



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

COMHAIRLE CATHRACH BHAILE ÁTHA CLIATH

DUBLIN CITY COUNCIL

Planning and Development Act 2000 - 2010

Planning and Development Regulations, 2001-2010 - Part 8

Applicant: Dublin City Council Environment and Transportation Department
Civic Offices, Wood Quay, Dublin 8, D08 RF3F

Location: The mouth of the Royal Canal in front of Spencer Dock, where the Royal Canal meets the River Liffey, on the river side of the existing historic Scherzer Bridges; which are protected structures, along with the quay walls

Design Report

Re: Proposed Pedestrian and Cycle Bridges at Spencer Dock, Dublin 1

Proposal:

Pursuant to the requirements of the above, notice is hereby given of proposed public realm improvement works at Spencer Dock. The proposal includes the provision of two new bridges across the mouth of the Royal Canal to carry pedestrians and cyclists along the Liffey campshires. The approaches to the bridges will be reconfigured to direct pedestrians and cyclists across the new structures. Pedestrian areas will be paved using granite flagstones and cycling areas will be paved in asphalt. Areas in between will be paved re-using granite cobbles already present on the campshires. The proposals include the removal of the existing street furniture and replacement with new street furniture and tree planting.. The proposals include all necessary service, utility and associated site works. The proposed bridges will overspan the capping stones of the Royal Canal and no works will be undertaken to the historic canal walls. The works will be programmed such that disruption is minimised.

Planning Context:

The proposed public realm improvements sit under the overarching Dublin City Council Public Realm Strategy 'Your City Your Space' published in 2012, and 'Public Realm Masterplan for the North Lotts and Grand Canal Dock SDZ Planning Scheme 2014' published in 2016. It is an objective of the Dublin City Development Plan (SC02) to *implement the actions and projects contained in the Dublin City Public Realm Strategy 2012 and any successor public realm strategy*. The River Liffey is a focal point of the Public Realm Strategy, and the animation of the river is an objective of the Strategy. There is a current deficiency in pedestrian and cycle connectivity along the campshires at Spencer Dock, and the proposed works will address this, thereby supporting the objectives of the Public Realm Strategy.

The existing campshires [Ref 5835], and Spencer Dock and the Scherzer Bridges that carry the roadway across Spencer Dock [Ref 912] are listed on Dublin City Council's Record of Protected Structures.

Appropriate Assessment Screening:

Appropriate Assessment Screening indicates that due to the location of the subject sites, combined with the nature of the proposed development, no significant effects are likely to arise either alone or in combination with other plans or projects that will result in significant effects to the integrity of the Natura 2000 network. Therefore the requirement to proceed towards Stage 2 of an Appropriate Assessment is not required.

Construction Sequence:

Enabling works will be undertaken on site first, including realignment of services and installation of bridge abutments behind the canal walls. The bridges will then be craned into place, having been manufactured off-site. The approach ramps will then be completed using a combination of granite and asphalt paving.

Design Intent:

The fundamental design intent of the public realm improvement works is to provide an enhanced pedestrian and cycling experience for residents, workers, and visitors in the area. It is envisaged that the scheme will ultimately be complemented by a more extensive reconfiguration of the Liffey campshires. The proposed works seek to:

- Increase capacity for pedestrians and cyclists along the campshires;
- Improve safety for pedestrians and cyclists along the campshires;
- Improve access into the North Lotts Area;
- Facilitate the future Liffey Cycle Route and Bus Connects projects; and
- Enhance the amenity of the campshires.

Materials:

It is proposed to replicate the palette of materials that has been used for new road and Luas infrastructure in the docklands, and to reuse historic materials in the current campshires construction. Silver grey granite paving is proposed for the carriageways and footpaths.

The decking of the new bridges will be constructed using perforated aluminium, which will achieve the optimal balance between traction, cleanliness and aesthetics.

Existing Historic Paving Materials.

The small number of existing antique kerbs and flags will be retained and incorporated into the new paving.

Conservation:

The design has been developed in consultation with a Grade 1 Conservation Architect, and with the input of the City Heritage Officer. The bridges have been designed to overspan the capping stones of the Canal Walls so as to retain all historic materials in situ. The locations of the bridges was adjusted during the design process to move them away from the existing historic Scherzer Bridges, on the advice of the Project Conservation Architect. The extension of the flight of steps from the river on the southwest corner of the proposed pedestrian bridge will be constructed using antique Leinster Granite to complement its surroundings.

As such, the design will not adversely impact the protected structures in its immediate environs.

Flooding:

The bridge design levels have been set as 3.65m OD Malin to match the design flood levels for the Samuel Beckett Bridge and approaches.

David Skene

20th September 2018