

## **Notification of Intent to Submit Part 8 Application at Spencer Dock by Environment & Transportation Dept in partnership with the Docklands Office.**

### **Introduction**

The intent of the Environment & Transportation Department with the Docklands Office to lodge a Part 8 Planning Application for a pedestrian and a cycle bridge at Spencer Dock to Dublin City Council was outlined and presented to Members at the July 2018 Area Committee Meeting.

Work has now finalised with regard to design and preparation and the proposal is now presented to the Central Area Committee prior to the application being lodged.

### **Context**

The reason for proceeding with this project now is that there is an urgency in the need due to the current “bottleneck” at this location for pedestrians and cyclists. The increased numbers of people working and living and commuting through the North Wall area has resulted in people and cyclists queuing regularly to pass each other on the current bridge arrangement; with people choosing to use the road at this pinch point, which is not ideal. As construction is active on a significant number of large sites in the area, with completions and occupations likely through 2019, 2020 and 2021, the pressure on this location is significantly growing. It is intended that this work will integrate at a later date with the planned upgrade of the Campshires which will also come forward at a later date as a separate Part 8 planning application.

### **Site & Project Description**

The application is at 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 stonework associated with them. (RPS Ref: 912).

The proposal involves the construction of two light weight steel bridges over the mouth of the Royal Canal into the Liffey, one bridge for pedestrians and the other for cyclists, both 12m long. The bridge closest to the Liffey will cater for pedestrians, connecting the existing pathway on the Campshires across the mouth of the Canal. The cycleway bridge will be closer to the Scherzer Bridges, and will integrate with the current cycle arrangement through some ground work around the bridge. It is expected that the cycle route approaching the bridge will be significantly upgraded in the coming years, and the cycle bridge has been designed to facilitate this. The works will require repaving and some works on both sides, to address level changes, moving electrical control boxes associated with the Scherzer Bridges, and removal of a number of trees to the west of the bridges to allow for a safe guided approach onto the bridges to segregate cyclist and pedestrians. (See Appendix for detailed drawings.) New replacement trees are proposed to the east of the bridge. (In the longer term, further improvements to the Campshires will include additional tree planting.)

The decision to have two separate bridges as opposed to one large bridge is based on

- advice from the conservation department of DCC on minimising impact on the protected structures
- to provide clear connections to existing and planned cycleway infrastructure
- to allow the pedestrians to be segregated from cyclists so pedestrians are more comfortable to linger on the bridge if so inclined and look down at the canal meeting the Liffey
- to preserve a sense of connection with the water of the canal as it is crossed.

The design of the bridge is shaped by an aim to ensure that the impact on the stone quay walls and visually on the Scherzer bridges is minimised. A simple, lightweight metal form, which can be fabricated off site and installed within minimal impact on the quays is proposed. The proposed bridges can also be relatively easily removed so are temporary in function, and can be moved for maintenance and repair, avoiding risk to the waters of the canal, the river and Dublin Bay.



### Policy Context

The proposed development is located within the North Lotts & Grand Canal Dock SDZ. Relevant to the proposal is Section 4 (Movement) and Section 5.5.21 (Blocks 21 & 22). Specifically relevant are:

Objective MV3 “to provide additional cycle and pedestrian bridges across the canals and rivers in the SDZ to form part of strategic cycling and walking routes”; and

Objective MV4 “to create and support a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City.”

The provision of improved pedestrian and cycle connections at this location is compatible with the policies and objectives of the SDZ and also in keeping with the Public Realm Strategy prepared for the SDZ area.

**Next Steps:**

- The application will be lodged with Planning Registry the week of the 15<sup>th</sup> of September.
- The proposal will be on public display for 4 weeks from that date, with comments invited for this period, closing on the 19<sup>th</sup> of October 2019.
- Copies of what is proposed will be on display in DCC Civic Offices, and DCC Docklands during office hours.
- Site notices will be placed at the site at 3 locations to alert passers-by of the proposal and a notice will appear in a national newspaper.
- A report on the proposal and on the submissions from the public received will be prepared by the Development Management team in Planning.
- An update report on the consultation and recommendations will be given to the Central Area Committee at the December meeting.
- The Chief Executive’s report will be prepared and presented to the Council at the January 2019 meeting for a decision by the Council on the application.

