# **Photomontages – general description**

To help to visualise the changes to the existing environment at the location of the proposed development, photomontages have been prepared. Photomontages can be described as accurate verified photo-realistic views of a development within the existing environment. To create photomontages, baseline photographs are taken of the site at various locations. These photograpghs are clear and representative of the relevant context at each location. Wherever possible, photographs have been taken with all key elements of the view clearly visible and unobscured by foreground obstructions, such as vehicular or pedestrian traffic, street furniture, trees, signage, etc. Photographs are up to date insofar as possible, and are taken in good clear weather conditions, without precipitation, excessive darkness or shade, or sun glare etc. The camera and lens metadata is recorded for each photograph. The design of the proposed development is then superimposed onto these images to show how it will look in the existing townscape. The designs of the separately proposed Point Junction Improvement Scheme and the BusConnects Ringsend to City Centre Bus Corridor Scheme have also been superimposed to show how the townscape will change at the location with these projects, and the proposed development being constructed in the area.

# **Photomontage No. 1 – View of Tom Clarke Bridge Widening and Point Pedestrian and Cycling Bridge with proposed control tower from North Wall Quay**

This photomontage shows a viewpoint of the proposed project from the new Point Junction layout on North Wall Quay looking south onto the proposed Point Bridge and Tom Clarke Bridge Widening project. Works at the Point Junction are separately proposed as part of the Point Junction Improvement Scheme. The decks of the upgraded Tom Clarke bridge and new Point Bridge are visible from this viewpoint. On Tom Clarke Bridge, the widened northern fixed span are visible on which the northbound and southbound traffic lanes have been reduced to accommodate a new left turn lane onto the North Wall Quay. Raised verges, which will replace the existing footpaths are also visible. These will be constructed with deterrent paving at the bridge ends to discourage use by the public. The new control building is also visible from this viewpoint which will replace the existing at the same location. The enclosure of the new control building is clad with pre-patinated copper, inspired by other Dublin landmarks. The deck of the new Point Bridge as shown on the photomontage contains two lanes; one is for pedesitran use and another for cyclist use.

In the distance, the new St. Patricks Rowing Club building which is separately proposed as part of the BusConnects Ringsend to City Centre Bus Corridor Scheme is shown on the southern bank of the River Liffey. The River Dodder Public Transport Bridge proposed as part of the same scheme is shown spanning between Sir Rogerson’s Quay and Thorncastle Street / York Road.

# **Photomontage No. 2 – View of Point Bridge and control tower from Sir John Rogerson’s Quay**

This photomontage shows a viewpoint of the proposed Point Bridge and Tom Clarke Bridge Widening project from Sir Rogerson’s Quay looking east. From this point, the elevation of the western side of Point Bridge is visible. The bridge is approximately 150m in length and has the same span arrangement as the existing Tom Clarke Bridge, consisting of five spans; four fixed spans and a central movable span. Each of the four fixed spans will be approximately 26m in length. The central movable span will have and overall length of approximately 46m. The river navigational channel through the Point Bridge will have the same horizontal and vertical clearance as currently provided through the existing Tom Clarke Bridge when the movable span is in the open position. The new control building is also visible from this viewpoint which will replace the existing at the same location. The enclosure of the new control building is clad with pre-patinated copper, inspired by other Dublin landmarks.

From this viewpoint, the roof of the new St. Patricks Rowing Club building is visible which is separately proposed as part of the BusConnects Ringsend to City Centre Bus Corridor Scheme. The western side of the River Dodder Public Transport Bridge proposed as part of the same scheme is also shown spanning between Sir Rogerson’s Quay and Thorncastle Street / York Road.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401001 General Arrangement Layout Plan and Elevation**

This drawing shows the plan and elevation of the proposed Point Bridge and Tom Clarke Bridge Widening Project. The proposed Point Bridge will have the same span arrangement as the existing Tom Clarke Bridge, consisting of five spans; four fixed spans and a central movable span. Each of the four fixed spans will be approximately 26m in length. The central movable span will have and overall length of approximately 46m and will be a single leaf rolling bascule type with an integrated below deck counterweight. The river navigational channel through the Point Bridge will have the same horizontal and vertical clearance as currently provided through the existing Tom Clarke Bridge when the movable span is in the open position.

The plan shows the locations of the new vessel collision protection structures on the western approach of the proposed Point Bridge. The location of the new control building is also shown on this drawing which will be positioned between the two bridges.

The plan shows the widening of the northern and southern fixed deck bridge spans on Tom Clarke Bridge to accommodate a left turn vehicle traffic lane onto North Wall Quay and a potential future right turn vehicle traffic lane to Sir John Rogerson’s Quay. The existing footpaths will no longer be for public use and will be replaced with raised verges with deterrent paving at the bridge ends to discourage use by the public. Cross Section markers A to D are shown which align with drawings PTCB-ROD-ENV-AE-DR-EN-401006 to PTCB-ROD-ENV-AE-DR-EN-401009 uploaded as part of this public consultation.

This drawing also shows the extents of other planned projects in the area, namely the separately proposed Point Junction Improvement Scheme and the BusConnects Ringsend to City Centre Bus Corridor Scheme to demonstrate how the Point Bridge will tie with these other projects at the northern and southern approaches.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401006 General Arrangement Layout Cross Sections Sheet 1**

This drawing shows the typical southern fixed deck cross section with elevation on intermediate piers of the new Point Bridge and the upgraded Tom Clarke Bridge at Cross Section A looking north. The deck on Point Bridge at this cross section has a typical width of approximately 10.1m consisting of approximately 4.6m wide footway, 5.3m wide cycleway and a 0.2m wide raised demarcation between the footway and the cycleway. The parapets are 1.25m high along the west side of the bridge, and 1.4m high on the east side.

The deck on Tom Clarke Bridge at Cross Section A contains northbound and southbound traffic lanes which are 3.65m each. The existing footpaths will no longer be for public use and will be replaced with 1.6m wide raised verge on each side of the lane. The raised verges will be constructed with deterrent paving at the bridge ends to discourage use by the public. New deck edge parapet and vehicle safety barrier with integrated road lighting will be provided along both sides of the bridge.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401007 General Arrangement Layout Cross Sections Sheet 2**

This drawing shows the sectional elevation of southern fixed deck and bascule pier at Cross Section B looking north. The deck on Point Bridge at this cross section is approximately 17.4m wide consisting of a viewing platform with seating and planters, an approximately 3.4m wide footway, 5.3m wide cycleway and a 0.2m wide raised demarcation between the footway and the cycleway. The parapets are 1.25m high along the west side of the bridge with integrated path lighting and lean rail. The parapet is 1.4m high on the east side of the bridge. Boom barrier cabinet and stop / go lights are located on the east side of the bridge to prevent cyclists and walkers from walking onto the bascule when its preparing to lift to allow vessels to pass through the navigational channel.

The deck on Tom Clarke Bridge at Cross Section B contains northbound and southbound traffic lanes which are each 3.65m wide. The existing footpaths will no longer be for public use and will be replaced with raised verge on each side of the lane which varies in width at this location. The raised verges will be constructed with deterrent paving at the bridge ends to discourage use by the public. New deck edge parapet and vehicle safety barrier with integrated road lighting will be provided along both sides of the bridge.

The two bridge structures are joined at this location as the bascule leaf of both bridges will lift at the same time. The new control building which will operate the bascule piers is located on the space joining both bridges. The new control building is approximately 14.5m in height.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401008 General Arrangement Layout Cross Sections Sheet 3**

This drawing shows the typical movable span cross section of the new Point Bridge and the upgraded Tom Clarke Bridge at Cross Section C looking north. The deck on Point Bridge at this cross section has a typical width of approximately 8.9m consisting of approximately 3.4m wide footway, 5.3m wide cycleway and a 0.2m wide raised demarcation between the footway and the cycleway. The parapets are 1.25m high along the west side of the bridge, and 1.4m high on the east side.

The deck on Tom Clarke Bridge at Cross Section C contains northbound and southbound traffic lanes which are each 3.65m wide. The existing footpaths will no longer be for public use and will be replaced with 1.6m wide raised verge on each side of the lane. The raised verges will be constructed with deterrent paving at the bridge ends to discourage use by the public. New deck edge parapet and vehicle safety barrier with integrated road lighting will be provided along both sides of the bridge.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401009 General Arrangement Layout Cross Sections Sheet 4**

This drawing shows the typical northern fixed deck cross section with elevation on intermediate piers of the new Point Bridge and the upgraded Tom Clarke Bridge at Cross Section D looking north. The deck on Point Bridge at this cross section has a typical width of approximately 8.9m consisting of approximately 3.4m wide footway, 5.3m wide cycleway and a 0.2m wide raised demarcation between the footway and the cycleway. The parapets are 1.25m high along the west side of the bridge, and 1.4m high on the east side.

The deck on Tom Clarke Bridge at Cross Section D contains northbound and southbound traffic lanes which are approximately 3.25m wide each. A turning lane to North Wall Quay is also shown which is approximately 3.25m in width at this location. The existing footpaths will no longer be for public use and will be replaced with 1.6m wide raised verge on each side of the lane. The raised verges will be constructed with deterrent paving at the bridge ends to discourage use by the public. New deck edge parapet and vehicle safety barrier with integrated road lighting will be provided along both sides of the bridge.

# **Drawing No. PTCB-ROD-ENV-AE-DR-EN-401000 Project Site Location Map (with future planned projects shown)**

This is a plan drawing showing a red line around the project area to the west of, and encompassing the existing Tom Clarke Bridge in Dublin City between North Wall Quay and Ringsend on the southside of the River Liffey. The new Point Bridge is located within this area to the west of existing Tom Clarke Bridge. There are two further smaller areas outlined by the red line further west of the proposed Point Bridge where the new vessel collision structures are proposed. The extents of other planned projects are also shown on this drawing, namely the Point Junction Improvement Scheme and the BusConnects Ringsend to City Centre Bus Corridor Scheme to show how the proposed development will tie into these other projects.