



Planning & Development
Consultants

SAMRA Planning Observation Report

Third Party Planning Observation Report in respect of An Bord Pleanála planning application, reg. ref. PA29N.320250, which pertains to the 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 at Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, East Wall Road, North Wall Quay Extension (protected structure), Oil Berth No. 4 and Berth 52/53 in Dublin 1 and 3; east of Tom Clarke Bridge, north of the R131 and over the River Liffey; Pigeon House Road, South Bank Road, Whitebank Road and Shellybanks Road; Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and Marina off Pigeon House Road; Marine Terminals Limited (MTL) Lift-on Lift-off (Lo-Lo) container terminal and Berths 41-45 off Pigeon House Road, South Bank Road and Whitebank Road; quayside yards associated with South Bank Quay off Pigeon House Road; sludge jetty and Berth 47A off Pigeon House Road; Poolbeg Oil Jetty and Berth 48 off Pigeon House Road; and; a site to the south and east of South Bank Road and south of Shellybanks Road at Poolbeg, Dublin 4.

This Planning Observation Report has been produced by BPS Planning & Development Consultants LTD for and on behalf of Sandymount and Merrion Residents Association (SAMRA) with an address at Sandymount Community Centre, Newbridge Avenue, Sandymount D04 CP80.

Document Control Sheet

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1.0 Introduction

BPS Planning & Development Consultants LTD, a firm of Irish Planning Institute¹ accredited town planning consultants, have been instructed by the Sandymount and Merrion Residents Association with an address at Sandymount Community Centre, Newbridge Avenue, Sandymount D04 CP80 [hereafter, this report refers to "Client" or "SAMRA"] to prepare and to lodge a planning observation on its behalf in respect of An Bord Pleanála [hereafter "ABP"] section 37E of the Planning and Development Act 2000 (as amended) planning application, reg. ref. PA29N.320250².

This planning application has been lodged by Dublin Port Company [hereafter "the applicant"] and proposes the following development (here only a summary):

Proposed '3FM Project' consisting [of] a Southern Port Access Route and road network improvements, construction of a Lo-Lo container terminal, Ro-Ro freight terminal and other works.

The project's scale is such that its location includes the following lands:

Lands at Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, East Wall Road, North Wall Quay Extension (protected structure), Oil Berth No. 4 and Berth 52/53 in Dublin 1 and 3; east of Tom Clarke Bridge, north of the R131 and over the River Liffey; Pigeon House Road, South Bank Road, Whitebank Road and Shellybanks Road; Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and Marina off Pigeon House Road; Marine Terminals Limited (MTL) Lift-on Lift-off (Lo-Lo) container terminal and Berths 41-45 off Pigeon House Road, South Bank Road and Whitebank Road; quayside yards associated with South Bank Quay off Pigeon House Road; sludge jetty and Berth 47A off Pigeon House Road; Poolbeg Oil Jetty and Berth 48 off Pigeon House Road; and; a site to the south and east of South Bank Road and south of Shellybanks Road at Poolbeg, Dublin 4.

This section 37E planning application was submitted to ABP on the 23rd of July 2024. The final date for submission of this planning observation is **5.30 pm on 25th September 2024**. This observation is submitted on or prior to this deadline.

SAMRA wishes to confirm that consultation with the applicant has taken place. SAMRA acknowledges how alterations to previous draft plans for this project have been made prior to the submission of this planning application. However, SAMRA notes how all pre-planning stage correspondence and/or discussions with the applicant were undertaken *without prejudice*. SAMRA has not agreed to any part of this development or to any of the impacts that it may have on the Sandymount and Merrion areas.

SAMRA maintains several significant planning concerns/grounds for observation in respect of this planning application. These are set out in turn in Section 6.0 'Grounds for Observation' of this report.

For the convenience of the ABP, BPS has: (i) Outlined the history and status of SAMRA; (ii) Set out the proposed development; (iii) illustrated the areas of the subject site that interface with the Sandymount and Merrion areas; (iv) Set out the areas of the proposed development that are relevant to and for SAMRA's consideration; and (v) Set out Grounds for Observation. These details are set out below.

1.1 Statutory fee

Please find payment attached for the 50 euro statutory fee payable by a Third Party when making a planning observation on a section 37E of the Planning and Development Act 2000 (as amended) planning application.

1.2 About SAMRA

SAMRA has taken part in consultation with Dublin Port regarding the 3FM project for some time. Some of this involvement is included in Chapter 3 'Project Consultation & Scoping' of the EIAR. This organisation is well-respected as a grassroots representative body for local residents.

The involvement of SAMRA to date has been productive. Following the submission, at pre-planning stage, to Dublin Port Company of a petition of 12,000 signatures opposing a proposed container storage facility at the location of what is now shown by Dublin Port as a Ro-Ro Terminal Yard, the 3FM project no longer contains this proposal. While this is welcomed, concerns remain regarding elements of the project. The aim of SAMRA in what follows is to show how the proposals have been scrutinised in detail and constructive comments are made regarding what amendments are required to benefit Sandymount and Merrion.

¹ <https://jpi.ie/>

² <https://www.pleanala.ie/en-ie/case/320250>

SAMRA began in 1962 with a group of residents of Sandymount concerned at the creeping loss of beach and sea at Sandymount as an environmental and recreational amenity for the citizens of Dublin.

In 1957 Sandymount Residents Association was formed to end the use of Sandymount Strand as the main refuse dump for Dublin City. An agreement was reached with the then Dublin Corporation that all dumping would cease in 1963 at a point close to the city end of Beach Road near the present Sean Moore Road.

That Association expanded in 1965 to become the Sandymount and Merrion Residents Association because of Dublin Corporation's plans to fill in the whole of the Strands as far as the city boundary at Merrion Gates with municipal, industrial, and hazardous waste, in breach of the agreement, and the construction of a rubble causeway across Sandymount Strand by Roadstone to a site in the sea for an unauthorised cement plant. The causeway was described by Dublin Corporation as "a line of advance filling". Neither the causeway nor the Roadstone site had any planning permission. The beaches had by that time been zoned as areas of High Amenity with the stated objective of declaring them an area of Special Amenity under the 1963 Planning Act.

Sandymount and Merrion Strands were used extensively by thousands of Dublin families as their seaside playground and, for many, their only affordable holiday resort.

Aims

SAMRA's aims:

- To protect and improve the environs of Sandymount Village, Sandymount Strand and Dublin Bay; and
- To give residents a voice, empowering and leveraging collective representation, to influence matters that affect the wellbeing and quality of life of the community and visitors to the area.

Achievements

- The final cessation of large scale dumping by the end of 1978, with the additional promise by the Local Authority that all land reclaimed from the sea up to that date, and not needed for essential Port purposes, would be public parkland. (Some garbage dumping did in fact continue to a limited degree in the period up to 1981 which included the "bin" men's strike.
- Pressure from SAMRA led to the creation of Sean Moore Park (originally called Beach Park) and of Irishtown Nature Park, in line with proposals from the Association.
- Prevention of the construction of an oil refinery on part of the remaining Sandymount Strand.
- Participation in the oral hearing to prevent the construction of underground storage caverns for liquid petroleum gases, propane and butane, in the seabed.
- The original design and landscaping of the promenade to cover the Dodder Valley Drainage Scheme pipes laid on Sandymount Strand, to create an amenity for Dubliners.
- The protection and preservation of Sandymount Green, and the designation of part of Sandymount Village as a Conservation Area.
- Having Sandymount Strand zoned as an SAC and SPA.
- Traffic Speed Control – 50Km/Hr on Strand Road and 30KpH in Sandymount Village
- Addition of Pedestrian Crossing Lights – Strand Road, Gilford Road, Sandymount Green
- BANNING of HGVs in Sandymount Village and Strand Road
- The Association also holds a community event for children and families of the area in Sandymount Green in June each year and at Christmas for the lighting up of the Christmas tree. Prior to Dublin City Council generously providing us with a "real" Christmas tree and lights, the Association had since the 1960s lit up one of the trees in the Green with the support of the small traders in the village.

2.0 Rationale for & summary of the observation

SAMRA acknowledges that public notices have been erected on public roads to advise the public regarding this planning application and a newspaper notice has been published. This is as required by the Planning and Development Regulations, 2001 (as amended). Having viewed these notices, and following a review of the submitted planning application proposals, SAMRA decided that it would be necessary to prepare and to lodge a planning observation.

SAMRA notes how earlier versions of the applicant's plans included a 3-stack high container storage area for 3,500 containers on the south side of the Poolbeg Peninsula. It is acknowledged that this has been addressed in the planning application by relocating the container storage to the north (to the river side) of the Peninsula. This amendment to earlier plans is fully supported by SAMRA and it should be retained.

SAMRA has now reviewed the totality of this large-scale Strategic Infrastructure Development planning application, including all drawings, details and reports, visited the site, had due regard to the National Planning Framework, the Regional Spatial and Economic Strategy, the Climate Action Plan 2021, to all applicable transport planning policy and best practice documents (including the Design Manual for Urban Roads and Streets 2013, the Transport Strategy for Greater Dublin Area 2016-2035, the Greater Dublin Area Cycle Network Plan 2013), and the provisions of the Dublin City Development Plan 2022-2028, to the Poolbeg West SDZ Planning Scheme, and all matters arising, and concludes that the proposed development by reason of its failures to properly address its context, its design, and its likely adverse impacts on the area, should be amended.

Concerns arise, especially as regards proposals for Area O, that the applicant, Dublin Port Company, is disconnected from the environment in which it is operating and can only see the world through its own interests.

SAMRA is concerned to protect Sandymount and Merrion residents, but also the future approx. 10,000 residents of the 10,000 Glass Bottle site development. Area O would impact these future residents with noise and night-time light impacts.

SAMRA notes how the project EIAR is required to contain an assessment of alternatives. The applicant has offered no alternative to the Ro-Ro Terminal Yard being sited in Area O. ABP is asked to consider why this is.

SAMRA has not attempted to address every issue of concern to this area but has focused on only those which it has consistently campaigned on. Other individuals and groups are better placed to address their own specific concerns.

The primary concerns raised by SAMRA in discussions with BPS are as follows:

- **The proposed Ro-Ro Terminal Yard – Area O – is not supported:** SAMRA supports only public park in this area. The applicant has given insufficient recognition of the UNESCO Dublin Bay Biosphere Reserve status³ of the area of Dublin Bay beside the Ro-Ro terminal Yard. Dublin is the only city in the world with this designation. Concerns arise that the setback from the southern boundary of the Ro-Ro Terminal Yard is less than 50m which is the minimum setback from the shoreline acceptable under the Poolbeg West SDZ Planning Scheme.

The proposal would contribute to drawing an excessive quantum of traffic, including HGVs, into this area. The lands comprise a contaminated site containing Asbestos and heavy metals which should rule out excavation works. Grounds levels are proposed to be raised on a visually sensitive site. The siting of the southern boundary encroaches into the undeveloped coastal park area to the south with unacceptably tall and contextually insensitive retaining wall and fence proposals.

The facility whose appearance is prison-like, would be visually adverse and contribute to the significantly cumulative adverse visual impact that port and industrial development within the peninsula has caused. The proposals are incompatible with the Poolbeg West SDZ Planning Scheme, the residential element of the Glass Bottle Site, and the surrounding community to the south, as regards its 24/7 noise and dust proposals for the construction and operational phases. The proposals have not been fully assessed under the Natura Impact Statement including as regards surface water drainage, including cumulative impacts on the waters of Dublin Bay with its many Natura 2000 sites. The long-term nature of the construction and operational phases are such that

³ The Dublin Bay Biosphere Reserve (former North Bull Island) comprises Dublin Bay, North Bull Island and adjacent land, including parts of Dublin, the capital city of Ireland. It is one of the finest sand dune systems in Ireland and is internationally important in terms of its conservation value. There are high quality examples of several rare and threatened coastal habitats present on the island. See: <https://www.unesco.org/en/mab/dublin-bay>.

future generations living in the emerging SDZ residential community and in Sandymount and Merrion – including adults and children using the local GAA club, Sean Moore Park, Irishtown Nature Reserve, and the coastal path would be inflicted with a facility which is widely opposed. At some time in the future, the site, impacted by decades of HGVs passing in and out, would need remediation. An alternative site within lands controlled by Dublin Port Company is required for the Ro-Ro Terminal Yard.

Recommendation - Preferably the Ro-Ro Yard Terminal should be removed from Area O 'and' so should the DCC site of a future District Heating Scheme. This would be an acceptable community gain. Failing this, revised drawings and details accurately and consistently showing the interface between the boundary of the proposed Ro-Ro Yard and the coastal park to the south. This would include the height and scale of all boundary treatment proposals relative to existing and proposed ground levels. Any vegetation to be removed and/or any amendments to the existing bund should be set out clearly. Revised photomontages, cross sections, Landscape and Visual Impact Assessment Report, biodiversity report, Natura Impact Statement, Biodiversity report, etc. should be submitted.

- **A coastal buffer of public park must be further supported by this project and emerging plans for the Poolbeg Peninsula:** SAMRA welcomes the proposal to create Port Park as the arguments for this park are exactly the same as why the lands proposed to be used for the Ro-Ro Terminal Yard should also be a park. This area should be a landscape buffer to Dublin Port's amended operations (as they emerge). A buffer which connects Sean Moore Park, the Port Park, the Ro-Ro Terminal Yard, and the Irishtown Nature Reserve is logical. SAMRA's community has long sought a better interface with the port, and this is the opportunity. It would also benefit the SDZ scheme. The DCC District Heating Scheme site should not be included and concerns over the proposed earthworks and retaining wall for the Ro-Ro Terminal Yard which encroach into the coastal park area would no longer be of concern. A larger coastal park area would comply with Poolbeg SDZ requirements. SAMRA notes that the SDZ Planning Scheme was prepared before DCC knew anything about the 3FM project and, as such, it is somewhat out of date as regards the Ro-Ro Terminal Yard.

Recommendation - Preferably the Ro-Ro Yard Terminal should be removed from Area O 'and' so should the DCC site of a future District Heating Scheme. A larger community park should be provided in place of what would be an HGV trailer park impacting future generations in this area.

- **Natura Impact Statement – Concerns & lacunae:** SAMRA has reviewed this document and maintains concerns that it is incomplete and contains lacunae. It is not clear if all parts of the scheme have been assessed by the NIS and the NIS appears to rely on the EIAR (including on its appendices) when they should be wholly separate documents. The NIS conclusions regarding bats are not accepted by SAMRA which remains concerned over the impact the proposals would have on protected species as per Natura 2000 site consideration objectives.

Recommendation - The Natura Impact Statement needs to assess all parts of the scheme including all parts of the Ro-Ro Terminal Yard, all amendments to the existing coastal areas, all the 'Active Travel Path' proposals, etc. 'and' it must fully assess/re-assess all parts of the EIAR relevant to Natura 2000 sites. The NIS currently appears to assume parts of the EIAR are 'taken as read' in its pages. This is not the case. The NIS cannot contain lacunae.

- **The cycle infrastructure proposals are incomplete:** SAMRA has reviewed the submitted cycle infrastructure proposals and acknowledges how some consideration has been given to the needs of existing and future cyclists. However, "Joined up", segregated, and safe cycling infrastructure proposals are required. This has not been provided. The north and south ends of the proposed Active Travel Path do not "join up". The north end of the SPAR bridge's cycle lanes end in a public square which is incompatible with fact segregated cycle lanes which go nowhere. The south end of the "Active Travel Path" is not segregated (and so is unsafe) and does not connect or even try to connect to and/or into the Beach Road carriageway (such that cyclists can use this road in its present design).

The proposals for the "Active Travel Path" are premature as they are only submitted "pending agreement". The South Bank Rd cycle path section crosses too many dangerous entrances. Sandymount & Merrion cyclists will continue to use the R131 'on road' route as it would be safer, faster, and a more complete route, than the applicant's proposed cycle route. The movement proposals do not fully match Poolbeg SDZ requirements and do not appear unduly environmentally friendly. It is not clear if the paths have been assessed by the NIS despite coming within metres of the waters of Dublin Bay. In all, SAMRA members consider that, as submitted, the cycling proposal offer no benefit to the existing north-south passage of cyclists toward and across the Liffey.

Recommendations - The cycle infrastructure proposals require amendments including:

- The north end of the SPAR bridge must offer direct connection to cycle lanes on that side. There can be no intervening public square area to be negotiated. It must be safe.
 - Any proposed cycle lanes passing from the South Bank Road to Beach Road must be complete. There can be no missing part north of Beach Road. Design measures to 'tie' into Beach Road (in its existing form) are required.
 - The proposed 'Active Travel Path' passing eastward to the south of the proposed Ro-Ro Terminal Yard will meet the existing path. The tie-in at this point is not clear as the new is much wider than the old, etc.
 - The area of 'Active Travel Path' from South Bank Road to the Beach Road must be complete and agreed in full with DCC.
 - Segregated pedestrian/cyclist proposals are required for all areas of 'Active Travel Path'. Share paths cannot be accepted as this would be a fast cycled commuter route.
 - The cycle lane proposals along South Bank Road need to be amended to avoid passing entrances frequented by HGVs and other vehicles exiting and entering the road across the cycle lanes.
- **The failure to deliver 'joined up' Luas proposals:** The applicant's transport, planning, EIAR, CEMP, Mobility Management Plan, and other reports all fail to offer any concrete proposals regarding the delivery of Luas to Poolbeg. The proposal is wholly premature pending Luas forming part of the plans and not only being able to facilitate future Luas plans. Luas must be part of the proposals. As it stands, on the issue of cycle and Luas transport (and rail), the applicant's proposals are at odds with established plans made at national, regional, and local levels for Poolbeg. While the applicant proposes a new SPAR bridge, DCC is advertising a widened existing toll bridge. Where is the "joined up" planning? SAMRA is disappointed to find that the entire scheme is essentially dependent on road-based transport.

Recommendation - Proposals to deliver the Luas to Poolbeg must be more advanced before any permission is given for the scheme. The applicant should furnish a preliminary agreement made with all appropriate authorities to achieve this before ABP makes any decision. The same should, ideally, pertain to rail linkage to the 3FM project.

- **The issue of "community gain":** SAMRA welcomes all instances of community gain; however, these are considered to be incomplete as regards the need for the coastal park to also include the lands now shown as a Ro-Ro Terminal Yard, the need for Luas to be delivered to Poolbeg, the need for improved cycle infrastructure, and the need for clean-up of Asbestos and heavy metals from all contaminated lands.

Recommendation - 'Community gain' should not be a change from stacked containers to a trailer park at the Ro-Ro Terminal Yard. Instead, it should be a move toward a significant new park that connects Sean Moore Park to Irishtown Nature Reserve offering a nature-based buffer to the 3FM scheme as regards Sandymount and Merrion. All the other recommendations issued here by SAMRA would achieve better 'community gain'.

SAMRA asks that ABP consider these matters as part of its assessment of this planning application.

SAMRA's full Grounds for observation are set out in Section 6.0 of this report while a conclusion and recommendations are set out in Sections 7.0 and 8.0.

3.0 Site location & description relative to the Sandymount & Merrion areas

SAMRA represents the Sandymount and Merrion areas sited to the south of the Poolbeg Peninsula. The area is very sensitive to new developments proposed on the peninsula.

The proposed development is generally located on the Poolbeg Peninsula. The application site also extends into Dublin Bay to include an offshore dump site used for the disposal of dredge spoil arising from the proposed development.

SAMRA has long campaigned for Poolbeg Peninsula to move away from its historic and current utility and port-related uses which generate adverse impacts on the residential communities to the south.

As the applicant Planning Report states:

Over time the Poolbeg Peninsula has evolved as a utility hub, serving the city and the Dublin Metropolitan Region, hosting NORA, ESB Poolbeg Generating Station, Synergen (Dublin Bay Power)

Ringsend Generating Station, Uisce Éireann's Ringsend Wastewater Treatment Plant (WwTP) and Dublin Waste to Energy Facility.

Poolbeg Peninsula is not only dominated by utilities and Dublin Port's freight activities (e.g. the Lo-Lo Container Freight Terminal along Berths 41 to 45), it also remains home to a range of land uses which are unsuitable for such a sensitive location. The applicant Planning Report summarises these as follows:

Area L: The quayside area, comprising Berths 46 and 47, is shared between three operators: • Irish Cement (cement and petroleum coke), • Hammond Lane (scrap metal); and • EcoCem (eco-cement production).

Area O: DPC owns lands located on the southern side of the Poolbeg Peninsula generally south and east of South Bank Road which is currently being used for a range of activities including: • Kilsaran Concrete Limited which comprises a concrete batching plant and associated facilities, • Bissett Engineering which is currently not operational, and • Site compounds to facilitate engineering contractor's offices for works at Uisce Éireann's Ringsend WwTP in temporary site cabin facilities, with car parking, fencing and materials storage. Previously this was used as a construction compound for works at the Dublin Waste to Energy Facility. Parts of this site are permitted for use as temporary site compounds for other utility operators for separate development projects.

Views toward the Poolbeg Peninsula from the R802 and R131 which pass along the edge of Sandymount Strand include multiple utility type and/or industrial structures all juxtaposed together with the Synergen facility now built at a scale which dominates the views shown in Figs. 5 to 8. These land uses are ones which require significant ongoing management to minimise adverse environmental and amenity impacts.

The Sandymount and Merrion communities have long favoured:

- Extending Sean Moore Park, Irishtown Nature Park, and the Pigeon House Harbour precinct to create a greater area of significant public amenity on Poolbeg Peninsula. Such a public amenity area would better reflect the sensitivity of Sandymount Strand and the environmental sensitivities of the area including its many Natura 2000 sites.
- Creating a residential community in place of the land uses which are no longer compatible with the Poolbeg Peninsula. This has begun. SAMRA is, for example, generally supportive of the process being undertaken on lands formerly owned by the Irish Glass Bottle Company Limited, a large-scale, predominantly residential development, located to the west and is evolving in stages the layout of which is permitted within the Poolbeg West Planning Scheme.

There is, in short, a need for a complete public park buffer – which includes the areas coloured purple in Fig. 1 which are highly visible from Sandymount and the Beach Road.



Figure 4-1: Dublin Port Estate

Source: Dublin Port Masterplan 2040, Reviewed 2018

Fig. 1: Applicant proposals set within the context of the Dublin Port Estate – this observation is concerned with Area 4 relative to the Sandymount & Merrion areas (Source: Excerpt from applicant Planning Report)



Fig. 2: Applicant site location(s) relative to the Sandymount & Merrion areas (Source: Excerpt from applicant Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0001)



Fig. 3: Applicant site location(s) relative to the Sandymount & Merrion areas (Source: Google Earth)



Fig. 4: Applicant site location(s) as viewed from Sandymount & Merrion areas to the south - 1 (Source: Google Streetview)



Fig. 5: Applicant site location(s) as viewed from Sandymount & Merrion areas to the south - 2 (Source: Google Streetview)



Fig. 6: Applicant site location(s) as viewed from Sandymount & Merrion areas to the south - 3 (Source: Google Streetview)

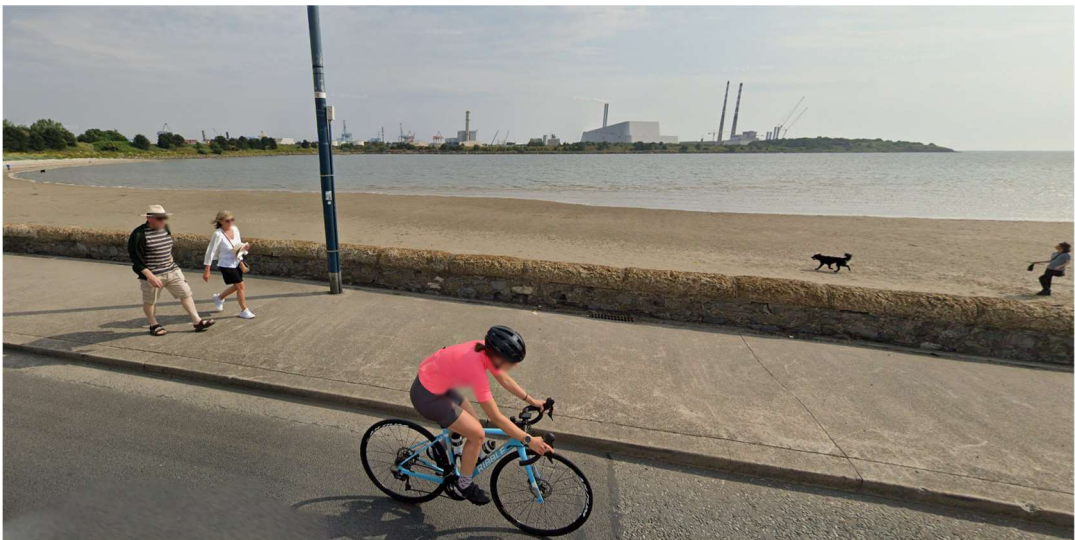


Fig. 7: Applicant site location(s) as viewed from Sandymount & Merrion areas to the south - 4 (Source: Google Streetview)



Fig. 8: Applicant site location(s) as viewed from Sandymount & Merrion areas to the south - 5 (Source: Google Streetview)

4.0 The proposed development

SAMRA has reviewed the advertised proposed development description and the organisation's submission refers to the following part of this:

- 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.
- 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.
- 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 ...

Areas missing from the submitted development description

This observation refers only to those areas which are of specific concern to SAMRA. Missing from the proposed development description are:

- Specific and developed proposals to deliver Luas to Poolbeg.
- Specific and developed proposals to rely on rail linkage to avoid excessive use of HGVs at Poolbeg.
- Confirmation of a complete landscape and public parkland buffer to the south which would include the area of the proposed Ro-Ro Terminal Yard.
- Specific proposals to join Beach Road to the cycle lane proposals passing to South Bank Road.
- Specific proposals to connect to the north end of the SPAR bridge to seamless cycle infrastructure.

SAMRA maintains some technical concerns with the presentation of the submitted documentation (see Section 5.0 of this report), while Section 6.0 of this report sets out the organisation's observations regarding the proposals. This submission suggests elements of the development description and/or project documentation may need to be amended.

5.0 Technical concerns with the submitted drawings & documents

Our client notes the following concerns over the presentation of the proposed development:

1. The proposed Ro-Ro Terminal Yard appears to encroach into lands which currently form part of the public amenity open space and walking path area to the south. ABP is asked to check existing and proposed setbacks to the water's edge. There is a need for long cross sections to be provided of the existing development in Area O, the existing embankment and footpath/verges, and down to the shoreline 'and' the proposed development in Area O, the existing embankment and footpath/verges, and down to the shoreline. ABP must be able to definitively work out whether encroachment into the existing embankment is proposed. If encroachment is proposed, the applicant should explain why this is proposed given the size of the site that is area O. SAMRA noted with concern how the setback from the southern boundary of the Ro-Ro Terminal Yard is less than 50m which is the minimum setback from the shoreline acceptable under the Poolbeg West SDZ Planning Scheme.
2. No cross section of the Ro-Ro Terminal Yard is provided which correctly shows the entirety of the proposed southern boundary treatment which rises to 5.5m tall. Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0709 is an elevation drawing and not a cross section. A cross section would show the true height of the wall/fence combination.
3. The large 2.6m tall reinforced concrete retaining wall to the southern boundary of the Ro-Ro Terminal Yard can only be constructed by encroaching into lands which currently form part of the public amenity open space and walking path area to the south. It is unclear why this decision has been made any why no alternative engineering solution could achieve the same objective without such encroachment.
4. The south elevations of the Ro-Ro Terminal Yard shown in Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0709 are incorrect (indeed all the elevations are incorrect). They do not show the retaining wall on which the fence is sited. The drawing is wholly incorrect, misleading, and does not correspond to the other applicant drawings (see Figs. 9 to 14). The wall/fence combination rises to 5.5m tall and this would screen the applicant block and all trucks within the Ro-Ro Terminal Yard. The applicant drawings need to be amended to show the true scale of the fence as it would be viewed from areas represented by SAMRA. For example, to any person walking the adjoining public amenity path to the south, this boundary treatment would appear as massive and prison-like, while it would be visible from the wider area in all views (until such a time as any screening trees grow to heights over 5.5m tall). To SAMRA, there appears to be no reason why the cumulative of the wall and fence height needs to be so tall.

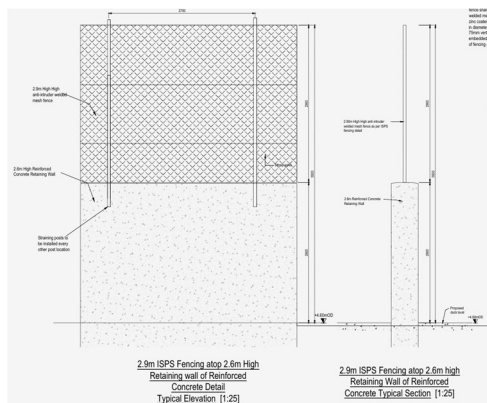


Fig. 9: The proposed reinforced retaining wall with security fencing above to a height of 5.5m in a prison-like or high-security industrial estate style design (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0705)

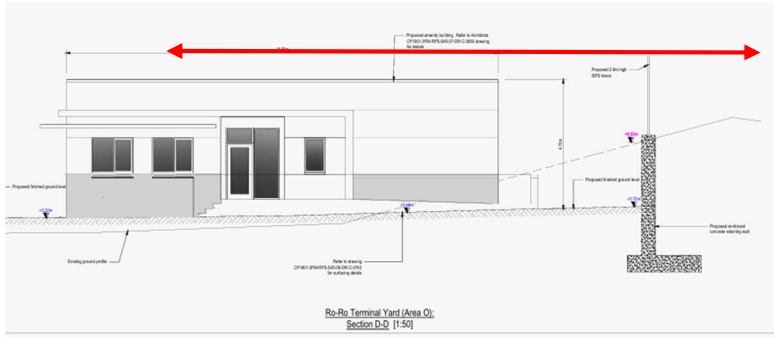


Fig. 10: Excerpt from the applicant cross section drawings showing the true height of the proposed boundary treatment (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0704)

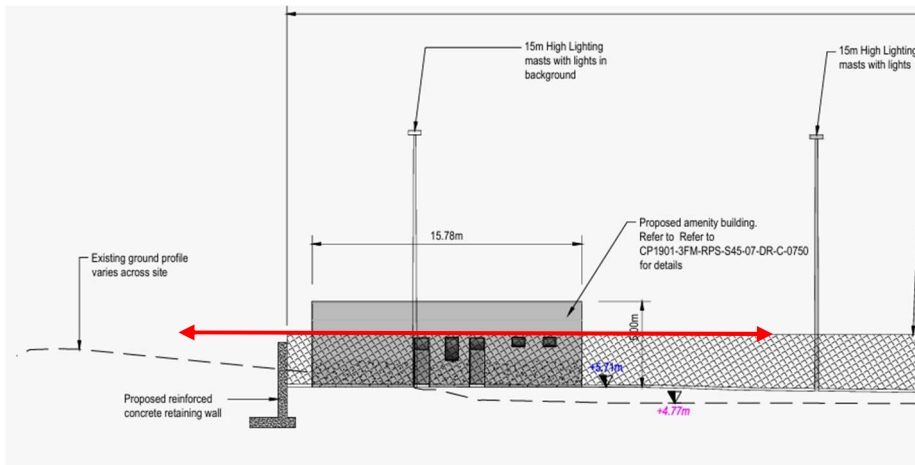


Fig. 11: Excerpt from the incorrect applicant elevation drawing misrepresenting the height of the proposed boundary treatment (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0710)

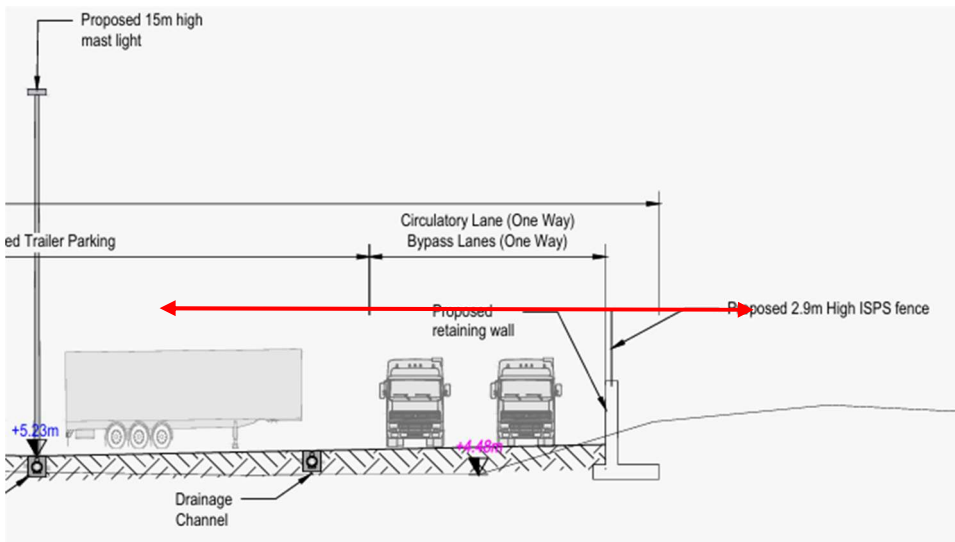


Fig. 12: Excerpt from the applicant cross section drawings showing the true height of the proposed boundary treatment (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0702)

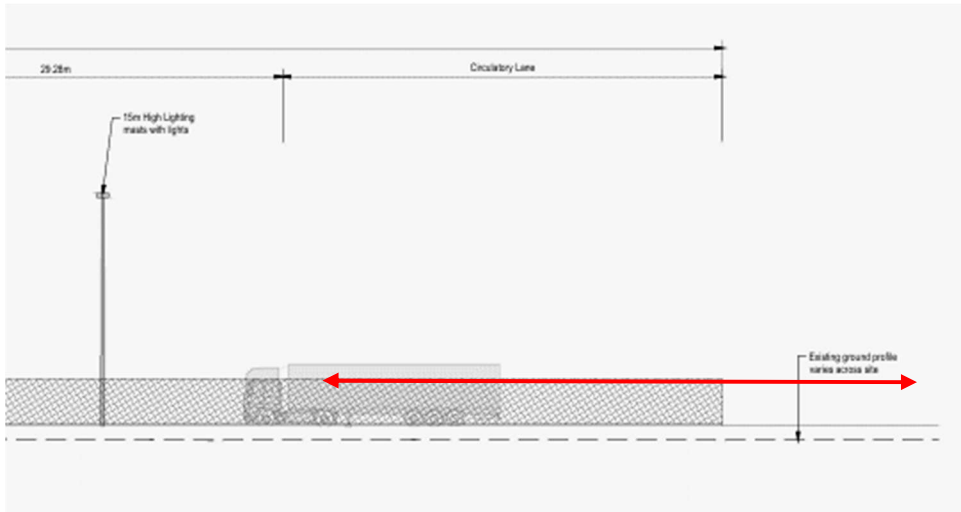


Fig. 13: Excerpt from the incorrect applicant elevation drawing misrepresenting the height of the proposed boundary treatment (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0710)

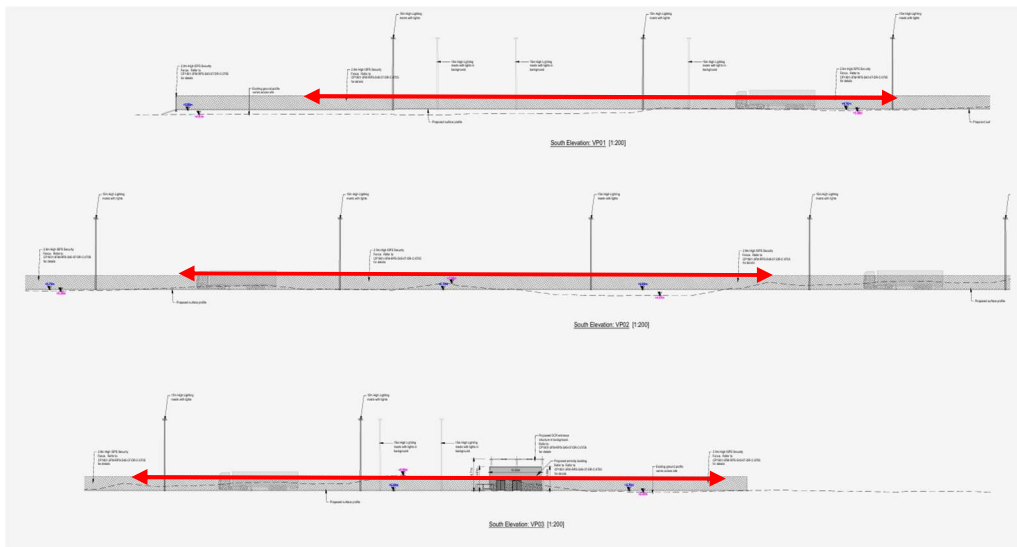


Fig. 14: The south elevation of the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0709)

5. No pre-planning discussions with SAMRA mentioned that the lands which include the Port Park and the Ro-Ro Terminal Yard proposals raise Asbestos and heavy metals concerns arising from long time contamination of these lands by previous land uses. The submitted documentation including EIAR, Construction Management Plan, etc. fail to adequately address these issues. Clarification is required as to whether these matters have been discussed with DCC given the proximity of the Glass Bottle Site. SAMRA would expect residents of Sandymount and Merrion to have been and to be fully informed of these matters moving forward. Any works in these areas should be advertised long in advance and residents and visitors to the area advised to take all necessary measures to avoid contact with dust particles, etc. SAMRA suggests a public meeting be held by Dublin Port Company to address this matter.
6. Page 5 of the 'Active Travel: Architectural Design Report' is misleading and inaccurate. The applicant shows 'Connections to the Active Travel route' which are outside of the submitted red line site boundary. All areas south of the red arrow in Fig. 15 are excluded from the project and essentially comprise sand paths unsuitable for cyclists of any kind. There is no existing safe way for cyclists to pass from the road and north towards the applicant's 'Active Travel route'. Cyclists must get off their bikes and wheel them to achieve this manoeuvre, to find the path cannot accommodate them. Existing cyclists do not use this path and none with use it without improvements.

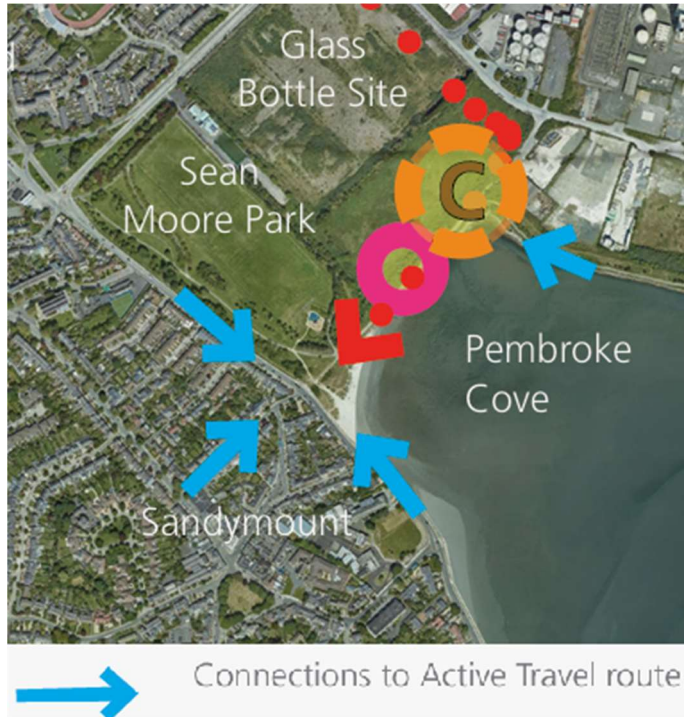


Fig. 15: Excerpt from Page 4 of the submitted 'Active Travel: Architectural Design Report' (Source: Applicant 'Active Travel: Architectural Design Report')

7. Page 5 and Fig. 2.1 of the submitted 'Active Travel: Architectural Design Report' are misleading as they show cyclists passing into and out of the existing path from the Beach Road. This path is unsuitable for cyclists in its present design and finishes – it is also unlit. There is no "Green Connection" to Sandymount Village and promenade for cyclists (as shown in Fig. 16 of this report). Cyclists use the roads for commuting in the absence of segregated and accessible cycle lanes at this location.

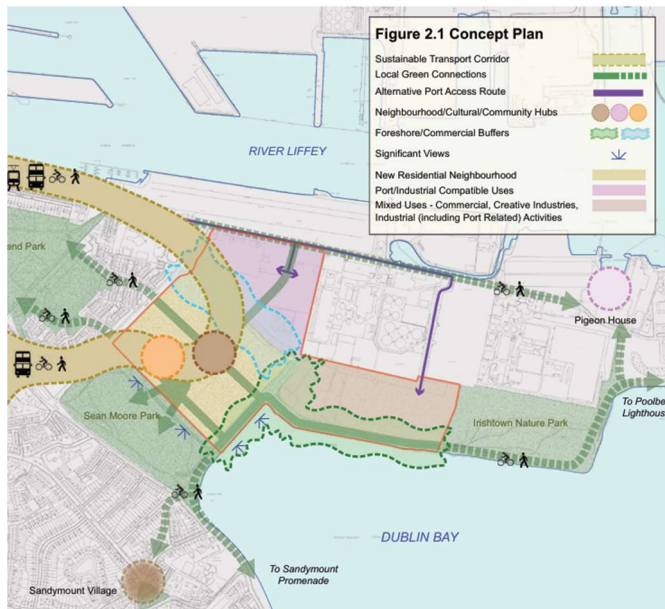


Fig. 16: Excerpt from Page 5 of the submitted 'Active Travel: Architectural Design Report' (Source: Applicant 'Active Travel: Architectural Design Report')

8. If the pedestrian and cycle path from Beach Road northward is to be part of a primary route, a secondary route, and a greenway, which is it not a complete segregated cycle path. The applicant reports all seek to justify an inadequate shared path which terminates well before Beach Road. The proposals are incomplete and misleading suggesting that the 'Active Travel Path' can function as a busy thoroughfare for commuting cyclists, etc. when this is not the case. Any new infrastructure proposed does not connect all the way to Beach Road.

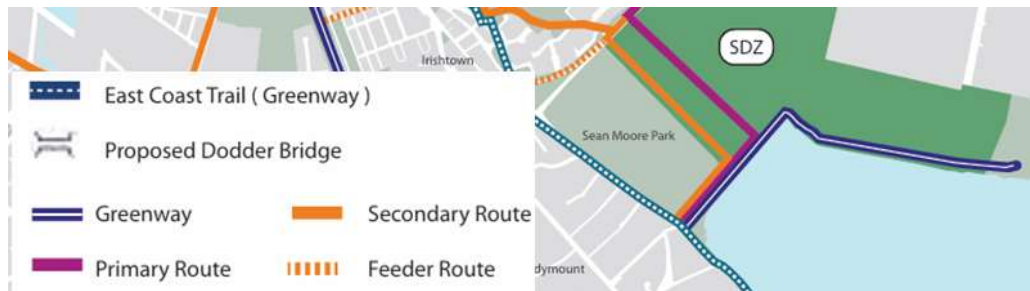


Fig. 17: Excerpt from Page 5 of the submitted 'Active Travel: Architectural Design Report' (Source: Applicant 'Active Travel: Architectural Design Report')

9. Many of the drawings showing the proposed Active Travel Path part of the way from what is currently the South Bank Road to the R802 provide a width figure of 5m. In fact, the cross sections show a total width including verges of 6m. 6m is a very wide path and this needs to be taken into consideration by ABP.
10. Future maintenance and management arrangements for all the cycle lanes requires review. Critically, will DCC or Dublin Port Company be liable if a cyclist and pedestrian collide on non-segregated Active Travel Paths?
11. The Natura Impact Statement (NIS) does not appear to be complete with areas of the scheme not assessed. Further, sections of the EIAR appear to be presumed to be part of the NIS, yet this is not made clear in the document.

Our client submits that the proposed development fails to comply with the requirements of the Planning and Development Regulations 2001 (as amended) and/or with the DCDP 2022-2028. The planning application is either invalid or Further Information is required.

6.0 Grounds for Observation

The applicant proposes to site following parts of the project close to the Sandymount and Merrion areas:

6.1 Ground 1: The proposed Ro-Ro Terminal Yard – Area O – is not supported

SAMRA acknowledges how the applicant has made alterations to the proposals at pre-planning stage to exclude a container facility in Area O which would have been highly visible from the Sandymount and Merrion areas. However, this has been replaced with a Proposed Ro-Ro Terminal Yard with a total area of approximately 4 hectares (measured using Google Earth) within the 5.3 hectare Area O.

The applicant has given insufficient recognition of the UNESCO status of the beach beside the Ro-Ro terminal. Dublin is the only city in the world with this designation.

The submitted Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9 includes photomontages. None of these show a view of the Ro-Ro Terminal Yard from the north, from the west, from the east, and the only view from the south is from almost the Beach Road. Photomontage views are required to allow it to be properly assessed. While cross sections (engineering only) have been submitted, these do not provide sufficient detail for SAMRA members to fully be able to follow what is proposed relative. For example, what will be the finished ground level of the Ro-Ro Terminal Yard relative to sea level? What will be the tallest point of the proposed retaining wall and fence relative to sea level?

Within the submitted EIAR Non-Technical Summary, the applicant refers to: "A transit Ro-Ro freight terminal located in Area O, minimised settlement and methane gas release risk from this former municipal site ..." Chapter 4 of the EIAR states: "Area O is the location of a former municipal waste site which may have potential engineering/geotechnical issues with settlement and associated methane gas release".

It is wholly clear what this point means other than a port-related contaminated area of land will continue to be used for port-related uses which are industrial in nature. The opportunity to clean up the site and convert it into parkland would be lost arising from this project.

While the proposal has moved from what would have been a storage facility for containers with HGV's pulling in and out to a large-scale de facto short term parking area for HGV's with containers attached. SAMRA, however, finds it hard to understand how such critical lands within this area can be proposed for use as a form of surface parking area for vehicles. The confirmation from the applicant that, "This

port use will not involve any stacking of containers or trailers. The Ro-Ro operation will not be visible behind an existing bund and future green buffer zone" is welcomed but the issue of the proposed use of these lands at all as part of this project require review.

While the EIAR states: "DPC recognised that the use of Area O for a transit single height Ro-Ro yard represents a more effective utilisation of the lands", SAMRA does not agree. Neither is acceptable when the lands at Area O could be used as a public park.

In many ways, the submitted proposal is as unsustainable, or more so, than the storage facility proposal, yet Section 2.1.1.3 'Sustainability at the heart of 3FM' of the EIAR Non-Technical Summary argues the change is one of the "sustainable" elements of the project stating:

This can be seen 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.

Less visually obtrusive perhaps, but likely more traffic-filled, noisier, dustier, and generally not in the interests of the area. The Ro-Ro Terminal Yard is more than just a "yard for parking Ro-Ro trailers" as the applicant claims. It is part of the Ro-Ro terminal operations.

As described throughout the project documentation, the Ro-Ro Yard would be constantly in motion, be noisy, generate dust, be lit at night, etc. In short, it is not compatible with the existing public park to the east and the proposed public park to the west. It is not designed to represent a movement away from noisy, traffic filled, port operations, but to provide a new location for exactly this. Section 21.3 'Operational Phase Mitigation Measures' of the EIAR states: "The 3FM Project is designed to provide port infrastructure which will improve the efficiency of port operations and increase the throughput of Ro-Ro and Lo-Lo cargo." The Ro-Ro-Terminal Yard is not some quiet storage area, bit a main component of the proposals.

The Dublin Port Masterplan 2040 refers to "a new Roll-On Roll-Off (Ro-Ro) freight terminal with an annual throughput capacity of 360,000 Ro-Ro units or 8.69m tonnes" of which the terminal yard would form a critical part (it is a combined terminal) with the submitted EIAR stating at page 4 of the Non-Technical Summary:

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

Table 8 of the Non-Technical EIAR Summary and its associated sections confirm how this Ro-Ro proposal on its own would dwarf the port of Cork. The scale of truck and trailer movements proposed is wholly at odds with and would further congest the port area sited close to residential communities.

Table 8 Capacity of Area K and Area O for Ro-Ro

Area	Annual capacities	#	Units p.a.
Berths	200,000 units per berth	2	400,000
Terminal areas	20,000 units per hectare	18.2	360,000

To put this Ro-Ro capacity into context, the Ro-Ro throughput of Rosslare Europort and Port of Cork in 2023 were 197,583 units and 6,792 units respectively.

Fig. 18: Excerpt from the Non-Technical EIAR Summary (Source: Applicant EIAR)

That is, the Ro-Ro yard operations are aimed at increasing and not reducing port operational activity close to Sandymount and Merrion with all associated adverse impacts.

Section 2.1.1.1 'Port capacity must remain ahead of demand' of the Non-Technical Summary of the EIAR cannot even predict the likely capacity of the Ro-Ro Terminal Yard stating:

There are also inevitable uncertainties in projecting the port's throughput capacity far into the future as there will be changes that cannot be accurately projected in the respective demands for Ro-Ro and Lo-Lo capacity. Likewise, the proportion of Ro-Ro units that are containers could change in the years ahead. Dublin Port Company must by necessity plan on the side of caution when making port demand and capacity projections, particularly given the very extended timescales of delivering large port infrastructure projects.

Whatever the prediction, that number is likely to increase. The Non-Technical Summary of the EIAR refers to the IMDO Estimates (2023) The Port Capacity Study and states:

On Ro-Ro, the Study noted that demand in Dublin is likely to increase over time, with Dublin Port requiring approximately two million units per year in Ro-Ro freight capacity. On Lo-Lo, the Study noted that Dublin Port has the greatest Lo-Lo throughput nationally and that this is unlikely to change, which requires Dublin Port to increase its Lo-Lo capacity by 2027.

6.1.1 Excessive reliance on roads and an increase in HGVs up to 24/7

SAMRA is very concerned over the proposed release of the 3FM project on roads when rail connections would represent a more sustainable project. The extent of reliance on HGVs for this project is excessive:

Construction phase

SAMRA is very concerned over the volume of HGVs required at construction phase which is to last 15 years. The submitted Construction Environmental Management Plan includes construction stage traffic proposals which include significant vehicular and HGV movements throughout the entirety of a very long project duration. No restriction appears to be proposed on the hours of operation.

Section 18.4.1.3 'Health effects from changes in transport nature and flow rate' of the EIAR states: "Over the entire 15-year construction phase, the average HGV generation would be 55 two-way daily movements. The peak HGV generation would be 177 two-way daily movements, occurring in the second half of 2038 where there would be concurrent construction of the Maritime Village (Phase 2), Ro-Ro terminal, SPAR, and Lo-Lo terminal". To be clear, this project would add 110 to 354 one-way truck movements a day for 15 years to this area's traffic. This cannot be supported. The project needs to be reduced in scale and/or parts relocated. SAMRA suggests relocating the Ro-Ro Terminal Yard.

This excludes staff movements which would be an average generation of 182 one-way daily movements. Staff traffic movements would peak at 430 one-way daily movements, also occurring in the second half of 2038.

Operational phase

The applicant sets out details of HGV routing to and from the Ro-Ro Terminal Yard which necessarily means heavy use of port roads, increased traffic, noise, fumes, etc. This is all in close proximity to the Glass Bottle site (to be a large residential community) and close to the water's edge opposite Sandymount. Regarding HGV noise, SAMRA is concerned that EIAR Chapter 18 'Population and Human Health' states: "Changes in noise exposure during operation is also shown to be largely positive" and "all predicted noise levels are below existing ambient noise levels (LAeq) in all areas and at or below existing background noise levels (LA90) for all periods of day in all areas," yet when the proposed operational phase details are reviewed, concerns do arise.

For example, details of the proposed HGV routing (entry, exit and between Areas) for Areas K & O (the Ro-Ro terminal and terminal yard) have been provided. Notably, recognising their adverse impacts, HGVs are routed away from the Glass Bottle site during the nighttime hours of 23:00-07:00. Because the noise generated is far above background nighttime noise levels. The bottom line is that noise levels will be high from the HGV traffic.

SAMRA noted how the same EIAR chapter states:

*Regarding traffic noise, **the highest concentration of construction traffic during construction will be in the second half of 2038, and primarily related to construction vehicles movements to the works at areas K, L and O.** It is estimated 17,088 construction vehicles (two-way movements) will take place during this 6-month period, which equates to less than 140 construction vehicles (two-way movements) per day (emphasis added).*

This is 34176 HGV movements into or from the 3FM project in just 6 months with all associated noise.

Section 14.6.3 'Pre-application discussions with TII' of Chapter 14 of the EIAR includes operational phase HGV traffic generation proposals for the project which are incompatible with the residential areas to be fully developed under the Poolbeg West SDZ Planning Scheme and with Sandymount's residential community. The 24/7 nature of the traffic generation proposals represents a significant concern. While Dublin Airport's north runway cannot be used for landings or take-offs between 11pm and 7am and there is a 65 movement cap right across the airfield, within the same 11pm to 7am period, this project seeks to cause never-stop traffic with no restrictions - ever. SAMRA considers that regulations is required. There must be a cap on night-time operations. The applicant offers figures for "Worst case peak hour", "Daytime hours 0700-2300," and "Nighttime hours 2300-0700." That is, for never ending traffic.

Areas O and K are proposed to experience 224 one-way HGV movements per hour in the worst hour. This is 3.73 movements per minute. 1,338 one-way HGV movements will be generated by Area K during a 16 hour "daytime" period (07:00-23:00), and 1,146 one-way HGV movement will be generated by Area O in the same period. This is 2484 HGV movements or 155+ movements per hour. "Nighttime" hours are 23:00-07:00 and involve 668 one-way HGV movements generated by Area K and 574 one-way movements generated by Area O in the same period. This is 1284 One-way movements or 155.25 movements per hour. This is only for the 3FM project and does not include existing private operators in the Poolbeg Peninsula that are to remain.

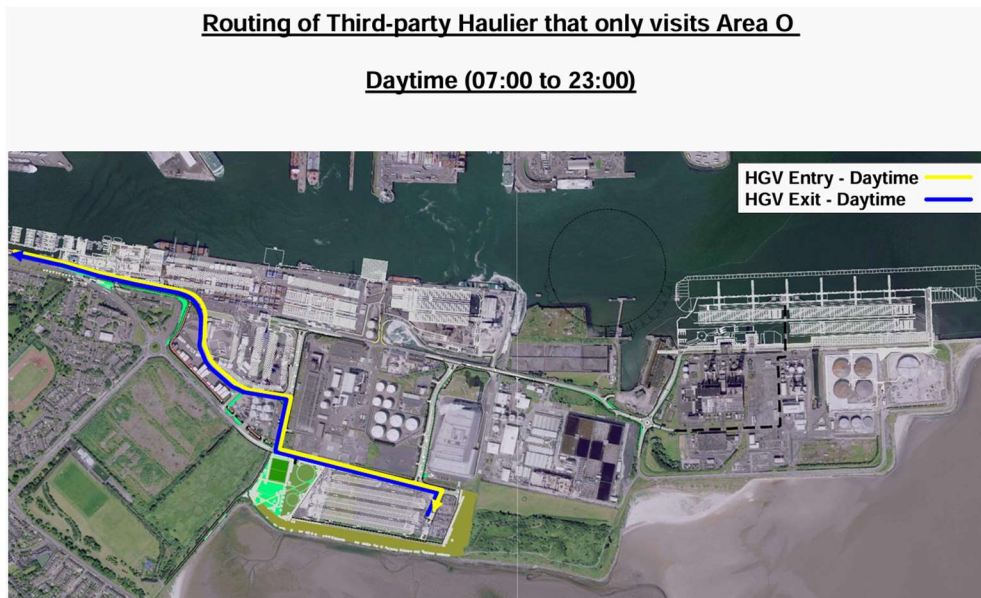


Fig. 19: Daytime HGV route (nighttime changes slightly) to Area O (Source: Applicant EIAR at Appendix 14.1 of Volume 3)

The applicant refers, as an add-on throughout the documentation, to how "port shunting vehicles returning unladen from Area O to Area K which will be electrically powered or similar to provide lower carbon & reduced noise benefits" will operate at night close to the Glass Bottle site. Why would this risk be taken? The best outcome for all would be for the Ro-Ro Terminal Yard to be located on the other side of the Liffey in close proximity or on Promenade Road.

The EIAR refers repeatedly to average annual growth in the number of units (trailers and containers) on the port roads. The Ro-R- Terminal Yard is part of this reliance on road and is not the type of infrastructure on which the port should be relying.

6.1.2 Raising of ground levels to facilitate the Ro-Ro Terminal Yard requires review

Section 9.2.4.2 'Development Levels' of EIAR Chapter 9 'Water quality & flood risk assessment states:

Ro-Ro Terminal (Area O) A new transit Ro-Ro trailer yard will be located on Port-owned land on the Poolbeg Peninsula, which will be operated in conjunction with the Ro-Ro terminal on Area K. The finished surface level around the perimeter of the deck will be raised to an average at a level of 5.5m OD. This is well above the recommended development level.

SAMRA asks that ABP confirm the final proposed finished level of the Ro-Ro Terminal Yard as any increase in ground levels will cause the facility to be more visible generally and any development or activity therein to be more visible from Sandymount.

This issue is critical as the existing ground in this area has been found, as at the Port Park site, to raise Asbestos and heavy metal contamination concerns.

The applicant proposals raise ground disturbance concerns and then also visual concerns which would arise from raising ground levels and possibly making the facility more visible.

6.1.3 Boundary treatment concerns - the need to protect views & prospects

The now proposed Ro-Ro Terminal Yard's context is poor and its proposals for boundary treatments to the south, east and west are not acceptable. Also, as Section 5.0 of this report shows, the submitted drawings and reports are not consistent as regards their height and scale. Clarity is required.

It must be borne in mind that views from Sandymount Strand, Beach Road, Sean Moore Park, and the coastal areas towards and/or encompassing the Ro-Ro Terminal Yard area, are, despite the applicant's claims to the contrary, some of the most sensitive in all of Ireland. Even the applicant's own Planning Report refers at page 24 to "The high value amenity areas of Sandymount Strand and Irishtown Nature Park ..." yet the proposals provide for a prison-like complex with retaining wall and tall fence to the south with CCTV on poles, etc.

Fig. 2.1 "Significant Views" as set out in the Poolbeg West SDZ Planning Scheme shows how the Ro-Ro Terminal Yard would be visible within what is a view recognised by a statutory plan. The Planning Scheme document refers to how: "To the south lies the sweep of Sandymount Strand." Section 10.2 'Ambition & Aims' seeks: "To exploit the area's outstanding natural amenity and topography by opening views to the sea, coast, mountains and nature reserves, having regard to solar orientation and environmental comfort."

The submitted EIAR's Landscape and Visual Impact Assessment includes Section 17.3.2 'Visual Context' which accepts there are, "potentially extensive views of towards the 3FM Project are available due the coastal location ..." then it refers only to Figure 4-1: 'Key Views and Prospects' of the DCDP 2022-2028 which includes only city centre views and prospects (as this figure pertains to the building heights policy of the city).

It is the case that views from Sandymount and Beach Road are sensitive and coastal. They represent a landscape which needs to be protected better than having the applicant boundary treatment proposals inserted into the view. The proposal is contrary to:

- Section 15.4.2 'Architectural Design Quality' of the DCDP 2022-2028 which requires, inter alia, that "The design of new development should respect and enhance the Dublin's natural assets such as river and canal frontages, the River Liffey and many quality open spaces that contribute positively to the cityscape and urban realm ..." and "The need to protect and enhance natural features of the site, including trees and any landscape setting."
- Section 15.6.13 'Boundary Treatments' which states: "Walls, fences, metal railings and gates used to define spaces and their usage all impact on the visual character and the quality of a development. These should be selected so as to be an integrated part of overall design. Details of all existing and proposed boundary treatments, including vehicular entrance details, should be submitted as part of any planning application. These shall include details in relation to proposed materials, finishes, and, in the case of planted boundaries, details in respect of species together with a planting schedule. In all instances, boundary treatments shall be of high quality, durable and attractive."

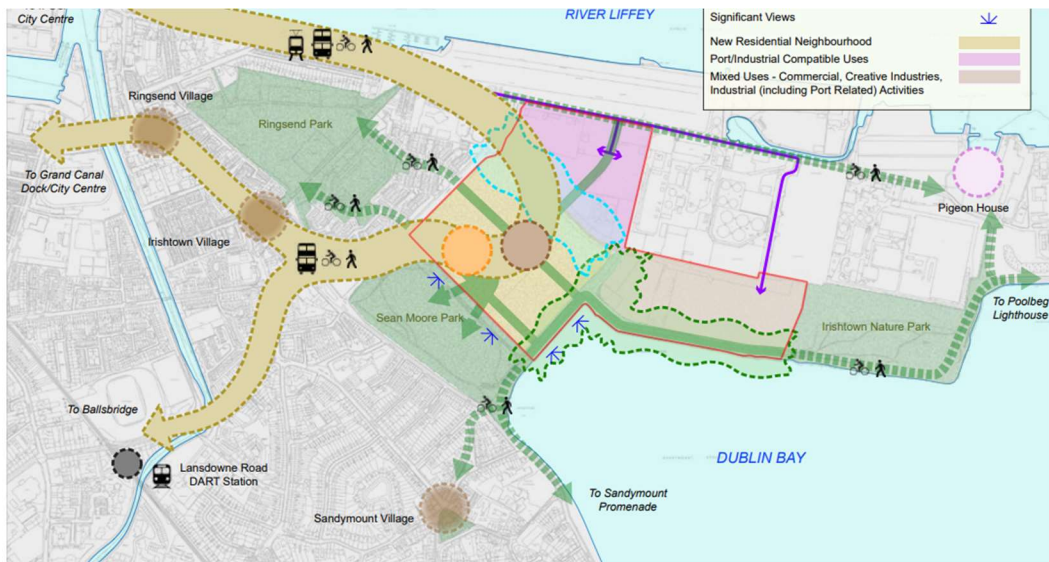


Figure 2.1. Concept Plan

Fig. 20: "Significant Views" as set out in the Poolbeg West SDZ Planning Scheme (Source: Fig. 2.1 of the Poolbeg West SDZ Planning Scheme)

6.1.4 Landscape and visual impact concerns

It is with weariness that SAMRA again, as it has for many years, is forced to respond to the applicant's 'Landscape and Visual Impact Assessment' (see EIAR Chapter 17 'Landscape & Visual').

by stating that the assessment is based on a vision of Poolbeg Peninsula in which everything essentially stays the same. While the incinerator has been built to a level of significant visibility that dwarfs much existing development on the peninsula it was not proposed or built in a vacuum. Significant opposition was mounted against its visual impacts and the visual assessor in that case also found no cause for concerns.

The submitted LVIA fails to acknowledge and/or give adequate weight to how the proposed development is sited adjoining and essentially forming part of the UNESCO Dublin Bay Biosphere Reserve. The beaches and amenities of the reserve serve the population of the capital of Ireland. Dublin City is the most populated area of the country. It has a resident population of 525,833, based on the 2011 national census. Dublin Bay is the only Biosphere Reserve worldwide which includes within its area a national capital city. Therefore, its impact on society is higher than for just the immediate resident population. The Sandymount area maintains 2.15km of land directly adjoining the Core Zone of the UNESCO Dublin Bay Biosphere. The applicant site also adjoins the biosphere.



Fig. 21: Location of Sandymount and the applicant's site adjoining the UNESCO Biosphere Fig. 28: Dwg. No. 103 'Asbestos in Soils' of Appendix 8.3 of Volume 3, Part 6 of the EIAR (Source: SAMRA publication)

The current assessor finds no "significant cumulative landscape and visual effects" because the peninsula landscape is essentially dismissed as beyond rehabilitation. It contains visible industrial-type features already so more will just fit into this dystopian landscape. The assessor states: "permitted or planned developments within the port area are so similar in character that they are difficult to discern from the existing busy port context" and "the broader landscape character area and visual context around Dublin Port area has the capacity to absorb a development of this scale". This argument is much like stating that a filthy beach covered in litter would not be adversely impacted by the addition of more dumped litter as visually, the beach, has the capacity to accept more litter without new litter being that distinguishable.

That despite the area containing the Irishtown Nature Park, Sean Moore Park, coastal green open spaces including bunds, it adjoining Dublin Bay (with its many Natura 2000 protections), and it being sited directly opposite Sandymount, the landscape character area is identified as "Harbour Based Industrial Landscape". Everything is just lumped in together. No consideration is given, as ex-Minister Eamonn Ryan repeatedly argued⁴, to the need to gradually move this highly visible and sensitive peninsula away from its industrial heritage and towards new forms of development (as docklands on the Liffey have changed). Regarding the area of the Ro-Ro Terminal Yard proposal, the Minister stated:

*The proposal to use the 8 hectare site between the Bissets engineering and the waste to energy plant as a place to store freight containers (now a Ro-Ro Terminal Yard) is not ideal. **I believe the best use would be to extend the nature reserve into this site, along with the proposed playing pitches, as a genuine gain for both people and nature** [emphasis added].*

⁴ See, for example, <https://www.eamonryan.ie/housing-dublin-port>.

The EIAR accepts only that "The coastal road from Sutton to Ringsend and from Sandymount to Dun Laoghaire will have potential intermittent views of the 3FM Project (R105; R131; R118; N31)" when it will have views constantly of the project. Section 17.4.1.4 'Visual Impacts on Residential Properties' states:

... there are residential properties with direct views towards the proposed 3FM Project along Beach Road and Strand Road but any views of the majority of the 3FM Project will be well screened by intervening buildings at the existing port and by topography and vegetation at the port southern boundary. Although high mast lighting will be partly visible in the view it will be barely noticeable and read with existing lights.

Figs. 4 to 8 of this report show existing views toward the site. Figs. 22 to 27 show the existing and proposed views from Sandymount towards the project site set out in the EIAR. They show a filling-in of the existing port landscape with more port-related development 'and' they show the critical importance of the green open space buffer comprising the coastal park

In Viewpoints 9 & 10, the assessor accepts that the viewer sensitivity is high for those who experience this view. However, the assessor's description of the view is such that, as noted above, any proposal set within the view would just be noted as more port-related development. The Ro-Ro Terminal Yard is described as likely to be barely noticeable. SAMRA does not consider that this will be the case. The significant southern boundary wall and fence with high mast lighting will be visible in the view during the daytime. When the mast lighting is lit - every night - it will cause visual impacts. It will add to the visual clutter and excessive port-related night lighting in the view. The concern for the community is increasing development adds up over time, cumulatively. The ongoing argument of Dublin Port is that more won't be any more visible. At some point, it must be accepted that all this port-related development has a significant adverse visual impact on the landscape at Sandymount. The existing coastal park area is not sufficient, and its vegetation is not sufficiently tall to screen all this development. The Ro-Ro Terminal Yard's wall/fence is very tall and much taller than it needs to be. It will stand out in the view, rising above the existing berm (part of which is to be, it appears, removed).

Table 17.9 'Significance of Visual Effects on Residential Properties' finds that "Properties at Sandymount" will be impacted in a "Minor to moderate adverse" manner. This is still a considerable visual impact given the setback from these properties to the project area(s). As always with these assessments, one must ask, what exactly would be a "significant" visual impact. Few, if any, projects ever appear to have a significant impact.

The assessor states: "It is proposed to provide additional landscape planting as an integral part of the 3FM Project on the existing berm on the southern side of Area O that will provide visual enhancement and screening in views from the direction of Sandymount," yet the setback from the southern boundary of the Ro-Ro Terminal Yard is less than 50m which is the minimum setback from the shoreline acceptable under the Poolbeg West SDZ Planning Scheme. The assessor appears to take it on faith that new planting will offer a level of screening it may not. This is a modest coastal strip of land that may receive some limited planting. This is not sufficient.

Put bluntly, based on the applicant assessor's methodology, the replacement of even Irishtown Nature Park with a factory complex would likely have negligible visual impact as it would just be more buildings and chimneys of an industrial type. This, the assessor would find is acceptable because: "This landscape character area has been identified as having a low sensitivity to change", "The magnitude of landscape resource change will be medium", and "the significance of landscape impact will be minor adverse and not significant". The new factory complex would "reflect the existing character of its surroundings resulting in low change in landscape resource."

This is, of course, absurd. Why would anyone propose to build a factory on Irishtown Nature Park? But, pause, why then, are the lands to the west - which comprise essentially the same lands in the same sensitive area - to be used as a Ro-Ro Terminal Yard? Why protect one section of land and not another?

The answer is that it cannot be justified. The methodology applied by the applicant is flawed as regards the proposed Ro-Ro Terminal Yard as this area should act as a visual buffer to Dublin Port and to this 3FM project. If one looks toward the site of the proposed Ro-Ro Terminal Yard from Beach Road, it looks like a park. There is green bund to its coastal side with no large wall or fence or any other structures rising up.

The Zone of Theoretical Visibility applied by the applicant assessor includes Sandymount to the south. The EIAR tells the reader that "The existing port facilities including ships and cranes and traffic are all features of the existing views from such locations, and it will be difficult to discern the new features from existing features from within the wider ZTV". These features are, but so is the existing green buffer belt to the coastal edge. This green buffer belt should be extended to include the entire proposed Ro-Ro Terminal Yard. It already offers some visual mitigation of the industrial buildings and chimneys, but it can do much more while also offering a significant community gain to the area.

Section 17.6 of EIAR Chapter 17 'Landscape & Visual' states: "No specific monitoring of mitigation measures is therefore proposed beyond standard maintenance and management of soft landscape works to ensure healthy plant establishment." That is, Sandymount is required, again, to just tolerate further industrial type development of this sensitive area.

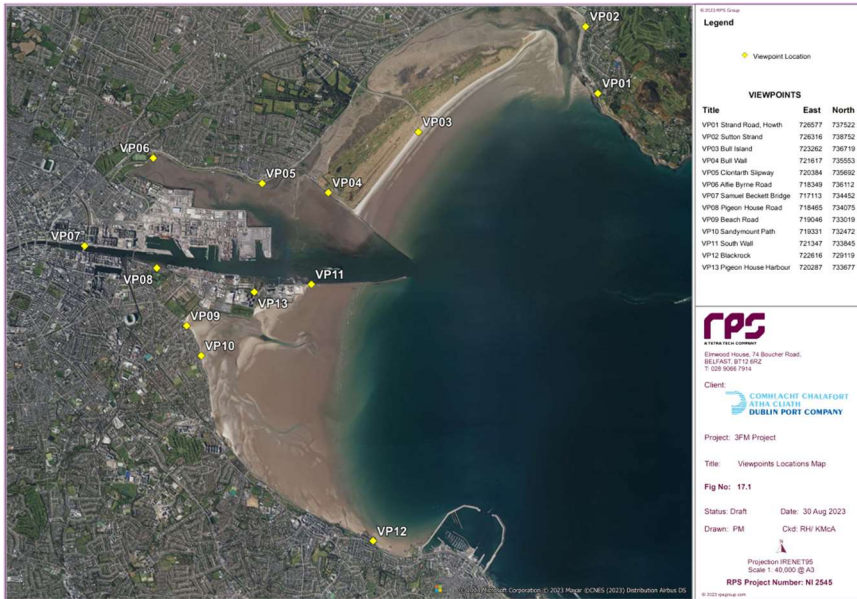


Fig. 22: Location of photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.1 Volume 3 Part 9)



Fig. 23: Existing View 9 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)



Fig. 24A: Proposed red line View 9 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)



Fig. 24B: Proposed View 9 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)

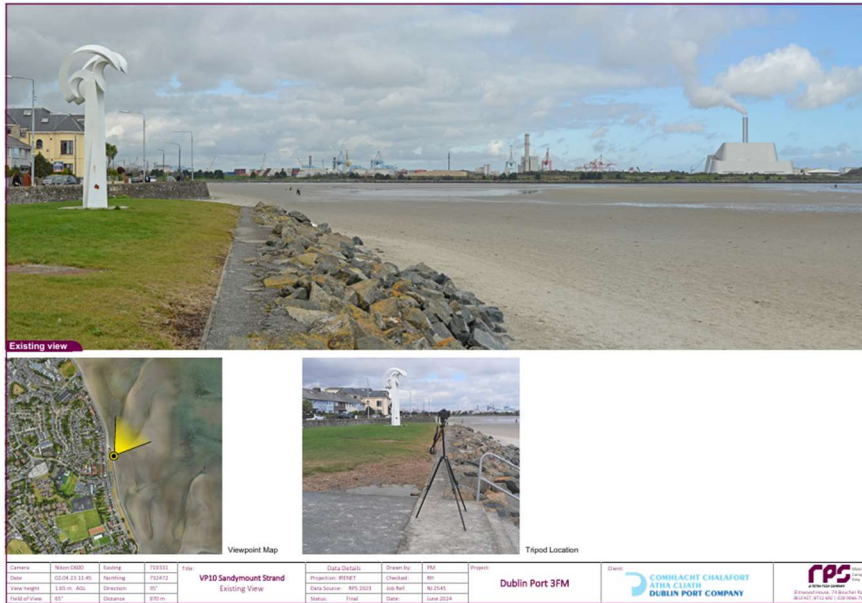


Fig. 25: Existing View 10 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)



Fig. 26: Proposed red line View 10 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)



Fig. 27: Proposed View 10 of the photomontage views relevant to SAMRA (Source: Environmental Impact Assessment Report Appendix 17.2 Volume 3 Part 9)

6.1.5 Asbestos and heavy metals concerns re. contaminated ground

The Environmental Impact Assessment Report's Appendix 8.3 of Volume 3, Part 6 refers to Area O and states in respect of "Asbestos":

Asbestos Chrysotile asbestos was identified within five (5) soil samples within Area O obtained between 0.50m – 3.00m bgl, with quantifications between 0.002 – 0.004%. Five (5) samples were obtained from BH119, BH120, BH320, BH322 at 0.50m & BH322 at 3.00m. Amosite asbestos was identified within 1 no. soil sample obtained at 1.00m (BH119). Given the proposed hardstanding within the road network, Area O, it is anticipated that the risk to future site users from asbestos fibres is low. However, there is a potential risk to workers during construction from activities such as excavations, which may disturb and release asbestos fibres in soil.

Asbestos is also an issue in the proposed Port Park area:

One (1) soil sample obtained from Area Port Park returned a positive asbestos identification. A sample obtained from BH317 at 0.50m comprised chrysotile fibres. Given the shallow depth at which this asbestos was identified and the proposed soft landscaping in this area, asbestos in soils are considered a source of contamination at this location.

The Refurbishment & Demolition Asbestos Survey prepared by the applicant included at Appendix 19.2 Volume 3 Part 10 of the EIAR is of significant concern to SAMRA. It repeatedly states as regards 'Asbestos Contaminated Soils (ACS)':

... the unique nature of asbestos means that different methods of analysis, exposure estimation and risk estimation are required. Importantly, soil and air analysis methods need to be more detailed than those currently and commonly used to demonstrate compliance with the Asbestos Regulations.

Appendix 19.3 Volume 3 Part 10 of the EIAR refers to waste types and repeatedly includes 'asbestos'. This waste must be carefully and fully managed.

These matters must be taken seriously.

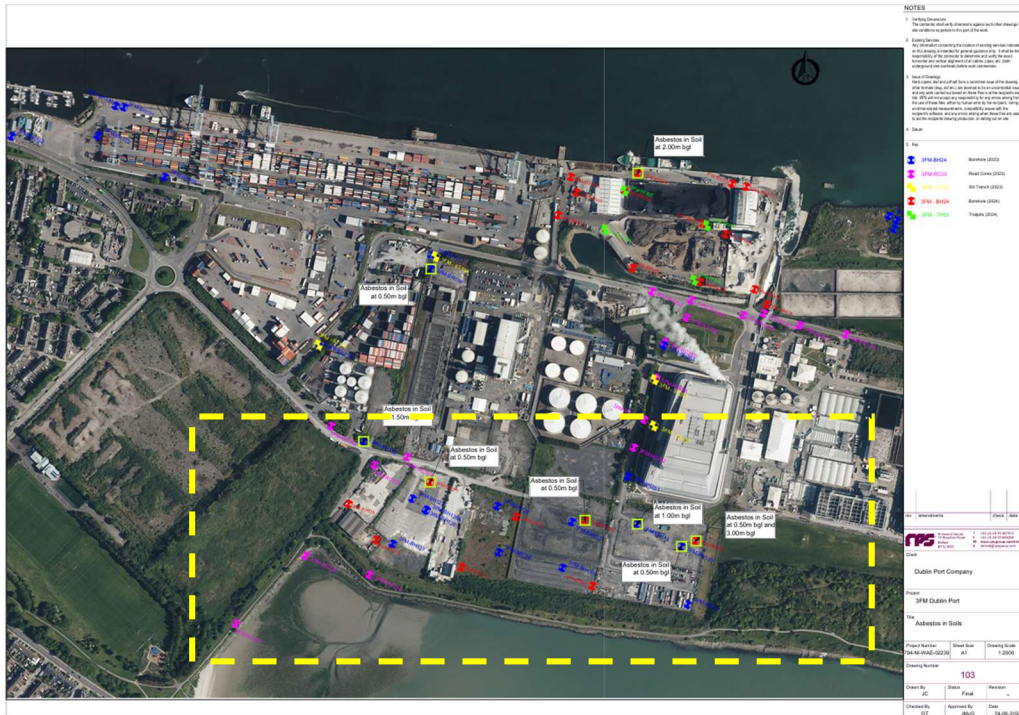


Fig. 28: Dwg. No. 103 'Asbestos in Soils' of Appendix 8.3 of Volume 3, Part 6 of the EIAR (Source: Applicant EIAR)

Appendix 8.3 also refers to "Heavy Metals" stating:

Heavy Metals Concentrations of cadmium (BH128), lead (BH128 & SW01), and nickel (BH120, BH121, BH123, BH125, BH128) exceeded the EU Environmental Objectives values for surface water receptors, however, notably, these issues did not appear to be significant within the surface water samples obtained during the investigation. The concentration of zinc in groundwater sampled from BH128 exceeded the EU Environmental Objectives for groundwater. The source of these metals is likely to be the made ground/waste material beneath the site.

SAMRA requests that ABP require full Asbestos and heavy metal remediation of these lands prior to any works being undertaken. No worker, no local person, and no part of the environment should be placed at risk in order to re-develop this area.

Table 4.1 'Remedial Options' is not reassuring and clarity is required around precisely what works will be undertaken and how these will be managed. For example:

Dust suppression during earthworks at Port Park - This technique can be used to dampen soils and dust during earthworks and therefore reduce the release of asbestos fibres into the air.

Clean cover barrier in soft landscaped areas of Port Park - A clean cover barrier of at least 600mm of clean soil will act as a barrier to asbestos exposure in underlying soils

Dust has the potential to reach Sandymount and Merrion and must be properly and fully managed.

Figure 5.1 'Proposed Surface Water Sampling Locations' shows no less than 3 monitoring locations to the south of the Ro-Ro Terminal Yard. This indicates a genuine concern with contaminated waters. What exactly can be done to protect areas to the south if monitoring results show raised levels of heavy metals?

6.1.6 Noise concerns

SAMRA is concerned that the proposed Ro-Ro Terminal Yard will cause noise in its construction phase and 24/7 noise from HGV movements at operational phase.

The applicant has provided some baseline noise monitoring results. SAMRA does not however consider the submitted noise monitoring location at Sandymount to be representative of the closest and likely most noise impacted areas of Beach Road (see the Environmental Impact Assessment Report Appendix 12.1 Volume 3 Part 7). The closest dwelling is in fact 500m away from the Ro-Ro Terminal Yard site which is 500m closer than the noise monitor was sited.



Noise Monitoring A-NML3 (Sandymount) – Evening-time – 21st June 2023



Fig. 29: EIAR Noise monitoring location at Sandymount 1km from the proposed Ro-Ro Terminal Yard (Source: Google Maps & EIAR Appendix 12.1 Volume 3 Part 7)

SAMRA acknowledges how “An additional noise monitoring station is proposed towards Sandymount, sited to be representative of nearest sensitive noise receptors to the south of the 3FM Project site.” This is just for the construction phase and not for the operational phase which will also generate noise (permanently).

The Draft Construction and Environmental Management Plan (“CEMP”) and Chapter 12 ‘Noise & Vibration’ refer to how:

All data will be collected and analysed on a weekly basis and the analysed data will be fed back to DPC and the Contractors with a view to reviewing the compliance of construction phase activities in the context of any relevant conditions in planning approval if granted, and the thresholds/requirements included in the draft Noise & Vibration Management Plan. This will also include any liaison requirement with DCC in this regard. Any noise nuisance issues associated with the construction phase activities will be immediately assessed and analysed in relation to the recorded noise levels and all correspondence with DPC, the Contractor, DCC and the residents will be conducted with the appropriate level of urgency. This will include the appropriate liaison with DPC and the Contractor to control activities to ensure that the construction phase activities are in line with any relevant planning conditions and the CEMP.

SAMRA notes that no liaison with the community as regards construction noise is included in this section. ABP is asked to require that any deviations from conditioned noise levels be reported to the community (water quality levels are reported regularly on public forums, etc.).

It would be better for the entire Ro-Ro Terminal Yard to be removed to offer a permanent noise buffer in the form of a continuous large public park in place of this proposal.

6.1.7 Dust concerns

In addition to the construction phase which would require significant works in close proximity to Sandymount and Merrion 'and' to the existing coastal path and amenity areas, the applicant proposes a Ro-Ro Terminal Yard which will maintain permanent and ongoing truck movement in and out on an ongoing basis.

SAMRA objects to the dust that this would generate at all phases. The applicant EIAR accepts that there will be "Dust Deposition Continuous over project duration" and according to the Draft Construction and Environmental Management Plan ("CEMP") "dust monitoring is proposed at the construction phase ... Towards Sandymount ... using Bergerhoff Dust Deposition Gauges Deposition jars to be replaced monthly." Is monthly monitoring sufficient especially as Asbestos occurs within these lands? THE CEMP refers to "Monthly Synoptic and Annually (year ending March) by 31st July each year". SAMRA asks for continuous monitoring on a weekly basis.

SAMRA does not consider the CEMP to be adequate or that the dust minimisation and monitoring proposals are adequately cross referenced with the 'Human Health' section of the EIAR as regards particles in the air.

SAMRA would prefer for the site of the Ro-Ro Terminal Yard to act as a dust buffer to the community to the south and southwest. Careful planting and management of a large park instead of this development would result in significant benefits to the community's health.

Both the Port Park and the site of the Ro-Ro Terminal Yard show areas of contamination by Asbestos. This should not be disturbed to facilitate this project. Excavation in the proposed Ro-Ro Terminal Yard should not be permitted. The Ro-Ro Terminal Yard lands should be treated in the same way as proposed to address Asbestos in Port Park. These lands should all move away from previous land contaminating uses.

6.1.8 Drainage concerns

SAMRA supports the use of the lands proposed for the Ro-Ro Terminal Yard as open space and/or parkland. Such a use would provide a natural area of planted lands in which surface water from the scheme could be naturally addressed using Sustainable Urban Drainage Systems (SUDS).

The current proposal to surface over 4ha. of land with concrete (see Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0743 and Figs. 30 and 31) to create a terminal yard, all access roads, and new toilets, etc. raises unnecessary permanent concerns regarding the management of wastewater

Section 15.3.2 'Wastewater' of Chapter 15 'Material Assets – Services' of the EIAR states:

Separate foul and storm water drainage systems are in existence within the Dublin Port Estate. The existing set-up will continue within the footprint of the 3FM Project in that surface water will be directed to a storm water drainage system and wastewater will be directed to the existing sewerage network. The sewerage network is in turn connected to the municipal wastewater system for Dublin City which is operated and managed by Uisce Éireann.

It is proposed to collect storm water on the new hardstanding areas in closed systems and discharge via new silt traps and oil interceptor/separators to either the existing surface drainage system or via new storm water outfalls to the Liffey. Additional storm water attenuation tanks will be used at Area O to slow the rate of flow to enable storm water to use existing storm water outfalls thereby avoiding any new outfalls to South Dublin Bay. No construction works on the foreshore in South Dublin Bay are therefore required.

Surface water

SAMRA is concerned to ensure that all surface water run-off at construction and operational phases of the Ro-Ro Terminal Yard (if permitted) is treated and does not end up untreated in Dublin Bay. The proposed attenuation tanks at Area O would involve additional open excavations and risk of contaminated surface water run-off.

SAMRA is not convinced that existing storm water outfalls are sufficient and/or are an acceptable way to address surface water run-off from the Ro-Ro Terminal Yard. Nowhere in the applicant documentation, including in the Natura Impact Statement, is sufficient detail provided in this regard.

The proposal is at odds with Dublin City Development Plan 2022-2028 and its climate, sustainable drainage, flood management, and environmental policies.

Foul water

Further, the block proposed to serve the facility includes toilets which also raise concerns as to permanent discharge of foul water from the area.

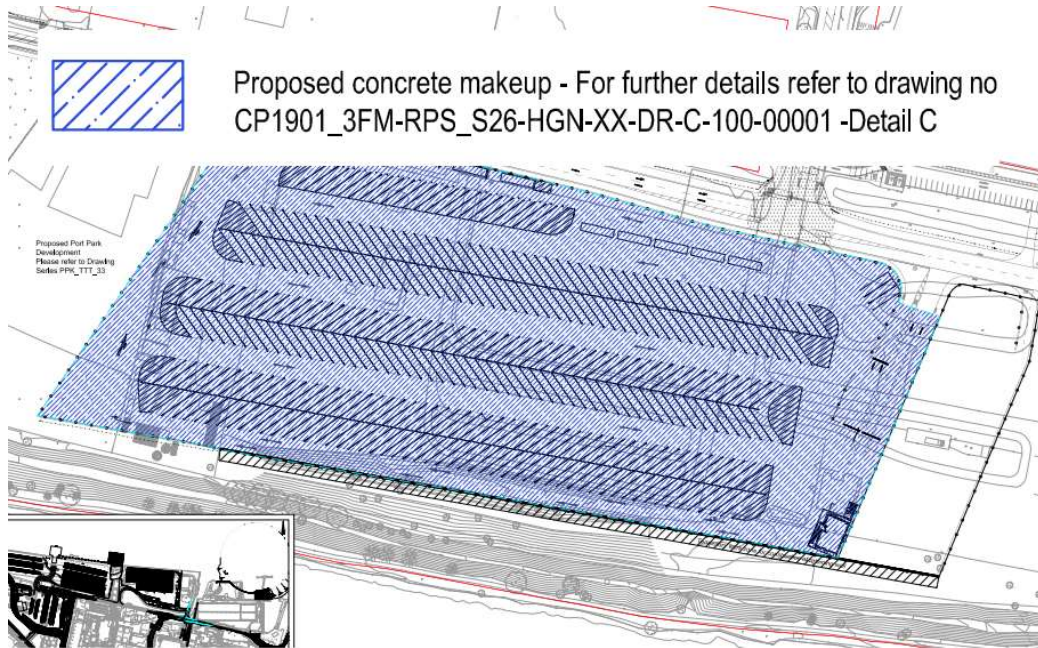


Fig. 30: Excerpt from the applicant drawings showing the extent of concrete proposed for the Ro-Ro Terminal Yard (Source: Excerpt from Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0743)

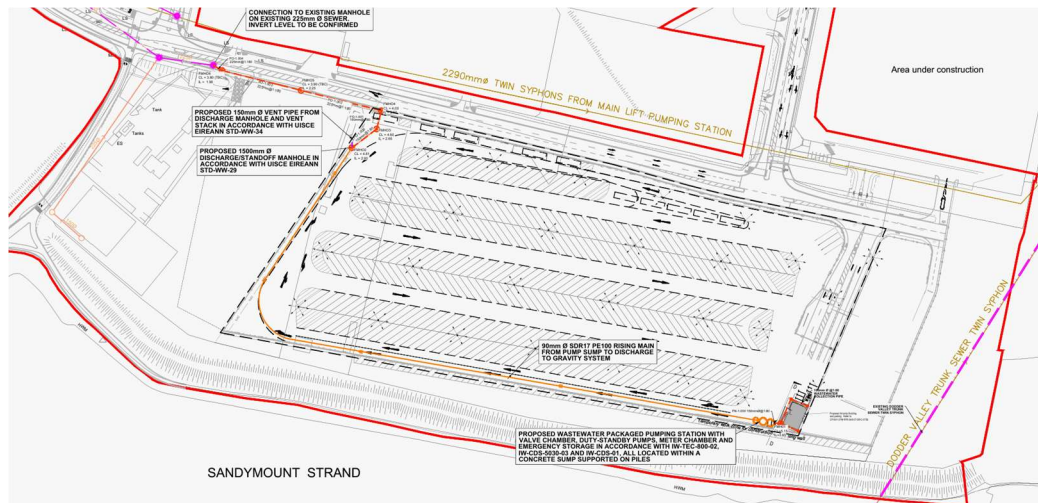


Fig. 31: Excerpt from the applicant drawings showing the surface water management proposals for the Ro-Ro Terminal Yard (Source: Excerpt from Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0735)

Increased drainage outfalls

Increased drainage discharge from the Poolbeg Peninsula into Dublin Bay which may adversely impact water quality in Dublin Bay and that serving Sandymount Strand. Fig. 32 illustrates the significant number of new drainage outfall locations proposed by the applicant.

It is not clear that the NIS has fully addressed these new drainage outfalls. ABP may wish to review this.

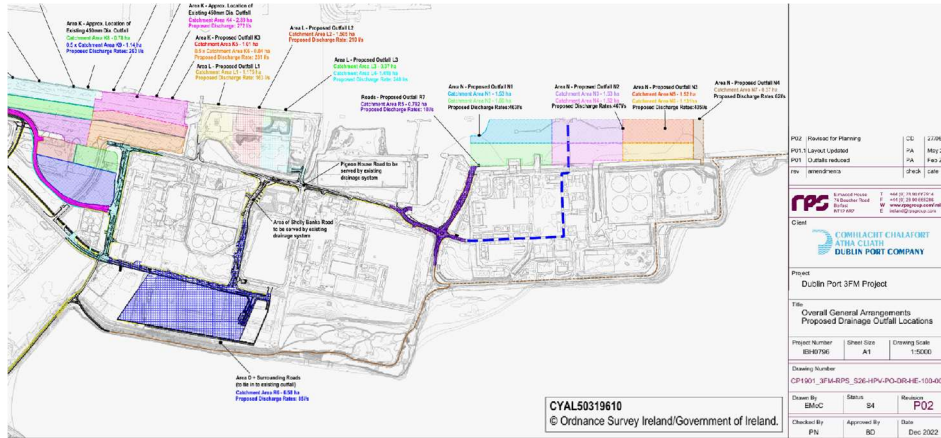


Fig. 32: Excerpt from the applicant drawings showing the increased number of proposed drainage outfall locations (Source: Dwg. No. CP1901_3FM-RPS_S26-HPV-PO-DR-HE-100-0002)

6.1.9 Construction & operational phases project time-scale concerns

Section 2.1.1.1 of the Non-Technical EIAR Summary confirms SAMRA's concern that this project would take decades to complete and result in a permanent development not in the interests of Sandymount and Merrion which would then operate for generations.

The EIAR states: "If granted planning permission and then constructed, the 3FM Project will have taken 20 years from the original commencement of planning and design work to project completion". This indicates a construction phase of up to 20 years.

It is not clear how long the 3FM project's Ro-Ro-Terminal Yard would take to construct or operate for. References are made in the EIAR to how the "Ro-Ro Terminal at Area O are required after Year 10 of the 3FM Project, when the sites are no longer needed as logistics areas". This suggests a ten year use of the site for construction compound.

SAMRA does not support the proposed use of the proposed Ro-Ro Terminal Yard for "landside and marine construction logistics for up to the first 10 years of the 3FM project duration". These are extremely sensitive lands adjoining a public park/nature reserve and located very close to the protected waters of Dublin Bay. An alternative location is needed for the construction phase depot.

It is of genuine concern that these lands would be used for 10 years at construction phase before even being developed for their final 3FM use.

The EIAR then refers to how the Ro-Ro Terminal Yard will allow increased capacity for up to 30 years.

SAMRA refers ABP to Section 11.3.5 'Port/Industrial Compatible Uses' of the Poolbeg West SDZ Planning Scheme which states:

Areas B1 and B2 shall be used only for temporary port facilities, port-related buildings, existing uses and container storage until resolution of the Eastern Bypass route corridor. Following resolution of details of the route corridor the Planning Scheme shall be amended to allow for the development of the remainder of the B1 and B2 lands, following a more detailed consideration of appropriate urban form and long-term land use. Development in B1 and B2 lands shall have a height limit of 28m (other than ancillary port structures such as chimneys, cranes and storage tanks.) (emphasis added by BPS).

The applicant proposals do not appear to be temporary, and they have no urban form. They cannot reasonably be, in SAMRA's opinion, a permanent development proposal for these lands.

At most, if ABP is to grant permission for the Ro-Ro Terminal Yard, this should be a temporary time-limited permission pending the development of a more appropriate land uses within the lands which are compatible with the emerging SDZ community to the west.

6.1.10 Future remediation of the site concerns

SAMRA is concerned to ensure that if ABP grants permission for the Ro-Ro Terminal Yard, that this is time-limited 'and' that a remediation plan is in place at the time that permission is granted such that the yard can be wholly removed with no adverse environmental impacts.

6.1.11 An alternative site within lands controlled by Dublin Port Company is required

SAMRA cannot understand why it is that a project which will cause adverse visual impacts – argued by the applicant not to be “significant” – cause “no requirement for specific landscape mitigation or monitoring measures.” That Slight, moderate, or moderate significant visual impacts or adverse combined visual impacts do not need any mitigation is not accepted.

The applicant maintains significant lands within the Dublin Port estate and there must reasonably be a better location available for this facility.

The EIAR is required to contain an assessment of alternatives. As regards the Ro-Ro Terminal Yard, neither the EIAR Non-Technical Summary or the EIAR offer any adequate justification for why lands adjoining a public park nature reserve and sited metres from Dublin Bay, as it faces Sandymount, need to be included in this planning application.

The applicant has stated in response to a Dail Question that Dublin Port Company maintains at least 65 acres of land which is not used at present for core activities.

The EIAR's starting point is that “It had been originally proposed that a Lo-Lo storage facility would be located in lands directly south of the Dublin Waste to Energy facility, referred to in the Dublin Port Masterplan as Area O”. However, why was this area not considered to be used wholly as parkland as per recommendations made by the then Minister Eamonn Ryan?

SAMRA does not accept a Lo-Lo storage facility as a starting point for considering ‘alternatives’. The whole use of the lands as public park is an ‘alternative’. The applicant has included only those areas of new park which are required by DCC under the Poolbeg West SDZ. For example, the EIAR states: “A portion of lands at the eastern end of Area O will be allocated to the Irishtown Nature Park in accordance with zoning requirements” (emphasis added by BPS).

The applicant does not in fact offer any alternatives to the Ro-Ro Yard Terminal Yard. The documentation merely states: “a portion of the Area O lands will be used for a transit Ro-Ro trailer yard to provide storage capacity to maximize the efficiency of the proposed Ro-Ro Terminal at Dublin Port Masterplan Area K.” The approach set out in the EIAR is essentially to assume the lands can only be used for port activities.

In Section 4.4.2.5 ‘Do-something - Option 4 (Final 3FM Layout)’ of EIAR Chapter 4 ‘Assessment of Alternatives’, the applicant states:

In response to feedback from consultations, which raised concerns about the noise and visual impact potential associated with the usage of Area O as a Ro-Ro freight terminal, an alternative layout was identified and progressed. This alternative layout offers both engineering and planning advantages. This alternative considered the redevelopment of DPC-owned lands at Area L which currently host a small number of tenants (usage of these lands was noted to be revisited during the lifespan of the Masterplan). DPC would take possession of these sites prior to commencement of the 3FM Project construction phase. DPC is the owner and lessor of these lands. DPC would negotiate with each of the tenants, and give as much notice as possible, to reach a settlement prior to the sites being vacated. Ultimately DPC has the authority to seek Compulsory Purchase Orders (CPO) in respect of these sites if a negotiated settlement is not possible, but would only initiate the CPO process as a last resort. This could release suitable lands for container storage at Area L. This facility would be adjacent to the portion of Area K proposed for container storage and would consolidate these activities in a location remote from residents and receptors sensitive to visual and noise impacts. Area L affords better site conditions as it has a pre-existing concrete slab base, in industrial use, whereas Area O is the location of a former municipal waste site which may have potential engineering/geotechnical issues with settlement and associated methane gas release. Again, in line with the Masterplan, this allows Area O to be used, longer term, in conjunction with Area K for transit Ro-Ro Freight Terminal, having been initially made available to accommodate site compounds for DPC, Codling Wind Park and Uisce Éireann.

In describing Option 4, the applicant also refers to the use of “Area O as a Ro-Ro Freight Terminal which reduced operational impact with reduced industrial usage and further enhanced biodiversity and visual aspects of the project by further enhancing landscaping treatments and giving a greater area over to the Irishtown Nature Reserve.”

The short of it is that the site of the Ro-Ro Terminal Yard has changed from a container storage facility to a de facto HGV transit site.

It is wholly unclear how the Ro-Ro Terminal Yard represents “reduced industrial usage and further enhanced biodiversity” over the earlier stacked containers iteration. Both options use the site as a hard

surface storage area with the Ro-Ro Terminal Yard likely sounding more like a constant industrial processing area.

SAMRA fully accepts that – visually – the submitted proposals are better than stacked containers at 3 high; however, the claims made in the EIAR that the Ro-Ro Terminal Yard would have less of an impact in all other assessed areas is not accepted. Both Options 3 and 4 involve significant industrial use of lands in ways which cannot be fully migrated.

In discussing 'Alternatives', the applicant refers to how, "An additional portion of Area O will be made available to Dublin City Council to facilitate the provision of a District Heating Scheme adjacent to the Waste to Energy plant." This very specific preliminary proposal is not an 'alternative', but it is the only land use proposed.

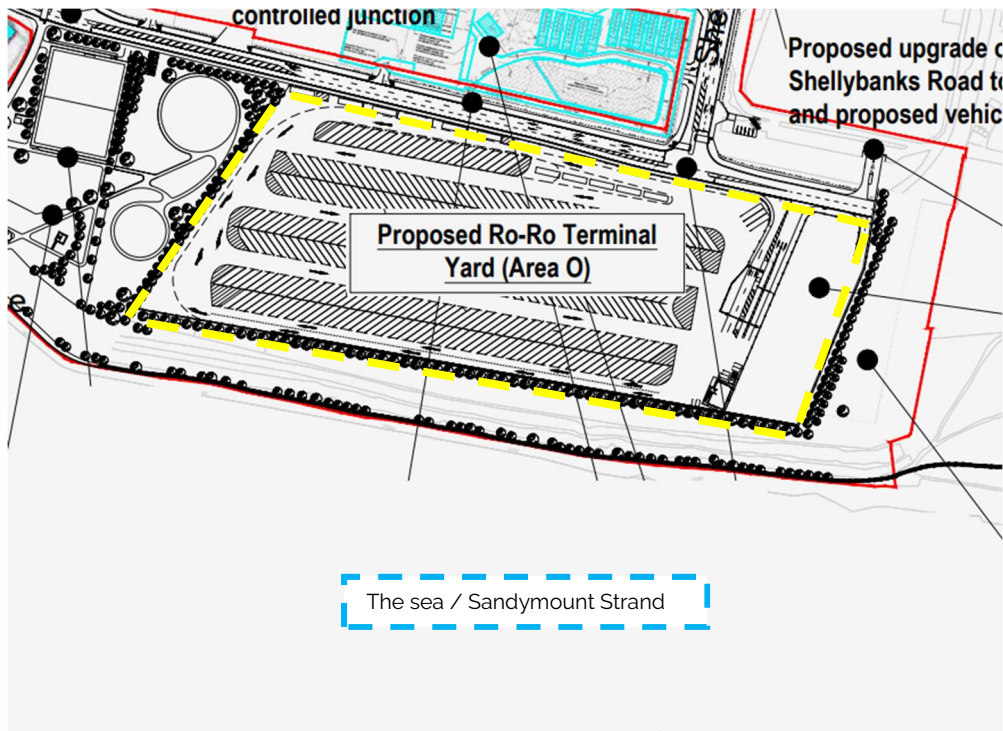


Fig. 33: Excerpt from the applicant drawings showing the location of the proposed Ro-Ro Terminal Yard – Area O (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0011)



Fig. 34: Aerial photograph showing the approx. location of the proposed Ro-Ro Terminal Yard – Area O (Source: Dwg. No. Google Earth)

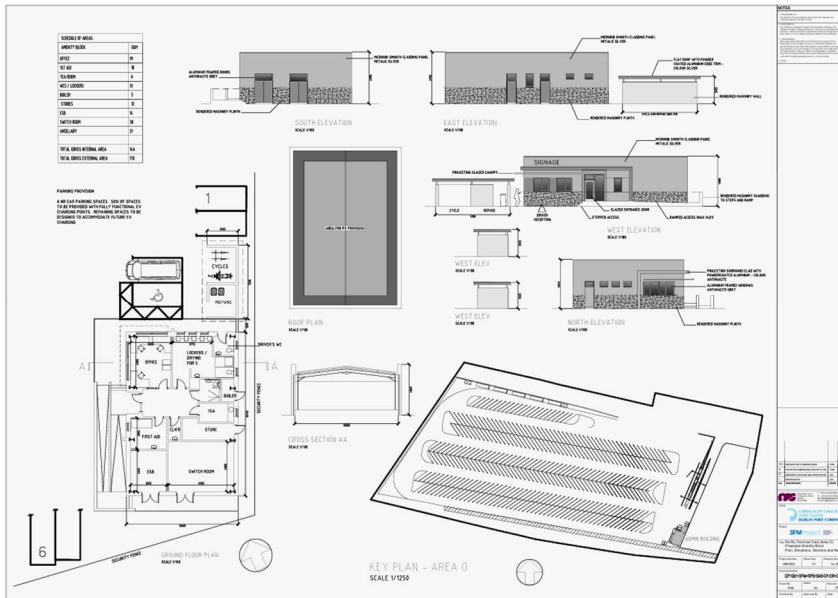


Fig. 35: Excerpt from the applicant drawings showing the location of a 'Proposed Amenity Block' (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-07)

6.2 Ground 2: Observations regarding treatment of the south coastal area of the site

SAMRA has reviewed the applicant proposals as they pass from the Beach Road around the coastal edge, past the proposed Port Park, past the proposed Ro-Ro Terminal Yard, and to the south of the Irishtown Nature Reserve. The following points of observation arise from SAMRA's review.

The following submissions are made to, inter alia, protect Dublin Bay as a UNESCO Biosphere.

6.2.1 The proposed Port Park & extension to Irishtown Nature Park

SAMRA welcomes any proposals to improve the environment and amenities of Poolbeg Peninsula. However, a balanced review of the submitted proposals is required which addresses:

- (1) Why the entire area of the proposed Ro-Ro Terminal Yard – Area O – would not be included as a new public park thereby connecting the proposed Port Park and Irishtown Nature Park.
- (2) Why the applicant is including the “Existing coastal path and berm” as part of the proposed Port Park when these are existing public amenities and do not represent a new community gain and should not be included in the area of the claimed community gain of a claimed c. 4.1ha. Port Park when 1.6ha. of the 4.1ha. is existing public amenity land.
- (3) The proposed piecemeal and fractured nature of the proposed Port Park and Irishtown Nature Park which would adjoin the Ro-Ro Terminal Yard, possibly a DCC District Heating Scheme, the waste to energy plant, etc.
- (4) The need to create a landscape buffer between the port/this port project and Sandymount Strand is not addressed by the applicant proposals. Instead, as noted, a Ro-Ro Terminal Yard is sited on lands which if converted to public park, could offer a significant buffer to the benefit of the entire community to the south, to users of the parks, and to the environment of Poolbeg Peninsula and Sandymount Strand.

This report raises questions over the applicant proposals and ask why it is that the Ro-Ro Terminal Yard and the DCC District Heating Scheme site are not also converted into a public park. The applicant proposals for the Ro-Ro Terminal Yard encroach into the coastal area and need, at least, to be setback.

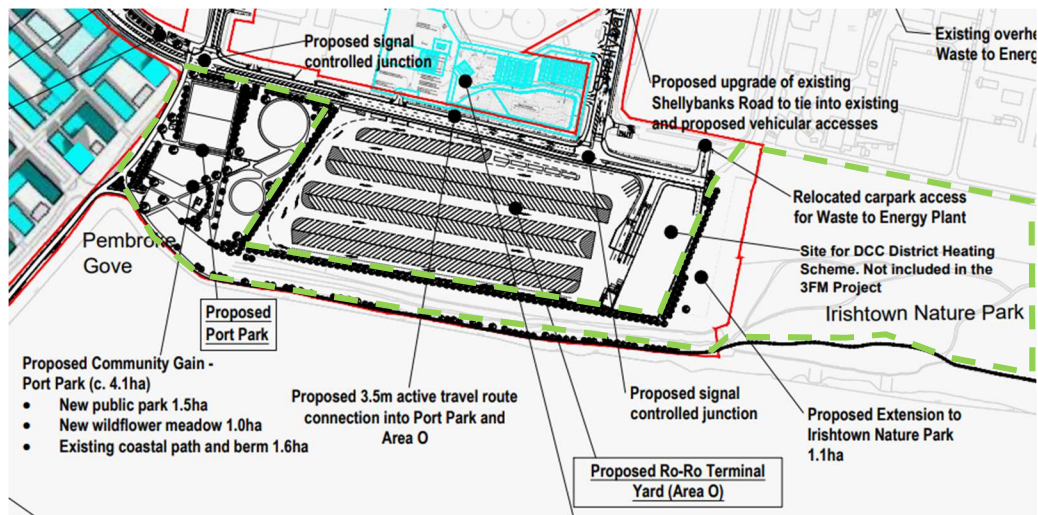


Fig. 36: Excerpt from the applicant drawings showing existing and proposed public park and public amenity access areas – such areas in dashed green line (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0011)

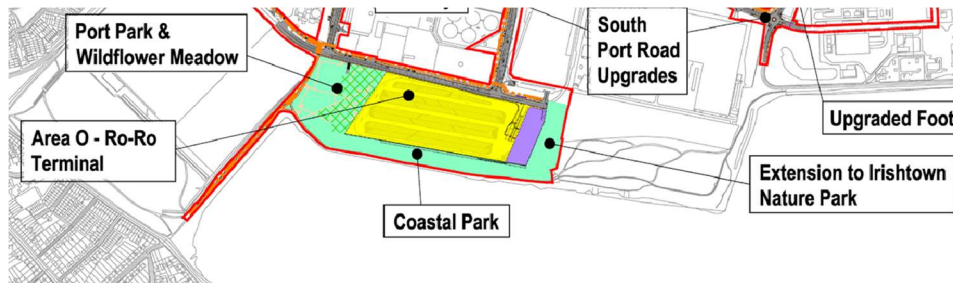


Fig. 37: Excerpt from the applicant drawings showing existing and proposed public park and public amenity access areas (Source: Dwg. No. Active Travel: Architectural Design Report)



Fig. 38: Excerpt from the applicant website showing the proposed interface between the Port Park and the Ro-Ro Terminal Yard (Source: Applicant website)

6.2.2 The DCC District Heating Scheme site should not be included

SAMRA is opposed to any further development in this area of Poolbeg Peninsula and considers that the current project should not incorporate a site for a District Heating Scheme which would continue the utility use of the area rather than the amenity use.

It would not be standard for planning applications to include reference to the future use of other lands. The current use should reasonably be stated on the submitted drawings.

SAMRA does not support project statements, used throughout the documentation, such as:

An additional portion of Area O will be made available to Dublin City Council to facilitate the provision of a District Heating Scheme adjacent to the Waste to Energy plant. This is the preferred location for Dublin City Council for the associated District Heating Energy Station. The planning approval for the District Heating Energy Station will be part of a separate planning application by Dublin City Council and will not form part of the 3FM Project application.

The inclusion of this preliminary proposal within the 3FM scheme pre-supposes its final permission in the future which is not guaranteed.

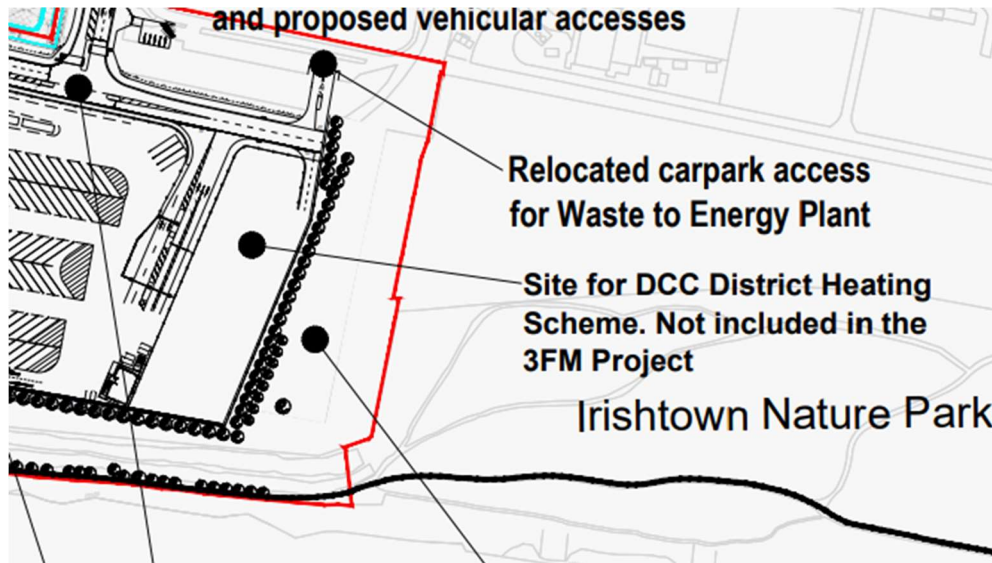


Fig. 39: Excerpt from the applicant drawings showing the location of an indicative future DCC District Heating Scheme (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0011)

6.2.3 Amend the temporary & permanent party boundary to the Ro-Ro Terminal Yard

SAMRA is concerned to ensure that should ABP permit this scheme, that:

- (1) The “existing boundary line” to the Ro-Ro Terminal Yard, as shown by the applicant, is correct. The existing setback distances from the water’s edge to existing developed areas are currently as much as 56m and 65m. The applicant’s ‘existing’ and ‘proposed’ drawings include setbacks of as low as 31m and 32m with the largest setback at 49m. ABP is asked to consider if the submitted proposals seek to encroach into areas adjoining Sandymount Strand which have long been considered public amenity open space with walking paths passing through. Any loss of these lands would cause adverse impacts. Should ABP consider granting permission, the siting of the proposed southern boundary should, SAMRA considers, be setback approx. 10m to 20m along the length of the yard.

- (2) As the proposed boundary, the applicant shows a 2.9m tall ISPS fence on top of a 2.6m tall retaining wall (with 15m high mast lights setback into the site). These proposals may be suitable for a high - security industrial estate; however, SAMRA does not accept that better designed and lower height proposals cannot be achieved. A 5.5m tall unbroken boundary wall in the prison-like appearance shown is excessive at this location and would be visually adverse.
- (3) The existing and proposed boundary lines appear extremely straight relative to Sandymount Strand than is in fact the case.
- (4) The applicant's construction phase proposals show the building of a retaining wall and a construction compound to build this which is sited on the amenity open space side of the existing developed areas currently on site. SAMRA asks that ABP clarify why a retaining wall or any wall is required at this location (a permanent utility structure) and to prevent any temporary or permanent erosion of the existing public amenity open space along Sandymount Strand which is already quite thin. Further, what construction methods will be used and are these compatible with keeping the walking path open?
- (5) The proposed boundary line to the southern boundary of the Ro-Ro Terminal Yard be reviewed as to whether it can be setback to provide a larger tree buffer.
- (6) Where there is presently considerable vegetation to the southern boundary of the Ro-Ro Terminal Yard – this should be protected and enhanced.

The submitted proposals show a very straight concrete wall boundary to the south of the Ro-Ro Terminal Yard with a line of trees planted in the public park/amenity open space areas on the other side of the wall. SAMRA has concerns over these boundary proposals as they offer no adequate planted buffer. See Section 5.0 of this report.

It is of concern that Figure 23 'CGI Aerial Image of Proposed Area O – Ro-Ro Terminal, from Port Park looking east' fails to show how the Ro-Ro Terminal Yard would extremely closely adjoin the coastal park with no adequate setback to the shoreline.



Fig. 40: The existing distance of the boundaries of the developed sites to the water's edge and the appearance of the location of the boundary to the Ro-Ro Terminal Yard and all areas requiring careful protection regarding existing vegetation (Source: Google Earth)

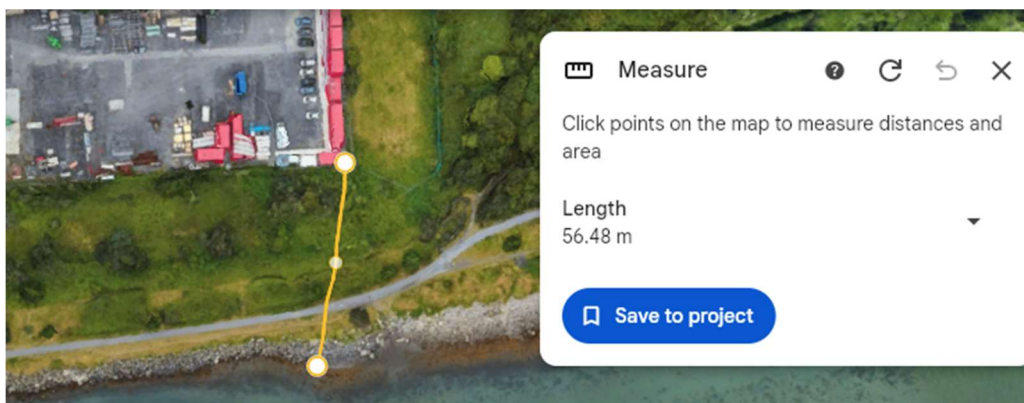


Fig. 41: The existing distance of the boundaries of the developed sites to the water's edge and the appearance of the location of the boundary to the Ro-Ro Terminal Yard and all areas requiring careful protection regarding existing vegetation (Source: Google Earth)



Fig. 42: The existing boundary of the site to the berm and water's edge and all areas requiring careful protection regarding existing vegetation – sections to be removed as part of the scheme (Source: Applicant photograph)

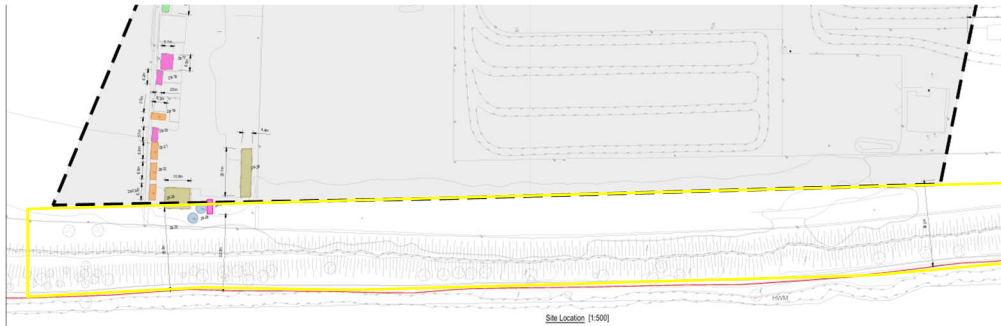


Fig. 43: Excerpt from the applicant drawings showing the claimed location of the "existing boundary" to the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0700)

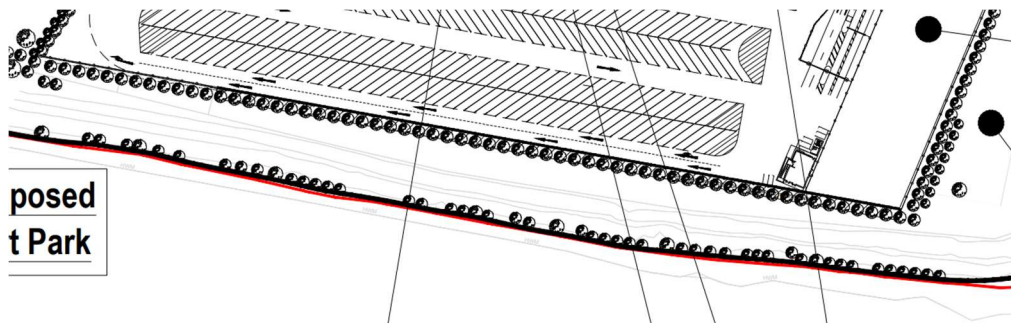


Fig. 44: Excerpt from the applicant drawings showing the location of the proposed boundary to the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0011)

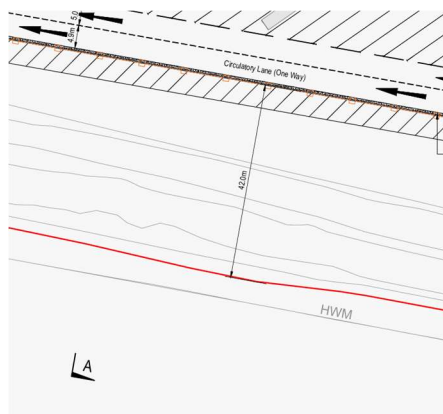


Fig. 45: Excerpt from the applicant drawings showing the proposed setback distance of 42m to the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0701)



Fig. 46: This area of land appears to be threatened by the scheme encroaching into existing undeveloped land and/or lands that have formed a soft boundary buffer to the south on a historic basis (Source: Google Earth)



Fig. 47: This area of land appears to be threatened by the scheme encroaching into existing undeveloped land and/or lands that have formed a soft boundary buffer to the south on a historic basis (Source: Google Earth & applicant Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0707)

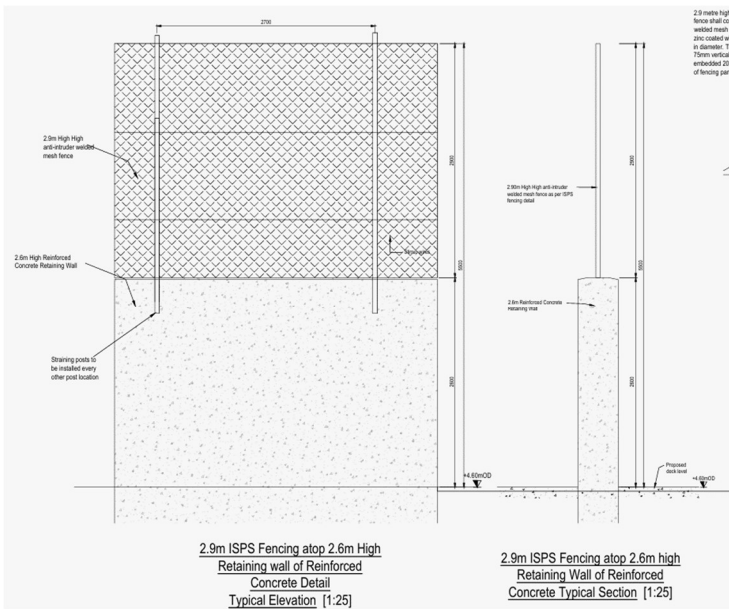


Fig. 48: The proposed reinforced retaining wall with security fencing above to a height of 5.5m in a prison-like or high security industrial estate style design (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0705)

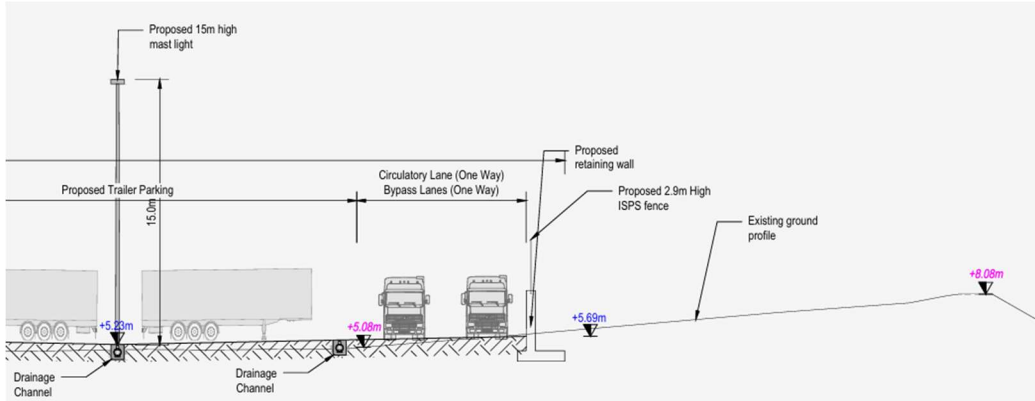


Fig. 49: Excerpt from the applicant cross section drawings showing the proposed interface with the public amenity open space and Sandymount Strand to the south - 1 (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0702)

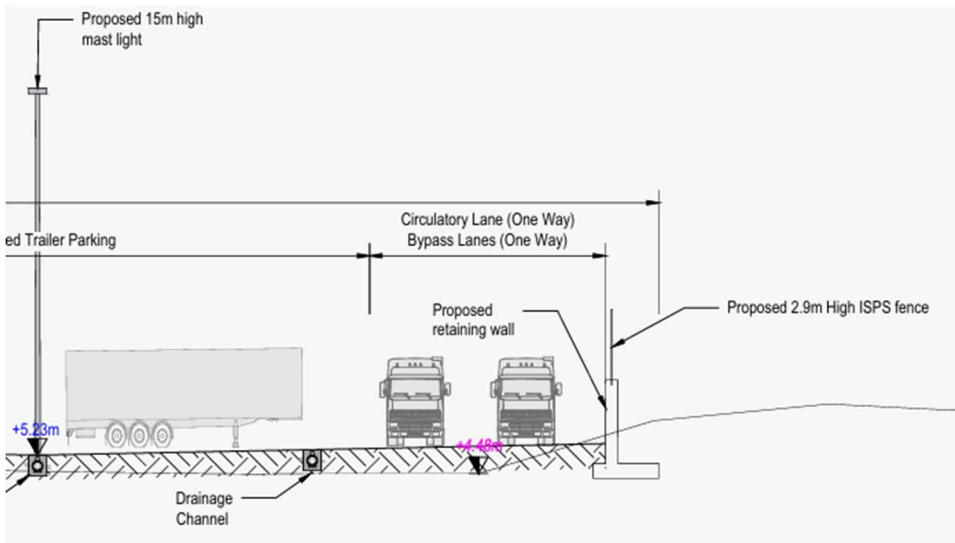


Fig. 50: Excerpt from the applicant cross section drawings showing the proposed interface with the public amenity open space and Sandymount Strand to the south - 2 (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0702)

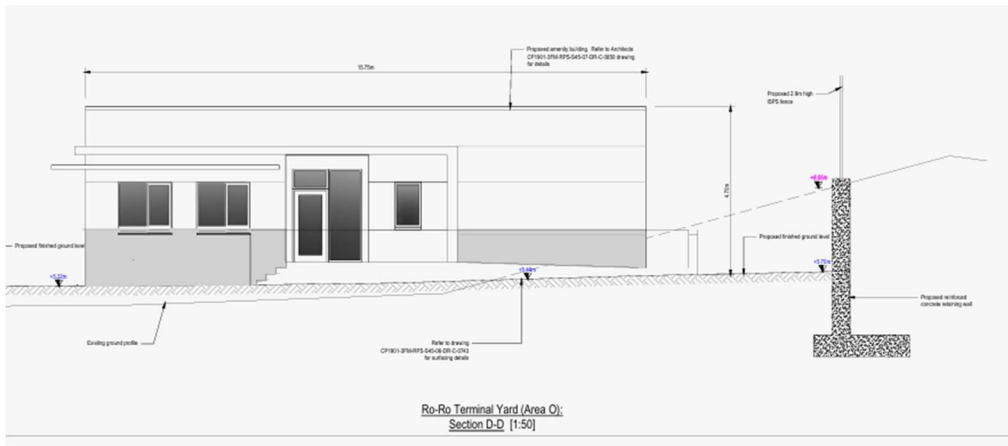


Fig. 51: Excerpt from the applicant cross section drawings showing the proposed interface with the public amenity open space and Sandymount Strand to the south - 1 (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0704)

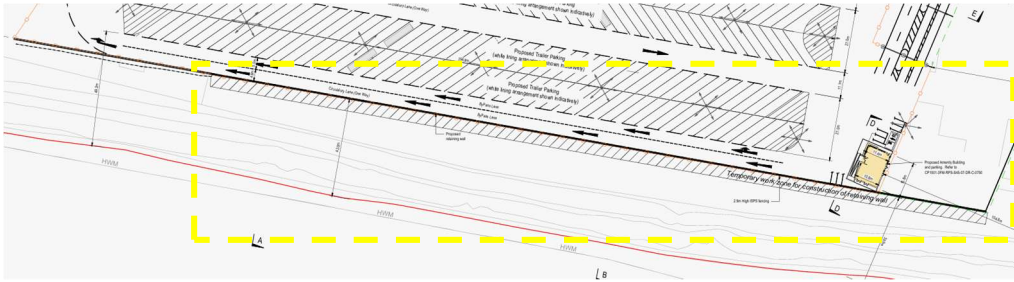


Fig. 52: Excerpt from the applicant drawings showing the proposed retaining wall and construction phase encroachment further into the amenity open space to the south (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0701)

6.2.3 Proposed earthworks and retaining wall for the Ro-Ro Terminal Yard

SAMRA has reviewed Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0740 'Revised Levels Layout' of the applicant proposals. This confirms a 70cm level difference across the site with the highest site levels recorded to the south side of the site where they have played a de facto bund role historically.

SAMRA is concerned that the applicant is encroaching into lands which do not naturally or historically form part of the brownfield areas of Poolbeg Peninsula but rather have always been part of the public amenity open space to the south. It would be preferable for the lands at higher levels to the south of the site to remain undeveloped and to continue to act as a natural bund whereby a retaining wall is not required. The retaining wall appears to be required only because the applicant wishes to excavate these areas of the site to create a flat surface. Again, SAMRA asks that the boundary be setback at least to areas of the site which are approximately 5.35 to 5.36 OSD. All areas of the site above 5.39 OSD should be excluded and those at 5.61 OSD definitely excluded. This would remove the areas shown in Fig. 54 from the subject site of the Ro-Ro Terminal Yard. These areas are proposed to contain an internal road whose siting is in any case unreasonable.

Finally, it is critical to note how the south end of the site's contours have far more in common with and form part of the shoreline than part of the inland areas of the peninsula. These areas should be protected. The natural gradient of the south end of the site down to the shoreline should be retained. The proposed retaining wall cannot be justified this close to the shoreline when natural contours can achieve the same outcome.

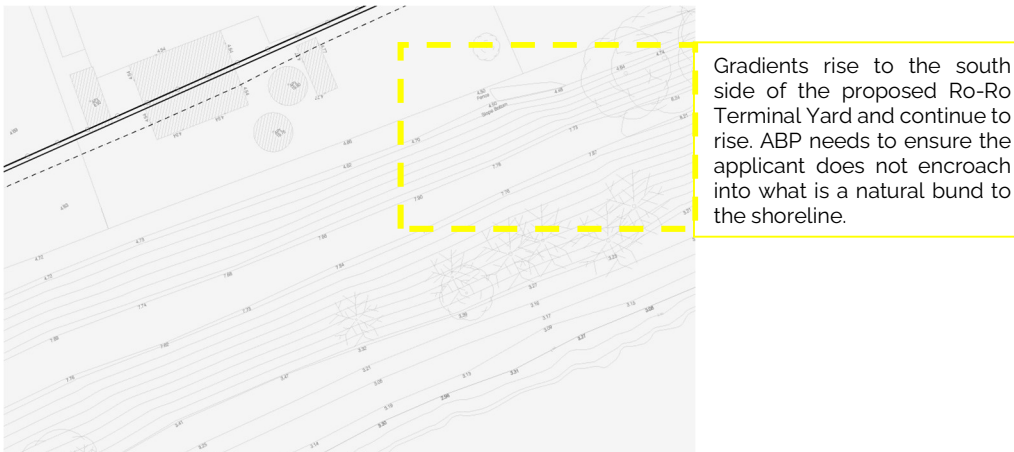


Fig. 53: Excerpt from the 'Roads & Footways' drawing of the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS_S26-HML-AT-DR-HE-100-0002)

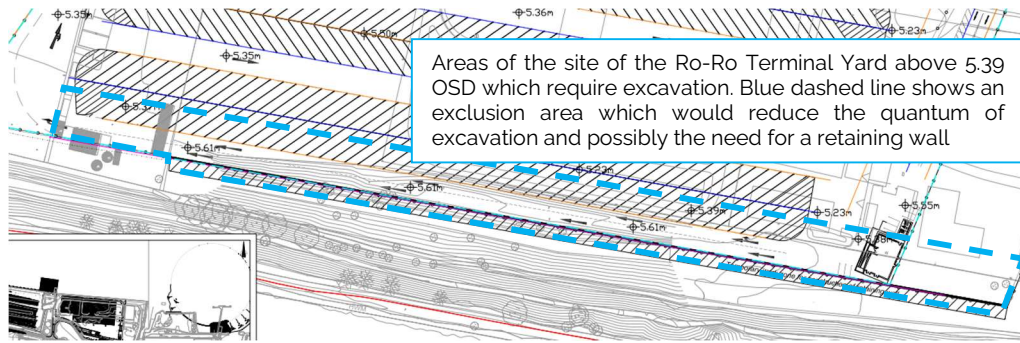


Fig. 54: Excerpt from the 'Revised Levels Layout' drawing of the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS-S45-07-DR-C-0740)

6.2.4 The coastal park proposals do not comply with Poolbeg West SDZ requirements

SAMRA considers that the proposed development must correspond to the Poolbeg West SDZ as regards the coastal park proposal included within this scheme. Section A2.3 'Coastal Park Open Space Strategy' of the SDZ's Planning Scheme requires a number of principles to be adhered to, including:

- **A 50m setback to the shoreline is not proposed:** The Poolbeg West SDZ establishes the principle of a minimum of 50m setback from the coastal edge to any new building line. The applicant proposals for the Ro-Ro Terminal Yard's boundary wall and fence is under 50m. This will leave insufficient coastal park open space to offer an adequate buffer to the 3FM development. The existing and proposed coastal path needs to be protected with adequate setback area – an area which includes a bund and considerable vegetation. The slope and lower part of the setback area will have enhanced biodiversity and should be largely inaccessible. There is a need for additional setback area to respond to all the demands which arise for the space.
- **The "buffer" role of the coastal park is not enhanced by the proposals:** The Coastal Park occupies a highly sensitive area and will have to provide a buffer between intensive development within the Ro-Ro Terminal Yard and the foreshore. A 50m setback 'and' careful planting of the coastal park is required to achieve the necessary buffer in all respects (e.g. visual, noise, etc.).
- **The "connections" for pedestrians and cyclists are not complete:** Section 6.3 of this report shows how the proposed pedestrian and cyclist connections are incomplete.
- **The "Landscaping strategy" for the coastal park appears as premature and incomplete:** The applicant's coastal park proposals appear to extend only part of the way to the Beach Road and only part of the way toward Irishtown Nature Reserve. These proposals need to be complete and fully formed in agreement with DCC.
- **"Incorporation of SuDS" into the path and coastal park developments is incomplete:** SAMRA has reviewed the SuDS proposals for the coastal paths and associated developments and is concerned that, as regards SuDS and surface water management, further work is required. Attenuation cannot involve surface water passing directly into Dublin Bay. The proposals appear premature pending the provision of porous surfacing, attenuating sub base and attenuating growing medium to planting beds and tree pits, discharge of surface water directly into planted areas, etc. The design should be exemplary in terms of integration of SuDS with the public realm proposals as required by Objective GIO37 of the DCDP 2022-208 which seeks:

To ensure all bathing areas, including Dollymount and Sandymount, are maintained to a high standard and to protect and improve water quality and bathing facilities at designated and other monitored waters in order to bring them to designated bathing waters as far as is possible and/or 'Blue Flag' standard.

- **The ecology of the coastal park area must be improved – concerns arise that this is not proposed:** As the SDZ Planning Scheme notes: "The existing vegetation in this location is ecologically poor compared with the potential of the local coastline, consisting mostly of mown grass and aggressive species. The existing vegetation is not protected and development presents an opportunity to replace it with new, more appropriate habitats, to enhance local flora and fauna. Rich calcareous grassland and native maritime species should be planted to enhance ecological diversity. Planting of native maritime tree species will create further habitat opportunities.

SAMRA is concerned that the applicant proposals, again, seek to take what suits from the Poolbeg West SDZ Planning Scheme and to exclude what does not. The applicant proposals need to be amended to better reflect the SDZ's coastal park open space strategy.

A2.3 Coastal Park Open Space Strategy

This section focusses on the section of the Coastal which is fronted by the A2 and A4 blocks (See Figure 9.2).

Open space strategy:

- a) Vision, role and function
- b) Design principles
- c) Pedestrian and cycle movement and connections
- d) Landscaping strategy
- e) Incorporation of SuDS
- f) Ecology
- g) Materials
- h) Lighting and Street furniture
- i) Range of facilities referring to needs of differing ages

Furthermore the Planning Scheme (11.4.3) notes:

'The Coastal Park occupies a highly sensitive area (inclusive of an ESB way leave) and will provide a buffer between more intensive development within Poolbeg West SDZ and the foreshore (as per Figure 11.6). The location and form of the park is generally fixed, with a western edge being setback 50m from the shoreline boundary of the SDZ (see also 11.5.2)'

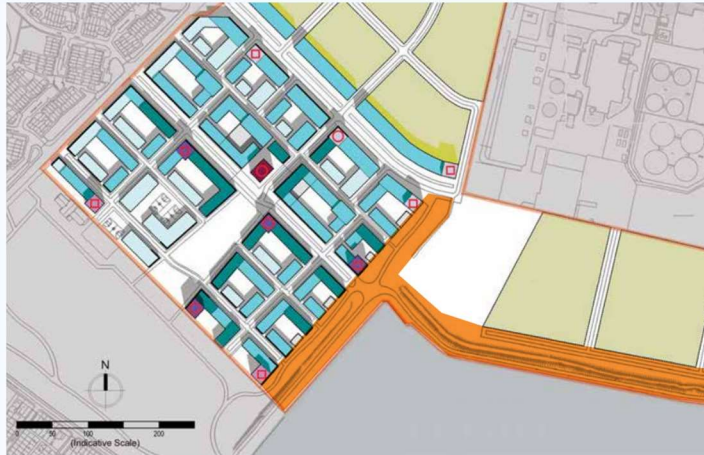


Figure A2.17. Coastal Park. Extract from Figure 11.3 Block form and layout.

Fig. 55: Section A2.3 'Coastal Park Open Space Strategy' of the SDZ's Planning Scheme (Source: Online reference⁵)



Figure A2.18. Two important green links are connecting the city centre of Dublin with Dublin Bay by the site

Fig. 56: Figure A2.18. 'Two important green links are connecting the city centre of Dublin with Dublin Bay by the site' of the SDZ's Planning Scheme (Source: Online reference⁶)

⁵ https://www.dublincity.ie/sites/default/files/2021-01/poolbeg_west_sdz_planning_document.pdf

⁶ https://www.dublincity.ie/sites/default/files/2021-01/poolbeg_west_sdz_planning_document.pdf



Figure A2.33. Indicative concept sketch – Coastal Park

Fig. 57: Figure A2.33. 'Indicative concept sketch – Coastal Park' of the SDZ's Planning Scheme (Source: Online reference⁷)

6.3 **Ground 3: Observations regarding cycle infrastructure proposals**

SAMRA has reviewed the applicant's cycling infrastructure proposals in details. The following concerns arise. As submitted, the proposals require amendment as they are inadequate and incomplete. No proper, safe, and useable through connection from the proposed SPAR bridge to Beach Road is provided.

Section 2.4 'The Core Strategy' of the DCDP 2022-2028 refers to the need for "premium cycle routes" to address Climate Change. This is not achieved and the applicant's Climate Change report and Chapter 11 of the EIAR each fail to address the shortcomings of the submitted cycling proposals.

6.3.1 **"Joined up," segregated, and safe cycling infrastructure proposals are required**

SAMRA supports proposals to improve cycling infrastructure within and surrounding the applicant site. The area is beset by vehicular traffic congestion, especially at peak times, and anything which can be done to address this is welcome.

NPO 27 of the National Planning Framework aims to:

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages (page 82).

SAMRA has reviewed the routes of cycle lanes to be incorporated into the scheme. The primary proposal is for an 'Active Travel Path' which passes through the scheme area from the start of the proposed Southern Port Access Route (SPAR) to an existing footpath which passes from the site alongside Sandymount Strand and toward the R802.

⁷ https://www.dublincity.ie/sites/default/files/2021-01/poolbeg_west_sdz_planning_document.pdf

It is unclear if the cycle lanes and/or notional shared pedestrian/cycle facilities are intended to be part of the long planned Sutton to Sandycove cycle route, what the NTA's Cycle Network Plan calls the 'East Coast Trail', or what Dublin City Council now refers to as the Active Travel Network (see Fig. 58).

SAMRA notes how the Regional, Spatial and Economic Strategy (RSES) for the Eastern and Midland Region⁸ includes the "East Coast Route from Sutton to Sandymount with potential to link into a Dublin Port Greenway, to extend north to link into the Fingal Coastal Way and to develop a wider East Coast Trail from Rosslare to Northern Ireland" (page 103).

While the Poolbeg West SDZ Planning Scheme contains the following objective: "US2 To create a legible, permeable and traffic-calmed street network that prioritises the movement of sustainable modes of transport and provides direct connections with the existing communities of Ringsend, Irishtown and Sandymount, and to Sean Moore Park and Dublin Bay" (page 87). The SDZ aims also:

To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes. These works will include new signalised junctions at the Sean Moore Road/ South Bank Road Roundabout, at the Beach Road/ Sean Moore Road junction. A new pedestrian and cycle link across the River Liffey will also be prioritised, either by widening/enhancing the existing bridge or by providing a new parallel structure to accommodate walking and cycling" and "To provide the cycle routes (including Coastal Greenway) indicated in Figure 6.2" (see Section 6.3.1.8 of this report)

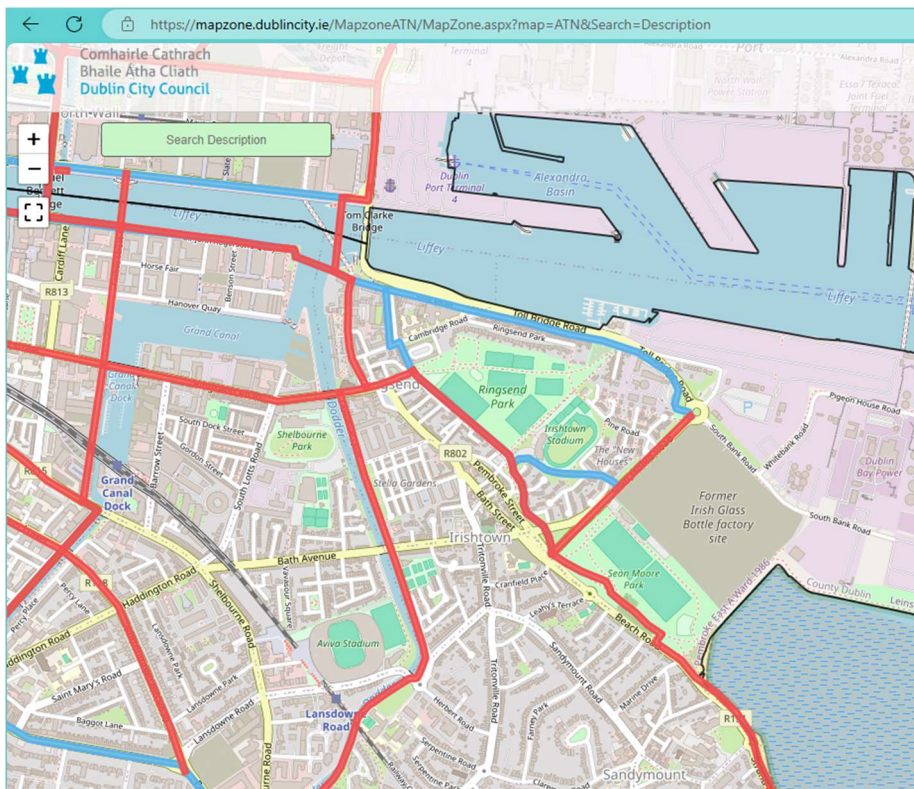


Fig. 58: Search result from Dublin City Council's Active Travel Network's GIS mapping (Source: Web based source⁹)

When one looks at the Greater Dublin Area Cycle Network Plan¹⁰ (which complements the GDA Transport Strategy) published in 2013, it now appears as out of date regarding the Dublin City Council area. The plan is currently undergoing a revision process, and a draft publication has been produced for consultation purposes¹¹. Consultation feedback informed updates to the draft plan, which is currently being considered by the Minister for Transport. SAMRA can only address the details available within the public domain.

The applicant Planning Report states: "The 3FM Project will play a key role in facilitating the realisation of the GDA Cycle Network Plan". As the GDA Cycle Network Plan does not include either the SPAR

⁸ <https://www.emra.ie/final-rses/>

⁹ <https://mapzone.dublincity.ie/MapzoneATN/MapZone.aspx?map=ATN&Search=Description>

¹⁰ <https://www.nationaltransport.ie/planning-and-investment/transport-investment/greater-dublin-area-cycle-network-plan/>

¹¹ <https://www.nationaltransport.ie/gda/supporting-documents/>

bridge or the proposed cycle route eastward along South Bank Road and down to Beach Road, it would not appear that the applicant is acting in accordance with the plan. SAMRA would prefer the more direct cycling routes set out by the GDA Cycle Network Plan as now updated by Dublin City Council's Active Travel Network mapping.

As noted above, in July 2024, Dublin City Council completed consultation on the planning and design of the Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Project¹² meaning that the applicant has lodged the 3FM project with a SPAR bridge which would replicate much of the new cycling infrastructure proposed by Dublin City Council. The Dublin City Council proposals are more direct.



Fig. 59: Extract from GDA Cycle Network Plan Map 1 (2013) (Source: Web based source¹³)



Fig. 60: Extract Draft GDA Cycle Network Plan Map Set 1 (2021) (Source: Web based source¹⁴)

¹² This project is part of the Dublin City Council (DCC) Active Travel Network and will be funded by the National Transport Authority (NTA) and DCC.

¹³ https://www.nationaltransport.ie/wp-content/uploads/2021/02/English_04b_Proposed_Network_Dublin.pdf

¹⁴ <https://www.nationaltransport.ie/wp-content/uploads/2021/11/Draft-2021-GDA-Cycle-Network-Plan-Map-Set-1.pdf>

ABP is asked to consider this. The submitted scheme's ambition is to address long standing infrastructure deficiencies regarding cycle infrastructure, but to do so in a manner which is recommended by the applicant and not by the authors of the Greater Dublin Area Cycle Network Plan and certainly not at the behest of Dublin City Council.

The applicant repeatedly claims to be proposing to provide connecting cycle infrastructure from Sandymount and Merrion to the north side of the Liffey to the benefit of Sandymount and Merrion residents.

However, clarity is required around what precisely is proposed regarding cycling infrastructure. The submitted 'Active Travel: Design Report' and 'Active Travel: Landscape Design Report' each state:

In the current alignment of 3FM SPAR bridge design, a hard landscape zone is proposed to ensure a cohesive merging of all travel routes. This affords an opportunity to seamlessly provide a heavily used future route for Dublin Port operations alongside a new public travel corridor. N W A secure crossing of the SPAR route will allow pedestrians and cyclists connect to the Active Travel Route to the eastern side of the bridge from which point, future users can join the pedestrian and cycle network to the south.

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

This statement contradicts itself and clarity is required. A segregated commuter corridor cannot include pedestrians and, as such, cannot include a 'share with care' portion, while the proposals must surely be required to represent an improvement for cyclists in travelling to and from the north side of the Liffey to the Merrion and Sandymount areas. It is not clear that this is achieved.

Revisions are particularly needed in the following areas of the proposals.

6.3.1.1 North & south ends of the proposed Active Travel Path do not "join up"

BPS has included the full length of the Active Travel Path including sections of true cycle lanes in Figs. 61 to 87 of this report. The width of the Active Travel Path and cycle lanes, e.g. 3.5m, in a 2-way arrangement, over the bridge is appropriate. However, the proposals lack integration into and/or with existing infrastructure.

Indeed, having reviewed the entirety of the proposed new cyclist infrastructure, BPS considers that cyclists travelling from the Sandymount and Merrion areas and across the Liffey will continue to do so via the R802, the R131, the existing roundabout before the East Link Bridge, and will pass over the Tom Clarke Bridge. The applicant proposals would represent a wasted opportunity to connect Sandymount and Merrion to the north side of Dublin as part of the long planned Sutton to Sandycove project. The cycling proposals are poorly considered and require significant amendment.

At the north end of the proposed SPAR bridge

What proposals are in place regarding the integration of the Active Travel Path at the north end of the new bridge proposed as part of the Southern Port Access Road into existing transport infrastructure at this point. As Figs. 61 to 77 show, a two lane cycle path fed from the south by an Active Travel Path is going to deliver possibly large numbers of cyclists to this point, yet there appears to be a lack of consideration given to how these cyclists will connect into existing infrastructure to the north side of the bridge. While the applicant repeatedly refers to the connection for cyclists as being "seamless" there is little evidence of this. Where is the safe, seamless, and commuter-friendly merged route for cyclists?

SAMRA is concerned that the termination point for the cycle lanes is unsafe. The project architect treats the end of the 2-way cycle lane at the north end of the proposed bridge as though cyclists are entering or exiting a park area. SAMRA is concerned that cyclists have no planned, direct, or safe route to access the SPAR bridge cycle lanes. Cyclists would have to pass through "North Wall Square" or cut across two lanes of traffic to enter the new road (the other road is a proposed port access spur).

The drawings refer to "ACCESS POINT TO ACTIVE TRAVEL ROUTE 3M TWO WAY CYCLE TRACK, & 2M PEDESTRIAN CORRIDOR TO TRAVEL DUE SOUTH THROUGH DUBLIN PORT LANDS" as though this is a Disney ride, and adults and children will queue up to use it. It is not a through route. It is a disconnected barrier to the passage of cyclists. One would not design a road for cars with a de facto dead end. Cyclists

will be travelling at 15km to 35km per hour at this point and then they reach a de facto dead end or cycle into a pedestrian area.

The submitted 'Active Travel: Landscape Design Report' shows cyclists passing through pedestrians at this location as one might suggest cyclists travel at high speed down Grafton on Henry Streets. This is not safe or practicable, yet the submitted report makes no comment on this.

This matter requires review by a Road Safety Audit and full re-design is likely required to ensure the area meets the needs of cyclists. This problem indicates the proposals are premature pending agreement continuation of the cycle lanes on the north side. Fig. 72 offers a Google Earth image of the location where the bridge's cycle lanes are shown to terminate. The current proposals are inadequate.

Indeed, the current proposals would push cyclists to avoid travelling over the SPAR bridge and they would seek to use the Tom Clarke Bridge instead (as at least the north side Liffey Quays cycle lanes are available at its north end). For the reasons given below, the proposals to tie the SPAR bridge into the Tom Clarke bridge, as they pertain to likely use by cyclists are poorly considered.

SAMRA submits that the proposals for cyclists at the north end of the SPAR bridge fail to facilitate the realisation of the GDA Cycle Network Plan. The SPAR bridge does not directly connect to any cycle path passing northwards, but the existing Tom Clarke Bridge does (the Liffey Quays now contain quality cycle paths).

Proposals incorporated into the 3FM Project will not, as submitted, contribute towards expanding Poolbeg with cycleway infrastructure.

At the northern tie into the Tom Clarke Bridge ("Western Tie in")

SAMRA is concerned that those cycling to and from the city centre will seek to use the "Western Tie-in" to access the Tom Clarke Bridge which is unsafe even at present for cyclists. Bollards will not prevent bikes using the tie-in path. Bikes would be forced to cross two lanes of traffic to cycle north across the bridge. This matter requires review by a Road Safety Audit (see Figs. 78 to 81).

At the south end

The proposals for an Active Travel Path to the south of the project area approaching (but not reaching Beach Road) refers to lands SAMRA understands are owned by Dublin Port Company but leased to Dublin City Council. It is presumed by SAMRA that the applicant would carry out the proposed Active Travel Path works but DCC would maintain them. Can this be clarified?

Regarding the specific proposals, Figs. 84 to 87 show an Active Travel Path passing from the SPAR towards an existing part-gravelled and part-tarmac surfaced footpath which passes along Sandymount Strand to the R802. This part of the cycle path proposals is, as set out below, poorly developed and incomplete. This section appears not to have been agreed with DCC despite having a notional design included in the planning application, while another section has no notional design but is included in the red line boundary.

This path would remain, as the planning application is currently lodged, suitable only for pedestrians. This does not make sense. The existing path needs to be upgraded fully to support the volume of cyclists who will need to use it in a safe manner. There needs to be a 6m wide footpath with verges passing from the R802 to what is, presently, the South Bank Road (as it would be amended by the applicant proposals).

It is hard to understand how the applicant considers cyclists travelling at 15kph to 35kph could be expected to respond to a 'share with care' zone on the proposed Active Travel Route. It is unrealistic. It is much like expecting cars to travel at 5-10mph along sections of a given road.

The lack of adequate lighting of the cycle path at the south end

SAMRA has also reviewed the submitted 'Active Travel: Concept Lighting Planning Report'. This sets out the lighting proposals for the proposed cycling infrastructure. Those areas of the project where cycle lanes adjoin well-lit public roads are acceptable as regards lighting (though at the north end of the bridge the hazards noted above will be exacerbated); however, the areas from the 'Active Travel Path' from Sandymount to South Bank Road are to be poorly lit and these areas would be dangerous at night especially as shared paths. Cyclists would choose to cycle on the roads which are well lit and segregated from pedestrians. A segregated path which is lit by proper public lighting stands equivalent in luminescence to road lighting is required.

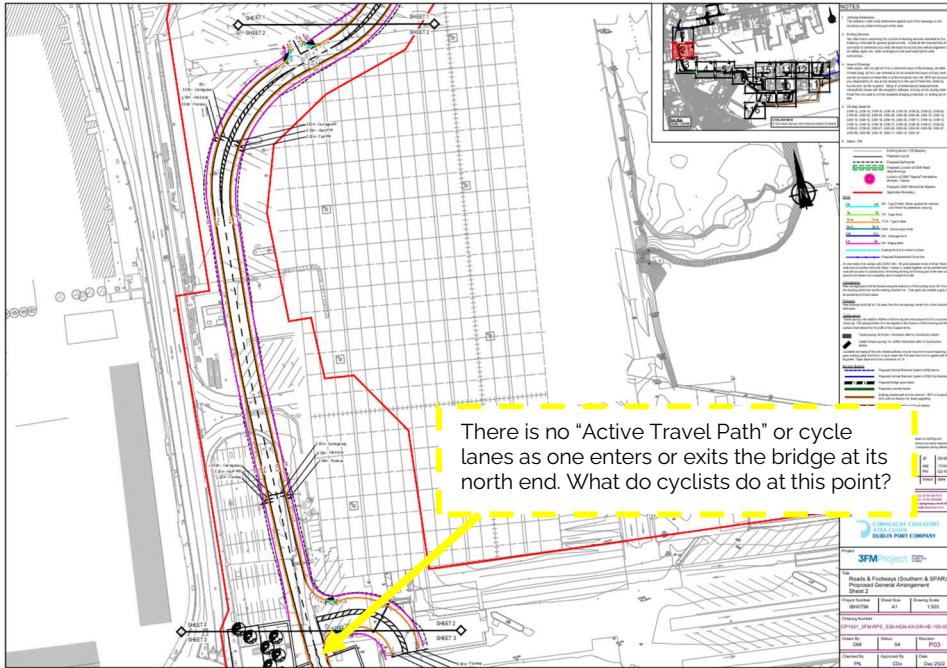


Fig. 61: Excerpt from the applicant drawings showing how a cyclist would enter or exit the proposed bridge (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0002)

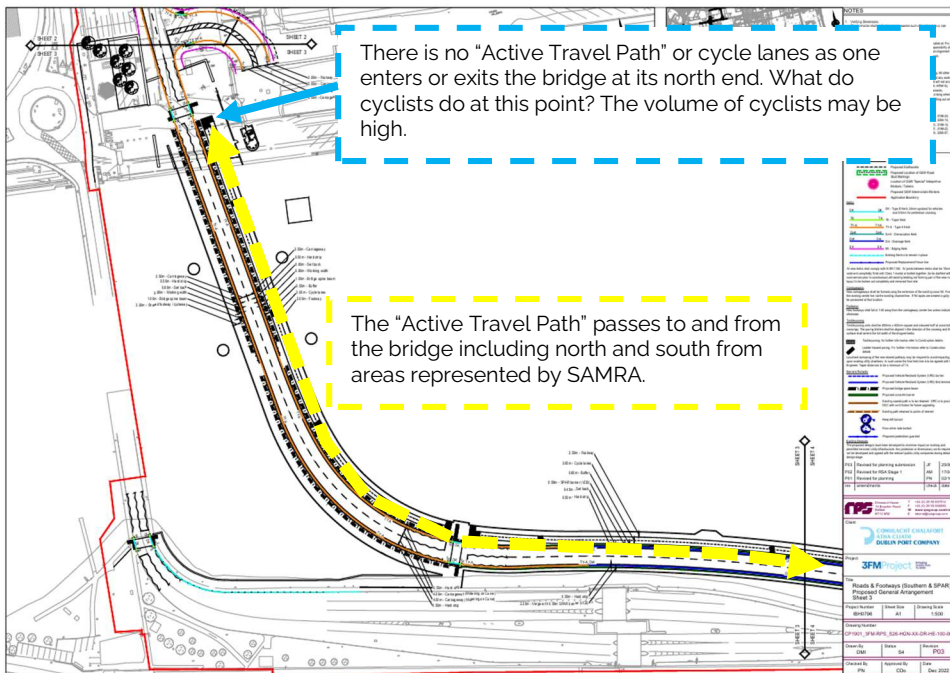


Fig. 62: Excerpt from the applicant drawings showing cycle lanes passing across the SPAR bridge (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0003)

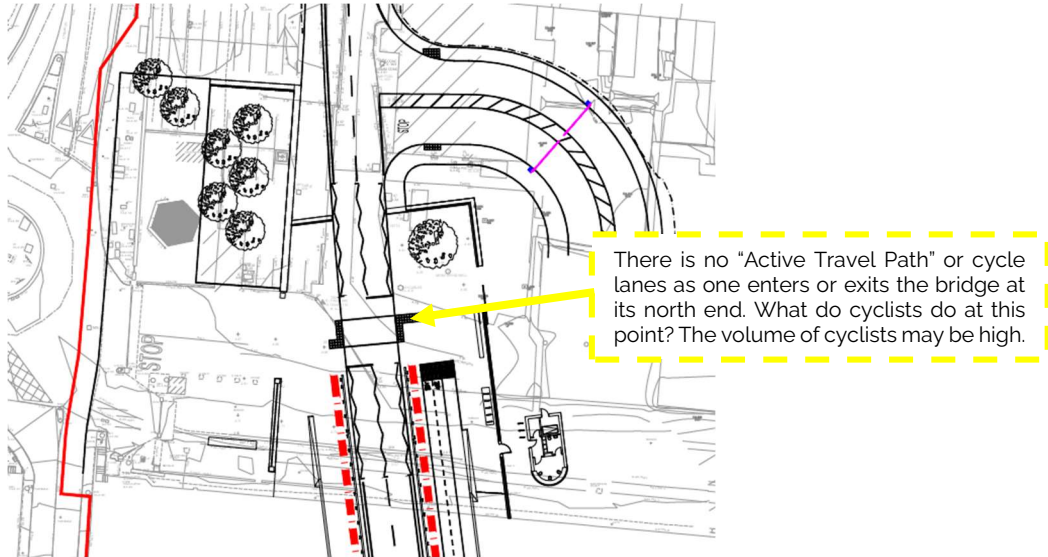


Fig. 63: Excerpt from the applicant drawings showing cycle lanes terminating on the north side of the SPAR bridge (Source: Dwg. No. CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0001)

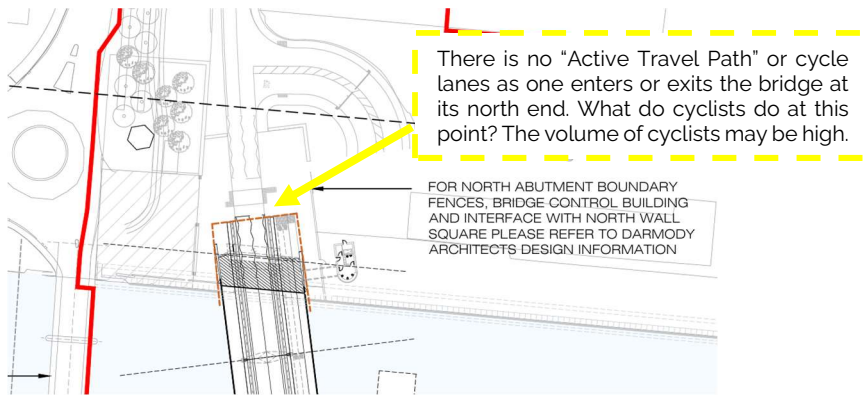


Fig. 64: Excerpt from 'SPAR Bridge Proposed Context Plan' (Source: Dwg. No. MOXON-SBR-SP-DR-A-100-00001)

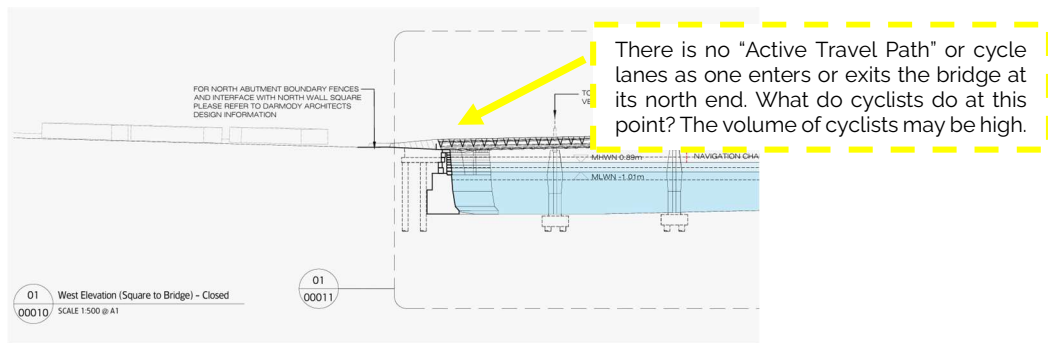


Fig. 65: Excerpt from 'SPAR Bridge Proposed West Elevation' (Source: Dwg. No. MOXON-SBR-SP-DR-A-100-00010)

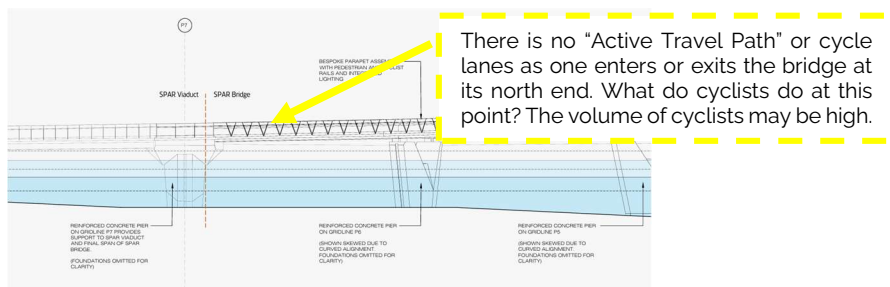


Fig. 66: Excerpt from 'SPAR Bridge Proposed North Detail Elevation' (Source: Dwg. No. MOXON-SBR-SP-DR-A-100-00012)

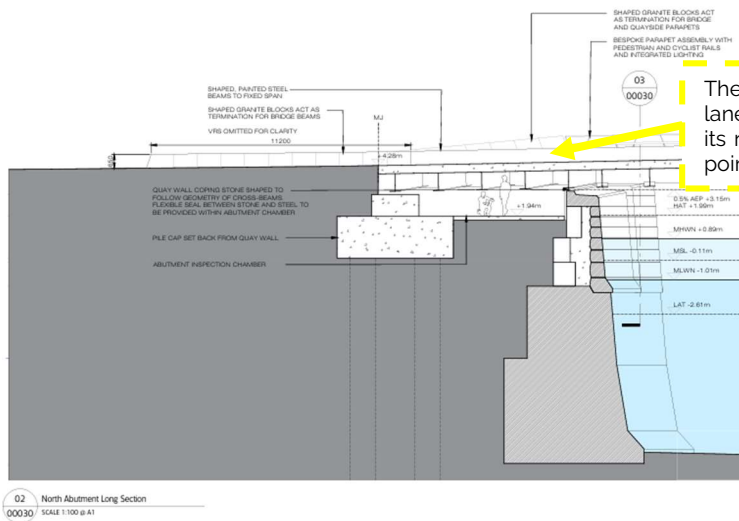


Fig. 67: Excerpt from 'SPAR Bridge Proposed North Abutment Detail Arrangement' (Source: Dwg. No. MOXON-SBR-SP-DR-A-100-00030)

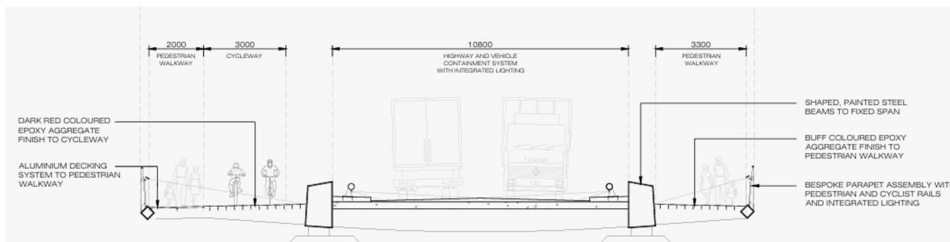


Fig. 68: Excerpt from the applicant drawings showing cycle lanes at the north end of the SPAR bridge (Source: Dwg. No. MOXON-SBR-SP-DR-A-100-00020)

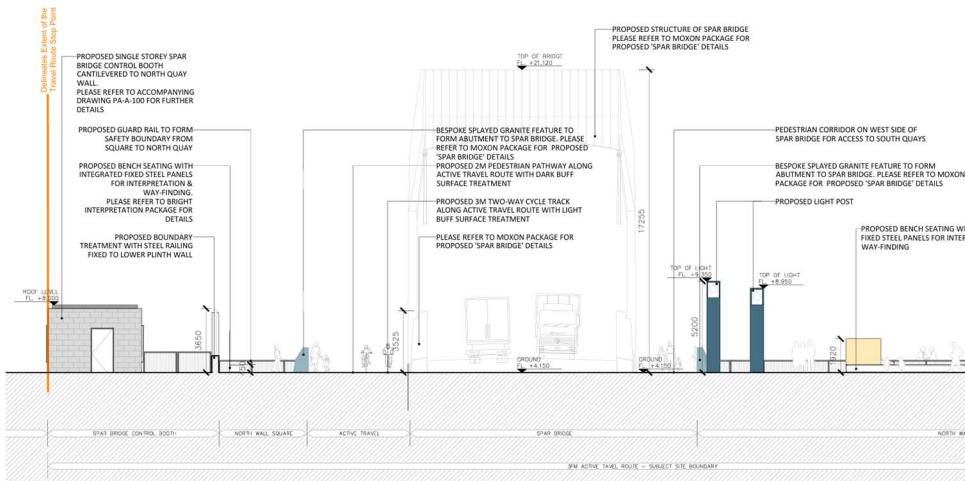


Fig. 69: Excerpt from the applicant drawings showing cycle lanes at the north end of the SPAR bridge (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-200-A)

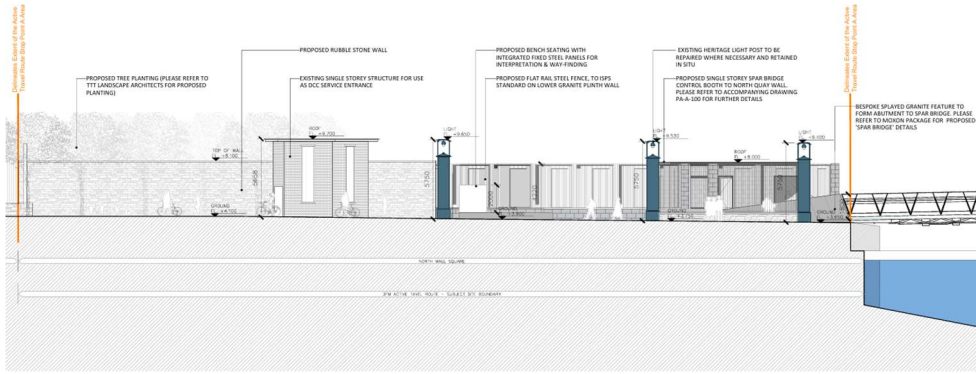


Fig. 70: Excerpt from the applicant drawings showing where the cycle lanes at the north end of the SPAR bridge are located (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-200-A)

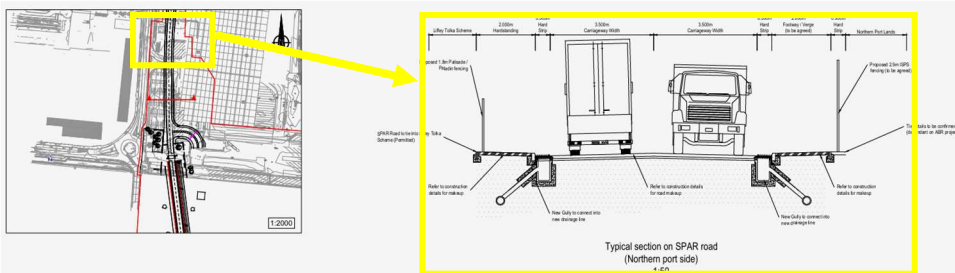


Fig. 71: Excerpt from the applicant drawings showing no cycle lanes on the road to the north of the SPAR bridge (Source: Dwg. No. CP1901_3FM-RPS_S26-GEN-XX-DR-HE-100-0001)

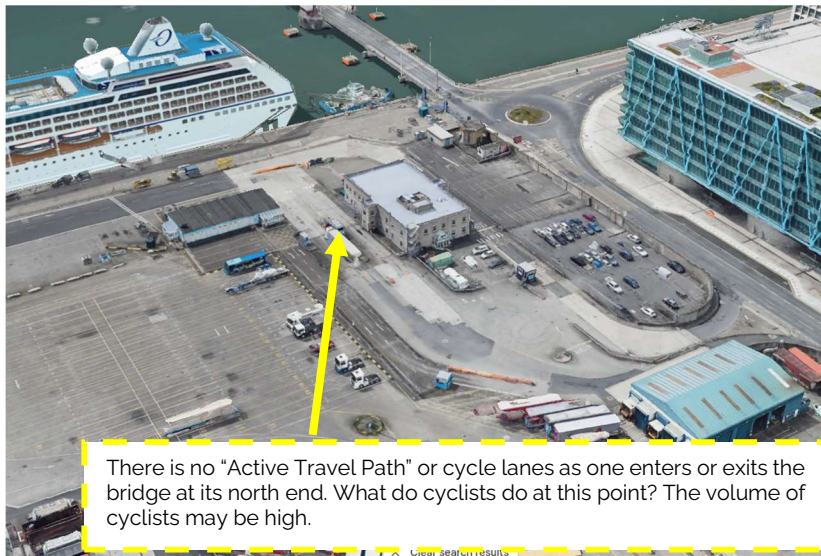


Fig. 72: The existing appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: Google Earth)



Fig. 73: The existing appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: Dwg. No. CP1901_3FM-RPS_S26-HML-XX-DR-HE-100-0004)

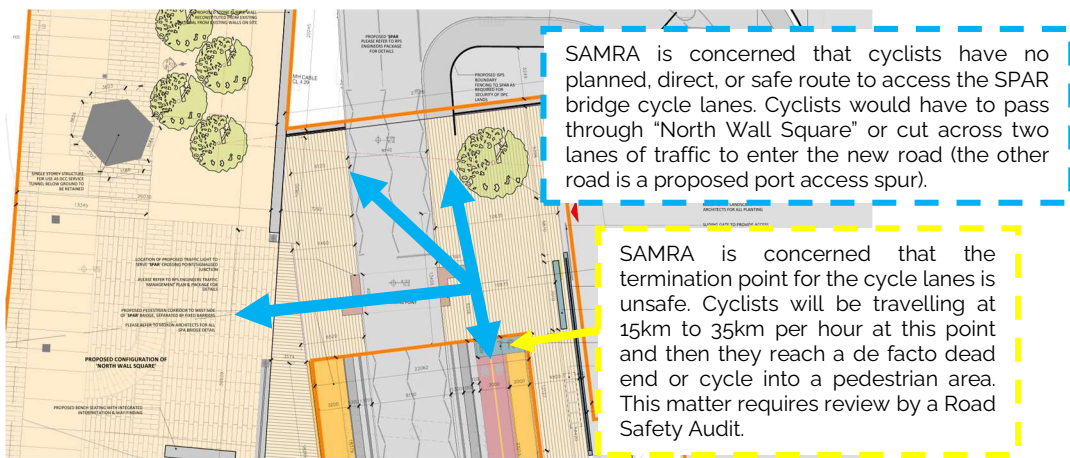
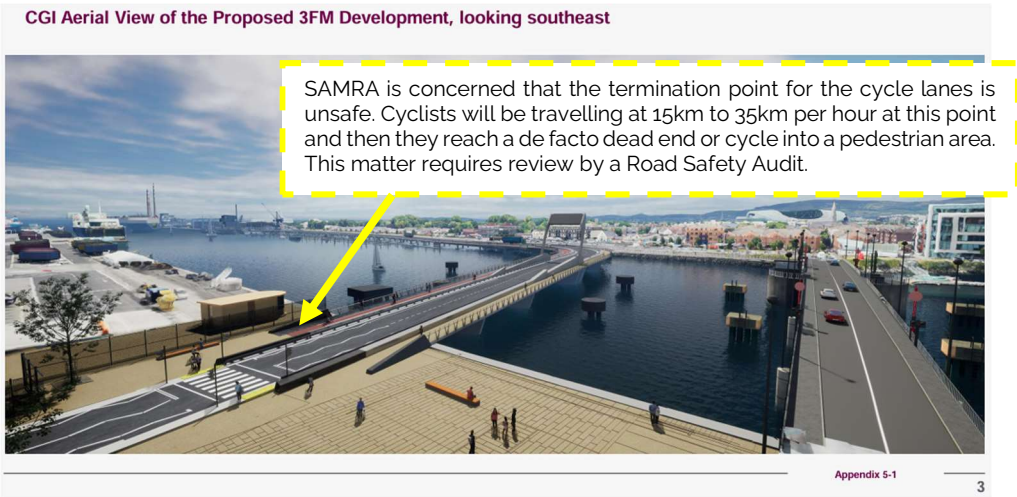


Fig. 74: The proposed appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-001-A)

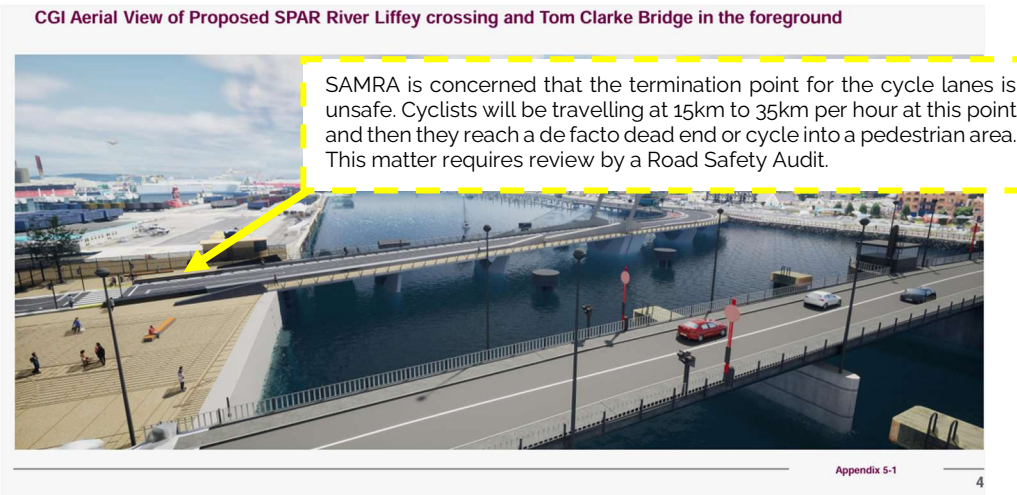


Fig. 75: The proposed appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: Active Travel: Landscape Design Report)



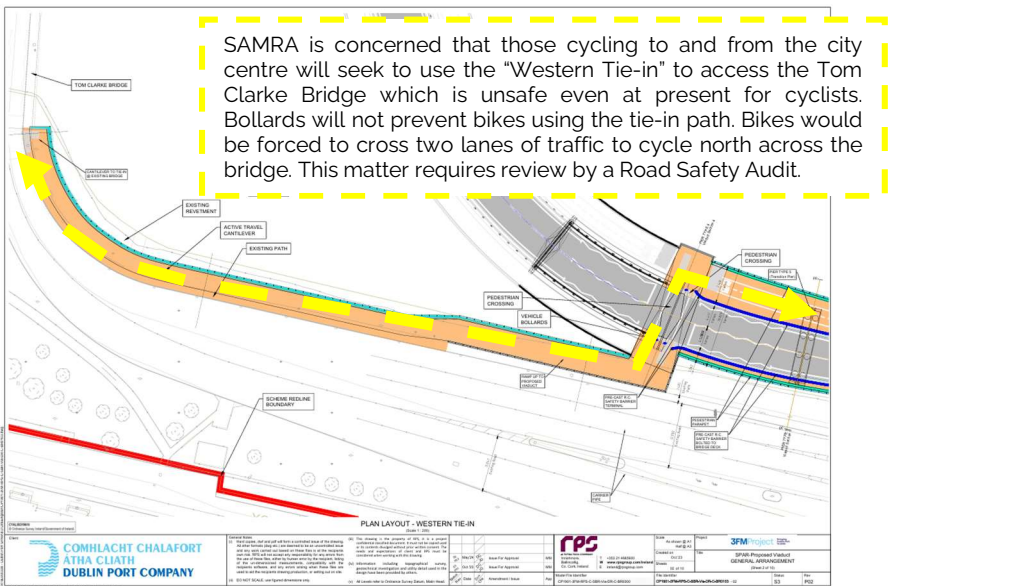
SAMRA is concerned that the termination point for the cycle lanes is unsafe. Cyclists will be travelling at 15km to 35km per hour at this point and then they reach a de facto dead end or cycle into a pedestrian area. This matter requires review by a Road Safety Audit.

Fig. 76: The proposed appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: E1AR APPENDIX 5-1 CGI RENDERS OF 3FM PROJECT)



SAMRA is concerned that the termination point for the cycle lanes is unsafe. Cyclists will be travelling at 15km to 35km per hour at this point and then they reach a de facto dead end or cycle into a pedestrian area. This matter requires review by a Road Safety Audit.

Fig. 77: The proposed appearance of the location where the proposed cycle lanes over the SPAR bridge terminate (Source: E1AR APPENDIX 5-1 CGI RENDERS OF 3FM PROJECT)



SAMRA is concerned that those cycling to and from the city centre will seek to use the "Western Tie-in" to access the Tom Clarke Bridge which is unsafe even at present for cyclists. Bollards will not prevent bikes using the tie-in path. Bikes would be forced to cross two lanes of traffic to cycle north across the bridge. This matter requires review by a Road Safety Audit.

Fig. 78: "Western Tie-In" for active travel (Source: Dwg. No. CP1901-3FM-RPS-C-SBR-Via-DR-C-BR0103)

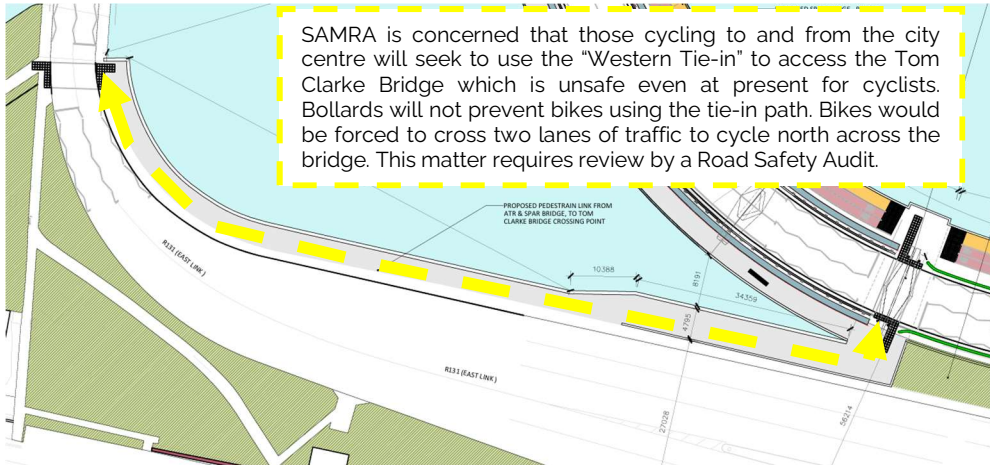


Fig. 79: "Western Tie-In" for active travel (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-002)

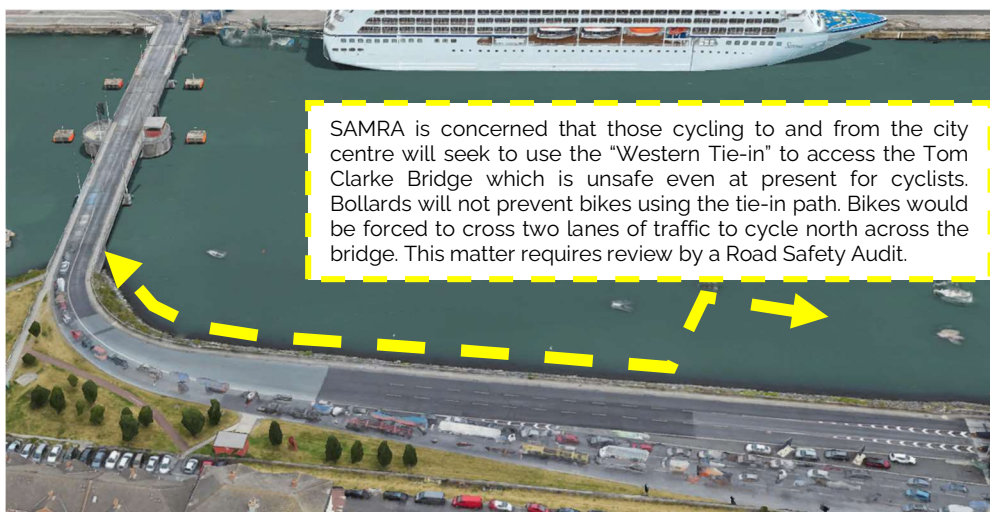


Fig. 80: Location of the "Western Tie-In" (Source: Google Earth)



Fig. 81: Location of the "Western Tie-In" on the Tom Clarke Bridge (Source: Google Earth)

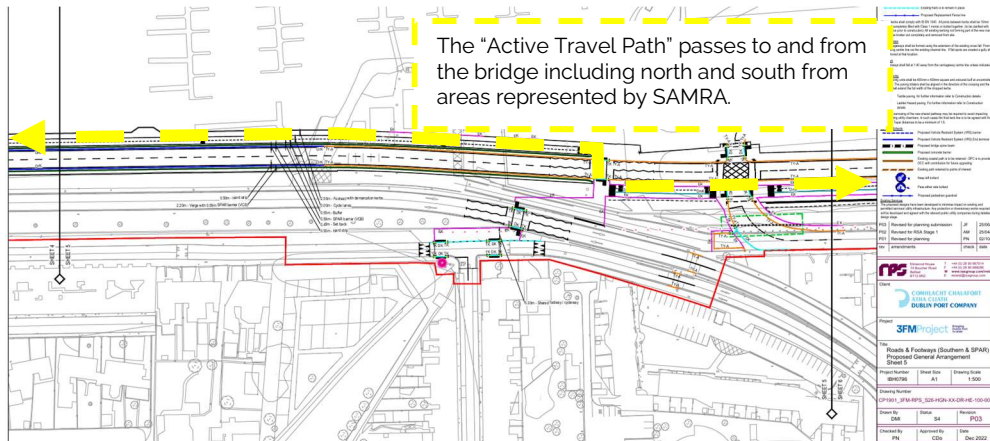


Fig. 82: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0005)

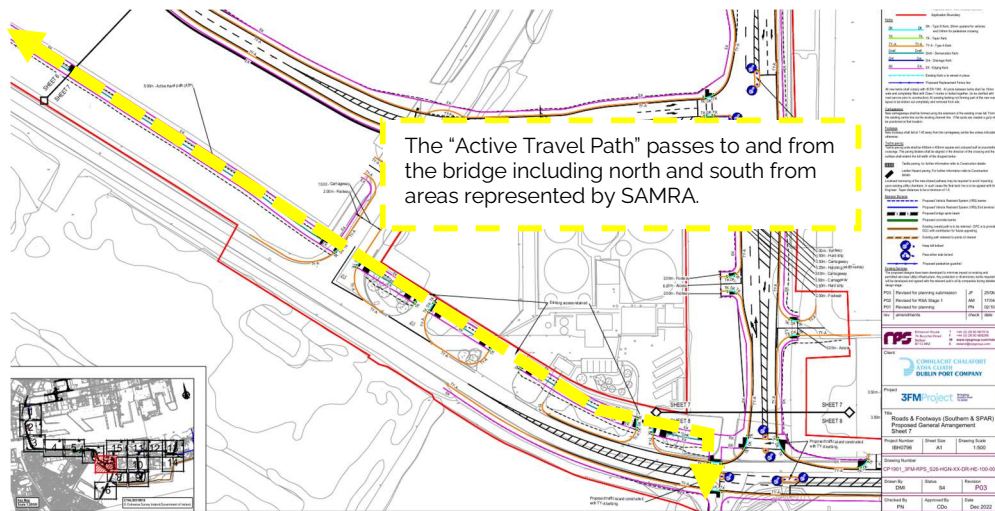


Fig. 83: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0007)

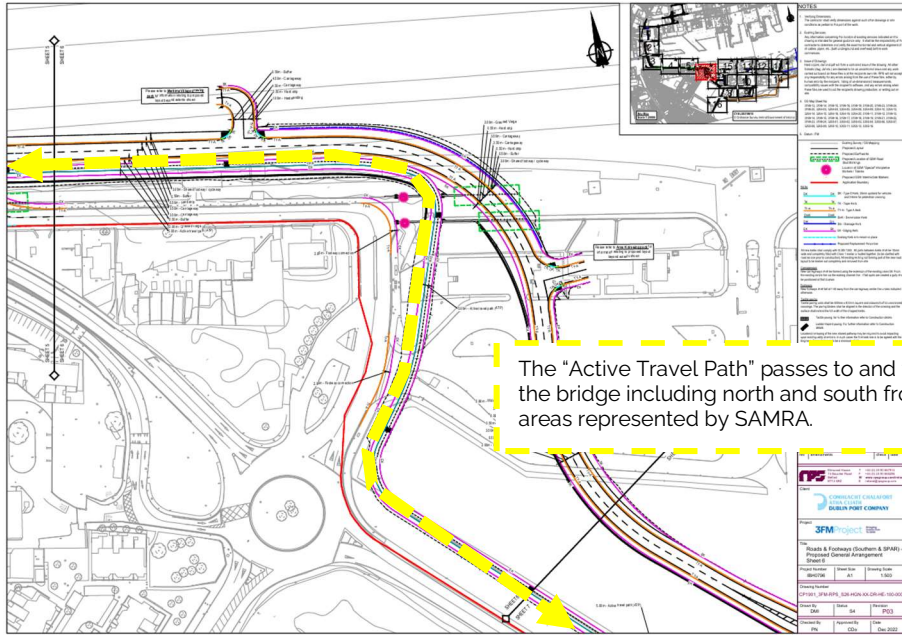


Fig. 84: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0006)

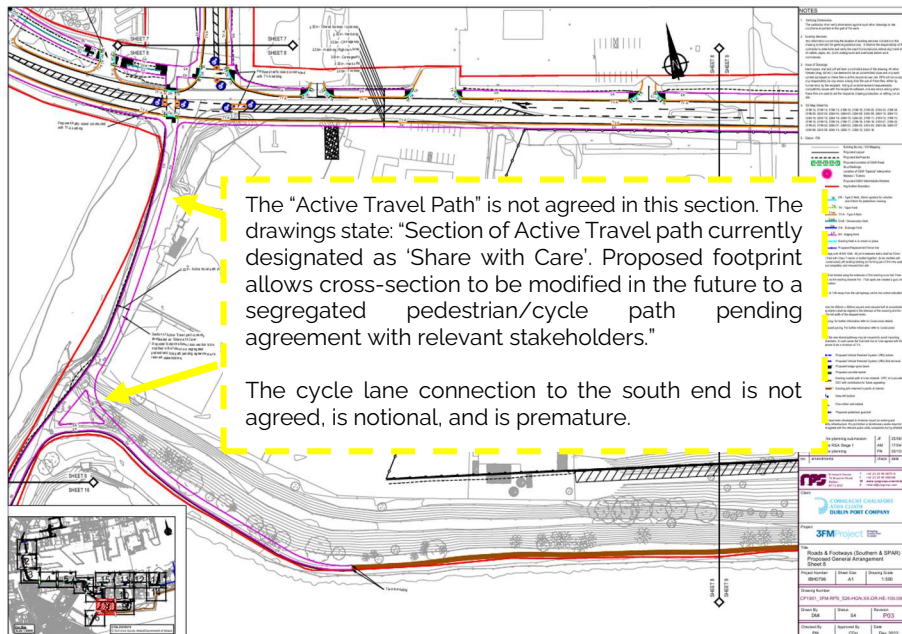


Fig. 85: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0008)

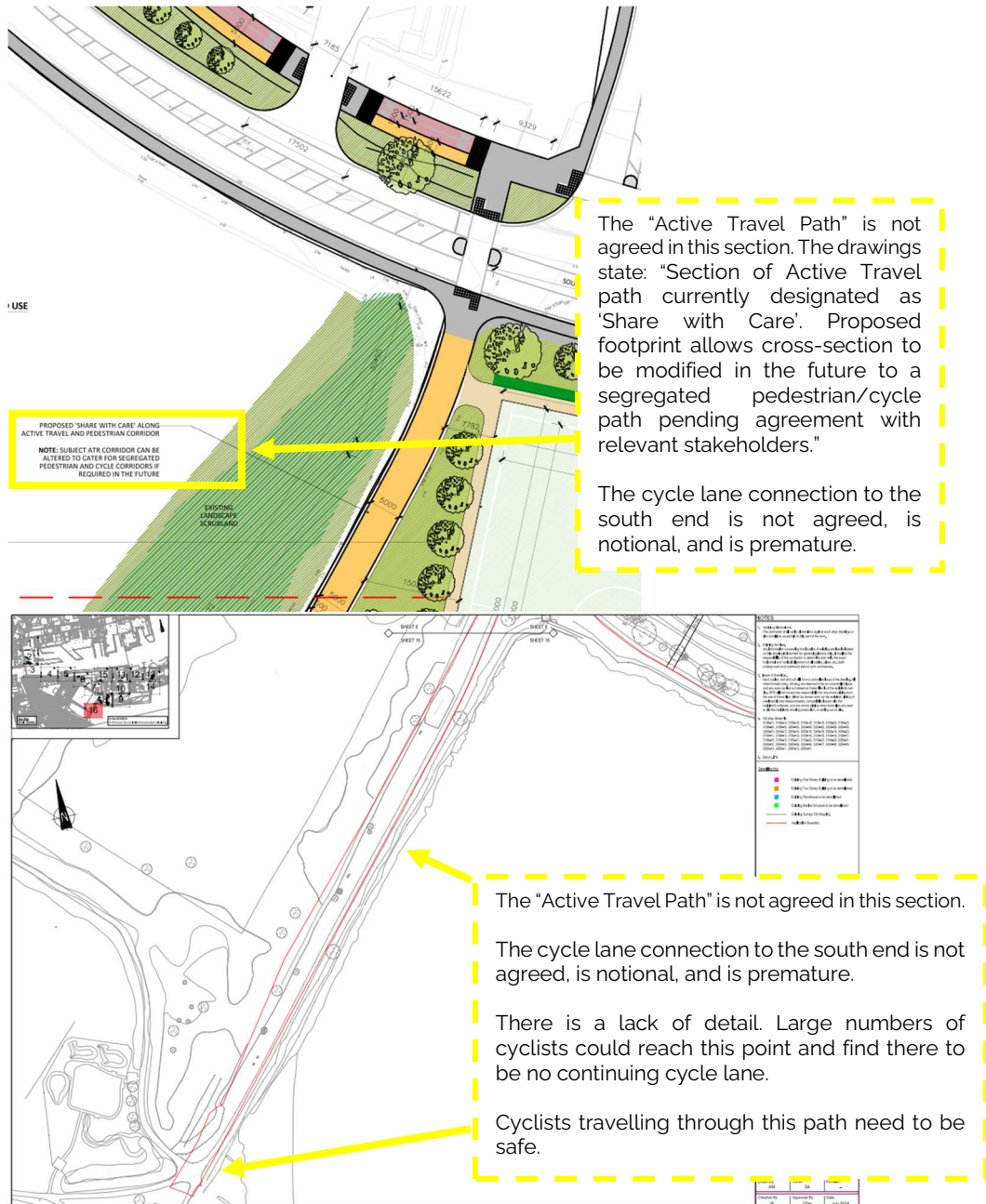


Fig. 86: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0017)

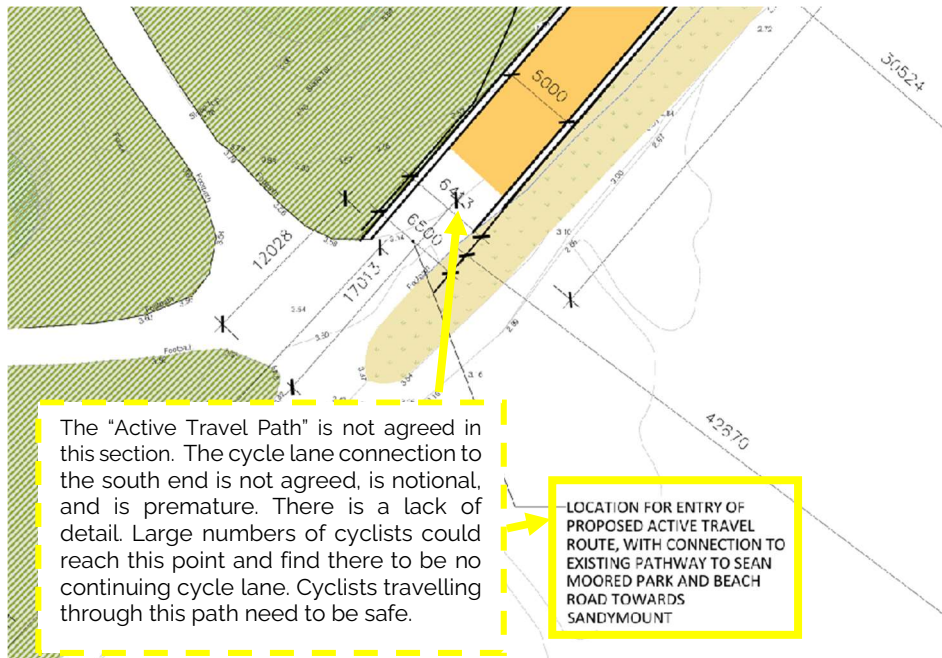


Fig. 87: Excerpt from the applicant drawings showing an Active Travel Path – shared pedestrian/cycle lane – passing to and from Sandymount and Merrion areas (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-007)

6.3.1.2 Significant gap between Beach Road & the start of the "Active Travel Path"

Fig. 88 shows the applicant's notional proposal to apparently "upgrade" only **part** of the existing path which passes from the site to Beach Road along Sandymount Strand. As Figs. 88 to 101 show, the applicant proposals stop well short of Beach Road and do not address the wholly unsatisfactory interface of the path for cyclists who wish to access it from Beach Road. Chapter 14 'Traffic & Transportation' of the EIA is misleading when it states that "Active Travel connections" will connect to the wider Sandymount area as cyclists could not get from the south end of the (much stated throughout the documentation) Active Travel Path to the Beach Road. One would need to get on and off a bike to achieve the manoeuvre.

Further, at present, this is a footpath only and is finished in part gravel and part tarmac for a limited width. The path does not serve as suitable cycle infrastructure.

The applicant's cross sections are consistently misleading as cyclists could not use the path without putting themselves and others in danger. The path is not suitable for cycle commuting.

However, the applicant's drawings (see, for example, Fig. 89) currently state: "PROPOSED 'SHARE WITH CARE' ALONG ACTIVE TRAVEL AND PEDESTRIAN CORRIDOR NOTE: SUBJECT ATR CORRIDOR CAN BE ALTERED TO CATER FOR SEGREGATED PEDESTRIAN AND CYCLE CORRIDORS IF REQUIRED IN THE FUTURE" and "Section of Active Travel path currently designated as 'Share with Care'. Proposed footprint allows cross-section to be modified in the future to a segregated pedestrian/cycle path pending agreement with relevant stakeholders." The applicant does not appear to have reached any consensus as to the use of these paths for pedestrians **and** cyclists. The proposals appear notional and premature.

As noted above, the applicant intends to create high quality cycling infrastructure from the north end of the SPAR bridge to this path which would remain, as the planning application is currently lodged, suitable only for pedestrians. This does not make sense. The existing path needs to be upgraded fully to support the volume of cyclists who will need to use it in a safe manner.

It is hard to understand how the applicant considers cyclists travelling at 15kph to 35kph could be expected to respond to a 'share with care' zone on the proposed Active Travel Route. It is unrealistic. It is much like expecting cars to travel at 5-10mph along sections of a given road.

It is unclear why Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-001-C 'Proposed Site Plan - Stop Point C' does not extend all the way to the R802.

The idea that cyclists can pass at 15kph to 35kph alongside pedestrians who are encouraged to stop along the sections of Active Travel Path to admire the view is not accepted by SAMRA as safe.

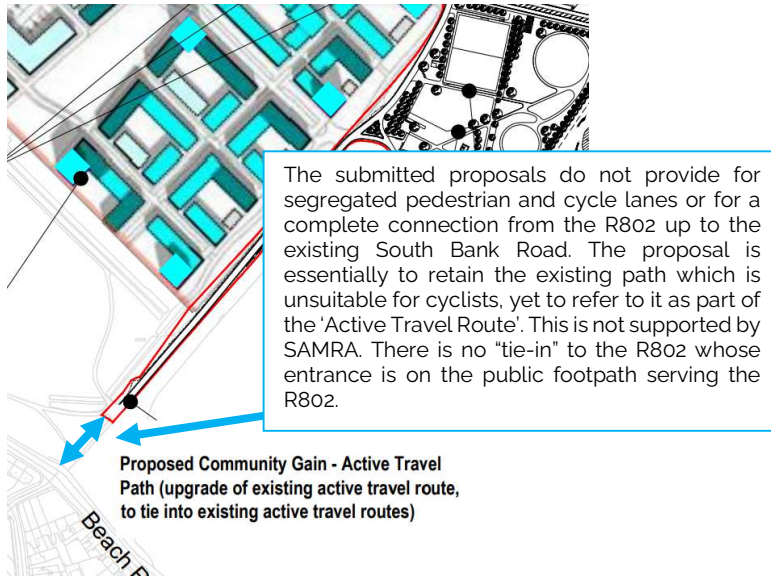


Fig. 88: Excerpt from the applicant drawings showing the possible future upgrading of the existing footpath from the site to Beach Road and along Sandymount Strand to provide for cyclists (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0011)

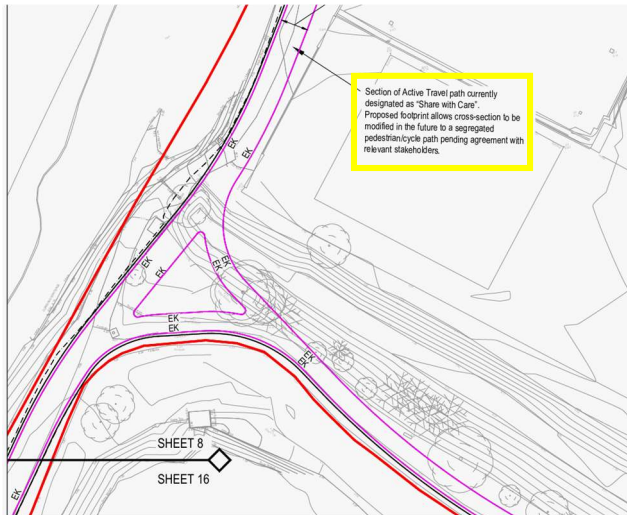


Fig. 89: Excerpt from Roads & Footways (Southern & SPAR) - Proposed General Arrangement Sheet 8 (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0008)

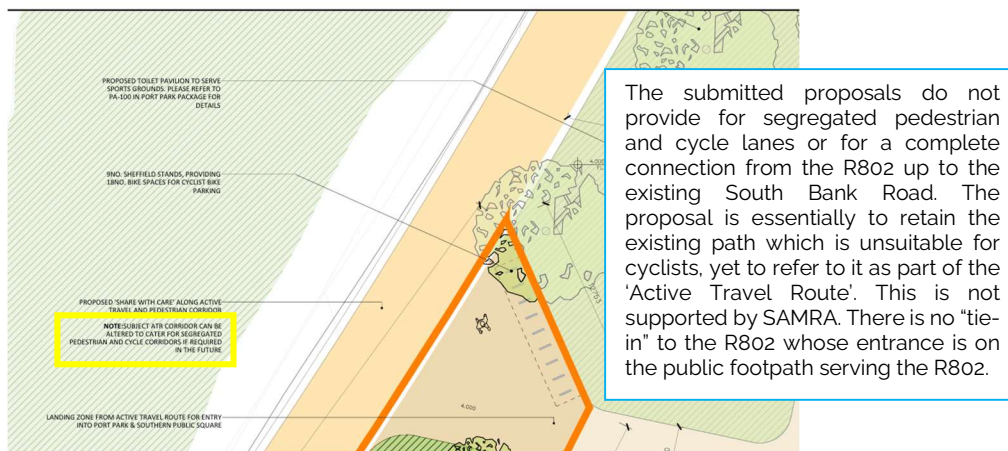


Fig. 90: Excerpt from the applicant drawings showing the possible future upgrading of the existing footpath from the site to Beach Road and along Sandymount Strand to provide for cyclists (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-001-C)

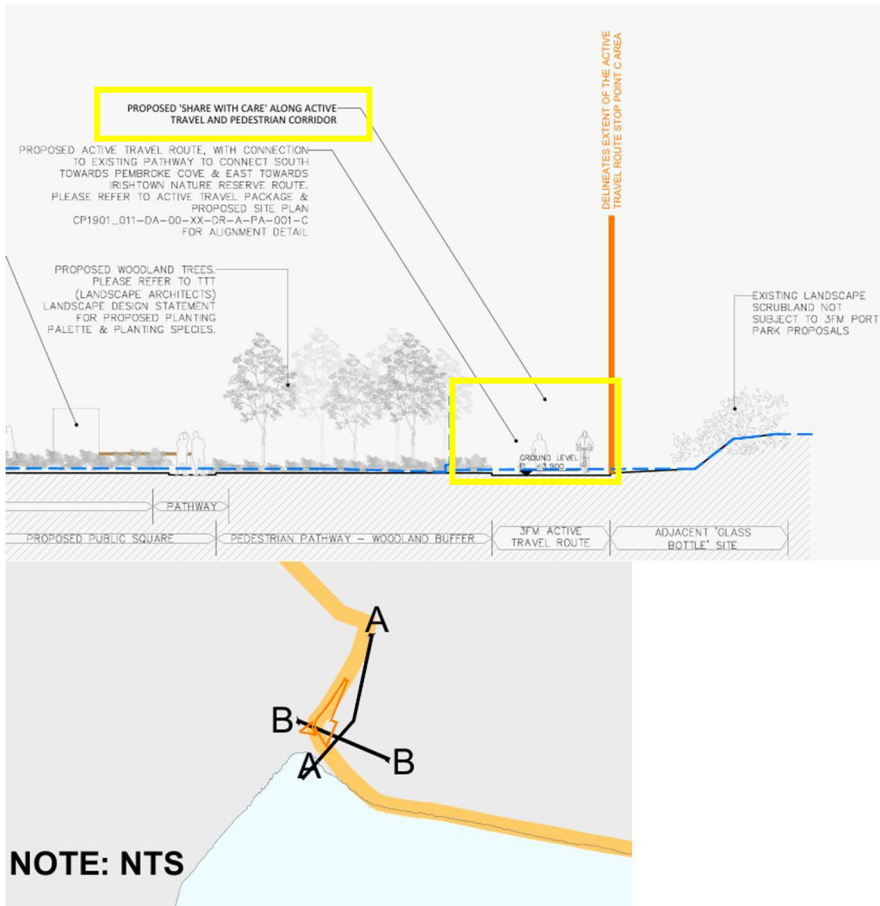


Fig. 91: Excerpt from the applicant cross sections, A-A, showing the possible future upgrading of the existing footpath from the site to Beach Road and along Sandymount Strand (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-200-C)

The submitted proposals do not provide for segregated pedestrian and cycle lanes or for a complete connection from the R802 up to the existing South Bank Road. The proposal is essentially to retain the existing path which is unsuitable for cyclists, yet to refer to it as part of the 'Active Travel Route'. This is not supported by SAMRA. There is no "tie-in" to the R802 whose entrance is on the public footpath serving the R802.

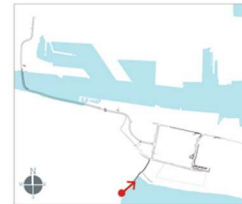


Fig. 92: The proposed appearance of the location where shared surfaces may exist for cyclists and pedestrians (Source: Active Travel: Landscape Design Report)



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

Fig. 93: The proposed appearance of the location where shared surfaces may exist for cyclists and pedestrians (Source: Active Travel: Landscape Design Report)



▲ Key Plan indicating location of CGI

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

Fig. 94: The proposed appearance of the location where shared surfaces may exist for cyclists and pedestrians (Source: Active Travel: Landscape Design Report)

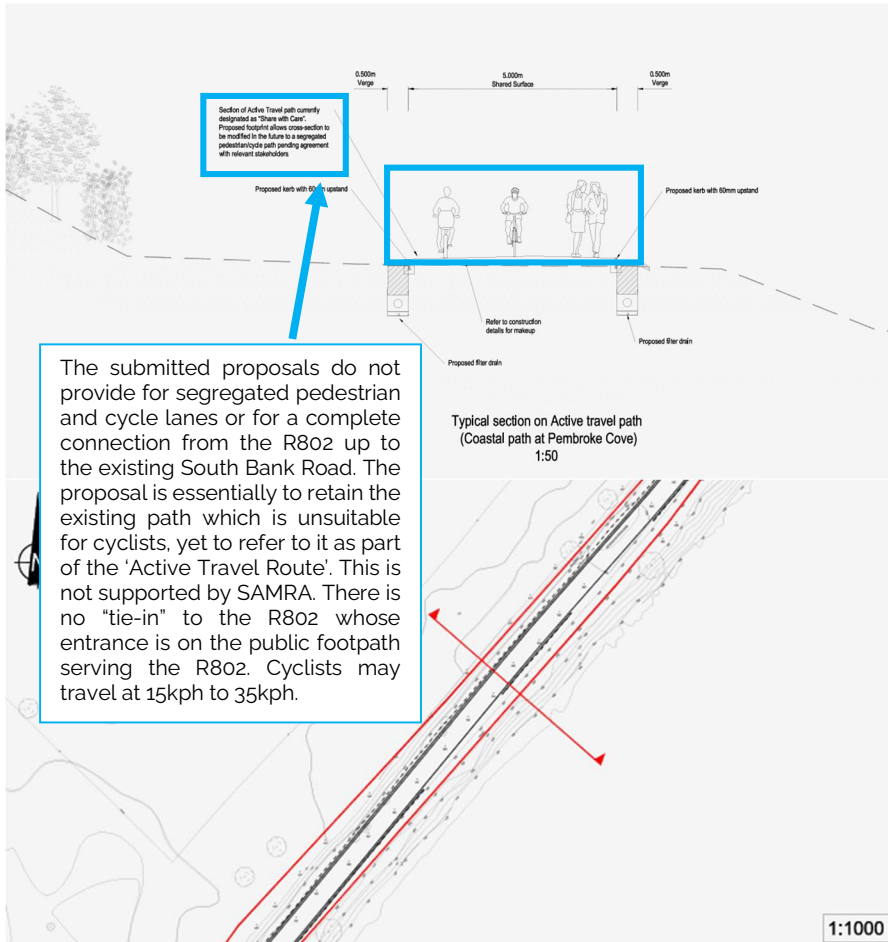


Fig. 95: Excerpt from the applicant drawings showing the possible future upgrading of the existing footpath from the site to Beach Road and along Sandymount Strand (Source: Dwg. No. CP1901_3FM-RPS_S26-PGN-XX-DR-HE-100-0005)

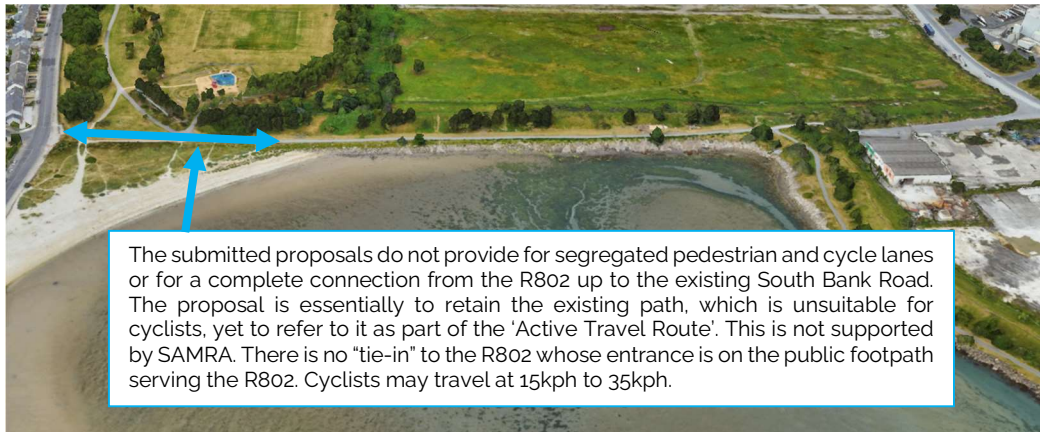
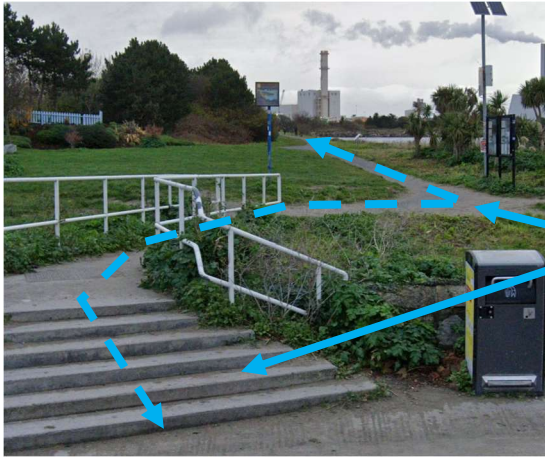


Fig. 96: Existing interface between the footpath from Beach Road toward the applicant site along Sandymount Strand (Source: Google Streetview)



The submitted proposals do not provide for segregated pedestrian and cycle lanes or for a complete connection from the R802 up to the existing South Bank Road. There is no "tie-in" to the R802 whose entrance is on the public footpath serving the R802.

Fig. 97A: Existing interface between the footpath from Beach Road toward the applicant site along Sandymount Strand - 1 (Source: Google Streetview)



The submitted proposals do not provide for segregated pedestrian and cycle lanes or for a complete connection from the R802 up to the existing South Bank Road. There is no "tie-in" to the R802 whose entrance is on the public footpath serving the R802.

Fig. 97B: Existing interface between the footpath from Beach Road toward the applicant site along Sandymount Strand - 2 (Source: Google Streetview)



The submitted proposals do not provide for segregated pedestrian and cycle lanes or for a complete connection from the R802 up to the existing South Bank Road. There is no "tie-in" to the R802 whose entrance is on the public footpath serving the R802.

Fig. 97C: Existing interface between the footpath from Beach Road toward the applicant site along Sandymount Strand - 3 (Source: Google Streetview)



The submitted proposals do not provide for segregated pedestrian and cycle lanes or for a complete connection from the R802 up to the existing South Bank Road. The proposal is essentially to retain the existing path which is unsuitable for cyclists, yet to refer to it as part of the 'Active Travel Route'. This is not supported by SAMRA. There is no "tie-in" to the R802 whose entrance is on the public footpath serving the R802. Cyclists may travel at 15kph to 35kph.

Fig. 100: Existing appearance of the footpath from within the applicant site (Source: Google Streetview)



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

Fig. 101: Excerpt from the applicant drawings showing intermediary stop points also built into the coastline (Source: Applicant 'Active Travel Design Report')

6.3.1.3 Proposals are premature as they are only submitted “pending agreement”

The applicant also shows the future “segregated pedestrian/cycle path pending agreement with relevant stakeholders” continuing east along the existing pathway to which passes to the south of the proposed Ro-Ro Terminal Yard. Again, at present, this is a footpath only and is finished in gravel. The path does not serve as cycle infrastructure. The construction of a pedestrian/cycle lane along this section would also be very environmentally sensitive. No adequate proposals are provided as to how the work would be completed. The proposals again appeal notional and premature.

The proposed path at this point is shown at a width of 3,566m wide. This is insufficient for pedestrians and cyclists. It needs to be 6m wide in total (including verges).

Further, as Fig. 102 illustrates, the applicant drawing state: “Tie into existing”. This means that cyclists could reach an abrupt end to the shared cycle lane and at a point where the path thins (see Fig. 103). The proposed up to 3,566m wide (preferably 6m wide) pedestrian/cycle path would meet the existing thin path at a bottle neck. This is poorly considered and likely dangerous. A Road Safety Audit of the proposals would likely identify this.

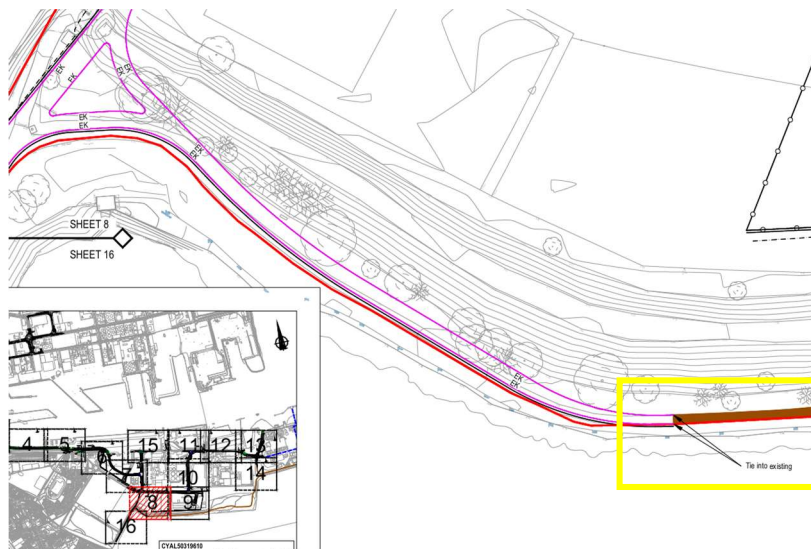


Fig. 102: Excerpt from Roads & Footways (Southern & SPAR) - Proposed General Arrangement Sheet 8 (Source: Dwg. No. CP1901_3FM-RPS_S26-HGN-XX-DR-HE-100-0008)

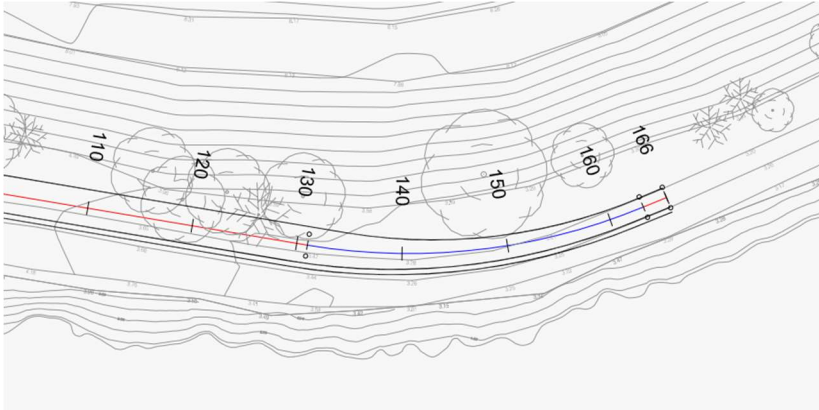


Fig. 103: Excerpt from the 'Roads & Footways' drawing of the Ro-Ro Terminal Yard (Source: Dwg. No. CP1901-3FM-RPS_S26-HML-AT-DR-HE-100-0002)

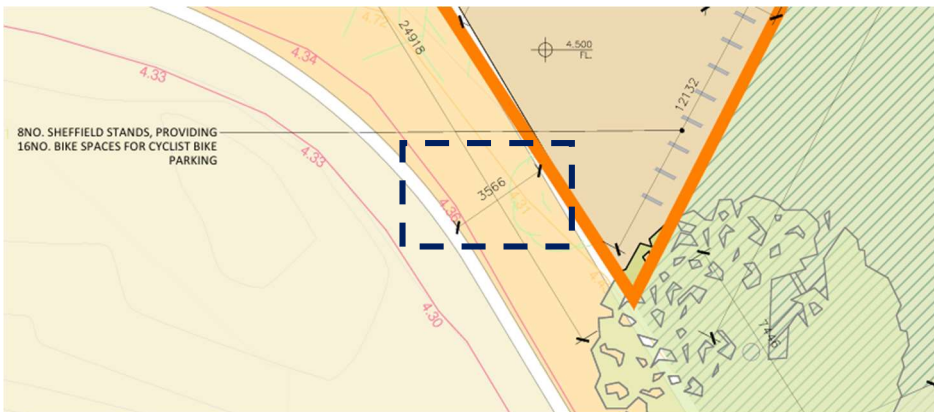


Fig. 104: Excerpt from the applicant drawings showing the possible future upgrading of the existing footpath that would pass to the south of the proposed Ro-Ro Terminal Yard (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-001-C)

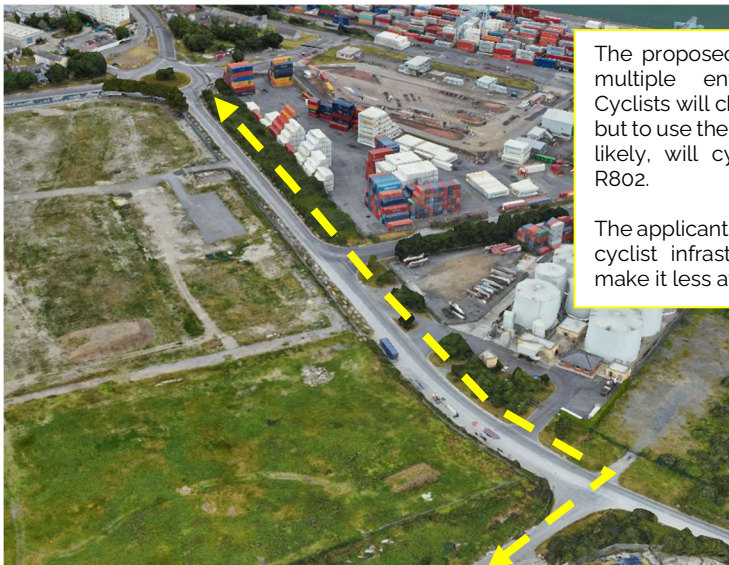
6.3.1.4 South Bank Rd cycle path section crosses too many dangerous entrances

Concerns arise that the proposed 'Active Travel Path' must cross an excessive number of dangerous entrances. The applicant proposal for cyclists requires all trips to cross the existing South Bank Road to the north side and then to travel west. At present, there are 5 existing entrances on the north side of the South Bank Road up to the existing roundabout. The proposals would reduce this to 4 with one of the 4 being the "PROPOSED ENTRANCE TO 3FM PROJECT AREA K, & ATR TO ACCOMMODATE JUNCTION". That is, the applicant believes that cyclists would favour this route rather than just cycling along the road. Both are dangerous, but the cycle lanes appear to be the more dangerous option involving crossing the road and multiple entrances accessed by HGVs. With respect, SAMRA considers that the cycle lane proposals along this section are not practicable and need to be revised. Cyclists will not use them.

BPS notes how the applicant's design and landscape reports repeatedly fail to include specific reference to this section of the plans and to how cyclists can be kept safe passing so many entrances.



Fig. 105: Excerpt from the applicant drawings showing the number of dangerous entrances that cyclists must pass across (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-006)



The proposed cycle path route across multiple entrances serving HGVs. Cyclists will choose not to use this route but to use the South Bank Road or, more likely, will cycle along the R131 and R802.

The applicant proposals should improve cyclist infrastructure in this area, not make it less attractive.

Fig. 106: The proposed route for cyclists along what is presently the South Bank Road (Source: Google Earth)



The proposed cycle path route across multiple entrances serving HGVs. Cyclists will choose not to use this route but to use the South Bank Road

The applicant proposals should improve cyclist infrastructure in this area, not make it less attractive.

Fig. 107: The route cyclists will choose along the South Bank Road (Source: Google Earth)

6.3.1.5 Sandymount & Merrion cyclists will continue to use the R131 'on road' route

Concerns arise that given the lack of a proper cycle lane from the R802 to South Bank Road and how cyclists would have to cycle along the north side of that road over many dangerous entrances, SAMRA considers cyclists more likely to use an existing cycling route along the R131 and onto Pigeon House Road (or indeed to carry on through the toll station and over the bridge), the proposed crossing point to the north of Cambridge Avenue will not be used as it merely leads cyclists up to the cycle lane termination point at the end of the SPAR bridge 'and' it requires a total stop in the cycle journey 'and' for each cyclist to cross no less than two roads and to travel backwards a distance on every journey.

The crossing is also shared with pedestrians and is therefore dangerous and does not offer continuity of cycling speed through the junction. Cyclists will take an alternative route. Both alternatives essentially leave cyclists on roads and leave the proposed cycle infrastructure unused (see Fig. 110).



Fig. 108: Excerpt from 'Active Travel Route: Proposed Site Plan - Partial Site Plan D Maritime Village & Pigeon House Rd' (Source: Dwg. No. CP1901_011-DA-00-XX-DR-A-PA-004)



Fig. 109: Non-segregated shared road crossing for cyclists and pedestrians (Source: p. 16 'Active Travel: Architectural Design Report')



Fig. 110: The most likely cycle routes to be used by SAMRA members passing over the Liffey (Source: Annotated Google Earth image)

6.3.16 The movement proposals do not fully match Poolbeg West SDZ requirements

SAMRA considers that the proposed development must correspond to the Poolbeg West SDZ as regards movement through open spaces included within this scheme. The SDZ Planning Scheme makes clear that there will be a "pedestrian and cycle path" connecting the existing coastal path. The applicant proposals show only a shared path.

Figure 11.2 'Movement Proposals and Land Use' of the SDZ's Planning Scheme show:

- A 'Local Access/Green Link (Fixed/Flexible)' passing along the boundary of lands zoned Mixed use (which are included by the applicant as a Ro-Ro Terminal Yard) 'and' a 'Key Pedestrian/Cycle Route'. That is, there are two paths and not one as shown by the 3FM proposals. These paths pass along the boundary of the Ro-Ro-Yard 'and' along the edge of the coast. These two paths may allow cycling and walking to take place safely.
- Similarly, two 'Key Pedestrian/Cycle Routes' are shown passing from Beach Road to South Bank Road (See also Figure A2.22. 'Green Link from Dublin city centre towards Poolbeg Lighthouse cross the Coastal Park').
- Finally, 'Local Access/Green Link (Fixed/Flexible)' is applied to South Bank Road as it passes towards the existing toll bridge.

SAMRA is concerned that the applicant proposals, again, seek to take what suits from the Poolbeg West SDZ Planning Scheme and to exclude what does not. The applicant proposals need to be amended to better reflect the SDZ's walking and cycling path proposals.

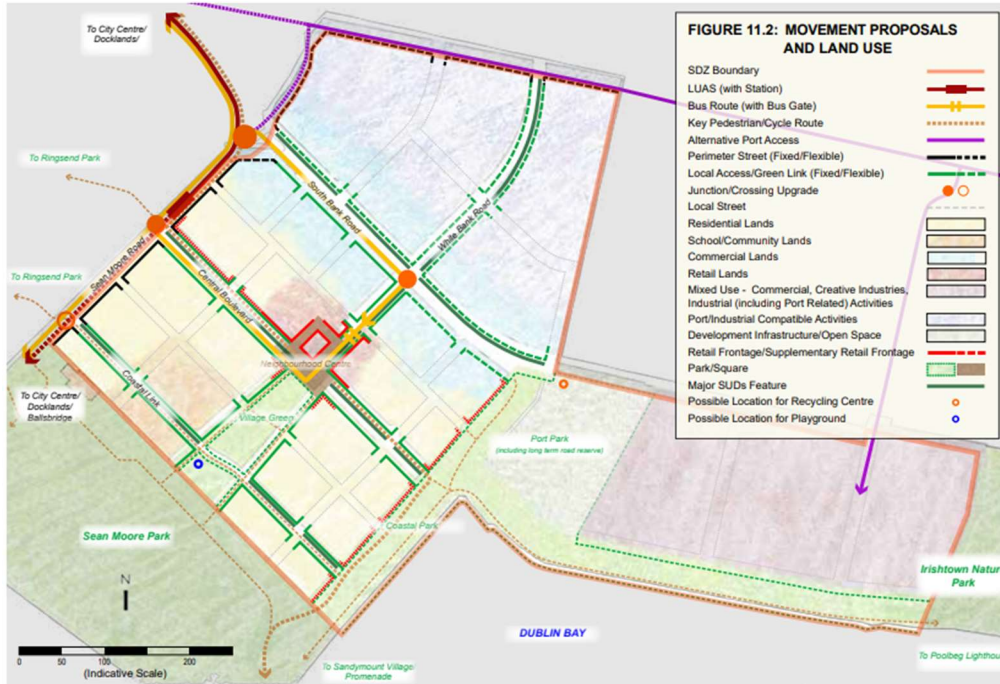


Figure 11.2. Movement Proposals and Land Use

Fig. 11.1: Figure 11.2 'Movement Proposals and Land Use' of the SDZ's Planning Scheme (Source: Online reference¹⁵)



Figure A2.22. Green Link from Dublin city centre towards Poolbeg Lighthouse cross the Coastal Park

Fig. 11.2: Figure A2.22. 'Green Link from Dublin city centre towards Poolbeg Lighthouse cross the Coastal Park' of the SDZ's Planning Scheme (Source: Online reference¹⁶)

¹⁵ https://www.dublincity.ie/sites/default/files/2021-01/poolbeg_west_sdz_planning_document.pdf

¹⁶ https://www.dublincity.ie/sites/default/files/2021-01/poolbeg_west_sdz_planning_document.pdf

6.3.1.7 Cycling proposals would not replace existing route options

SAMRA has discussed the proposed cycle infrastructure with its membership and there is widespread disappointment.

SAMRA has considered whether its members would seek to use the proposed infrastructure or whether existing infrastructure would be preferred – see Fig. 113:

- **Option 1** – Status Quo – members would cycle along the R802, the R131, round the roundabout and up to and over the Tom Clarke Bridge on existing roads (via Pigeon House Road or the R131 via the toll route) and onto the Liffey Quays' cycle lanes. The route is fact, is on existing roads, and is a regular route used by many cyclists each day. It is the fastest existing way into the city for many commuting by bike. It is not 100% safe, but it is a route on which cyclists are visible each day. Those cycling on Pigeon House Road must cut over an existing footpath onto and off the bridge, but, again, this happens constantly and is expected by motorists.
- **Option 2** – Cycle onto the R802 footpath, across traffic, and then pass up steps or a disabled ramp and over a section of sandy/gravelly footpath and onto a shared path. Cross South Bank Road, then pass multiple dangerous entrances where it may be necessary to stop to allow trucks to pass, then use the new cycle route up to the north side of the SPAR bridge where the cycle lane terminates. It is not clear how cyclists get to the Liffey Quays cycle lane or to anywhere without cutting across traffic on the SPAR road.

In response, the applicant would likely point to an Option 3:

- **Possible Option 3** – The applicant may respond and state that SAMRA members can cycle down Pigeon House Road to the crossing point at the north end of Cambridge Avenue and then pass to the proposed new cycle lanes. The problem here is that the cyclist either ends up at the termination point at the end of the SPAR bridge with nowhere to go 'or' they take the pedestrian spur off toward the Tom Clarke Bridge which would be a more dangerous route 'and' involve re-crossing the road to cycle across the bridge. SAMRA does not consider Option 3 realistic.

SAMRA submits that its members will continue to use the existing infrastructure as the applicant proposals fail to offer an acceptable alternative for cyclists.

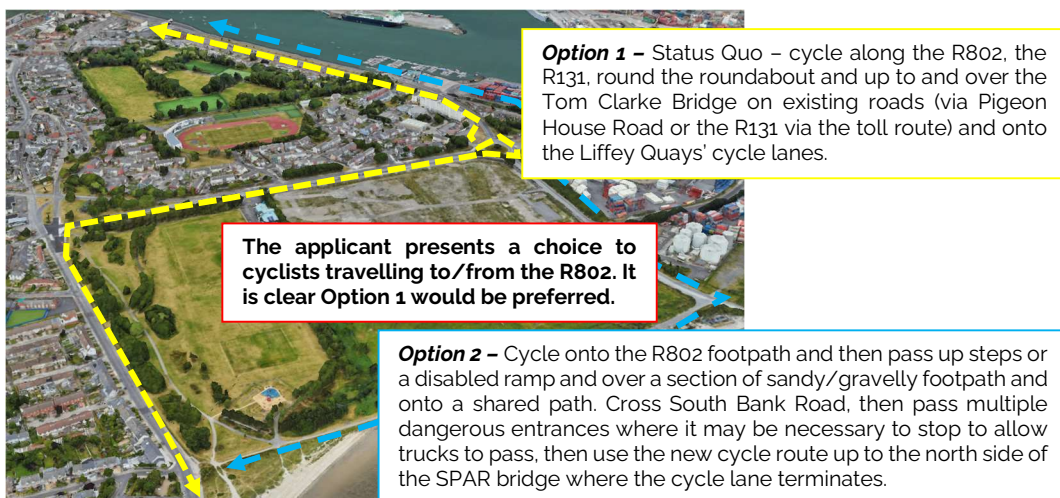


Fig. 113: The route cyclists will choose along the South Bank Road (Source: Google Earth)

6.3.1.7 A detailed analysis of how achieve environmentally friendly paths is needed

SAMRA is also concerned to ensure any "upgrade" of the existing path to a 6m wide path as shown on the submitted drawings is sensitive to its environment. The applicant has set out a typical section for the 'Active Travel Path' which would include underground drains, kerbs, new surfacing, etc. all to a width of 6m (5m path and 2 x 0.5m verges). The reports and drawings also show significantly scaled intermediary stopping points which also add to the quantum of development.

The applicant has not demonstrated how these works would be undertaken in a manner that would not cause adverse impacts at construction and operational phases. For example, during high rainfall pluvial events, significant surface water run-off will take place. This should not impact the adjoining sea water quality. The submitted EIAR, CEMP, NIS, etc. all set out proposals for the wider scheme but offer minimal detail on the paths which appear to be treated as associated development.

6.3.1.8 Conclusions regarding the proposed cycling infrastructure

SAMRA has reviewed the submitted cycling infrastructure proposals and, for the reasons set out in this report, considers them to be non-compliant with:

- NPO 27 of the National Planning Framework.
- National Sustainable Mobility Policy.
- The National Transport Authority's (NTA) policies:
 - Transport Strategy for the Greater Dublin Area 2016–2035.
 - Greater Dublin Area Cycle Network Plan (2013) – accompanies the GDA Transport Strategy
 - The National Cycle Manual (2011).
 - Permeability, A Best Practice Guide (2015).
 - Integrated Implementation Plan 2013–2018.

Departmental plans:

- Smarter Travel – A Sustainable Transport Future 2009–2020.
- Strategic Investment Framework for Land Transport (2014).
- Integrated Implementation Plan 2013–2018.
- National Cycle Policy Framework (2009).

The Dublin City Development Plan 2022-2028 including:

- **Objective SMT16** Walking, Cycling and Active Travel which aims: "To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets." (page 247).
- **Objective SMT17** 'Active Travel Initiatives' which aims "To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives." (page 247)
- **Objective SMT19** 'The Pedestrian Environment' which aims: "To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice." (page 248)
- **Objective SMT08** 'Cycling Infrastructure and Routes' which aims: "To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02." (page 248).
- **Objective SMT09** 'Greater Dublin Area Cycle Network Plan' which aims: "To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility" (page 248)

6.3.1.9 Recommendations regarding the cycling proposals (from north to south)

SAMRA has reviewed the submitted cycling infrastructure in full and recommends:

- A cyclist passing from the north side of the Liffey to the Beach Road (R802) should be able to do so at speed and in an uninterrupted and safe manner. A final route must form part of the Howth to Sandycove cycle scheme.
- The proposals be revised to offer segregated two-way cycle lane from the approach road onto the SPAR bridge's north end. The termination point currently in place cannot remain.
- There should be no possible way for a cyclist to pass from the SPAR bridge and road approach onto the pedestrian 'tie-in' with the existing toll bridge.
- The proposed crossing to the north of Cambridge Avenue needs to be segregated for bikes and offer an uninterrupted way to pass southward. This may require a flyover for bikes. Cyclists will not

use a junction at which they must stop, cross two roads, and go backwards, while dodging pedestrians.

- The cycling route along South Bank Road must be improved such that cyclists do not opt to use the road and not the cycle lanes which pass multiple entrances serving HGVs.
- The cycle path from South Bank Road to the Beach Road (R802) must be a segregated cycle path of at least 6m wide (including kerbs). Cyclists cannot safely pass alongside pedestrians when commuting at high speeds.
- The scheme must extend its cycling and pedestrian proposals up to the Beach Road (the R802) where there is a need to significantly alter an existing interface. Cyclists must be able to enter and exit the path without impacting on the safety of pedestrians.

Fig. 114 shows how the applicant intends to construct a section of segregated cycle and pedestrian path along South Bank Road. This should be repeated between South Bank Road and Beach Road with adequate new infrastructure tie-ins at Beach Road (with the existing road – SAMRA is not advocating changes to the Beach Road carriageway).



Fig. 114: SAMRA's recommended design approach for a segregated cycle and pedestrian path between South Bank Road and Beach Road (Source: Excerpt from applicant reports)

6.4 Ground 4: Failure to deliver 'joined up' Luas proposals

The submitted 'Active Travel: Landscape Design Report' and 'Active Travel: Architectural Design Report' do not mention the Luas or any connections to the Luas for pedestrians. Active travel and alternatives to the vehicles which congest the roads south of the existing Tim Clarke Bridge should be built around the delivery of Luas.

Instead, the Luas, a long-awaited and critical piece of infrastructure, long supported by SAMRA, is treated by the applicant primarily as a can which can be kicked down the road. The many reports, where they mention Luas, do so in a manner so as to try to justify proceeding with this project in its absence.

ABP is asked to bear in mind that these 3FM project proposals are sited in the same area as the Poolbeg West Planning Scheme envisages the development ultimately housing a population of approximately 8,000 people. This area needs Luas.

Despite how the SPAR bridge, a Dublin Port initiated project idea, does not appear in any national, regional, or local statutory planning or transportation policy document which SAMRA can find (excepting those prepared by the applicant), the submitted planning application repeatedly refers to it as though it is. Various planning policies especially those in the Dublin City Development Plan 2022-2028 are described as supporting the SPAR bridge which this document – the city plan – does not

even mention a new bridge. Section 8.5.8 'Street/Road, Bridge and Tunnel Infrastructure' and Objective SMT027 refer to "Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge" and "Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge". There is no mention of the applicant's bridge (and the DCDP was adopted in 2022).

SAMRA finds there to be a significant dissonance between Dublin City Council and Dublin Port having regard to this matter especially because Dublin City Council has opened a consultation in June 2024 into 'The Point Pedestrian & Cycle Bridge and Tom Clarke Bridge Widening Works Project' which stated:

Dublin City Council has started the planning and design of the Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Project. This project is part of the Dublin City Council (DCC) Active Travel Network and will be funded by the National Transport Authority (NTA) and DCC. The proposed bridge is a cycling and pedestrian bridge located directly adjacent to the west of the existing Tom Clarke Bridge in Ringsend. The bridge is approximately 150m in length, spanning from North Wall Quay to Ringsend on the southside of the River Liffey.

It would appear to SAMRA that DCC is seeking to address cycling deficiencies pertaining to the existing bridge which mean those proposed by Dublin Port are not required. It would be preferable for Dublin Port's proposals for a new bridge (in addition to the widening of the existing bridge by DCC) to pertain primarily to the Luas.

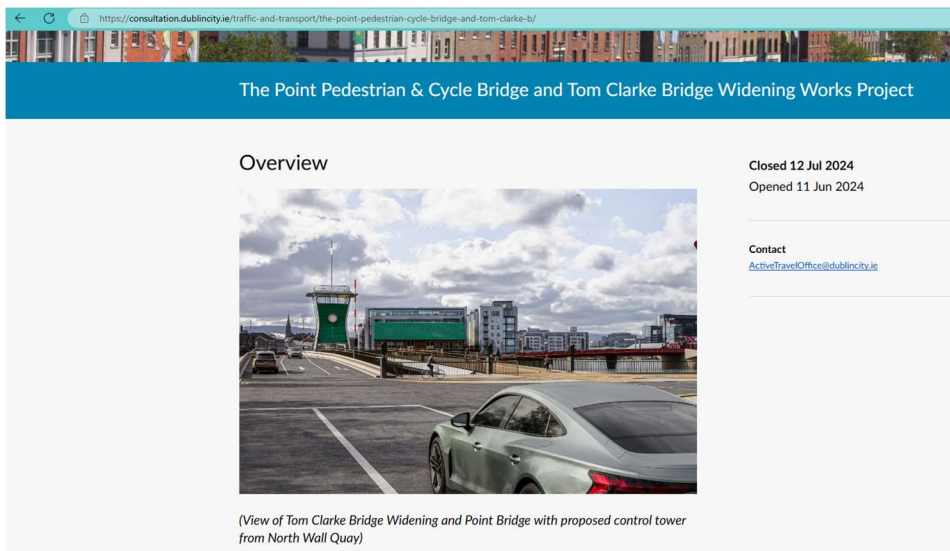


Fig. 115: The Point Pedestrian & Cycle Bridge and Tom Clarke Bridge Widening Project consultation – image shown with view south across the Liffey (Source: Web based link¹⁷)

Repeatedly, the applicant states: "The SPAR ... is also designed to facilitate a future expansion of the LUAS should the demand be required". There can be no doubt that demand requires the Luas be included in this project. It is also clear that the most beneficial use of the bridge would be as part of a two line Luas extension.

The applicant presents no credible evidence that there is insufficient demand for Luas at present or in the future while continuing to set out significant road-based infrastructure. The applicant argues that this can be postponed for the present time and only provision for a future possible Luas extension provided.

The current project continues to represent the best opportunity to agree the alignment and locations to be served between the existing Red Line and Poolbeg. However, the design and planning work has not been undertaken and the proposals read as premature.

Regardless of the specificity of the SDZ regarding the need for the delivery of Luas and also how the applicant acknowledges how the Poolbeg West SDZ and, in fact, all applicable national, regional and local planning policies also require this, the applicant seeks to sidestep the issue stating:

¹⁷ <https://consultation.dublincity.ie/traffic-and-transport/the-point-pedestrian-cycle-bridge-and-tom-clarke-b/>

... 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.

The 3FM Project has been designed so that it does not compromise potential future LUAS route alignments towards Irishtown and/or the Glass Bottle Site.

This is notwithstanding how there is no possible alternative route. The existing bridge, to be widened by DCC (see above), does not offer this possibility.

The applicant planning application has been carefully and consistently worded to appear to be designed to facilitate Luas while making clear that this would be a long term matter arising only if the SPAR bridge was to become the chosen route. Luas is talked about as being of "embryonic nature" and so not included in the 3FM Project application. The 3FM project, as submitted, is a public transport free zone. Talk of buses within the proposals is reminiscent of the 1980s. Section 7.4.1.5 'Compliance with Development Plan's Objectives Relating to Movement and Transport' of the applicant Planning Report states: "The road infrastructure proposed will also accommodate bus based public transport". The area already has buses, these cannot deliver a high quality service due to traffic congestion.

SAMRA does not find this reassuring. Why is this matter not already addressed? How can such significant project make it to planning stage and exclude Luas delivery while Poolbeg West SDZ seeks to deliver a large-scale new urban neighbourhood in the area. Ireland and Dublin is slow to deliver infrastructure – how long, if ever, would it take to deliver this infrastructure and then to apply for planning permission for the Luas extension and then to modify the 3FM infrastructure to implement the permission? It reads as unlikely.

If the applicant is serious about facilitating Luas, where are the preliminary drawings demonstrating this facilitation? Where are the route options and sufficient space allocations needed to facilitate a planned expansion of the LUAS.

The applicant has made it clear how the construction and operation of the SPAR is not dependent upon the delivery of Luas. The project can operate wholly by way of road traffic which would adversely impact the area.

While side-stepping the issue of Luas, the applicant does not miss the opportunity to argue that one of the reasons the project should be supported is Luas (which is not included in the project). Section 7.3 'Sustainable Nature of the Proposed Development' argues that future Luas provision will contribute to sustainability of the project. SAMRA agrees, the proposals are premature pending the necessary sustainability benefits to the area which Luas would deliver.

The lack of the Luas is most acutely shown in the applicant documentation when one reads the submitted Mobility Management Plan. This document sets out a range of less than credible proposals which are unlikely to achieve any increased modal split away from the private car. The "suite of management measures provided within the MMP" offers no basis for ABP to permit the current proposals. Appendix 14.2 Volume 3 Part 8 of the EIAR in fact refers to the Luas as a realistic route to the 3FM project area despite stopping at the 3 Arena at present. The only realistic route to achieving significant reduction in car use is the Luas.

SAMRA does not support the 3FM project without the inclusion of Luas. Luas is critical and is required to be provided as per the following plans and policies:

- **National Planning Framework:** Luas is identified within the NPF which states that the "expansion and improvement of the bus, DART and Luas/Metro" in Dublin is "critical to Ireland's competitiveness" (page 36).
- **National Sustainable Mobility Policy:** The National Sustainable Mobility Policy (NSMP) is the national policy setting out a strategic framework for both active travel and public transport, which supports Ireland's commitment to reducing carbon emissions. The policy sets out support for safe and sustainable travel modes, by shifting to a people-based-focus. Many of these goals set out under the policy support the expansion of existing infrastructure such as the Luas network.
- **Transport Strategy for the Greater Dublin Area, 2022 – 2041:** The strategy envisage the delivery of Luas to the area included within the 3FM project.
 - ❖ **Measure LRT6 – 'LUAS Poolbeg'** states: "Subject to the assessment of forecast travel demand arising out of development patterns in the SDZ and its environs, it is intended to extend the Red line to Poolbeg" (page 150). The strategy places clear emphasis on the need to improve and promote active travel infrastructure, in line with the principle of 'Avoid-Shift-Improve'. In line with this approach.

- ❖ **Measure PLAN16 – ‘Reallocation of Road Space’** states: “The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.” (page 68)
- **Dublin City Development Plan 2022-2028** includes the following sections, objectives, and policies which support the delivery of Luas to Poolbeg:
 - ❖ Section 6.4.1.2 ‘Strategic Development Regeneration Area’ within Chapter 13 – ‘Strategic Development Regeneration Areas’ refers to ‘Movement & Transport’ and seeks: “To support the extension of LUAS light rail, a DART Interconnector and improvements to Irish Rail’s network including Dart+ projects” and “To provide for a Luas stop and line on the south east side of the Sean Moore Road.” (page 449-450).
 - ❖ Section 6.4.1.3 ‘Dublin Tunnel & Dublin Port’ includes an indicative alignment for a Luas Poolbeg extension.

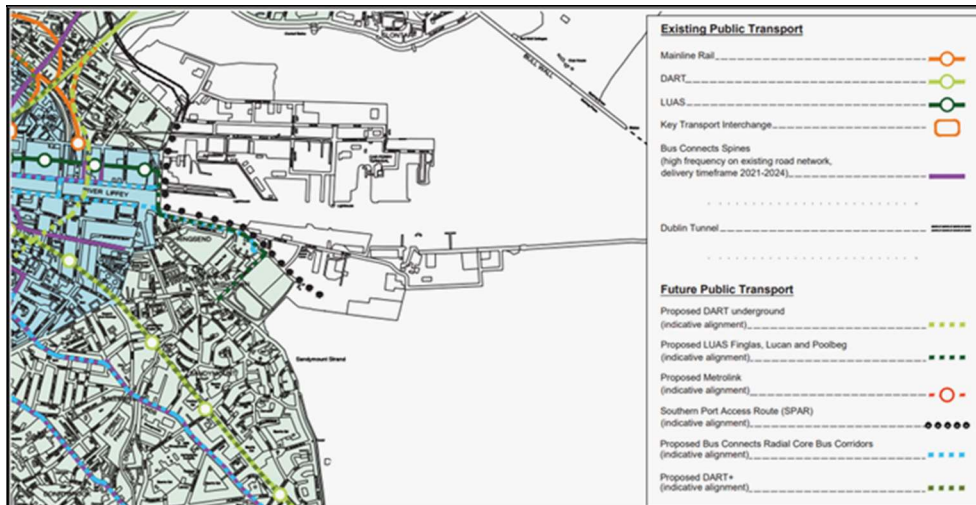


Fig. 116: Extract from Map J of the Dublin City Development Plan 2022-2028 (Source: DCDP 2022-2028)

- ❖ Section 6.4.1.4 ‘Transport & Movement’ refers under Objectives SMT1 ‘Modal Shift and Compact Growth’ and SMT01: ‘Transition to More Sustainable Travel Modes’ to the need,

*To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... **Progress and delivery of Luas to Poolbeg** ... (emphasis added).*

- ❖ Section 6.4.1.9 ‘Development Management Standards’ includes Objectives SMT3 ‘Integrated Transport Network’, SMT4 ‘Integration of Public Transport Services and Development’, SMT5 ‘Mobility Hubs’, SMT6 ‘Mobility Management and Travel Planning’, and SMT16 ‘Walking, Cycling and Active Travel’ which each support national and regional planning and transport policies in favour of development along **public transport corridors** and to ensure the integration of high quality permeability links and public realm in tandem with **the delivery of public transport services**.
- ❖ Section 6.4.1.9 also includes:

Objective SMT19 **‘Integration of Active Travel with Public Transport’** which aims: “To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) **with public transport**, ensuring ease of access for all” (emphasis added by BPS).

Objective SMT30 ‘National Road Projects’ which aims: “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 Poolbeg, as a public road. The indicative alignment of this road link is shown on Map J.” **Map J does not show a new bridge serving the**

SPAR. Instead, it shows a widened existing Tom Clarke Bridge. The applicant Planning Report states: "The SPAR will also have sufficient width to accommodate a potential future extension of the LUAS light rail system to Poolbeg ..."; however, there is no evidence that discussions have taken place regarding delivery of Luas.

Poolbeg West SDZ - Dublin City Development Plan 2022-2028

The Poolbeg West SDZ Planning Scheme aims "to provide for delivery of Luas to Poolbeg as part of the planned Red Line extension under the National Transport Authority Strategy 2016–2035", "To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes", and "To protect space for a future Luas line stop within the SDZ." (page 45).

6.5 Ground 5: The issue of "community gain"

The submitted Planning Report states in respect of 'Community Gain':

In engagement with DCC on the Community Gain proposal for 3FM the following feedback was received, in the context of existing community gain provision in the immediate area;

- *It should be clearly evident as a significant gain.*
- *It should not be in mitigation of disruption caused by the project and should in addition to any compensatory measures associated with the project design.*
- *It should have a significant heritage aspect.*
- *It should serve to ensure public access to the Poolbeg Peninsula and not lead to the creation of industrial areas which are no go zones for the public. In particular maintaining public access to the Great South Wall are seen as important objectives.*

SAMRA has reviewed the applicant proposals as regards the many references "community gain" and notes the following points:

- The proposal to site a Ro-Ro Terminal Yard alongside the Irishtown Nature Park is not accepted. This entire area should become part of the park and connect Irishtown Nature Park to the proposed new 2.5 hectare public park and wildflower meadow. The 1.6ha. coastal park already exists and is too thin to the south of the proposed Ro-Ro Terminal Yard offering insufficient environmental and visual protections to Dublin Bay and to the Sandymount area.

Regarding DCC's tests of 'Community Gain':

- The piecemeal provision of new public open spaces on either side and to the south of the Ro-Ro Terminal Yard is not clearly evident as a significant gain. For example, the area to the south is already used as de facto public park, while the lands on either side already read as open space when one views Google Earth. The removal of the Ro-Ro Terminal Yard would leave a significantly increased public park of benefit to all members of SAMRA and the wider community that would be recognisable as a community gain.
- The piecemeal siting of the proposed Ro-Ro Terminal Yard would appear as dropped into a public park. The new public park proposals are set out as compensatory measures associated with the project design, but they are inadequate as they cannot mitigate the Ro-Ro Yard's poor siting.
- The Ro-Ro Terminal Yard would lead to the creation of an industrial area which is a no go zone for the public with very tall walls and fences policed by CCTV. The Ro-Ro Yard's use and nature is incompatible with the site.
- The 'Active Travel Path' proposals require revisions and amendments before they can be supported (see Section 6.3 of this report). Critically, cycling and pedestrian paths must be segregated 'and' the cycle path section connect seamlessly to the Beach Road and to the north end of the SPAR bridge. The south end of the scheme's active travel proposals requires the inclusion of additional lands into the scheme boundary extending into the Beach Road carriageway. It is likely that DCC's permission is required for this.

Regarding DCC's tests of 'Community Gain':

- The sections of 'Active Travel Path' located north of the Beach Road and passing to the South Bank Road and to the south of the Ro-Ro Terminal Yard are not clearly evident as a significant gain. Paths already exist at these locations. What is needed are segregated paths which are well lit by public lighting. The proposals must seamlessly connect into Beach Road or South Bank Road in a manner which supports commuting at speeds on bikes of 15kph to 35kph. The current proposals do not achieve this (and the north end of the SPAR bridge offers no cyclists continuity).

- The proposals appear designed as compensatory measures associated with the project design, yet they are incomplete. The 'Active Travel Path' does not extend to or connect into the Beach Road.
- These proposals cannot be accepted by DCC Transportation Planning as being complete, safe, and of substantial gain to the area. They do not improve on existing provision.

6.6 Ground 6: Natura Impact Statement – Concerns & lacunae

SAMRA has reviewed the submitted Natura Impact Statement (NIS) and concerns arise that it does not include and/or assess the following areas of the proposed development (despite listing them in Section 3 'Proposed Development' and Section 3.2 'Programme and Sequencing of Construction Works'):

- The Ro-Ro Terminal Yard does not appear to have been assessed at all as regards its construction and operational phases and the adverse impacts this could have on Natura 200 sites. No mitigation measures are specifically set out for this area of the scheme in the NIS. Were this yard to be proposed as a standalone scheme it would have its own NIS.
- The paths, cycleways, and other developments proposed in the coastal park area do not appear to have been assessed at all in the NIS.

While SAMRA acknowledges that an NIS has been lodged and is accompanied by measures to mitigate impacts on, for example, birds and bats, it appears to be incomplete and relate to only specific areas of the scheme. Chapter 7 'Biodiversity' of the EIAR cannot and is not also a section of the NIS.

The Appropriate Assessment Screening Report did not screen out possible adverse impacts arising from the Ro-Ro Terminal Yard and/or any works required within the coastal parks area as regards possible significant adverse impacts on European sites. These need to be assessed within the NIS.

Various chapters of the EIAR refer to: "Landside construction works are ancillary works required to serve the marine side works including the transit Lo-Lo container storage yard at Area L and the transit Ro-Ro trailer yard at Area O, construction of buildings, ramps and deck structures to access linkspans, services, including foul water and storm water drainage installation, and installation of jetty furniture and fender system" and to "Other relatively minor boundary and access works are also proposed such as a segregated commuter active travel link ...". These are not, on their own, minor works. They are significant undertakings, they are not "landside" – in many areas they are within 50m of the shoreline shared by Sandymount. They pose a risk to the waters of Dublin Bay and to the birds and bats which are assessed as regards other parts of the project.

SAMRA is very concerned over:

- **Bats** – SAMRA has read Appendix 7.2, Volume 3, Part 3 of the EIAR 'ECOLOGICAL SURVEY FOR BATS' prepared by RPS which is the project's planning consultancy firm which employs, inter alia, all of the ecologists and/or environmentally qualified individuals who carried out all the bat surveys. SAMRA acknowledges that bat surveys have been undertaken; however, the interpretation of the results of those surveys – which show many bats sited in, inter alia, the Irishtown Nature Reserve/public park and the coastal areas between that park and the proposed Ro-Ro Terminal Yard and the shoreline – requires review by ABP. Before setting out SAMRA's concerns, we note that much of the content of Appendix 7.2 should in fact be included in the Natura Impact Statement and in the main body of the EIAR. It is a critical report and not a background report. SAMRA's concerns are:
 - The area in which the Ro-Ro Terminal Yard is sited is surrounded to the east and south by surveyed areas containing bats. These areas contain bat roosts and bat habitat. The assessor refers to these areas which include a "nature reserve" as only being of moderate suitability for bats. If parkland and coastal parkland is not of significant suitability for bats, it is not clear what areas are.
 - The report states that bats will not fly into or over areas not containing vegetation, yet bats commonly occupy derelict buildings and empty sites. Here it is very difficult to believe that bats do not currently pass over any part of the site of the Ro-Ro Yard to travel from Irishtown Nature Reserve, the coastal park areas to the south, and/or Sean Moore Park.
 - The assessor would have the reader believe that bats travel in a straight line south along the existing boundary of what is Area O and then pass west generally again in a straight line along that area's southern boundary. This lacks credibility.

Section 4 'DISCUSSION & ANALYSIS OF RESULTS' of the report seeks to by-pass this issue by stating: "Bat activity, not unsurprisingly, had a strong association with wooded areas at Sean

Moore Park and Irishtown Nature Reserve. These areas no longer fall within the 3FM red line boundary and, as such, will be unaffected by the proposed works."

That is, areas of land forming part of Area O or immediately adjoining Area O which contain significant bat activity including flights are unaffected by artificial lines drawn on a plan by the 3FM project authors. It is in fact the case that, historically, the entire south side of the peninsula including Irish Town Nature Reserve, the site of the Ro-Ro Yard Terminal Yard, the proposed Port Park to the west, and Sean Moore Park, were one piece of land. It is hard to understand how – without any netting to stop bats passing between these lands, the applicant assessor can claim that merely excluding park areas from the proposed development boundary will ensure no adverse impact on bats.

- While the assessor talks of "linear scrub" with bats following very straight lines, it is accepted that the red line boundary of the 3FM site and the proposed hard boundary of the Ro-Ro Terminal Yard would encroach into the existing coastal scrub habitat.

Section 4 'DISCUSSION & ANALYSIS OF RESULTS' of the report states: "... the red line boundary does encompass the linear scrub, grassland and scattered tree corridor alongside the coastal path connecting Sean Moore Park and Irishtown Nature Reserve."

Thus, even if all existing bats travel in extremely straight lines along the existing coastal scrub boundary at present, this would no longer be possible if the Ro-Ro Terminal Yard is permitted as proposed. In short, it needs to be setback.

- Under current proposals, the applicant proposes to encroach into the coastal scrubland area with the Ro-Ro Terminal Yard, upgrade the path, install lighting, etc. all in a scrub grassland and scattered tree corridor. Parts will also be removed at the Pembroke Cove corner end of the new Port Park. SAMRA is concerned that these proposals will also impact on bats.

In Section 4, the assessor states:

Low flying common pipistrelle had the strongest association with this corridor, with two bats on occasion seen foraging together. Leisler's bat also showed some association with this corridor, with again on occasion two bats occurring simultaneously.

From the list of ways in which the coastal area will be adversely impacted by the project as regards bats, the assessor focuses on artificial lighting, stating: "Whilst the proposed lighting will discourage low flying common (and soprano) pipistrelle bats commuting/foraging beneath this lighting. Commuting/foraging is anticipated to resume away from the central pathway along the top the adjacent bund ..." This lacks credibility as the Ro-Ro Terminal Yard includes large-scale artificial light stands. The assessor essentially argues that bats will be caught between two areas of proposed artificial lighting but will be unaffected. ABP is asked to review this especially as the submitted bat survey results from 2022 onward show a curiously and somewhat extreme linear pattern as though the bats prefer to travel along the existing footpath than on the more vegetated bund. Could the survey results be more related to the positioning of equipment perhaps?

- The full results of bat activity surveys can be found in Appendix I of the report. Maps illustrating the spatial distribution of bat species and the direction of flight recorded during surveys can be found in Figures 2 - 7 'Bat Activity Surveys' of the report. A total of 560 bat passes were recorded over approximately 11 hours of survey comprising surveys in June, July and August 2022; May 2023; and May and June 2024. The following bat species were recorded during activity surveys: common pipistrelle *Pipistrellus pipistrellus*, soprano pipistrelle *Pipistrellus pygmaeus*, a *Pipistrelle* sp. (50kHz), and Leisler's bat *Nyctalus leisleri*. There was a notable increase in bat activity in May and June 2024 compared to previous years by which time the project's primary proposals were developed to the point where they would not be unduly changed.
- Common pipistrelle was the most common species on site with over 66% of the total bat passes recorded belonging to this species. Leisler's bat contributed to 26% of the total number of bat passes. The highest number of bat passes were in May 2023 (26.29 bpph). Soprano pipistrelle contributed to only 5% of the total number of bat passes with the highest number recorded in June 2024 (6.45 bpph). 3% were *Pipistrelle* spp.

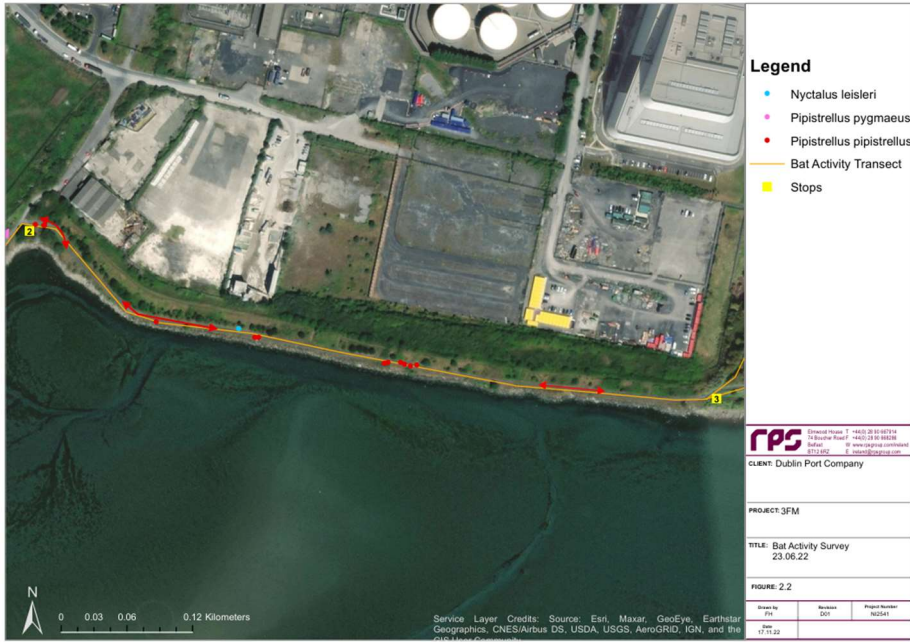


Fig. 117: The extremely linear results of the 23/6/22 bat survey to the south of the Ro-Ro Terminal Yard (Source: Fig. 2.2 of Appendix 7.2 of the EIAR Volume 3)



Fig. 118: The extremely linear results of the 25/7/22 bat survey to the south of the Ro-Ro Terminal Yard (Source: Fig. 3.2 of Appendix 7.2 of the EIAR Volume 3)

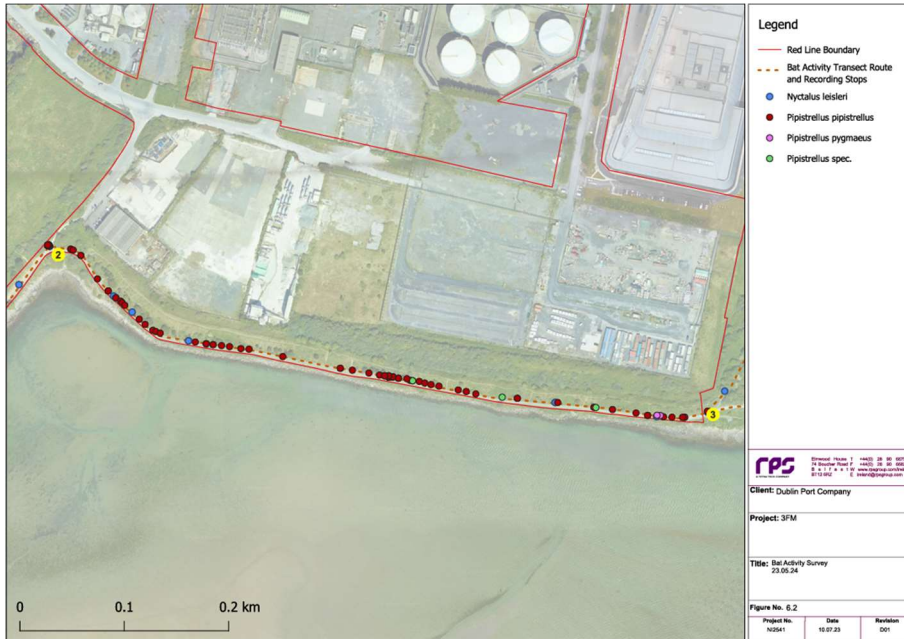


Fig. 119: The extremely linear results of the 23/6/24 bat survey to the south of the Ro-Ro Terminal Yard (Source: Fig. 6.2 of Appendix 7.2 of the EIA Volume 3)

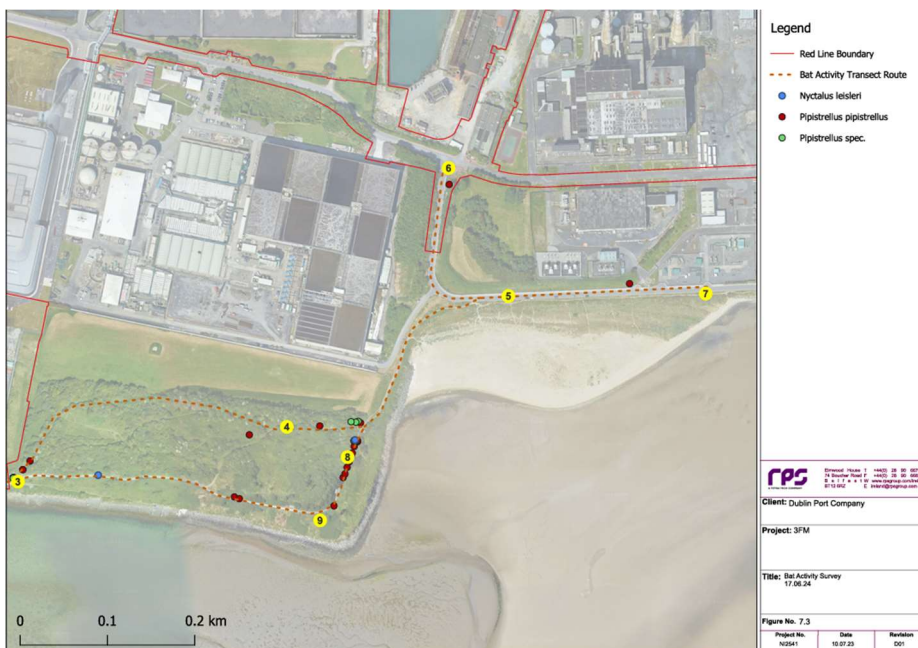


Fig. 120: The surveyed bat transect routes showing bats taking longer routes in journeys westward to apparently avoid the Ro-Ro Terminal Yard site of the 17/6/24 bat survey to the south of the Ro-Ro Terminal Yard (Source: Fig. 7.3 of Appendix 7.2 of the EIA Volume 3)

- Water birds** - Dublin Bay is an internationally important area for waterbirds as reflected in the number of SPAs located in the area. Eight SPAs or cSPAs are within the potential Zone of Influence of the Project. The close proximity of Dublin Bay to so many important waterbird sites makes the area particularly significant for the high concentrations of waterbirds that rely on the Bay throughout the annual cycle. In particular, Sandymount Strand holds the largest concentration of post-breeding terns in Ireland, attracting birds from colonies across Ireland and further afield, making it one of the most important tern staging-sites in North-west Europe (Burke et al., 2020). The safeguarding of the passage populations of Roseate Tern, Common Tern and Arctic Tern, as well as the breeding population of Common Tern are listed as a conservation objective for the South Dublin Bay and River Tolka Estuary SPA (NPWS 2015b). Members of SAMRA note how Brent Geese congregate in the coastal waters between Sandymount and the applicant site.

Noise and disturbance: The proposed development will generate high levels of noise at given locations. SAMRA does not consider that all areas used at present by these birds can be mitigated

adequately as regards noise. The claimed existing and proposed ways that mitigation is claimed to arise lack credibility especially along the coastal parkland area to the south of the Ro-Ro Terminal yard.

- **Water Quality and Habitat Deterioration** – The development proposals are to take place in very close proximity to the coastline at Sandymount. The works could adversely impact water quality and therefore represent a possible significant environmental concern as regards Dublin Bay's many Natura 2000 sites. In the absence of mitigation, negative water quality and marine or wetland habitat deterioration effects could occur in the coastal zones of North Bull Island Ramsar site, Sandymount Strand / Tolka Estuary Ramsar site, Dolphins, Dublin Docks pNHA, North Dublin Bay pNHA and South Dublin Bay pNHA or core areas and buffer areas of the Dublin Bay Biosphere. Such effects would result in a significant environmental effect given the sensitivity of these sites, and in accordance with the methodology outlined, mitigation is required.

Contaminated surface and ground water: SAMRA is not convinced that credible mitigation measures have been or can be included by the applicant which address the ongoing cumulative adverse effects on water quality of all ongoing development and port- and industrial- operations on the peninsula. The proposals present a risk to Natura 2000 sites which cannot be mitigated.

7.0 Conclusion

SAMRA has reviewed the planning application, including all drawings, details and reports, visited the site, had due regard to the National Planning Framework, the Regional Spatial and Economic Strategy, the Climate Action Plan 2021, to all applicable transport planning policy and best practice documents (including the Design Manual for Urban Roads and Streets 2013, the Transport Strategy for Greater Dublin Area 2016-2035, the Greater Dublin Area Cycle Network Plan 2013), and the provisions of the Dublin City Development Plan 2022-2028, to the Poolbeg West SDZ Planning Scheme, and all matters arising, and concludes that the proposed development by reason of its failures to properly address its context, its design, and its likely adverse impacts on the area, should be amended.

The primary concerns raised by SAMRA in discussions with BPS are as follows:

- **The proposed Ro-Ro Terminal Yard – Area O – is not supported:** SAMRA supports only public park in this area. The applicant has given insufficient recognition of the UNESCO status of the beach beside the Ro-Ro terminal. Dublin is the only city in the world with this designation. The proposal would contribute to drawing an excessive quantum of traffic, including HGVs, into this area. The lands comprise a contaminated site containing Asbestos and heavy metals which should rule out excavation works. Grounds levels are proposed to be raised on a visually sensitive site. The siting of the southern boundary encroaches into the undeveloped coastal park area to the south with unacceptably tall and contextually insensitive retaining wall and fence proposals.

The facility, whose appearance is prison-like, would be visually adverse and contribute to the significantly cumulative adverse visual impact that port and industrial development within the peninsula has caused. The proposals are incompatible with the Poolbeg West SDZ Planning Scheme, the residential element of the Glass Bottle Site, and the surrounding community to the south, as regards its 24/7 noise and dust proposals for the construction and operational phases. The proposals have not been fully assessed under the Natura Impact Statement including as regards surface water drainage, including cumulative impacts on the waters of Dublin Bay with its many Natura 2000 sites. The long-term nature of the construction and operational phases are such that future generations living in the emerging SDZ residential community and in Sandymount and Merrion – including adults and children using the local GAA club, Sean Moore Park, Irishtown Nature Reserve, and the coastal path would be inflicted with a facility which is widely opposed. At some point in the future, the site, impacted by decades of HGVs passing in and out, would need remediation. An alternative site within lands controlled by Dublin Port Company is required for the Ro-Ro Terminal Yard.

- **A coastal buffer of public park must be further supported by this project and emerging plans for the Poolbeg Peninsula:** SAMRA welcomes the proposal to create Port Park as the arguments for this park are exactly the same as why the lands proposed to be used for the Ro-Ro Terminal Yard should also be a park. This area should be a landscape buffer to Dublin Port's amended operations (as they emerge). A buffer which connects Sean Moore Park, the Port Park, the Ro-Ro Terminal Yard, and the Irishtown Nature Reserve is logical. SAMRA's community has long sought a better interface with the port and this is the opportunity. It would also benefit the SDZ scheme. The DCC District Heating Scheme site should not be included and concerns over the proposed earthworks and retaining wall for the Ro-Ro Terminal Yard which encroach into the coastal park area would no longer be of concern. A larger coastal park area would comply with Poolbeg SDZ requirements. SAMRA notes that the SDZ Planning Scheme was prepared before DCC knew anything about the 3FM project and, as such, it is somewhat out of date as regards the Ro-Ro Terminal Yard.

- **Natura Impact Statement – Concerns & lacunae:** SAMRA has reviewed this document and maintains concerns that it is incomplete and contains lacunae. It is not clear if all parts of the scheme have been assessed by the NIS and the NIS appears to rely on the EIAR (including on its appendices) when they should be wholly separate documents. The NIS conclusions regarding bats are not accepted by SAMRA which remains concerned over the impact the proposals would have on protected species as per Natura 2000 site consideration objectives.

The Natura Impact Statement needs to assess all parts of the scheme including all parts of the Ro-Ro Terminal Yard, all amendments to the existing coastal areas, all the 'Active Travel Path' proposals, etc. 'and' it must fully assess/re-assess all parts of the EIAR relevant to Natura 2000 sites. The NIS currently appears to assume parts of the EIAR are 'taken as read' in its pages. This is not the case. The NIS cannot contain lacunae.

- **The cycle infrastructure proposals are incomplete:** SAMRA has reviewed the submitted cycle infrastructure proposals and acknowledges how some consideration has been given to the needs of existing and future cyclists. However, "Joined up," segregated, and safe cycling infrastructure proposals are required. This has not been provided. The north and south ends of the proposed Active Travel Path do not "join up". The north end of the SPAR bridge's cycle lanes end in a public square which is incompatible with fact segregated cycle lanes which go nowhere. The south end of the "Active Travel Path" is not segregated (and so is unsafe) and does not connect or even try to connect to and/or into the Beach Road carriageway. The proposals for the "Active Travel Path" are premature as they are only submitted "pending agreement". The South Bank Rd cycle path section crosses too many dangerous entrances. Sandymount & Merrion cyclists will continue to use the R131 'on road' route as it would be safer, faster, and a more complete route, than the applicant's proposed cycle route. The movement proposals do not fully match Poolbeg SDZ requirements and do not appear unduly environmentally friendly. It is not clear if the paths have been assessed by the NIS despite coming within metres of the waters of Dublin Bay. In all, SAMRA members consider that, as submitted, the cycling proposal offer no benefit to the existing north-south passage of cyclists toward and across the Liffey. Few 'Share and Care' when they are travelling home from work cycling in the rain, etc.
- **The failure to deliver 'joined up' Luas proposals:** The applicant's transport, planning, EIAR, CEMP, Mobility Management Plan, and other reports all fail to offer any concrete proposals regarding the delivery of Luas to Poolbeg. The proposal is wholly premature pending Luas forming part of the plans and not only being able to facilitate future Luas plans. Luas must be part of the proposals. As it stands, on the issue of cycle and Luas transport (and rail), the applicant's proposals are at odds with established plans made at national, regional, and local levels for Poolbeg. While the applicant proposes a new SPAR bridge, DCC is advertising a widened existing toll bridge. Where is the "joined up" planning? SAMRA is disappointed to find that the entire scheme is essentially dependent on road-based transport.
- **The issue of "community gain":** SAMRA welcomes all instances of community gain; however, these are considered to be incomplete as regards the need for the coastal park to also include the lands now shown as a Ro-Ro Terminal Yard, the need for Luas to be delivered to Poolbeg, the need for improved cycle infrastructure, and the need for clean-up of Asbestos and heavy metals from all contaminated lands.

For these reasons, and the technical issues raised in Section 7.0 of this report, SAMRA considers that the proposals need to be revised and Further Information is required in a number of identified areas.

8.0 Recommendation

SAMRA recommends that the Ro-Ro Yard Terminal be removed from Area O.

Regarding the remainder of the scheme, SAMRA, as advised by BPS Planning & Development Consultants LTD, considers that this planning application is deficient in terms of the plans and documents submitted in support these proposals.

For the wider scheme, SAMRA recommends that the Strategic Infrastructure Division of ABP require that the submitted proposals be amended and amended information provided as set out in Section 8.1 of this report.

8.1 Recommendations for a request for Further Information

In the event ABP decides that amendments to the scheme and/or new information is required before any decision can be made to grant or refuse the proposal, the following details should be provided:

1. Preferably the Ro-Ro Yard Terminal should be removed from Area O 'and' so should the DCC site of a future District Heating Scheme. This would be an acceptable community gain.

At minimum, revised drawings and details accurately and consistently showing the interface between the boundary of the proposed Ro-Ro Yard and the coastal park to the south. This would include the height and scale of all boundary treatment proposals relative to existing and proposed ground levels. Any vegetation to be removed and/or any amendments to the existing bund should be set out clearly. Revised photomontages, cross sections, Landscape and Visual Impact Assessment Report, biodiversity report, Natura Impact Statement, Biodiversity report, etc. should be submitted.

2. All project development should be setback from the coastal water's edge opposite Sandymount. At present, the setback from the southern boundary of the Ro-Ro Terminal Yard to the water's edge is less than 50m which is the minimum setback from the shoreline acceptable under the Poolbeg West SDZ Planning Scheme.
3. The proposed Ro-Ro Terminal Yard appears to encroach into lands which currently form part of the public amenity open space and walking path area to the south. ABP is asked to check existing and proposed setbacks to the water's edge. There is a need for long cross sections to be provided of the existing development in Area O, the existing embankment and footpath/verges, and down to the shoreline 'and' the proposed development in Area O, the existing embankment and footpath/verges, and down to the shoreline.
4. If ABP is to consider permitting it, the height of the wall and fencing around the Ro-Ro Trailer Yard should be reduced and improved in appearance. The area adjoining the wall and fence needs to be planted with indigenous trees that can support the existing bat population.
5. The applicant has consistently tried to minimise visual impacts by providing distant views, along the pathway that ultimately leads to the Nature Reserve, and also by a view adjacent to the sculpture at the north end of the prom, a kilometre away from the scheme. Photomontages are required from the coastal paths to the south and southwest looking towards the Ro-Ro Terminal Yard.
6. All works to any lands containing Asbestos or heavy metal contamination should be carefully reviewed by ABP with a community consultation taken in regard to any and all proposals which are to address this matter. Revised development proposals, surface water management proposals, dust management proposals, CEMP, etc. should be submitted.
7. Can ABP determine whether, as the applicant is the body responsible for managing the Biosphere at this location, are they carrying out any ongoing ground or water sampling in the inner Bay area at Sandymount. If so, can longitudinal data results be provided which show any fluctuations in water quality over time.
8. The cycle infrastructure proposals require amendments including:
 - The north end of the SPAR bridge must offer direct connection to cycle lanes on that side. There can be no intervening public square area to be negotiated. It must be safe.
 - Any proposed cycle lanes passing from the South Bank Road to Beach Road must be complete. There can be no missing part north of Beach Road. Design measures to 'tie' into Beach Road are required. SAMRA notes how they employed Grafton Architects to consider the junction of Beach Rd and Marine Drive. The following images are of a type missing from the applicant planning application.

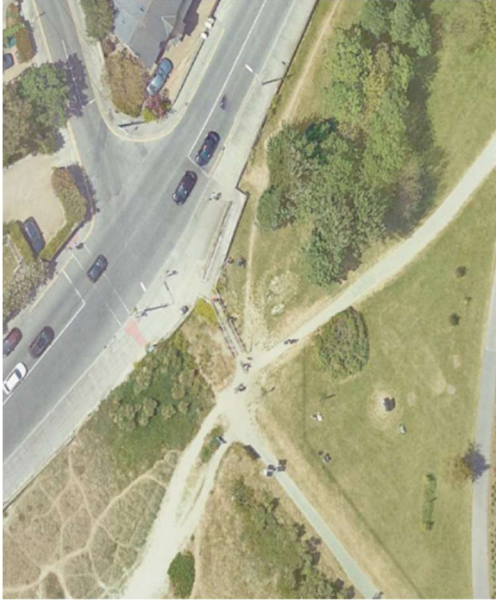


Fig. 121: Existing junction of Beach Road with the existing path to the north along the coastal route (Source: SAMRA)



Fig. 122: Re-imagined junction of Beach Road with an improved path to the north along the coastal route (Source: SAMRA)



Fig. 123: Existing junction of Beach Road with the existing path to the north along the coastal route (Source: SAMRA)



Fig. 124: Re-imagined junction of Beach Road with an improved path to the north along the coastal route (Source: SAMRA)

- The proposed 'Active Travel Path' passing eastward to the south of the proposed Ro-Ro Terminal Yard will meet the existing path. The tie-in at this point is not clear as the new is much wider than the old, etc.
 - The area of 'Active Travel Path' from South Bank Road to the Beach Road must be complete and agreed in full with DCC.
 - Segregated pedestrian/cyclist proposals are required for all areas of 'Active Travel Path'. Share paths cannot be accepted as this would be a fast cycled commuter route.
 - The cycle lane proposals along South Bank Road need to be amended to avoid passing entrances frequented by HGVs and other vehicles exiting and entering the road across the cycle lanes.
9. Proposals to deliver the Luas to Poolbeg must be more advanced before any permission is given for the scheme. The applicant should furnish a preliminary agreement made with all appropriate authorities to achieve this before ABP makes any decision.
10. The option of rail needs to be better explored by the applicant. The proposals are premature pending acceptable rail proposals.
11. The Natura Impact Statement needs to assess all parts of the scheme including all parts of the Ro-Ro Terminal Yard, all amendments to the existing coastal areas, all the 'Active Travel Path' proposals, etc. 'and' it must fully assess/re-assess all parts of the EIAR relevant to Natura 2000 sites. The NIS currently appears to assume parts of the EIAR are 'taken as read' in its pages. This is not the case. The NIS cannot contain lacunae.

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