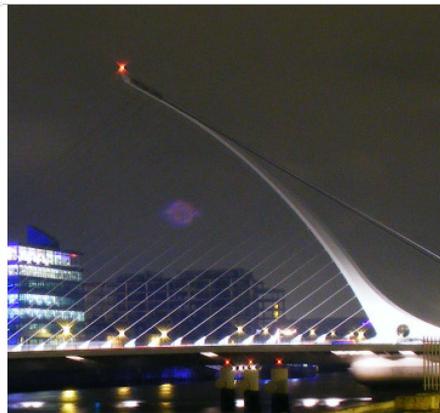


Proposed Amendments



North Lotts and Grand Canal Dock Planning Scheme 2014



February 2018

North Lotts and Grand Canal Dock SDZ Planning Scheme
Proposed Material Amendments

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Part 1

Introduction & Background

1.1 Introduction

Dublin City Council is the Development Agency for the North Lotts and Grand Canal Dock SDZ under Section 170A of the Planning and Development Acts 2000 to 2015. Section 170A sets out procedure for making an amendment to a Planning Scheme.

Subsection (1) requires the Planning Authority to make an application to the Board to request an amendment to the planning scheme, and subsection (2) states that where an application is made, the Board shall make a decision as to whether the making of the amendment would constitute the making of a material change to the planning scheme. In this regard, the Board has deemed the proposed changes to the scheme as material.

The purpose of this report is to set out ...

(a) The context and background to the proposed material amendments to the North Lotts and Grand Canal Dock Planning Scheme 2014, and

(b) Details of the proposed amendments along with stated reasons for these amendments.

Also enclosed, in Part V of this report, are assessment statements in relation to Appropriate Assessment and Strategic Environmental Assessment processes. In addition, a detailed Transport Assessment of the amendments is also available from the Planning Department on request.

The proposed amendments would allow for the effective relocation of two pedestrian/cycle bridges from the locations shown in the adopted Planning Scheme document, and in response to changed circumstances. These circumstances and the rationale for the amendments are set out in detail in the sections below.

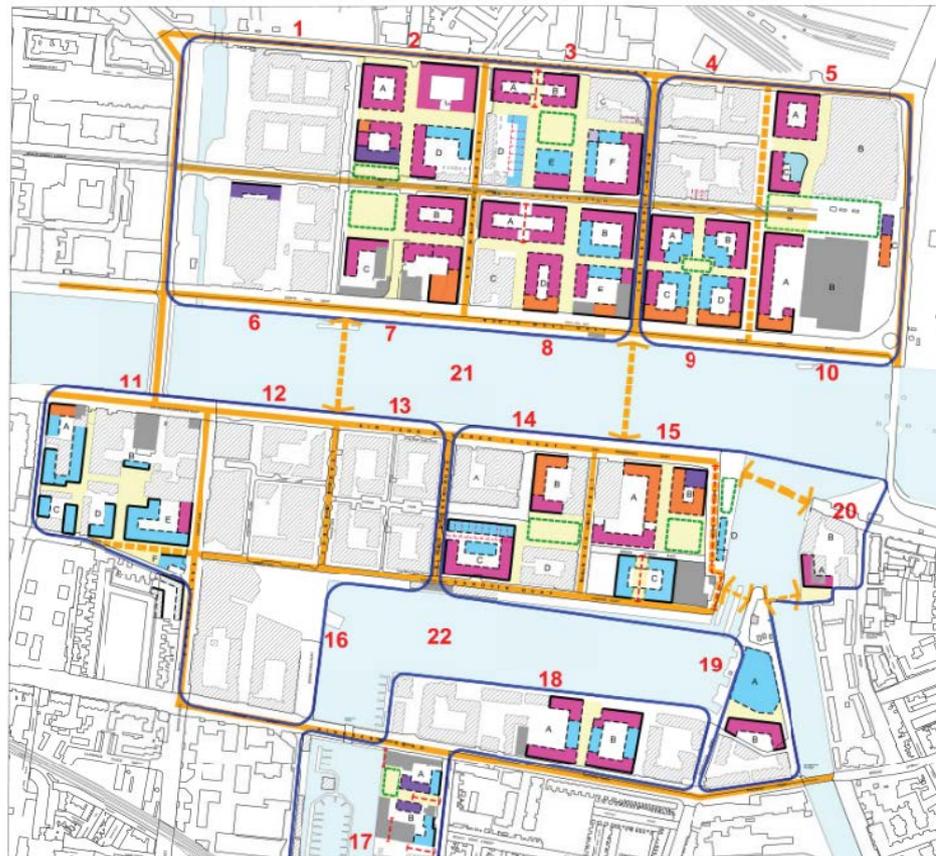
1.2 Background

On 18th December 2012, the Government designated lands at North Lotts and Grand Canal Dock in Dublins Docklands as a Strategic Development Zone (SDZ). This Order was made in accordance with Part IX of the Planning and Development Act 2000-2011, and Dublin City Council, as Development Agency (S.I.no. 530/2012) subsequently prepared a planning scheme for the lands.

Under S.I.no. 530/2012 the area was set out as an SDZ *for the provision of residential development, employment services, commercial activities (including financial services and office, hotel, conference, leisure and retail facilities), cultural facilities, embassies, emergency services, childcare services, educational facilities, transport facilities and community facilities referred to in Part III of the First Schedule to the Act of 2000.*

The North Lotts and Grand Canal Dock SDZ Planning Scheme, in its chapter on movement (chapter 4), encourages pedestrian and cyclist movement through the area as part of its sustainable transport aims. Objectives set out in the chapter reflect this.

In relation to new bridges, the scheme illustrates two pedestrian bridges over the River Liffey; a western bridge at Forbes Street, and one further east /downriver at Castleforbes Road. Please refer to orange-coloured dashed arrows on the map below.



EXISTING MAJOR STREETS	
NEW MAJOR STREETS	
PROPOSED PEDESTRIAN BRIDGE	
PROPOSED PUBLIC TRANSPORT BRIDGE	
NEW LOCAL STREETS & SPACES	
INDICATIVE PEDESTRIAN LINK	

Above; figure 35 from existing Planning Scheme illustrating bridge locations. They are also illustrated on Figure 33.

Part 2

Summary of proposed amendments to the Planning Scheme, and reasons for these amendments.

2.1 Summary of proposed amendments

The North Lotts and Grand Canal Dock SDZ Planning Scheme contains objectives to provide two separate pedestrian/cycle bridges across the Rover Liffey, at Forbes Street and Castleforbes Road. The proposed amendment now seeks to revise the locations of these, replacing them with bridges at the following new locations;

- (a) New Wapping Street/Blood Stoney Road, and...
- (b) Immediately west of, and parallel to the existing Tom Clarke (former 'East Link') Bridge, which connects North Wall Quay with the southern side of the River.

The new locations are illustrated below (pink dashed arrows);

Amended SDZ Fig. 35

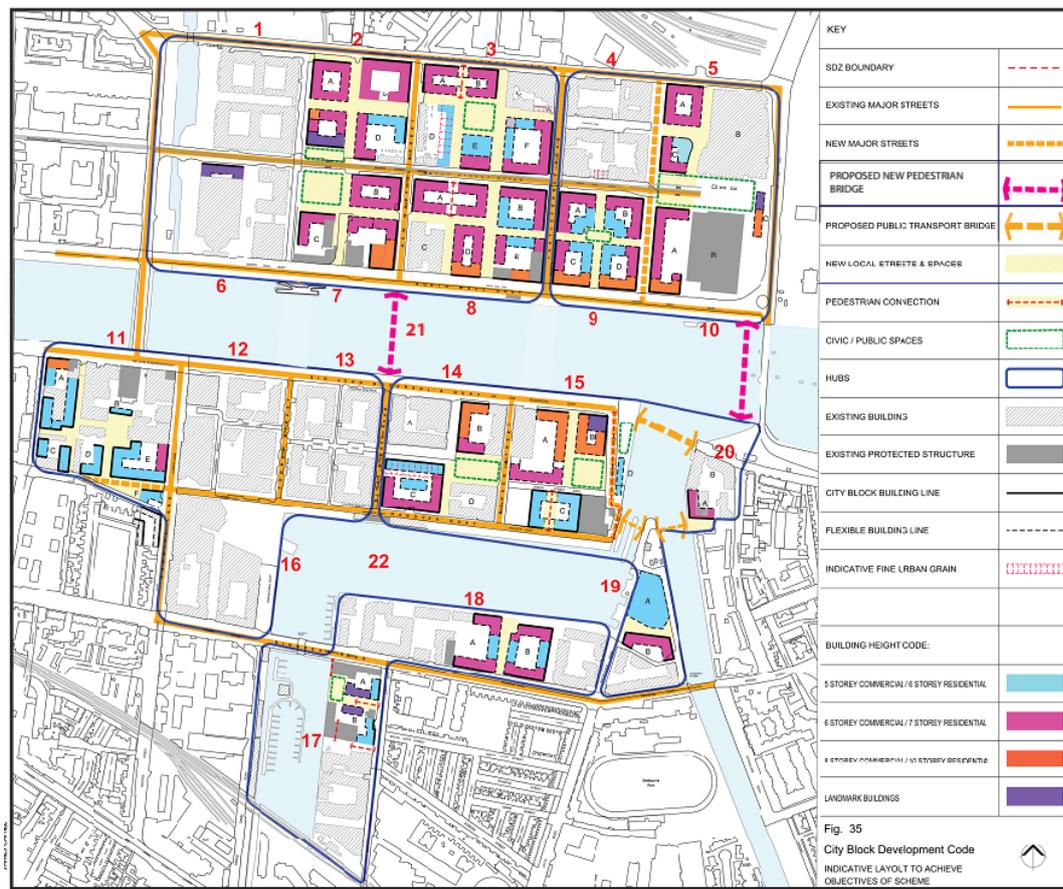


Fig 35- Development Code for City Blocks

Date 30-5-2017

In effect, this amounts to a relocation of planned bridges eastwards. Note also that these bridges would be designed to open, to allow boats/vessels to pass through.

2.2 Reasons for the amendments

The rationale for the amendment is because of changes in circumstances that impact on the planned environment. The rationale is essentially twofold, arising;

(a)...from the fact that development of the Forbes Street bridge would be premature at this time because of implications related to the future development of DART underground, and therefore a relocation to an alternative and unhindered site would be beneficial. A position at Blood Stoney Road has been considered appropriate, given its close proximity.

(b)...because a pedestrian/cycle bridge is now needed adjacent to the Tom Clarke (former East Link) Bridge in order to resolve existing deficiencies in the pedestrian and cycle environment. To provide both this bridge and the planned bridge at Castleforbes Road (under the SDZ) would be considered unnecessary considering their mutual proximity. It is therefore proposed that the Castleforbes Bridge would be omitted from the scheme in favour of a new bridge parallel to the Tom Clarke Bridge.

The overall impact on planning policy would be the relocation of two bridges in an eastward direction. The combined effect would be a reasonable distribution of pedestrian and cyclist routes across the river Liffey in order to support sustainable/active travel. Other advantages of this approach include;

- The bridges could be delivered in a shorter time frame, and less expensively than the existing proposals.
- The change in the distribution of bridges (i.e. existing and planned) along the quays also allows for additional quayside space for boats / tall ship events etc, supporting more activity on the quayside and River itself . (In this regard, the preparation of a water animation framework is a stated objective of the adopted scheme (p216))
- It is also important to note that connectivity westwards from the southern end of the Tom Clarke bridge will improve significantly when the Dodder bridge (which is now at design stage) is delivered.

For further clarity in relation to the rationale, points (a) and (b) above are elaborated on in turn below.

(A) Forbes Street Bridge and DART

Appendix 7 of the current Planning Scheme sets out the proposed DART Underground reservation strip, and secondly, the zone of influence (extract from Fig. J, page 277 and K, p 278 below). The reservation strip allows for the construction of the DART Underground station at Spencer Dock. The position of the Forbes Street Bridge traverses this reservation strip and is within the illustrated zone of influence.

The NTA has indicated that a review of the Dart underground Tunnel (which runs directly underneath the proposed Forbes Street Bridge) is to take place. It is also understood that, if built over the planned DART rail tunnel, the bridge would be prohibitively expensive.

The above considered, a relocation of the proposed bridge would have similar benefits to a bridge at Forbes Street when operational, but would be unhindered in its development if located well outside the reservation for DART Underground. The alternative location at Blood Stoney Road, connecting to New Wapping Street has therefore been selected as appropriate.

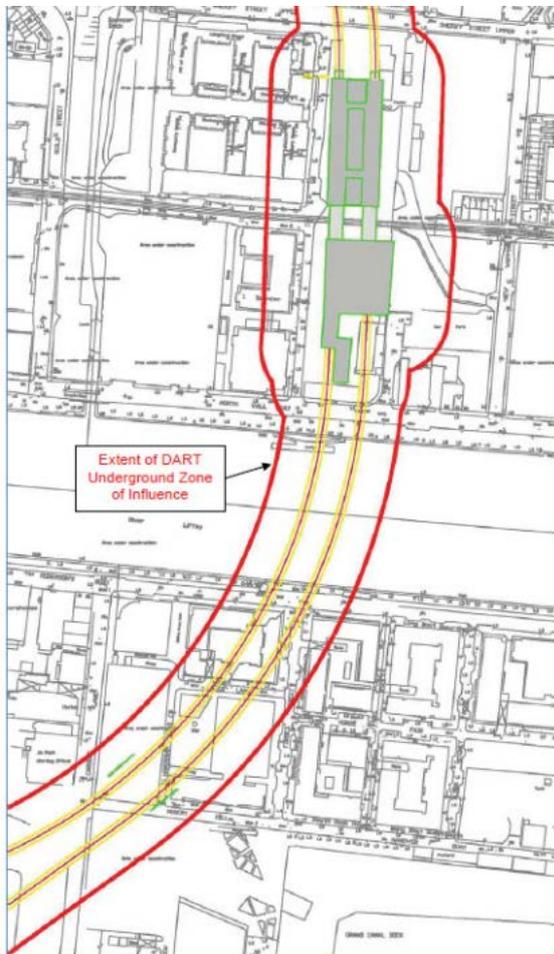


Fig. J Zone of Influence of DART Underground

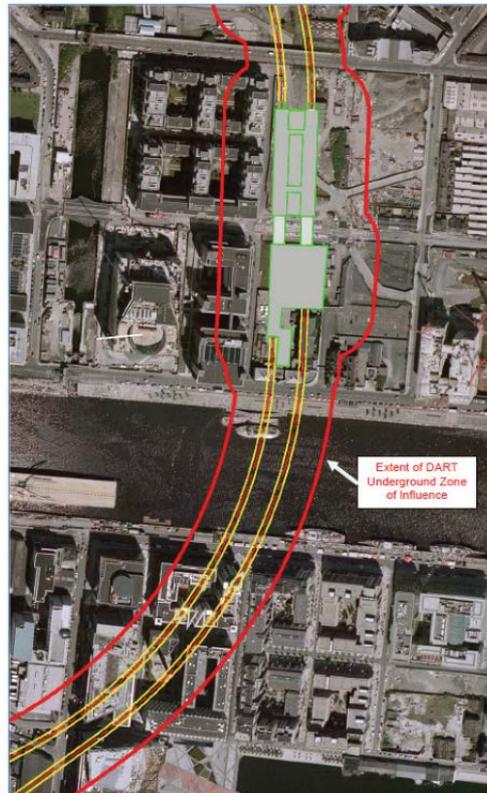


Fig. K Zone of Influence of DART Underground (Aerial Photography View)

Above graphics are as set out in Appendix J of the Planning Scheme

(B) Required Bridge parallel to the Tom Clarke (former East Link) Bridge

Facilities for pedestrians and cyclists on the existing Tom Clarke Bridge are poor at present. A feasibility study recently concluded that widening the bridge is not possible (the existing structure cannot physically accommodate suitable pedestrian and cycle access) and that a new pedestrian/cyclist bridge should be provided immediately west of, and parallel to it, to resolve this issue.

With due consideration to the planning environment, including the improved connectivity that will result from the delivery of the proposed public transport bridge over the River Dodder (Sir John Rogersons Quay) , Dublin City Council considers this course of action appropriate.

To provide both this bridge and the bridge at Castleforbes Road (less than 300m to the west) would be considered surplus to requirements and therefore the Castleforbes Street bridge can be omitted from the Planning Scheme.

Having evaluated the combined effect of both points (A) and (B) above, the proposed amendment, whereby two bridges over the river would be effectively repositioned, is regarded as a appropriately responsive to changed circumstances, and one which will result in a much improved transport environment, supporting active travel at this busy location. The amendment has the added advantage of facilitating a greater level of animation on the river, with scope for greater quayside activity.

Part 3

How to Make a Submission/Observation

Observations or submissions regarding the proposed amendments only must be received between

Tuesday 6th February 2018 and **Monday 5th March 2018** inclusive:

These should be made in writing, addressed to: **North Lotts and Grand Canal Dock Proposed Amendments” Dublin Docklands, Dublin City Council, Custom House Quay, Dublin 1.**

Alternatively, they may be sent by **email** to the following address DocklandsSDZ@dublincity.ie

Submissions/observations should:

- Refer to proposed amendments only, as contained in the document
- Include the full name & address of person making submission/observation
- Include details of organisation/community group/company which you represent (where relevant)

If you require any assistance you can contact a member of the SDZ team on

Tel: 01 222 5233.

Part 4

The proposed amendments in detail

The proposed amendments to the North Lotts and Grand Canal Dock Planning Scheme 2014 are set out hereunder. These comprise changes to illustrations/graphics/figures and also text changes.

Please note in relation to text changes, relevant pages numbers of the planning scheme are referenced where applicable, and the notation used hereunder is as follows;

- Deletions as shown as ~~red and strikethrough bold~~ text,
- Amendments / additions are shown as **green and bold** text

Proposed Amendments ;

Page 127. Section 4.10 4.1.4; Omit final sentence in 2nd para, ie "~~A bridge link is also proposed, aligning with the view corridor from Grand Canal Square and connecting with Spencer Dock Square~~".

P127 s. 4.104.1.5 . Delete text in final para ~~the creation of a new pedestrian bridge connection linking Spencer Dock with Grand Canal Square~~

P129, Section 4.10 4.4.1, end of central text column. Amend sentence as follows "It is an objective to link Britain Quay to Poolbeg by a new Dodder bridge ~~and to North Lotts with a new Liffey Pedestrian Bridge.~~"

Page 191. Last sentence in second bullet point to be amended "Also provides links to new pedestrian bridge across to ~~Forbes Street~~ **Blood Stoney Road**"

Page 193. New bullet point to be added to be added to end of section 3 (public realm) as follows **New pedestrian/cycle bridge across the River Liffey connecting New Wapping Street to Blood Stoney Road.**

Page 194. Second bullet under 'use mix'. Delete part of final sentence ie; "... ~~in the vicinity of the proposed bridge crossing between Castleforbes Road and Sir John Rogersons Quay~~".

Page 197 New bullet point to be added under section 3, Public Realm ; **New Pedestrian/cyclist bridge across the River Liffey, positioned alongside the Tom Clarke Bridge (former 'East Link')**.

Page 215; New bullet point to be added under section 3, Public Realm ; **New Pedestrian/cyclist bridge across the River Liffey, positioned alongside the Tom Clarke Bridge (former 'East Link')**.

Graphics

Figure number	Page no. of document	Amendment to be made Please note ; map key also to be changed, where relevant.
Fig 30A,	167	Omit two new bridge connections illustrated over the River Liffey and insert new ones
Fig 31,	168	Omit two bridges illustrated over the River Liffey and insert new ones
Fig 32	170	Omit dotted arrow illustrating position of bridge
Fig 33	172	Omit two bridges over the River Liffey illustrated with dotted line arrows, and insert at new locations.
Fig 34	176	Amend 3D graphic ; Omit two bridges illustrated and insert new ones
Fig 35	178	Omit two bridges over the River Liffey illustrated with dotted line arrows, and insert at new locations.

Part 5

Environmental Assessment Conclusion Statements

Strategic Environmental Assessment (SEA)

Screening under:

The Planning and Development Act 2000 as amended

For:

Proposed Amendments to the North Lotts and Grand Canal Dock Planning Scheme

A Strategic Environmental Assessment (SEA) conclusion has been made by Dublin City Council regarding proposed amendments to the North Lotts and Grand Canal Dock Planning Scheme.

Taking into account the measures that have already been integrated into the Planning Scheme which contribute towards environmental protection, environmental management and sustainable development, it is identified that all potential adverse effects arising from proposed changes are either present already and will be further contributed towards or will be mitigated so as not to be significant (residual adverse); or are potentially adverse and would be mitigated by the measures integrated into the planning scheme or the Dublin City Development Plan 2016-2022 so as not to be significant. The proposed changes do not change the selected scenario for the planning scheme that emerged from the planning scheme/SEA preparation process. Therefore, it is determined that SEA is not required for the proposed amendments.

An SEA screening report on the proposed amendments has been prepared which accompanies and has informed this statement. The screening report has also been informed by the SEA Environmental Report and the North Lotts and Grand Canal Dock Planning Scheme.

**Appropriate Assessment under:
The Planning and Development Act 2000 (as amended)
For the:
Proposed Amendments to the North Lotts and Grand Canal Dock Planning Scheme**

An Appropriate Assessment (AA) conclusion has been made by Dublin City Council regarding the proposed amendments to the North Lotts and Grand Canal Dock Planning Scheme.

In carrying out this Appropriate Assessment, the Council is taking into account the relevant matters specified under Part XAB of the Planning and Development Act 2000 (as amended), including:

- Existing North Lotts and Grand Canal Dock Planning Scheme (and associated NIR and SEA reports);
- The Strategic Environmental Screening Report on Proposed Amendments; and
- The Screening Statement for the Proposed Amendments of the North Lotts and Grand Canal Dock Planning Scheme.

It is determined that the risks to the safeguarding and integrity of the qualifying interests, special conservation interests and conservation objectives of all European Sites have been addressed by the inclusion of achievable mitigation measures within the existing North Lotts and Grand Canal Dock SDZ Planning Scheme with which the proposed amendments must comply. These prioritise the avoidance of effects in the first place and will reliably mitigate these effects where these cannot be avoided. In addition, any lower level plans and projects arising through the implementation of the plan will themselves be subject to relevant stages of Appropriate Assessment when further details of design and works are known.

Having incorporated these mitigation commitments; it is considered that the proposed amendments to the North Lotts and Grand Canal Dock Planning Scheme are not foreseen to have any likely significant effects on the ecological integrity of any European Site.