

CONTEXT

The Poolbeg Peninsula
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The Poolbeg Peninsula

2.1 The Poolbeg peninsula is located in the eastern Docklands, adjacent to both Dublin Bay and the River Liffey and east of the River Dodder and Grand Canal Dock, occupying a historic gateway location to the city. It is currently home to many of the Dublin region's major power, sewage, storage and port facilities, as well as a number of industrial uses, and it has active deep water berthing and docking facilities on its northern edge. The peninsula also contains a number of areas of open space, including Sean Moore Park and Irishtown Nature Park. Its southern shore opens on to Dublin Bay and is bordered by a beach. The former Pigeon House Power Station, Hotel and Dock together with the remains of the old fort form a cluster of historic structures in the north eastern part of the peninsula.

2.2 The peninsula currently has very few residents and no community facilities other than those relating to open space and recreation. Nearby Ringsend, Irishtown and Sandymount are established residential communities with connections to the peninsula and the city centre and contain schools and some community facilities.

2.3 The majority of land on the peninsula is owned by the public sector, including Dublin City Council, Dublin Port Authority, and the Electricity Supply Board (ESB). The remaining land is in private ownership.

2.4 The peninsula is only 2km from Dublin city centre with its associated employment opportunities, retail provision and community facilities. It provides the opportunity to create a living and working community based on the principles of sustainable development. It is close enough to the city centre to encourage cycling and walking and can be connected to the centre by extensions to public transport routes. It is also close to the well established residential neighbourhoods of Irishtown, Ringsend and Sandymount, and there is potential for development on the peninsula to provide employment, retail and social facilities for these communities and vice-versa. The River Liffey provides an opportunity for waterborne transport. There is little biodiversity on the peninsula, but the presence of Irishtown Nature Park and the adjacent habitats in Dublin Bay are significant.

2.5 The presence of existing power generation and waste-water utilities on the peninsula offers the potential to capitalise on existing infrastructure to service new development. There is potential for heat and energy to be recovered from some of the industrial uses and used beneficially for new development on the peninsula.

left:

FIGURE 2.1: LOCATION AND RELATIONSHIP TO THE CITY



FIGURE 2.4: PLANNING SCHEME ZONES

 Zones ① Zone Number

Planning Scheme Zones

2.6 The Poolbeg peninsula is divided into fourteen Zones for the purposes of the Planning Scheme. Zones 1 to 4 are the Development Zones: these are the areas that will be subject to the most significant change. Zones 5 to 14 are areas of differing character which will not be subject to the same degree of change but which are nonetheless very important to the implementation of the Planning Scheme. These Zones and areas are illustrated in figure 2.2 and are described below.

Zone 1

2.7 An area located between South Bank Road, Sean Moore Road and Sean Moore Park. It includes the former Irish Glass Bottle (IGB) land and the adjacent Fabrizia land.

2.8 The IGB land comprises 10.1 hectares of land bounded by Sean Moore Road along its north western edge and South Bank Road along its north eastern edge. It occupies a gateway location to the remainder of the Poolbeg peninsula to the east. It is currently owned by a consortium, known as BECBAY, of which the Authority has membership of 26 percent.

2.9 Zone 1 also includes the Fabrizia land, a brownfield site of 4.6 hectares in private ownership. The land is closely related to the IGB land in character and position but is closer to Dublin Bay and further from existing residential areas and from the main road network.

Zone 2

2.10 Zone 2 is a narrow area of land 1.2 hectares in extent to the north of Zone 1 in the western sector of the peninsula, and includes the southern part of the Dublin Port container park. Bounded by South Bank Road to the south west, it occupies a gateway position at the interface between the existing residential neighbourhood of Ringsend to the west, the Dublin Port facility to the north and existing major infrastructure and utilities to the east. It is currently owned by Dublin Port and is in active use as a trailer and container storage area to serve the Dublin Port Load on Load off (LoLo) shipping facility.

Zone 3

2.11 Zone 3 is 10.7 hectares, currently under the ownership of Dublin Port. The majority is open with the western third occupied by concrete production facilities and smaller miscellaneous industrial uses. The southern edge is adjacent to Dublin Bay and northern edge is bounded by the major utilities installations located in the centre of the peninsula. At present the area is in a peripheral location with limited access to the existing road network. The land has considerable potential offered by a prominent position overlooking Dublin Bay.



FIGURE 2.2: INDICATIVE LAND OWNERSHIP

- | | | |
|--|---|--|
|  ESB |  DCC |  Beccay |
|  Fabrizio |  Dublin Port |  Other |

Zone 4

2.12 Zone 4 has an area of 10.1 hectares and consists of several elements. The area around Pigeon House Dock comprises 2.5 hectares, currently under the ownership of Dublin City Council. Situated on the northern edge of the Poolbeg peninsula adjacent to the River Liffey, it is dominated by a number of iconic buildings and structures including the former Pigeon House Power Station, Pigeon House Hotel and the dock itself. A second area of 5.9 hectares, predominantly of rough grassland, is bordered to the north by Pigeon House Road and to the south by the Waste Water Treatment Plant itself and includes the site of the Pigeon House Fort. North of Pigeon House Road is located the Waste Water Treatment Plant overflow tanks, and north of these is an area of 1.7 hectares of reclaimed land owned by Dublin Port.

Zone 5

2.13 Zone 5 is a 2.3 hectare triangular piece of land bounded by the R131, Pigeon House Road and South Bank Road, where they meet at the Sean Moore Road roundabout. A short terrace of houses known as the coastguard cottages, which are protected structures, is located in the centre of the Zone, on land which is now surrounded by the aforementioned roads.

Zone 6

2.14 Zone 6 includes Sean Moore Park, which occupies some 10.9 hectares in the south western sector of the peninsula adjacent to Beach Road, Sean Moore Road, Sandymount

Strand and Dublin Bay. It lies between the peninsula and the communities of Ringsend and Sandymount. The park provides facilities for both sports and informal recreation. Consisting mostly of a flat grassed surface, it is crossed by footpaths which connect existing neighbouring residential areas to Dublin Bay. Part of the park is used by Clanna Gael Fontenoy GAA club, who have a clubhouse, training facilities and two sports pitches.

Zone 7

2.15 A 1.4 hectare area of land which was formerly used as a pitch and putt course associated with the former Electricity Supply Board Ringsend power plant, now the Synergen Power Station. The land is not currently in use and comprises rough grass and scrub. It is currently in the ownership of the Electricity Supply Board and is reserved for their future use.

Zone 8

2.16 Zone 8 includes Irishtown Nature Park and associated open space. It occupies 8.3 hectares on the southern shore of the peninsula and is predominantly scrub and rough grassland. The nature park is currently owned by Dublin City Council and is open to the public, with access provided by informal footpaths. In contrast to the remainder of the peninsula, it has a raised and undulating topography and consequently occupies a visually prominent position on the shore. North of the Nature Park are the 'compensatory lands', designated as part of the WWTP planning permission, which provide a habitat for the Brent Geese. This Zone also includes 3.2 hectares of the



FIGURE 2.3: EXISTING LAND USE

Industrial Open space Other

south shore coastal fringe, which includes a public walkway and is owned by Dublin City Council.

Zone 9

2.17 Zone 9 consists of a 3.7 hectare area of grassland at the narrowest part of the peninsula to the east of the Waste Water Treatment Works. It includes the road connection between the northern and southern shores. It is in an important position at the junction of various recreational routes, being closely linked to Pigeon House Dock, Dublin Bay, Irishtown Nature Park and the route to the lighthouse. The majority of land in this Zone is currently in the ownership of the Electricity Supply Board, with the exception of the road and land to the west of the road, which are currently in the ownership of Dublin City Council.

Zone 10

2.18 This comprises the far end of the peninsula including the eastern end of Pigeon House Road and the storage tanks and tank farm associated with the Poolbeg Power Station. It comprises approximately 7.3 hectares. Pigeon House Road provides a connection with the Poolbeg Lighthouse at the eastern end of the Great South Wall. The tank farm is currently within the ownership of the Electricity Supply Board. It is characterised by a concrete bund which is designed to contain spillages.

Zone 11

2.19 Zone 11 is a transport corridor of 2.5 hectares dominated by the R131 East Link Road which connects the East Link Toll Bridge with Sean Moore Road. York Road, becoming Pigeon House Road, runs immediately south and parallel to the R131 and also connects with Sean Moore Road. This is a key service route providing connections between the existing major infrastructure and utilities on the peninsula and the remainder of the city and wider region. The Zone contains some exposed remnants of the Great South Wall. To the north of Zone 11 is the River Liffey and to the south is a row of terraced residential properties. Land ownership in this area is complex, including land in private ownership and land owned by a number of public bodies.

Zone 12

2.20 Zone 12 is a 2.0 hectare area comprising South Bank Road and two truncated pieces of road between Zones 1, 3 and the Synergen Power Station. It is currently in the ownership of Dublin Port and Dublin City Council.

Zone 13

2.21 Zone 13 is a 7.5 hectare area directly to the north of Zone 2 and to the east of Zone 5 of the Planning Scheme. It forms part of the southern part of the Dublin Port container park. It is currently owned by Dublin Port and is in active use as a trailer and container storage area to serve the Dublin Port Load on Load off (LoLo) shipping facility. Whitebank Road runs south west to north east through the Zone.



FIGURE 2.5: URBAN CHARACTER AND ANALYSIS

- Key Views
- ✳ Existing View
- Existing Buildings to be retained
- Gateways
- Severance
- ★ Landmarks:
 - 1. Irihtown Nature Park
 - 2. Former Pigeon House Power Station
 - 3. Poolbeg Generating Station Chimneys
 - 4. Poolbeg Lighthouse

Zone 14

2.22 Zone 14 is a 7.4 hectare area of land. It is bounded to the north by the River Liffey, to the east by Zone 4 of the Planning Scheme, to the south by Pigeon House Road and to the west by the Dublin Port LoLo shipping facility. It encompasses a number of existing and active industrial uses and installations including fuel oil / diesel storage tanks, concrete production facilities, a metal recycling plant and the cooling race for the Synergen Power Station. It is currently in the ownership of Dublin Port.

Urban Character and Analysis

2.23 Unlike some other parts of Docklands, the Poolbeg peninsula has a continuing industrial function. This, together with the severance created by the road network and the peninsular shoreline form, give Poolbeg a character which is separate and distinct from the remainder of the Docklands.

2.24 Much of the peninsula is dominated by industrial and utilities installations, particularly the Poolbeg Power Station, the Waste Water Treatment Works, the Synergen Plant and the Lo-Lo land with its large traveling cranes. They have visual, aural and olfactory impacts beyond their site boundaries.

2.25 The industrial and utilities plants occupy central positions within the peninsula. In consequence, developable land tends to be located peripherally around the central industrial core. The exception to this is Zone 1 and 2, which together form a substantial block of developable land.



FIGURE 2.6: EXISTING ROAD NETWORK

- Strategic Roads
- Local Roads
- Existing Bridge

2.26 There is a significant contrast between the peninsula's northern shore, to the River Liffey, and its southern shore on to Dublin Bay. The northern shore is generally harder in character, and is dominated by the Port and by infrastructure related to the utilities plants, including the cooling water outlet channel and wastewater overflow tanks. The southern shore has a softer, beach-like character with sand dune development towards its eastern end, although shoreline rock armour impedes access to the beach.

2.27 Sean Moore Road and Beach Road give access to Poolbeg. Within the peninsula, the road pattern is primarily industrial and is influenced by the east west alignment of the Great South Wall. The large industrial and utilities plants occupy compounds which act as barriers to north-south movement. The road network available for public use is convoluted; it is also, in general, extremely unattractive and unfriendly to pedestrians.

2.28 The position of the industrial activities and the unattractive and indirect road network serve to isolate the cluster of historic features at Pigeon House Dock, including the former power station and hotel, from the Dublin public.

2.29 In terms of open space, Sean Moore Park occupies a large block of land close to existing and prospective residential communities. Its flat, open character contrasts unfavourably with the nearby mature and well-treed Ringsend Park. Elsewhere, open space tends to be located peripheral to the

central industrial core, particularly along the southern shore, where Irishtown Nature Park occupies a raised position.

2.30 There are strong visual connections between the peninsula and the wider city. Poolbeg ESB power plant's two tall striped chimneys have almost iconic status as symbols of Dublin, being visible by air and sea as well as from many viewpoints within Greater Dublin and the surrounding countryside. Poolbeg also has its own important views of the surrounding area, including the views across Dublin Bay towards Dun Laoghaire from Sandymount Strand and Irishtown Nature Park, the views across the River Liffey from Pigeon House Dock and the broad panorama from Poolbeg Lighthouse.

2.31 The Poolbeg peninsula is bordered by the neighbourhoods of Ringsend, Sandymount and Irishtown. Despite their proximity to the peninsula and to each other, these neighbourhoods each have a separate and unique character derived from their historical development and relationship with the city. This can be seen in their street patterns, building types and socio-economic character.

2.32 The Planning Scheme provides the framework for the Poolbeg peninsula to develop its own unique character and urban pattern which will contribute to the overall character of Dublin Docklands and the wider city.



DIAGRAM 2.7: EXISTING PUBLIC TRANSPORT NETWORK

- DART Route
- Bus Route
- Bridge

Movement Framework

2.33 The Poolbeg peninsula is close to Dublin City Centre but access is restricted by water on three sides and by the Grand Canal Dock, the River Dodder and the DART line to the west.

Existing Road Network

2.34 The road network around the Poolbeg peninsula comprises strategic and local roads. The strategic road network includes the R131 Sean Moore Road and the R131 East Link Road from the Sean Moore Roundabout to East Link bridge and caters for high volumes of freight traffic between the north and south Port lands as well as high volumes of north south through traffic particularly during the morning and evening peak travel periods. Ringsend Road, Irishtown Road and Bath Street act as major east-west links and are busy traffic routes connecting the city centre, Ringsend and the Poolbeg peninsula, as well as the southern suburbs.

2.35 Traffic flows on all strategic and local roads around the Poolbeg area are generally higher in the morning than the evening and the heaviest traffic flow is on East Link Road (eastbound), Sean Moore Road (southbound) and Beach Road (northbound, south of the junction with Church Road). Fairly heavy traffic flows also occur on Beach Road (southbound), East Link Road (westbound) and Irishtown Road (westbound).

Existing Public Transport Network

2.36 Current public transport services to the Poolbeg peninsula are limited. The most frequent local bus service serves the neighbouring Ringsend and Sandymount area, and for the majority of its route it is not routed along a Quality Bus Corridor (QBC). The principal bus priority corridors are a distance away on the Pearse Street and the Blackrock QBCs. The closest DART station is Lansdowne Road Station, which is approximately 1.5 km (a 20 minute walk) from the Poolbeg peninsula.



DIAGRAM 2.8: EXISTING PEDESTRIAN AND CYCLIST NETWORK

- - Pedestrian Routes
- Proposed S25 Cycling Route
- Cycling Routes

Existing Pedestrian / Cyclist Environment

2.37 Pedestrian footways are provided along the majority of roads within Ringsend and Sandymount. However, pedestrian circulation around the area is limited due to physical constraints and as a result of high traffic volumes during peak travel periods. The main pedestrian access to the Poolbeg peninsula is along South Bank Road and Pigeon House Road. Footpaths are provided along Pigeon House Road but they are poorly lit and large industrial buildings act as barriers to movements within the area.

2.38 The Dublin Cycle Network comprises suburban routes, inner city routes, recreational routes and Quality Bus Corridor/cycle routes. The closest cycle route to Poolbeg peninsula runs southwards from Thorncastle Street to Londonbridge Road. Another existing cycle route also runs westwards from Ringsend Road to the city centre.

Natural Environment

2.39 Despite its industrial character, the peninsula encompasses beach and foreshore areas of scrub and rough grassland and the Irishtown Nature Park, Sandymount Strand, and Sean Moore Park.

2.40 The peninsula supports migratory birds, notably Brent Geese, which use the amenity grasslands and waste land for roosting and grazing. Parts of the peninsula and adjacent parts of Dublin Bay and the River Liffey are covered by environmental designations. These are illustrated in figure 2.9.

Special Protection Areas

2.41 The Sandymount Strand / Tolka Estuary Special Protection Area (SPA) includes a substantial part of Dublin Bay. The SPA is of international importance for Light-bellied Brent Goose and of national importance for nine other waterfowl species.

2.42 The National Parks and Wildlife Service (NPWS) have published a proposed extension to the boundary of the SPA. This extension redraws the boundary of the SPA to include an area of the peninsula located to the north of Irishtown Nature Park. (This is shown on figure 2.9).



FIGURE 2.9: DESIGNATED NATURE CONSERVATION AREAS AND PROTECTED SPECIES



Natural Heritage Areas

2.43 A proposed Natural Heritage Area (pNHA) comprises two mooring dolphin structures located in the River Liffey north of Pigeon House Dock. These are nesting sites for tern colonies.

Special Area of Conservation

2.44 The South Dublin Bay candidate Special Area of Conservation (cSAC) lies south of the River Liffey and extends from the South Wall to the west pier at Dun Laoghaire. This area has been designated for its extensive sand and mudflats, listed as protected Annex 1 habitats in the EU Habitats Directive. These provide important foraging habitat for birds.

Protected Species

2.45 A significant number of bird species listed in Annex 1 of the EU Birds Directive occur within Dublin Bay.

2.46 Atlantic Salmon, which are listed in Annex 1 and 5 of the EU Habitats Directive, occur in the River Liffey.

2.47 Kestrels have also been observed hunting on the peninsula, and many of the buildings present may be suitable for roosting bats.



01. Brent Geese Feeding Ground



02. Ringsend Park



03. Sean Moore Park



04. Irishtown Nature Park

NATURAL
AREAS AND
PARKS ON
THE PENIN-
SULA

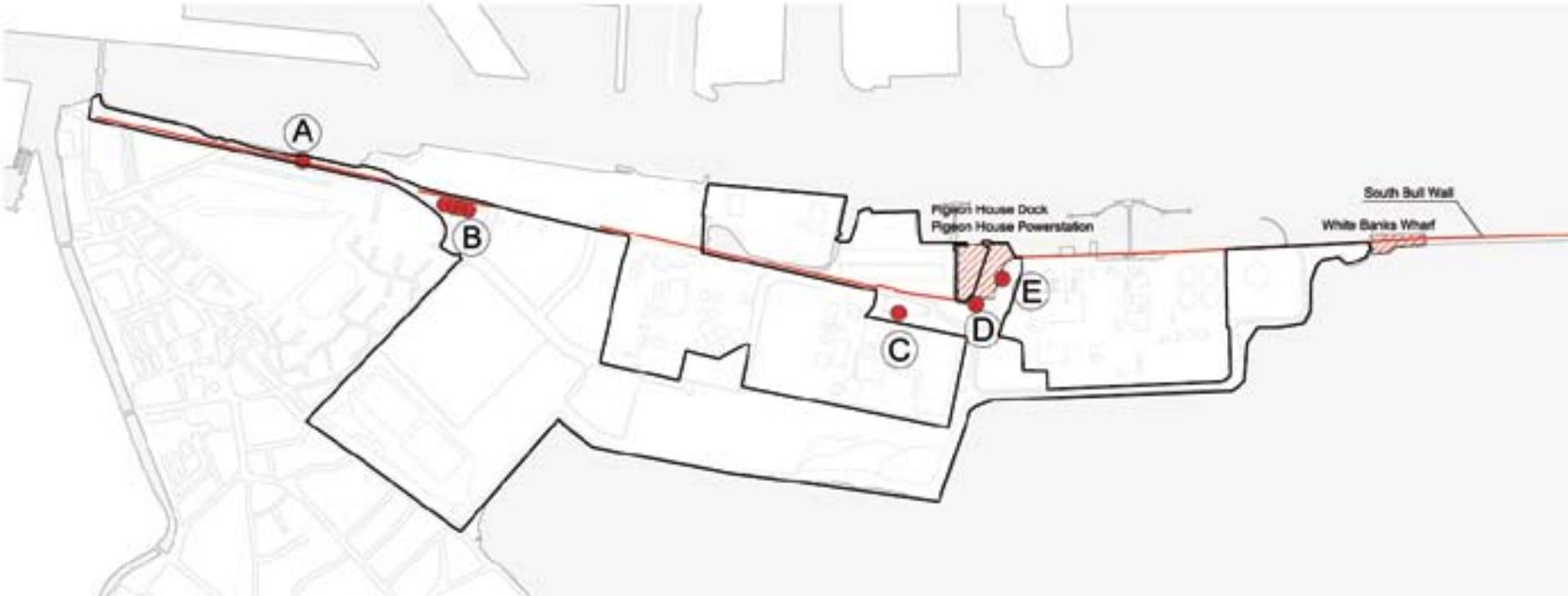


FIGURE 2.10: LOCATION OF PROTECTED STRUCTURES AND CONSERVATION AREAS

- Special Area of Conservation
- Protected Structures:
 - A Great South Wall
 - B Coast Guard Cottages
 - C Pigeon House Fort
 - D Pigeon House Hotel
 - E Pigeon House Power Station

Historic Environment

2.48 The Poolbeg peninsula has a number of historical, archaeological and cultural heritage assets.

2.49 Ringsend was once a sea and estuary based community of fishermen, and it developed into a thriving and prosperous village as an early staging place for ships unloading in the estuary.

2.50 During the 18th century a breakwater running east from Ringsend was constructed to contain the river and this allowed the river channel to be deepened, improving access from the sea. This became known as the Great South Wall and was completed in 1786. It significantly changed the character and development of the area. The peninsula itself is located on land reclaimed in the 18th Century.

2.51 A small harbour, Pigeon House Dock, is located on the northern edge of the peninsula. Named after John Pigeon, a caretaker at the site in the mid 18th Century, the harbour was used as a mooring place for cross channel boats and the Pigeon House Hotel was popular with passengers. In the late 18th Century the land was occupied by the military, and was developed as a fort. The remains of the fort consist of a defensive gateway and a wall of the fort itself. By the late 19th Century the military occupation had ceased and the area was developed by the Dublin Corporation (now Dublin City Council). The former Pigeon

House Power Station stands to the east of the harbour and was constructed in the early 20th Century. It is no longer in use.

2.52 In the 19th and 20th Century land reclamation continued to the south of Great South Wall, and industry became the dominant land use.

Recorded Protected Structures and Monuments

2.53 The peninsula contains a number of structures listed on the Record of Protected Structures in the Dublin City Plan. These are illustrated in figure 2.10.

2.54 These are:

- Great South Wall, Pigeon House Road (RPS No. 6930)
- Former Pigeon House Hotel, Pigeon House Road (RPS No. 6931)
- Remnants of Pigeon House Fort, Pigeon House Road (RPS No. 6933)
- Former Pigeon House Power Station, Pigeon House Road (RPS No. 6934)
- Residential properties nos. 70-80 Pigeon House Road (RPS No. 6935-6954)

2.55 The Great South Wall is also listed on the Record of Monuments and Places.



FIGURE 2.11: LOCATION OF ZONE OF ARCHAEOLOGICAL INTEREST

 Zones of Archeological Interest

Conservation Areas

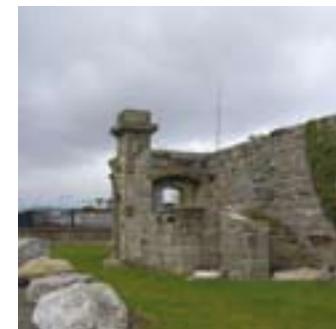
2.56 There are two conservation areas within the peninsula at Pigeon House Dock and at the eastern edge of the peninsula towards the Poolbeg Lighthouse. These are illustrated in figure 2.10.

Zone of Archaeological Interest

2.57 The Master Plan (2008) identifies a Zone of Archaeological Interest on the Poolbeg peninsula, which covers the broad location of the Great South Wall, the Pigeon House Dock and the Pigeon House Fort. This Zone of Archaeological Interest is taken from the map of the Record of Monuments and Places (National Monument Service of the Department of the Environment).



01. Part of the Great South Wall



02. Remains of the Pigeon House Fort



03. Pigeon House Hotel

ARCHAEOLOGICAL AND HISTORIC STRUCTURES ON THE PENINSULA



04. Pigeon House Power Station



FIGURE 2.12: EXISTING SERVICES AND INFRASTRUCTURE

- | | | |
|--|-------------------------------|-------------------------------|
| — Electricity Cables 8m
Wayleave for MV Cables | — Gas Pipes 16m Wayleave | ① Synergen Power Station |
| — Electricity Cables 15m
Wayleave for HV Cables | — Sewerage Pipes 12m Wayleave | ② Waste Water Treatment Plant |
| | — Water Pipes 12m Wayleave | ③ ESB Power Station |
| | — Oil Pipes 8m Wayleave | |

Services and Infrastructure

2.58 Utilities operations on the Poolbeg peninsula deliver vital electricity supply and sewage treatment functions for Dublin city and the city region and these will remain operational for the foreseeable future. ESB, Bord Gais and Dublin City Council all have major utility and wastewater services and associated wayleaves crossing the Poolbeg peninsula.

2.59 The major utilities infrastructure located on the peninsula include:

- Synergen Power Station
- Waste Water Treatment Plant (WWTP)
- Poolbeg Power Station

2.60 A site between the Synergen Power Station and the WWTP has been identified as a location for a proposed Waste to Energy Plant. This plant, if built, will serve the city and city region and will process waste from these areas. The plant will provide a mechanism for converting this waste into energy and will contribute to future district heating.

2.61 As a result of its industrial nature, the peninsula has very limited existing telecommunications capacity for voice, data and multimedia purposes. The existing fresh water, surface water and wastewater infrastructure is also limited.

Development Constraints

Health and Safety (Seveso II)

2.62 A number of sites covered by the Seveso II Directive, under the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations (2006) are situated on the Poolbeg peninsula.

2.63 The existing Seveso II sites are located at the ESB and Synergen Power Stations. The proposed Waste to Energy Plant may potentially have a Seveso II designation applied in the future. The Seveso II sites represent the location of dangerous substances, Natural Gas, Liquid Petroleum Gas and Diesel.

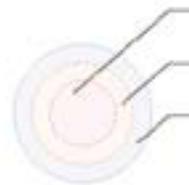
2.64 The Health and Safety Authority (HSA) has overall responsibility for the administration and enforcement of health and safety legislation in Ireland. Land use planning advice has been sought from the HSA under the relevant legislation and the HSA have provided generic land use planning advice in respect of consequence contours for each Seveso installation, within which proposals for development are subject to restrictions on the type and intensity of uses permitted. The Authority will continue to liaise with the HSA regarding the Seveso II establishments on the peninsula.

2.65 The location of the Seveso II sites and the appropriate consequence contours, or zones of risk, are illustrated in figure 2.13.



FIGURE 2.13: SEVESO II SITES AND ZONES OF RISK

- 1: LPG (propane) 2t, DWE
- 1': LPG (propane) 2t, ESB Poolbeg
- 2: Diesel Oil Pool Fire, Poolbeg
- 3: Diesel Oil Pool Fire, NORA
- 4: Diesel Oil Pool Fire, Dublin Bay Power
- 5: Natural gas pipeline, Dublin Bay Power
- 6: Natural gas pipeline, ESB Poolbeg



Zones of Risk:

Inner Zone: Industrial, occasional occupation by small number of people

Middle Zone: Commercial and industrial >100 persons, retail & catering <250m²

Outer Zone: Commercial, retail & catering, industrial, small housing development

Note: Land use planning advise sought from the HSA under relevant legislation

2.66 The Poolbeg peninsula is constructed from reclaimed and made ground. Historically, fill consisted of seabed dredgings and domestic waste. A municipal and domestic landfill site was active until 1978 within the western portion of the peninsula. This has now been capped. There may also be land contamination associated with present and historic industrial activities.

2.67 Soil conditions across the peninsula are very variable with soft material in the upper layers and high ground water tables. Rock is not likely to be encountered within 30 metres of the surface.



01. Waste Water Treatment Works



02. Dublin Port Facilities

INDUSTRIAL ACTIVITIES AND UTILITIES ON THE PENINSULA



03. Pigeon House Power Station



04. Waste Water Treatment Works and Irishtown Nature Park



FIGURE 2.14: HIGH TIDE MARK AND TOPOGRAPHY

— High Tide Mark	— 0m	— +5m	— +10m	— +15m
— +1m	— +6m	— +11m	— +16m	
— +2m	— +7m	— +12m	— +17m	
— +3m	— +8m	— +13m	— +18m	
— +4m	— +9m	— +14m	— +19m	

Flood Risk

2.68 The Poolbeg peninsula has water on three sides and no part of the area is more than 500 metres from a water body. While the northern area is protected from waves by the North and South Bull Walls, the southern area is exposed to wave action from the sea. However, whilst adjacent areas at Ringsend and Sandymount are prone to flooding from the sea, the ground level across much of the peninsula is relatively high, offering some level of protection against future flooding. Existing flood defences include quay walls, berms, embankments, beaches and other structures and elements. Anticipated rises in sea level due to climate change will raise flood risk and it is recommended that future ground floor levels be designed based on a future tide height of at least 4.0m ODM (above the Irish Ordnance Survey Datum at Malin Head) or as may be required by Dublin City Council or the Office of Public Works.

Air Quality, Odour and Noise

2.69 There are several industrial point source and fugitive emissions to air on the peninsula. Emissions from traffic on the surrounding road network also affect ambient air quality. A study of air quality carried out in the Poolbeg area from 2003 to 2007 recorded exceedences of the 24-hour limit value for PM10 and the annual limit value for total NOx for vegetation. In the future, further monitoring may be undertaken in Poolbeg and included as part of the air quality monitoring programme currently undertaken in the city by Dublin City

Council to investigate air quality and inform the decision-making process on the need for an Air Quality Management Plan. The DCC and the Environmental Protection Agency will address this matter.

2.70 Odour from the Waste Water Treatment Works is prevalent at times on the peninsula. Dublin City Council is undertaking a programme of improvements to reduce odour emissions. In addition, there are localised areas of natural odour from Dublin Bay, for example, through algae deposition.

2.71 The ambient noise environment is typically urban and is influenced by industrial, port and traffic related noise during the daytime and to a lesser extent at night time. In general, the noise from the utilities plants dissipates quite quickly beyond the immediate boundaries and large portions of the peninsula are relatively quiet at night time, particularly within the south, southwestern and eastern portions. In the longer term, the main noise sources affecting the ambient noise environment will include road traffic, the utility plants, south port activities and the future Waste to Energy plant if built.

