>Rev. No. A</p> <p>Scale 1:500/1:200 @ A1</p> <p>Date 14/03/2023</p> <p>Drawn By: Sam Barrett</p> <p>Checked By: Tim Damody</p> <p>Issue No. CP1901_005-DA-00-XX-DR-AP-A-300</p> <p>Job No. 23005</p>		<p>creative innovative flexible</p> <p>damody architects</p> <p>91 Townsend Street, Dublin 2 353 1 672 9907 info@damodyarchitects.com damodyarchitects.com</p>		<p>Planning or RTI</p>			



01 Proposed Site Section AA
PA-230 / 1:500



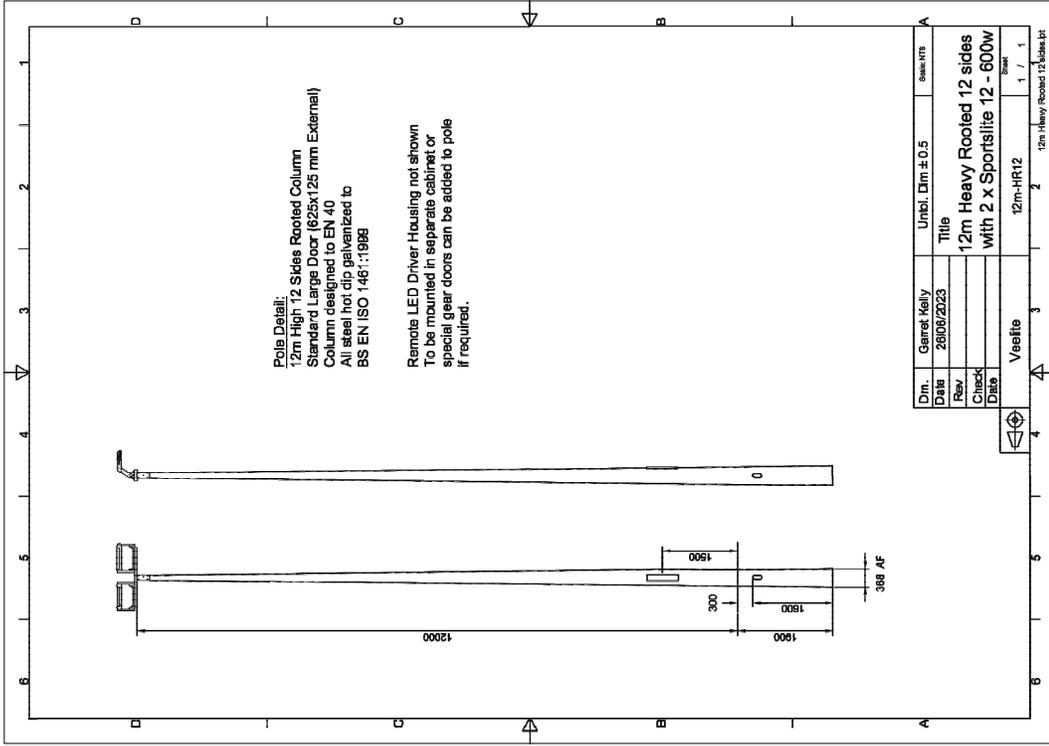
02 Proposed Site Section AA - 1/2
PA-230 / 1:200



03 Proposed Site Section AA - 2/2
PA-230 / 1:200

ISSUED FOR PLANNING FURTHER INFORMATION ONLY, NOT FOR CONSTRUCTION

<p>NOTES:</p> <p>Do not scale from the drawing.</p> <p>Any discrepancies found on site to be reported to Damody Architects immediately.</p> <p>Any discrepancies found on drawings to be reported to Damody Architects immediately.</p> <p>Refer to structural drawings for structural details.</p> <p>All dimensions stated to blockwork.</p>		<p>Rev. Description Date</p> <p>A Location of EET Facilities to serve Athletes (as proposed) 14/03/2020 BS</p>		<p>DRAWING KEY</p> <p>Delimits extent of the Port Park Area</p> <p>Delimits Existing Ground Level</p>		<p>DRAWING KEY</p> <p>SCALE BAR IN METERS</p> <p>0 10 20m</p> <p>0 25 50m</p>		<p>Project: 3FM Project</p> <p>Site: Port Park, Proposed Site Section AA</p> <p>Client: Dublin Port Company</p> <p>CP1901_005-DA-00-XX-DR-AA-PA-200</p>	
<p>NOTE: DRAWINGS TO BE USED IN CONSULTATION WITH LANDSCAPE ARCHITECTS, SOIL CONSULTING ENGINEERS, SPORTS GROUND SO, OTHERS, CIVIL, COAST, TIDE ENGINEERS</p> <p>NOTE PLEASE REFER TO TTT PACKAGE FOR ALL PROPOSED SUBSTRUCTURE AND PLANTING SPECIES</p> <p>000 REF.</p>		<p>Rev. No. A</p> <p>Scale 1:200 @ 1:500 @ 1:1 AND 0/200</p> <p>Drawn By: Seán Barrett</p> <p>Checked By: Tom Damody</p> <p>Date: 14/03/2020</p>		<p>Project Logo: damody architects</p> <p>Logo: Creative innovative flexible</p>		<p>Job No. 23005</p> <p>Job Name: CP1901_005-DA-00-XX-DR-AA-PA-200</p> <p>Client: Dublin Port Company</p> <p>Site: Port Park, Proposed Site Section AA</p> <p>Project: 3FM Project</p>			



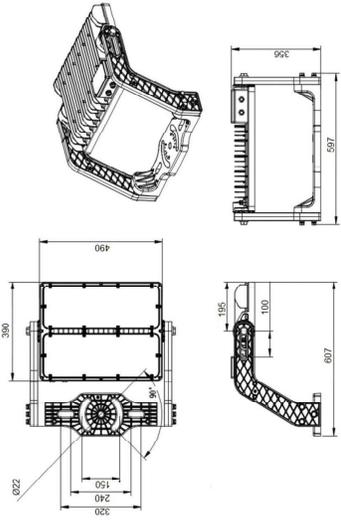
Pole Detail:
 12m High 12 Sides Rooted Column
 Standard Large Door (625x125 mm External)
 Column designed to EN 40
 All steel hot dip galvanized to
 BS EN ISO 1461:1998

Remote LED Driver Housing not shown
 To be mounted in separate cabinet or
 special gear doors can be added to pole
 if required.

Dim.	Gaerret Kelly	Unpl. Dim ± 0.5	Scale: 1/10
Date	28/05/2023	Title	
Rev.		12m Heavy Rooted 12 sides with 2 x Sportslite 12 - 600W	
Check			
Date			
Veeffite		12m-HR12	1 / 1
			12m Heavy Rooted 12 Sides pt

01 Proposed Sports Pitch Lighting - Front & Side Elevation
 PA400 1:100

600/800W LED module



02 Proposed Sports Pitch Lighting - Luminaire Standard
 PA400 1:20

ISSUED FOR PLANNING FURTHER INFORMATION ONLY, NOT FOR CONSTRUCTION

NOTES: Do not scale from this drawing. Any discrepancies found on site immediately report to Clarmody Architects immediately. Any discrepancies found on drawings to be reported to Clarmody Architects immediately. Refer to the drawings for details for structural work. All dimensions shall be in millimetres.	Date: 18/05/2023 Scale: 1:100	DRAWING KEY SCALE BAR (IN METERS) 0 0.5 1m Scale: 1:20	MATERIAL LEGEND 05	Project: 3FM Project Title: Post Pitch Proposed Sports Pitch Lighting Proposed Elevation & Luminaire Standards Client: Dublin Port Company Draw No: CP1801_005-0A-01-XX-CR-PA-400 Job No: 23005
	Rev: Description 1: 12m Heavy Rooted 12 Sides 2: 12m Heavy Rooted 12 Sides pt	Scale: 1:100 & 1:20 @ A3 Date: 18/05/2023 Drawn By: Sean Barrett Check By: Tim Darnody Issue: PLANNING - RFI	Scale: 1:100 & 1:20 @ A3 Date: 18/05/2023 Drawn By: Sean Barrett Check By: Tim Darnody Issue: PLANNING - RFI	clarmody architects 91 Townsend Street, Dublin 2 353 1 672 9907 info@clarmodyarchitecture.com clarmodyarchitecture.com



Sportslite 12

External Lighting



LED floodlight with asymmetric beam, 600w to 1200w LED designed for the illumination of sports pitches and large areas.

Construction: Aluminium Die-cast housing with Polycarbonate Lens. IP66, IK08.

Mounting: Via Adjustable U bracket.

Finish: Black as standard.

LED: 600w to 1200w, 5000K Ra70 as standard, 4000K or 3000K on request. Asymmetric Medium Beam as standard. Various other beam angles on request. Operating Temperature -30°C to 40°C.

2 Types of LED available
Type A LED (5050)- for ASY-M and Symmetric optics.
Type B LED (3737)- for ASY2, ASY3, ASY4, ASY8 and SB Optics.

Expected Life: L90 > 50,000 hours @ 25°C.

Driver: 220-240V AC, 50/60 Hz.
Driver is supplied on a remote gear tray which should be installed in a weather proof location at bottom of pole for easy access. Sealed driver box that can be located remotely or integrated with luminaire available on request.

Mains Surge Protection: 20kV Line-Earth, 10kV Line-Line.

Options: Dimming, DALI, Beam Options, CCT, Driver Box - remote or integrated, Laser Sight for precision aiming on site.

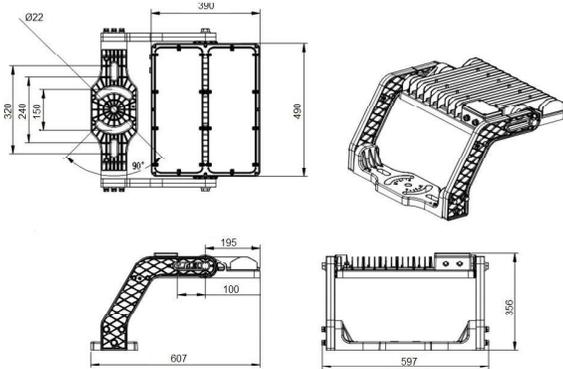
Product Compliance: EN 60598, CE.

DIMENSIONS - Luminaire Head

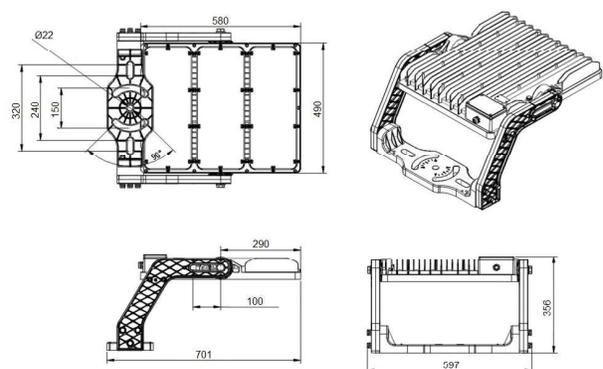
All Dimensions in mm

600/800W LED module

1000/1200W LED module

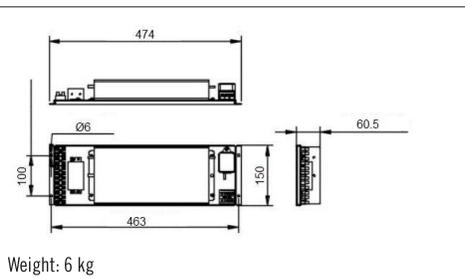


Weight (excl Driver): 18.5 kg



Weight (excl Driver): 22 kg

DIMENSIONS - Remote Driver Tray



Weight: 6 kg

EPA (m ²)	TILT:	0°	15°	30°	40°	50°	65°	90°
600w/800w Floodlight		0.091	0.141	0.197	0.230	0.256	0.285	0.298
1000w/1200w Floodlight		0.091	0.165	0.244	0.261	0.329	0.371	0.392

Values shown for luminaire head only without driver box. Values with Integrated Driver box available on request.

ORDERING CODE - FLOODLIGHT

Watt	Code - Type A	Code - Type B	Description	Lumens*
600w	5SAS0060	5SAS0062	LED Floodlight with U Bracket, 5000K	89,500 lm
800w	5SAS0080	5SAS0082	LED Floodlight with U Bracket, 5000K	119,000 lm
1000w	5SAS0100	5SAS0102	LED Floodlight with U Bracket, 5000K	150,000 lm
1200w	5SAS0120	5SAS0122	LED Floodlight with U Bracket, 5000K	175,000 lm

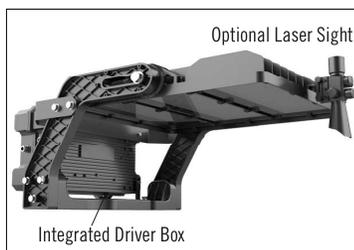
* Luminaire lumens for Asymmetric Medium Beam (Type A). Lumen output will vary depending on the LED type and optic used.

ORDERING CODE - REMOTE DRIVER TRAY

Watt	Code - Type A	Code - Type B	Description
600w	5SASD0601	5SASD0602	600w Remote Driver Tray with SPD attached
800w	5SASD0801	5SASD0802	800w Remote Driver Tray with SPD attached
1000w	5SASD1001	5SASD1002	1000w Remote Driver Tray with SPD attached
1200w	5SASD1201	5SASD1202	1200w Remote Driver Tray with SPD attached

OPTIONS

RDB: Remote Driver Box
IDB: Integrated Driver Box
SB: Spot Beam 12° (Type B)
N30: Narrow 30° Symmetric (Type A)
M45: Medium 45° Symmetric (Type A)
W60: Wide 60° Symmetric (Type A)
ASY-M: Asymmetric - Medium (Type A)
ASY2: Asymmetric Beam 2 (Type B)
ASY3: Asymmetric Beam 3 (Type B)
ASY4: Asymmetric Beam 4 (Type B)
ASY8: Asymmetric Beam 8 (Type B)
FS: Front Shield
RS: Rear Shield
LS: Laser Sight/Aiming Device
DALI: DALI
4K: 4000K Colour Temperature



Further info on request · email: info@veelite.com · www.veelite.com
Specifications may change without prior notification. Ref: 645

Veelite