



DEVELOPMENT OF AMENITIES AND THE CONSERVATION OF THE ARCHITECTURAL HERITAGE AND OTHER FEATURES

6

6.1 INTRODUCTION

The water bodies provide a large expanse of public space. Their potential for use as a public amenity should be maximised. The River Liffey and the GCD have great presence that contributes to the character of the area. The majority of the existing warehouse buildings on the quaysides should be removed to enable public access to the waterfront. The historic cobbles on the River Liffey's quayside should be retained for re-use. The retention of the crane rails would also be a desirable objective. The historic quality of the waterside should be enhanced and other existing cobbles within the area should be relocated along the quaysides.

All new paving should be of a high quality robust material. The jetties that provide access to secure moorings and any boardwalks should be of high quality contemporary design. However, they should reflect the maritime character of the area through the choice of colours and materials.

Lighting, seating, signage and planting should be integrated into the development. Cycle parking should also be provided to encourage cycling as a mode of transport. These elements should be high quality and designed to provide identity for the scheme.

The Grand Canal is fully navigable to the Shannon and restoration of the Royal Canal is at an advanced stage. As described in 6.10 the River Liffey will be developed for leisure and tourism. This rising tide of water leisure regeneration should be facilitated in the development of the area and will have a particular relevance to the nature of waterside uses, waterside development and the design of bridges.



Existing setts along quaysides to be retained



High quality lighting



Example of contemporary seating



Illustrative high quality signage

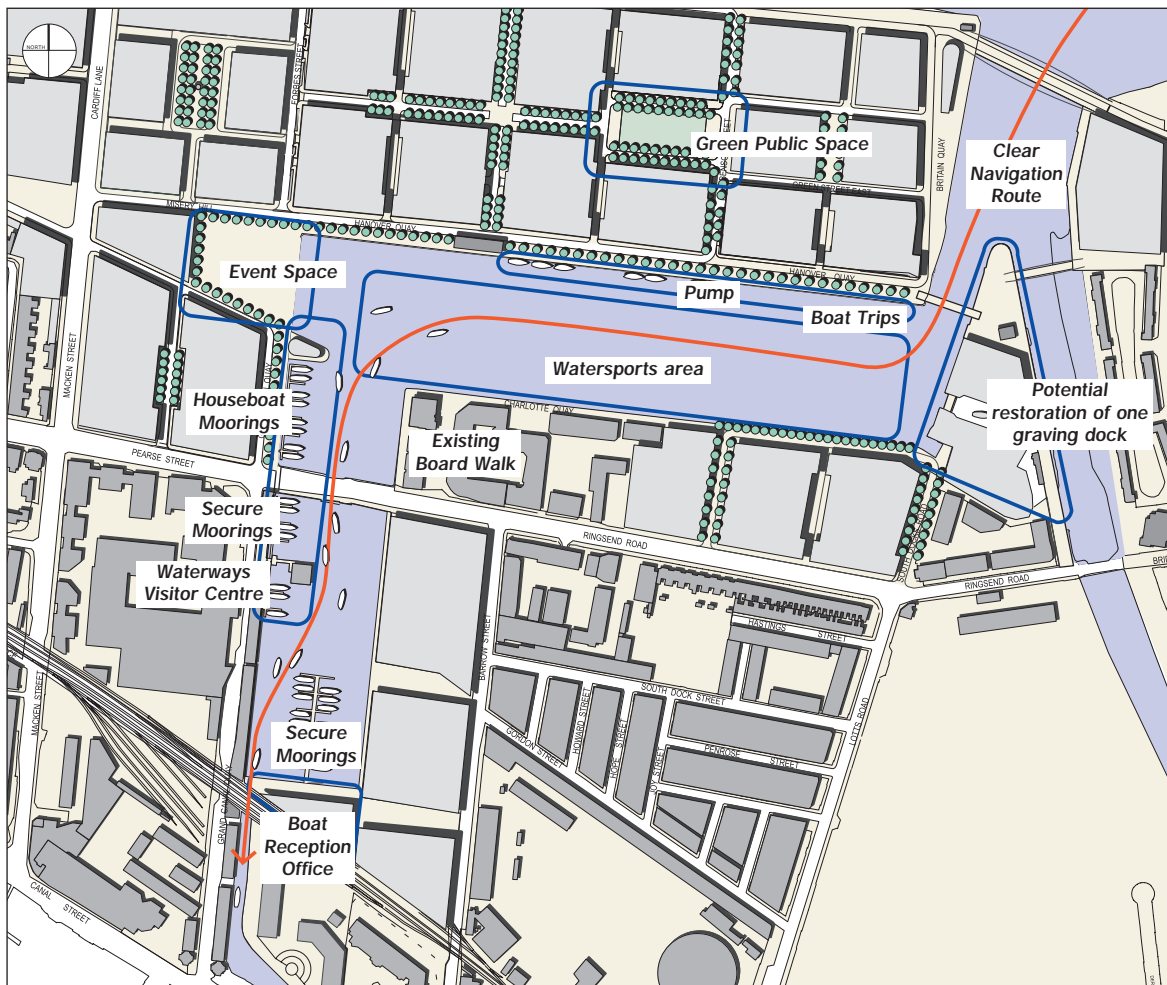


Diagram 23

The GCD provides an opportunity for water sports, the development of nautical heritage features, mooring and servicing facilities. The Planning Scheme identifies locations for water-related uses to maximise activity and reduce conflicts.

The inner basin should be primarily used for passive water-related activities and the outer for active watersports, events and operations. The detailed location of individual activities should form part of a management regime which should be developed for the Dock.

Access for service vehicles is a particular issue which will require detailed study.

6.2 RECLAIMED TRIANGLE OF INNER BASIN

The southern tip of the inner basin tends to collect refuse. This triangle should be reclaimed to rationalise the shape of the waterbody. This also provides the opportunity for a pedestrian link between Barrow Street and Grand Canal Quay. This link would significantly increase Grand Canal Dock Station's catchment area and improve accessibility to public transport in the wider area.

Reclaiming this triangular area of the dock creates an additional development parcel within zone 7. This provides an opportunity to shield the raised railway lines and visually contain the basin. A boat reception office should be part of this development plot. It should be located at the mouth of the canal to provide information and monitor the canal and dock use.

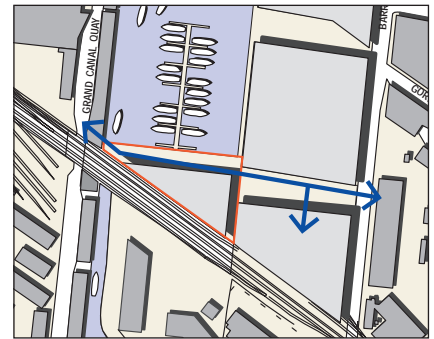


Diagram 23 - Reclaimed inner dock

6.3 GRAND CANAL SQUARE

A new public space should be located at the junction of the two most important pedestrian links, Grand Canal Quay and Hanover Quay. It should be positioned on the waterfront, which extends the character of the waterbody into the heart of the development.

It should be a high-quality, hard landscaped public space. It should be designed to accommodate temporary structures and canopies. This would encourage its use during watersport competitions and events in the outer basin.



Illustrative high quality public space with temporary canopy

6.4 GREEN PUBLIC SPACE

A public space should be located within the heart of the predominantly residential portion of the development. It should be a grass space sufficient to accommodate at least one 'kick about' area.



Temporary event signage

6.5 BOAT YARD AND NAUTICAL CENTRE

The existing boat building and repair yard should be rationalised and at least one of the three graving docks should be excavated. This zone, as a whole, has the potential to combine employment with a nautical heritage centre. This zone is discussed further in 4.9.4.



Public space animated by adjacent uses

6.6 EASTERN WATER EDGE OF INNER BASIN

As previously stated in Section 1.2.4 the Grand Canal Corridor Study recommended that a boardwalk should be located along the eastern edge of the inner basin. This was intended to provide public access to the water and new developments.

However, if the pedestrian link between Grand Canal Dock Station to Grand Canal Quay is achieved and access to the inner basin is maximised through new developments, the boardwalk should not be provided.

The eastern edge of the inner basin is lined with warehouses that descend directly into the water, which creates wonderful reflections. The installation of the boardwalk would be detrimental to the unique character of this area.



Unique warehouses fronting inner basin

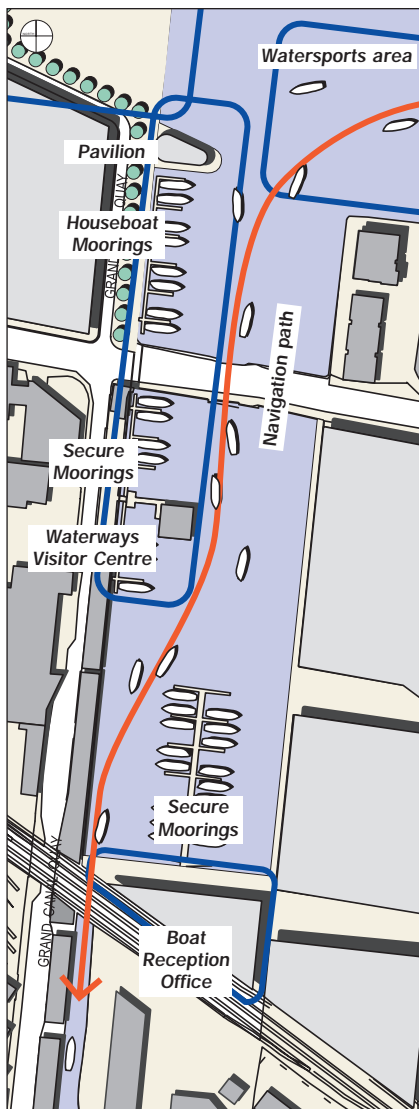


Diagram 25 - Secure moorings

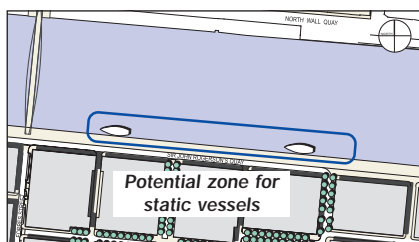


Diagram 26

6.7 FACILITIES

Lightweight, transparent pavilion type buildings should be accommodated along the quaysides. These should accommodate cafés/bars. Other water-related activities will need to be accommodated, such as changing rooms for watersports. This will contribute to local amenities and encourage activity on the quaysides and use of the waterbodies.

6.8 BOAT TRIPS

Short term moorings, for boat trips and floating restaurants, should be located on Hanover Quay adjacent to the locks. This would create a new 'destination' but would not disrupt the outer basin which should remain clear for water sports.

6.9 SECURE MOORINGS

The inner basin and the southern dog-leg of the outer basin should accommodate secure moorings. A section of these could be developed for high quality house boats, as shown on Diagram 25. This would be subject to policy changes in favour of such moorings by Waterways Ireland. The moorings should be accessed from Grand Canal Quay and the new reclaimed triangle of the inner basin. This arrangement enables a navigation path to be retained whilst providing a suitable location for mooring and servicing.

The preferred diversion for the water outfall is parallel to Grand Canal Quay. To avoid this infrastructure being detrimental to the visual quality of the docks edge it should be sensitively integrated with the jetties.

6.10 RIVER LIFFEY REGENERATION STRATEGY

Studies have been commissioned which will assist in formulating proposals designed to regenerate the river. Part of the studies will deal with the issue of suitable locations for visiting and static vessels. Static vessels will be considered if they are of suitable quality and where they actively contribute to the regeneration of the area. Proposers will be required to demonstrate that the servicing of vessels can be achieved without leading to a material loss of amenity to the quaysides and to neighbouring property as well as demonstrating convincing proposals for the maintenance of vessels. Possible locations considered suitable for static vessels are indicated on Diagram 26.

6.11 CONSERVATION

There are several protected structures identified in both the Master Plan and the DCDP 1999 and these should be retained. They are illustrated on Diagram 2. It is recognized that remediation works may affect the retention of some of these structures in contaminated sites. However, their reconstruction should be examined. Aside from buildings there are many other artifacts associated with the bodies which lend character to the area, such as bollards, hooks, and crane rails, etc., and these should also be retained. The graving docks are discussed in paragraph 4.9.4.

6.12 POLICIES

The Authority will:

- 1 Seek to open up all quayside areas by the removal of buildings (other than a protected structure) and the improvement and landscaping (where appropriate and/or desirable) of the quaysides. It will permit the location of small structures such as cafés or sporting facilities designed to enhance the amenity of the water edges.
- 2 Seek the development of the waterbodies for both passive and active recreation including watersports events recognizing the requirement for an active management of both the water and quayside areas.
- 3 Develop a major public open space in the form of Grand Canal Square as shown in diagram 8 and subsequent diagrams.
- 4 Develop a public green space in co-operation with property owners as shown in diagram 23 and other diagrams.
- 5 Develop an appropriate open space setting for the chimney listed for conservation.
- 6 Encourage the reclamation of a triangular section of the inner basin as shown on diagram 23 and subsequent diagrams, for development, access and water recreation purposes. This would also provide an improved visual environment.
- 7 Investigate the possible development of a Maritime Heritage Centre adjacent to the former graving docks.
- 8 Encourage boat trips for the public on the waterbodies.
- 9 Provide for secure moorings in selected locations.
- 10 Conserve all protected elements unless exceptional circumstances can be demonstrated which favour their removal.
- 11 Restore one or more of the graving docks.
- 12 Permit the mooring of static vessels on the Liffey in the zone indicated on Diagram 26 subject to:
 - a) the permission of Dublin Port,and provided that:
 - b) • the vessels are visually attractive and contribute to the regeneration of the area;
 - the vessels can be serviced without loss of amenity to the quayside and neighbouring property;
 - the vessels are regularly maintained; and,
 - the vessels do not obscure the elevations of buildings fronting the quayside by reason of their size and scale. As a guide, the Authority will require the main bulk of such vessels not to exceed 4.5 metres in height above the quayside at high tide level.



Conserve historic character



Animated quayside



High quality jetty