[pg. 1]

**The South Campshire public realm and flood defence development, Sir John Rogerson Quay, Dublin 2.**

The project aims to deliver a high-quality integrated public realm for the City that protects and enhances the area whilst also providing key infrastructure improvements along one of the primary civic spaces within the city.

Broadly, the project aims to:

* Improve the provision of active travel infrastructure (both walking and cycling)
* Improve biodiversity through the provision of landscaping, mature trees etc.
* Incorporate a flood defence wall and seating.
* Facilitate the docking of vessels to maintain the area’s maritime connection.
* Provide new public lighting design, civil infrastructure and district heating.

This non-statutory public consultation is aimed at gathering local knowledge at an early stage in the preliminary design process which will inform the development of the Project.

To note, a Campshire is the space between the River Liffey and the carriageway which is the project site. It was historically used to unload shipping vessels. At present the campshire consists of the space between the carriageway and the river and it varies in width between 7 to 11 metres. Within the campshire there are also historic crane tracks in set in the cobbles. There are a variety of paving materials along the campshire, 1 metre wide granite quay stones form the quay wall, then there is a 600 millimetre strip of cobblestones, then a 1.2 metre of granite paving, and then a 5 metre width of cobbles stones which bound a 1.2m segregated cycle track. There are some stepped granite kerb stones between the cycle track and the carriageway.

[pg. 2]

The carriageway is approximately 7 meters wide. The footpath on the opposite side of the road is approximately 3.5m wide with parking spaces on the carriageway and some indented in the footpath and the carriageway.

# Figure 1 - Aerial Photograph of the site looking East

An aerial photograph over the River Liffey looking east, seaward, with North Wall Quay to the left of the image and Sir John Rogerson Quay to the right of the image. Dublin Port, the Poolbeg towers and Howth Head are visible the background.

# Figure 2 - Aerial Photograph of the site looking west.

The aerial photograph over the River Liffey looks west, towards the city, with the Samuel Beckett bridge in the foreground, Sir John Rogerson Quay to the left of the image and North Wall Quay to the right of the image. The diving bell monument is visible on Sir John Rogerson Quay.

# Figure 3 – Map of the Site showing extents of project site.

The site boundary of the South Campshire site is outlined. The boundary stretches from the Samuel Beckett bridge at Sir John Rogerson Quay to Britain Quay in an east-west direction along the river liffey, and from the river Liffey’s quay walls to the back of the footpath on Sir John Rogerson Quay in a north-south direction. The site boundary includes the carriageway along Sir John Rogerson Quay and all junctions from the following streets, Forbes Street, Blood Stoney Road, Benson Street and Steven’s Walk.

[pg. 3]

# Figure 4 - Photo of ship docking at Sir John Rogerson’s Quay

The photo at the Campshire on Sir John Rogerson’s Quay looks north-west, the foreground shows a sailing vessel docked at the quayside with a gangway landing across the Campshire. The cobbled and granite paving is also visible. The facility to maintain the docking of vessels is to be maintained in the future development.

# Figure 5 - Photo of existing Quayside looking westwards on Sir John Rogerson Quay at Steven’s Walk.

The photo view down the open quayside on Sir John Rogerson’s Quay with the River Liffey to the right of the image. The cobbles and granite paving surface is visible in the foreground, and the buildings along Sir John Rogerson’s Quay are visible to the left of the image. From right to left, the quayside only has guarding at pinch points along the campshire, such as the Bord Gais Building and the Diving Bell. A low vehicle barrier currently protects cars from driving into the liffey. There are low rectangular bollards on the edge of the bike lane and carriageway which is approximately seven meters wide.

# Figure 6 - Picture taken on the Campshire between the Diving Bell monument and the River Liffey.

The purpose of showing this picture is to show that there are restricted widths to the pedestrian path along the campshire. In this image the existing steel guard rail to length of the diving bell monument protecting the pedestrian at this pinch point on the campshire where the path is reduced to 2 metres approximately. A lighting pole in the centre of this path is also visible in the foreground.

[pg. 4]

One of these location is at the Diving Bell heritage monument. This view looks east on Sir John Rogerson’s Quay and shows the reduced pedestrian path space between the quay wall and the Diving Bell wall, which runs parallel to the River Liffey for approximately ten metres. There is a guarding to this location to the river at the diving bell monument and the width of path is approximately 2.5 meters.

There are various paving types in this width, notably the historic quay-stones at approximately 1m in width, a 600mm strip of cobbles with a crane track running parallel and a 1.2metre strip of granite paving between the Diving Bell and the river’s edge are visible.

# Figure 7 - Picture of Gas Networks Ireland building.

The view is taken looking west along Sir John Rogerson Quay, showing the Gas Networks Ireland building on the campshire to the left of the view. The river is visible to the right of the view. The cobbled surface of the Campshire is in the foreground. The low vehicle protective barrier to the quay side is visible to the right of the image.

The purpose of showing this picture is to show that there are restricted widths to the pedestrian path along the campshire. One of these location is at the Gas Networks Ireland building, which is 20 metres in length. The pedestrian space at the quayside is approximately 2.5m wide at present.

bell. The carriageway and buildings to Sir John Rogerson Quay are to the right of the view.

[pg. 5]

# Figure 8 - Picture of the Diving Bell when closed.

The view is taken looking east on Sir John Rogerson’s quay showing the Diving bell monument on the Campshire. The river Liffey is to the left of the view approximately 2.5 meters from the northern edge of diving bell. There is a 3.5 meters wide cycle lane approx. 700mm off the southern edge of the diving

# Figure 9 - Future Mobility Map

This map of the docklands looks at the future transport routes around the South Campshire site, on Sir John Rogerson Quay. The key nodes for pedestrians and cyclist routes are highlighted at junctions at Cardiff Lane, Forbes Street, Blood Stoney Road, Asgard Road, Benson Street and Steven’s Lane. Two Bus stop positions are indicated on Sir John Rogerson Quay, the 1st stop is 80 metres east of Cardiff Lane and the 2nd stop 40 metres west of Benson Street.

 The Future Mobility displays a map of the docklands showing how the movement of different users; pedestrian, cyclists and vehicles, is expected to work and interface within the South Campshire project area. This analysis of future movements will inform the design of the project going forward.

Primary pedestrian routes are identified as Cardiff Lane, Forbes Street and the recently built pedestrian-only street at the eastern Sir John Rogerson's Quay parallel to Grand Canal. These are intended as the main routes by which pedestrians will access the project area and the riverside. Secondary pedestrian routes are identified as Asgard Road, Blood Stoney Road, Britain Quay, Benson Street, Chapman Walk and Stevens Walk. It is expected that fewer pedestrians will utilise these routes to access the riverside compared to the primary pedestrian routes.

[pg. 6]

Primary cycle routes are identified as Sir John Rogerson's Quay and Forbes Street. The routes reflect the emerging Dublin Cycle Network Plan and are expected to be the main cycle routes to access and traverse the project site.

One secondary cycle route is identified as Cardiff Lane. This route also reflects the emerging Dublin Cycle Network Plan and is expected to carry fewer cyclists than the primary cycle routes.

The bus movement is identified along Sir John Rogerson's Quay where the proposed BusConnects route 16 is planned. Bus stop locations for this bus route are shown on the map. One bus stop location is between Forbes Street and Cardiff Lane (approximately 80 metres from each of the side streets), the other bus stop location is between Benson Street and Britain Quay (approximately 40 metres from each of the side streets). Each location includes two bus stops, one for eastbound services and one for westbound services.

The primary general traffic movement (private vehicles) is identified along Samuel Beckett Bridge, a small section of Sir John Rogerson's Quay between Samuel Beckett Bridge and Cardiff Lane and turning into Cardiff Lane. The other streets within the project area are expected to have low traffic volumes.

At the junctions between Sir John Rogerson's Quay and the side streets there are circles including icons showing what users would interface at that point.

The junction with Cardiff Lane shows an interface between pedestrians, cyclists, general vehicles and buses.

The junction with Forbes Street shows an interface with pedestrians, cyclists and general traffic.

The junction with Asgard Road shows an interface with pedestrians and cyclists

[pg. 7]

The junction with Blood Stoney Road shows an interface with pedestrians and cyclists. The junction with Britain Quay shows an interface with pedestrians, cyclists and buses. The junction with Benson Street shows an interface with pedestrians, cyclists and buses. The junction with Stevens Walk shows an interface with pedestrians and cyclists. The junction with the recently built pedestrian-only street at the eastern Sir John Rogerson's Quay parallel to Grand Canal shows an interface with pedestrians and cyclists.

Figures 10 to 15. There are now a series of six photos showing examples of opportunities for public realm design taken from around the world, showing potential features which could be used in the project and to stimulate ideas with the public.

# Figure 10 – Title: Opportunity to bring nature and biodiversity back to the waterfront

Image showing a tree lined pedestrian path alongside a segregated bike path in Lyon at the Rivers edge. This images is showing a public realm scheme along the river’s edge where planted trees serve as a boundary treatment between the cycle path (approx. 3m wide) and the pedestrian path (approx. 3 m wide). This image shows how trees can be incorporated into the public realm scheme to improve biodiversity. The trees planted in the landscaped are small in nature and canopy. A landscaped margin of 1 metre width is used. A low kerb is used to separate the cycle track from the margin. A square edge profile bench is used for seating in the landscaped margin with the bench parallel to the path so people are seated with their backs to the cycle track and looking across the path.

[pg. 8]

# Figure 11 Title: Opportunity to integrate the sites history into the project

Photo of a landscaped public realm at the water’s edge in Shanghai that integrates large heritage cranes with a landscaped public realm scheme. The images shows a pedestrian group walking on a wide path in the foreground. To the right of the image a landscaped area fronting onto the river’s edge has low shrubbery and tall mature trees in raised planters forming a colonnade. To the left of the image a grassed area with a colonnade of trees and building behind bounds the path. The pedestrian path (approx. 3 wide) passes through the structural legs of large cranes in the distance of approx. 20m high. This image is an example of a how industrial heritage items can be integrated into the public realm.

# Figure 12: Opportunity to create a space for people

# Image of a stepped edge to the Copenhagen waterfront showing people sitting on each step.

The image shows a series of long linear deep steps (approximately 1.2metres deep and 450mm in height) that step down to the water’s edge from the central path to the left of the image. People are sitting on the steps enjoying the waterfront and the sun. Six-storey apartment buildings overlook the path to the right of the image. A city skyline in the distance is visible the left of the image.

[pg.9]

Figure 13 – **Opportunity to create a memorable and beautiful public realm.**

A view of a large public realm scheme in Albania that uses patterned pavement to define the carriageway. This image shows an aerial view of an integrated public realm area that includes a comprehensive paving scheme that defines the carriageway, pedestrian and cycle way in patterned paving. Newly planted trees and existing mature trees and lighting also form part of the urban design area. This example is shown as it may indicate how the historic cobbles within the south campshire site could be incorporated.

# Figure 14: Opportunity to have different uses and activities

Image of a wide pedestrian pathway with long linear seating. This image shows a wide pedestrian path (approximately 6-7 m wide) that is bounded by a series of seating types. There is a large linear metal yellow table with fixed benches with people seated on the table. There are a series of pedestrians moving across the area. Smaller yellow metal benches are visible to the left of the image. This image shows an example of how various seating types can be integrated into the public realm through strong colour or materiality.

# Figure 15 Opportunity to make a space to better engage with the water

Image showing people reclining on long linear steps at a waterfront in Lyon. This image shows a series of long linear steps provide seating at the river’s edge to the left of this image. A series of people are seen sitting in groups along the steps (approximately 1m wide and 450mm high), A wheelchair ramp is integrated into the steps. A wide riverscape is visible to the right of the image. This photo shows an example of how seating could be used to better engage with the water.

# [pg.10]

# Figure 16 – Analytical Map of Sir John Rogerson Quay, Dublin 2, showing potential uses along the Campshire.

The map shows an analysis of current uses along Sir John Rogerson’s Quay and the Grand Canal. Chocolate Park, Chimney Park and the Capitol Dock Park that are in the vicinity are marked on the map to show the proximity to other recreation areas. Different uses that could be considered such as recreation, historical and cultural, food and beverage, are in bubbles overlaid over map of the area.

# The Indicative Project Timelines are as follows:

* Q4 2022 – Non statutory Public Consultation
* Q1 2023 – Preparation of Planning Application
* Q2 2023 – Lodgement of Planning Application
* Q3 2023 – Statutory Public Consultation Period
* Q4 2023 – Decision of Planning Authority

The End.