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**(a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)**

**(b) Local Government Act 2001 (as amended)**

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In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Section 138 of the Local Government Act 2001 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

**Application No: 3833/19**

**Proposal: LAW: Planning and Development Act 2000 (as amended)**

**Planning and Development Regulations 2001 (as amended) - Part VIII**

**Applicant: Dublin City Council, Docklands Unit.**

**Location: George's Dock and Custom House Quay, Dublin 1**

**Proposal: Provision of a water based recreational facility at George's Dock and at Custom House Quay, Dublin 1.**

**Site Notice**

Site notices in situ and legible on date of inspection on 25<sup>th</sup> of September 2019, as per submitted plans.

**Site Location**

The subject Part 8 application relates to the existing dry basin at Georges Dock and the former DDDA quayside building on Custom House Quay. Georges Dock is a Protected Structure and was built in the 1820's as a working maritime dock in proximity to the Custom House. The surrounds of the Dock were established in the late 1990's and early 2000's with the establishment of the IFSC to the west and CHQ to the east.

The application documentation outlines that the existing quayside buildings were developed between the late 1980's and early 1990's and previously accommodated the Dublin Docklands Development Authority. The two elements of the application site are linked via a pedestrian crossing across the R801.

The Dock is adjoined to the north by an existing café and convenience store to the west by an area of open space overlooking the lock and to the east by a tree lined promenade with the CHQ. The R801 is located to the south of the site.

## **Proposed Development**

The proposed development comprises of the following:

(PROTECTED STRUCTURE) Provision of water based recreational facility and associated infrastructure at George's Dock and at Custom House Quay, Dublin 1, incorporating the following:

1. Provision of a white water rafting course utilising the existing George's Dock basin, which is a protected structure, including;

- a. central flat water training facility including water polo amenity,
- b. white water course,
- c. kayak/raft conveyor,
- d. pumping station and water treatment plant,
- e. mechanical control centre and electrical substations,
- f. enhancement of existing public lighting and provision of low illumination level floodlighting for water based activities, and
- g. swift water rescue centre with floodable urban street and mock enclosures forming a 'rescue village'.

2. The demolition of the former Dublin Docklands Development Authority office building and removal of 6 no. existing trees at Custom House Quay. Construction of two new quayside buildings with a combined total floor area of 763.98 m<sup>2</sup> and maximum height of 5.5m. The east building incorporating land based activities including changing room, reception, staff amenity area, equipment storage. The west building comprising replacement offices and conference room for the use of Dublin City Council Docklands office. Ancillary landscaped public open space between these proposed quayside buildings including surface water attenuation area and quayside walkway;

3. Reconfigured and resurfaced public open space where necessary to the existing plaza at George's Dock, including the removal of 4 no. existing trees, making good any damage caused by construction work, and the provision of temporary construction compound. Connection to public surface water drainage system; and

4. Conservation and protection works to the lock gate and quay walls together with retention and protection of the triumphal arch on site and the partial removal of the timber boardwalk and insertion of access structures to the canal channel at the sea wall.

This application relates to land within the River Liffey Conservation Area.

A 3-D visualization of the proposed development can be viewed on Youtube. The link is as follows: <https://www.youtube.com/watch?v=BWbISoBeqJ0>

## **Site Planning History**

The following provides a summary of the planning history for the site.

DD428 – Section 25 Certificate issued in respect of a temporary platform to be constructed in George's Dock. It will be as shown on the attached drawings and will be used as an events space for a period of 2 and 5 years. The platform will be removed at the end of this period. The platform will be similar to what has been hired for events over the past two years in the same location. It will have a timber decking over the main part of the stage. The access will be by two ramps. The main ramp at the South will be 3m in width to allow forklift trucks to enable loading of equipment's as necessary. The access to the North will be similar to the existing to allow for pedestrians only.

DD654- Section 25 Certificate issued in respect of a raised timber and scaffold platform within George's Dock (outer basin), a protected structure together with ancillary office/storeroom and waste water pump for the continued hosting of a variety of occasional outdoor licensed events for a further period of 6 years after which time the platform will be removed and the Dock reinstated to its original condition.

DD308 – Section 25 Certificate issued in respect of development comprising of the demolition of the existing pontoons at the DDDA Headquarters and the construction of new 150m long by 4.25m wide mooring pontoon. Access to the pontoon will be by means of a 24m long by 1.2 wide gangway. Water and electricity will be available at access points along the pontoon. The pontoons will comprise fibre reinforced concrete surrounding polystyrene core floatation units within a welded steel frame. They will be kept in place by means of the seaflex anchoring system.

DD057- Section 25 certificate issued in respect of alterations to DDDA offices, elevations, retention of signage and retention of mooring jetty.

### **Submissions**

A total of 41 no. submissions have been submitted in respect of the Part VIII application. The contents of these submissions are summarised as follows. A list of those who made a submission is included in Appendix 1.

#### **Submissions in support of the proposal**

- Significant benefit for the community in having a world class facility. Facility would allow training in Ireland and reduce international travel for similar facilities. Remove barriers to sport including need to travel
- Opportunities for young people in the area to be involved in sport that is now an Olympic discipline.
- Opportunities for the community during construction and operational phase.
- Georges Dock suffered from lack of investment and has fallen into disrepair. Georges Dock is visually unattractive when compared to surrounding area.
- Proposal will significantly enhance and rejuvenate the area. Rejuvenated Docks, attract people to the area and benefit local businesses.
- Reimaging of the space for recreational, tourism and spot use is supported.
- Supportive of the Swift Water Rescue Training for emergency services particularly in light of greater risk for flooding as a result of climate change.
- Incredible amenity for the area and nationally.
- Facility can be used by all age groups. Kayaking is a sport families can engage in.
- Potential for coaching school to be set up at Georges Dock.
- Support for this unique piece of sporting infrastructure.
- Facility will benefit kayakers, novices, emergency services and international athletes.

- Provide all year round facility.
- Flat water pool benefit swimmers and canoe polo team who compete internationally.
- Benefit of water based activities to disabled persons.
- Opportunity for children and young adults in disadvantaged areas of City to access water based sports and training.
- Athletes currently have very limited facilities in Ireland. International competitors travel abroad to avail of training.
- Huge revenue stream generated by white water rafting.
- Encourage participation in water sports.
- Spin off benefits including: Employment opportunities for the City Centre, Retail opportunities, Great amenity for tours and groups, Beneficial to residents, visitors and the wider sporting community.
- Enhance the aesthetic and atmosphere of the Dublin Docklands Area.
- Provide local employment and add to the attractiveness of Dublin City.
- Potential for Ireland to host international competitions.
- Key piece of infrastructure in training athletes for international and Olympic level competition.
- Great attraction for recreational and sports activities.
- International standard facility to develop Irish Athletes.
- Opportunity for Ireland to be a candidate to host national and international competitions.
- Excellent facility for beginners to learn basic kayaking skills in safe, flatwater environment.
- Facility would allow the sport to progress.
- Team based sports help community spirit and provides life skills.
- Benefits to the sport of canoeing nationally and internationally in the context of provisions of The National Sports Policy 2018-2027.
  - Access to ICF standard course will greatly facilitate and improve high performance canoeing capability on Ireland
  - Increase active participation in recreational canoe sport
  - Increase social participation in canoe sport in Dublin City, particularly North Inner City Area

- Variable flow characteristics will facilitate its use by a variety of abilities from beginner to high performance athletes
- Provide training in a controlled, consistent and safe environment. Plan events with certainty and consistency. Develop skills in a safe space rather than unpredictable rivers
- Socially inclusive sport.
- Lack of pumped white water course puts city at disadvantage in relation to development of all levels of paddlers.
- Attract tourism to area – feeding into Irelands growing image as outdoor adventure destination.
- Proposal will bring extra “life” to the IFSC.
- Fantastic team building exercise and unique and interesting spectacle.
- Amenity and high performance sports centre will provide benefits to local and business community.
- Significant benefits to emergency services and those involved in outdoor recreation and education.
- Development restores and preserves a part of the Country’s industrial heritage.

### **Submissions requiring points of clarification**

A number of submissions are supportive of the principle of the development but request clarification in relation to the following issues which are detailed below.

- Need for appropriate facilities for reuse and filtering of water to ensure minimal impact on water quality/quantity.
- Potential for development to be self-sufficient in terms of renewable energy sources
- Replanting/replacement of trees proposed for removal.
- Use of amenity should be open to all of the local area.
- School visits, public consultation in local area, cost and access to local communities.
- Timeframe for opening.

### ***City Kayaking***

- Impact on existing business at quayside area. Potentially could result in the loss of the businesses facilities including changing rooms, meeting point, access to river, kayak embark point, storage. This would result in business being closed

*National Disability Authority & Cara Accessibility points,*

Supportive of principle of development. Issues raised in respect of accessibility include the following:

- Toilet and shower facilities should include facilities that offer choice, flexibility and dignity to all people.
- A choice of unisex, private and communal facilities suitable for independent use, plus facilities for those who need assistance.
- Spectators of the sport should have access to accessible toilet facilities and every part of the sports facility and should be no more than 40m from an accessible toilet.
- Scale of changing facilities should also be clearly considered in the context of other water based events that would benefit from use of the quayside buildings
- Attention should be paid to all access points onto and off the water – junction between River Liffey and White water needs to be given particular attention from a universal design perspective and attention should be paid to providing visual contrast at level changes and the water's edge.
- Need to address both conservation and accessibility needs in an integrated and balanced manner- conservation of Georges Dock as a protected structure and the application of universal design principles.
- Welcome engagement process as Part of the Part 8 process and recommend further engagement..

*CARA*

- Need proposal to comply with universal design requirements in accordance with 2018 Guidance Document "Great Outdoors, A Guide for Accessibility".
- Cara committed to increasing opportunities for people with disabilities to engage in sport.
- Cara available to support the realisation of the White Water Rafting facility as an exemplar of best practice universal and inclusive design.

*Trinity College Dublin, tenant Stack B*

- College is a tenant in Stack B, a building directly adjacent to proposed White Water Centre
- Building occupied by School of Computer Science & Statistics and Electronic and Electrical Engineering
- Supportive of proposal
- Concerns in relation to risk of vibration from operation of pumps impacting on use of laboratories at basement level – could be mitigated by properly considered foundation design and mounting arrangements for pumps
- That access to the building be unrestricted during construction works.

## **Submissions raising points of Objection**

The following provides a summary of the main points of objection raised within submissions.

- Rowing and Kayaking should be supported in the Liffey. Untrue to state that the sport will provide an anchor facility for all water sports and leisure activities along the Liffey. No evidence of support and collaboration from DCC and people who use the Liffey.
- Justification for the proposal – Inappropriate location, River Liffey needs resources and historic infrastructure crumbling.
- No requirement for the proposal, not right for the location and waste of money.
- Dock currently used as recreational space, Proposal would deprive the plaza of its relatively peaceful nature. Project commercialises the pedestrian space and increases noise and stress of an already noisy and stressful city.
- Need for market space and open space in the City
- Open water swimming complex would be far more appropriate and costly for City.
- Costs associated with the project t- no economic analysis on the viability of the project undertaken. Complexity of the proposal will lead to long term costs for the Council – maintenance and operation of water pump and filtration.

The contents of each submission has been taken into consideration in assessing the proposal.

A response to each of the relevant planning issues raised is provided within the assessment section of this report.

## **Interdepartmental Reports**

The proposal has been subject to internal consultation with the relevant Departments in Dublin City Council. The following provides a summary of reports received in respect of the application.

### **Drainage Division**

The report has been received from the Drainage Division and no objections have been raised subject to recommendations which are attached.

### **City Archaeologist**

The report has been received from the City Archaeologist and no objections have been raised subject to recommendations which are attached.

### **Transportation Planning**

A report has been received from the Transportation Planning Division and no objections have been raised subject to recommendations which are attached.

### **Conservation Officer's Report**

A report has been received from the Conservation Officer which outlines that the proposed works are acceptable from a conservation standpoint on the basis of the works being reversible. The report includes recommendations which are attached.

#### Air Quality Monitoring and Noise Control Unit

A report has been received on file from the Environmental Health Officer in the Air Quality Monitoring and Noise Control Unit. This outlines the following in respect of the proposal:

*Remedial measures must be proposed including the use of a noise minimisation plan. The plan must be written by the developer and approved by the Planning Department of Dublin City Council. The plan must be developed and written to minimise noise associated with the use and ensure occupiers of noise sensitive premises in the area are not unduly impacted.*

#### Dublin Fire Brigade

A report has been received from Dublin Fire Brigade in support of the application. Dublin Fire Brigade support the Part 8 proposal on the basis of the excellent design and engineering capabilities of the proposed George's Dock facility to meet Dublin City Council's, Dublin Fire Brigade's and multiple other emergency services training needs.

Members of the Fire Brigade visited a site assessment of the White Water Rescue Centre in the New York State Preparedness Training Centre in order to ensure the effectiveness and compatibility of this facility with the water rescue requirements of a similar planned project in Georges Dock. The assessment carried out was on the basis of the ability of the proposed centre to meet the requirements of the practical elements of the Rescue 3 International Swift Water Rescue and Flood Management Course syllabi and other Flood Responder, Boat Handling and High Line Rescue training courses and exercises held under the direction of the Dublin Fire Brigade Water Rescue Training Programme.

The submission concludes the following in respect of the proposal:

*In conclusion the overall perception of both of the Dublin Fire Brigade assessors was that the NY State facility and hence the proposed similar Dublin facility, is and will be an excellent water rescue training site, with multiple features and configurations facilitating the effective and safe execution of all water rescue syllabus requirements. The assessors best expectations on all aspects of the facility, particularly in relation to safety, were met and surpassed.*

*It is Dublin Fire Brigade's recommendation that such a water rescue facility would be a unique and valuable asset to the Dublin and national Fire and Emergency Services, in addition to all other emergency services, and these water rescue aspects and features should be considered for inclusion in any proposal for a White Water Centre in Dublin.*

*Both assessors would have no reservations in recommending the design capabilities, engineering skills, professionalism and quality assurance of the designers to design and deliver a product meeting all facility requirements and quality expectations.*

#### Prescribed Bodies

The proposal was referred to the following statutory bodies:

- Irish Water
- Irish Rail
- Transport Infrastructure Ireland
- National Transport Authority
- The Heritage Council
- An Taisce
- Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs
- Fáilte Ireland



Responses were received from the following statutory bodies:

- Transport Infrastructure Ireland
- Fáilte Ireland

The following provides a summary of the points raised within the submissions.

#### Transport Infrastructure Ireland

No objection to the proposal subject to compliance with conditions.

#### Fáilte Ireland

- Supportive of developments which increase visitor numbers and enhance visitor experience;
- Fáilte Ireland are currently working on a Visitor Experience Development Plan for the Docklands Area;
- Ambition of Fáilte Ireland for Ireland to be recognised internationally as a year round activity destination;
- Proposal will provide an anchor facility for the ongoing enhancement of all water sports activity and leisure uses along the Liffey;
- Proposal has the potential to be a motivating visitor experience which encourages visitors to stay longer in the area;

## **Policy Context**

### **Dublin City Development Plan 2016-2022**

#### Zoning:

The application site is subject to the following zoning objectives:

- Georges Bay Dock- Z11 “To protect and improve canal, coastal and river amenities”.
- Quayside and area around basin – Z9 “To preserve, provide and improve recreational amenity and open space and green networks.

*Water- based recreational and cultural activities are permitted in principle under Z11 zoning objective. Cultural and recreational building and uses are “open for consideration” on Z9 zoning. The proposed east building includes replacement of the use which is currently provided within the DDDA offices. The proposed development is therefore considered in compliance with the zoning objectives pertaining to the site.*

#### Designations

- Georges Dock is a Protected Structure RPS 3173. The Dock is described as follows within the Record of Protected Structures set out within Volume 4 of the City Development Plan “*Limestone ashlar dock walls with granite copings, granite and cast iron bollards, steps, lock gates, cast iron mooring rings, ladders and winches*”.

- The development is located within a Zone of Archaeological Interest as identified within Map E of the City Development Plan.
- The site is also located within a Conservation Area as indicated by re line hatching within Map E of the City Development Plan.

### Policies and Objectives

Section 4.5.1.2 – Approach to Docklands and the Port – “The active use of the public realm in Docklands to host events and the use of the waterbodies, such as Grand Canal Dock, for active leisure or recreational uses significantly enhances the vitality of this evolving urban environment.

SC4 – To promote a variety of recreational and cultural events in the city’s civic spaces.

G110 To continue to manage and protect and/ or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.

G131 To improve on existing sports/recreational facilities in the city through the implementation of the Dublin City Sport and Active Recreation Strategy 2009 – 2016 and to ensure the availability of a range of recreational facilities to the general population of all ages and groups at locations throughout the city, including ice-skating. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.

CHC1 To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.

CHC2 To ensure that the special interest of protected structures is protected. Development will conserve and enhance Protected Structures and their curtilage and will:

(a) Protect or, where appropriate, restore form, features and fabric which contribute to the special interest.

(b) Incorporate high standards of craftsmanship and relate sensitively to the scale, proportions, design, period and architectural detail of the original building, using traditional materials in most circumstances.

(c) Be highly sensitive to the historic fabric and special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.

(d) Not cause harm to the curtilage of the structure; therefore, the design, form, scale, height, proportions, siting and materials of new development should relate to and complement the special character of the protected structure.

(e) Protect architectural items of interest from damage or theft while buildings are empty or during course of works.

(f) Have regard to ecological considerations for example, protection of species such as bats.

Changes of use of protected structures, which will have no detrimental impact on the special interest and are compatible with their future long-term conservation, will be promoted.

#### Section 11.1.5.6 Conservation Area – Policy Application

New development should have a positive impact on local character. In seeking exemplary design standards, the planning authority will require development in Conservation Areas to take opportunities to enhance the area where they arise. Where a building has been identified as having a negative impact on an area, a pro-active approach to improvement will be sought. Where proposals involve demolition, policy for demolition of protected structures and buildings in conservation areas should be referred to.

*CHC4* - To protect the special interest and character of all Dublin's Conservation Areas. Development within or affecting a conservation area must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible.

Enhancement opportunities may include:

1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.
2. Re-instatement of missing architectural detail or other important features.
3. Improvement of open spaces and the wider public realm, and re-instatement of historic routes and characteristic plot patterns.
4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.
5. The repair and retention of shop- and pub-fronts of architectural interest.

Section 11.1.5.15 CHC9: states it is the policy of Dublin City Council: *To protect and preserve monuments.*

1. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of the re-use of buildings, light buildings, foundation design or the omission of basements in the Zones of Archaeological Interest.
2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to 'preservation by record' according to best practice in advance of redevelopment.
3. That sites within Zones of Archaeological Interest will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.
4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.
5. To preserve known burial grounds and disused historic graveyards, where appropriate, to ensure that human remain are re-interred, except where otherwise agreed with the National Museum of Ireland.
6. That in evaluating proposals for development in the vicinity of the surviving sections of the city wall that due recognition be given to their national significance and their special character.

7. To have regard to the Shipwreck inventory maintained by the DAHG. Proposed developments that may have potential to impact on riverine, inter-tidal and sub-tidal environments shall be subject to an underwater archaeological assessment in advance of works.

8. To have regard to DAHG policy documents and guidelines relating to archaeology.

### **North Lotts and Grand Canal Dock SDZ- Water Animation Strategy 2018**

The Water Animation Strategy is a non-statutory companion document to the North Lotts and Grand Canal Dock SDZ Planning Scheme. The following Vision statement is set out within the strategy – *“To promote the use of the waterways as an integral part of the vitality and experience of Dublin Docklands, that enhances the area as a world class destination for living, doing business, tourism, leisure and cultural activities”.*

The Strategy sets out the following description of Georges Dock:

#### *Georges Dock*

*Development around the Dock is well established. Key developments such as the IFSC and CHQ building, are major activity generators. The Outer Dock is highly accessible and has in recent times contained an event platform for holding markets and festivals. The Inner Dock is quiet space that is residential in character and is an amenity setting for surrounding developments. The Outer Dock contains a large pontoon which is used for events such as Oktoberfest. Dublin Fire Bridge (who currently use the Liffey for training purposes) are also seeking to use the dock for further training purposes. The Inner Dock is not actively utilised.*

Georges Dock indicated as an active zone with sports based use within the Strategy. The following key objectives are set out within the strategy which are of relevance to the proposal:

- 2. To facilitate a range of leisure, cultural and commercial activities that increase the level of engagement with the water.*
- 3. To complement and add to the number of attractions in the Docklands and increase the number of tourists visiting the area each year.*
- 4. To enable desirable existing uses to continue and where possible expand and promote new uses that enhance the enjoyment of the waterways.*
- 5. To work with and support local water sports and recreation clubs (e.g. rowing clubs) and other voluntary and community organisations utilise the water and to assist in the provision of new facilities to enable this.*

As part of the implementation of the strategy DCC planned actions for 2018-2022 in partnership with Waterways Ireland, Dublin Port Company and Irish Water include the detailed design of new water sport training facilities at Georges Dock and Custom House Quay.

## Planning Assessment

### Development Description

A detailed description of the proposed development is set out earlier in this report. In brief the proposal comprises of the following key elements:

- Works to Georges Docks – to provide a white water course within the existing Dock;
- Works to the surrounding area – including provision of new plant rooms building housing the mechanical control centre and the ESB sub station;
- Demolition of existing DDDA office buildings and construction of proposed new Quayside Buildings;
- Conservation and protection works to the quay walls;

### Proposed Whitewater Facility

The Architect's report submitted in conjunction with the application outlines that the proposed white-water course is designed for general water sports use and for occasional competition events. The arrangement of the course and its support accommodation will provide for the needs of canoe and kayak club members as well as for elite training. A rafting session varies from one and a half hours to two hours duration and includes orientation and 5 or 6 laps of the course.

The facility will operate on a booking system, and therefore bookings will be scheduled in advance and participants will arrive by appointment. This phasing of users will help control the number of visitors arriving at any one time. The application documents also states that participants arriving by mini-bus will use the drop-off area provided along the quays.

The proposed scheme comprises the construction of a new concrete liner and island inserted into the historic George's Dock, a Protected Structure, to create a new White Water Rafting Course with a reorganised public plaza and all associated works. A new single-storey plant room serving the centre shall be constructed adjacent to the Triumphal Arch and lock on the Public Plaza.

At present the existing Dock is underutilised and in a state of disrepair. The provision of an active use and associated repairs to the Dock is supported by the planning authority.

The proposed use is in accordance with the zoning objectives pertaining to the site wherein Water- based recreational and cultural activities is permitted in principle under Z11 zoning objective and cultural and recreational building and uses is "open for consideration" on Z9 zoning. The Dock has furthermore been used previously for hosting events such as Oktoberfest and Christmas Markets.

The provision of active recreational use is compliant with and actively encouraged by Section 4.5.1.2 and Policies SC4, GI10 and G113 of the Dublin City Development Plan. As detailed within the submissions on the application the proposal has the potential to serve the needs of the City but also provide for a world class recreational and training facility for the Country.

The principle of the proposed active recreational use is in accordance with zoning objectives pertaining to the site. The impact of the proposed works to facilitate the adaption of Georges Dock to accommodate the proposal is assessed in the later sections of this report.

### Proposed Demolition of Existing Quayside Building

The proposed development comprises of the demolition of the existing quayside office building to accommodate new quayside buildings. The existing quayside building comprises c.983 sq.m. of single storey office use. The building has an enclosed yard at the East where off street parking is provided. The building over sails the quay and prevents access to the river edge.

The application documentation outlines that the adaptation of this building was considered by the design team. However it was considered that it was unfeasible to adapt it to the requirements of the proposal. The proposed development therefore comprises the demolition of the existing building.

The planning authority has no objection to the proposed demolition of the building which does not provide active frontage to the Liffey, prevents access and views from the River edge and contributes little to the visual amenity of the Conservation Area.

### Proposed Quayside Buildings

The proposed development includes the construction of 2 no. quayside buildings namely building east and building west and associated plant room and kayak storage building. The buildings have a combined total floor area of 763.98 m<sup>2</sup> and maximum height of 5.5m. Building West comprises of replacement DCC offices and Building East accommodates water support facilities for the development. The provision of cultural and recreational building and uses is "open for consideration" on Z9 zoning objective pertaining to the quayside area of the site. Building West will accommodate replacement of the established office use currently provided within the existing building on site.

Building East comprises of water sports accommodation associated with the White Rafting Centre including – foyer and reception/ticketing area, shop for wetsuit hire and equipment hire and sales, visitor orientation changing room etc. This building will be the first points of contact for visitors to the facility. Orientation will be undertaken on the pontoon in the river and from there visitors will enter the White water course via raft/kayak/canoe.

The proposal includes a yard to support a range of dockside activities including water tours and other water space activities currently operating on the Liffey.

The buildings are separated by a sheltered courtyard that opens to the quays and allows views upstream and downstream. The buildings are set back from the quay wall and facilitate access to the river edge.

In design terms the Quayside buildings are modelled on maritime shed-type buildings similar to those which occupied the Liffey Quays in the past. Section 5 of the Architects Report prepared by Urban Agency provides the following description of the proposed materials for the quayside buildings and plant rooms.

- Quayside Buildings - External walls: standing seam or similar, aluminum panels, metal louvres, render, concrete plinth finish.
- Plant room- Standing seam or similar, aluminum panels, metal louvers, render with feature external signage and architectural graphics of Docklands history and White water Course information.

The replacement of the existing DCC office building with modern contemporary buildings is supported by the planning authority. The provision of 2 no. modern buildings with enhanced public realm will provide an active frontage and allow for the animation of the Liffey. Final

details of materials for the proposed quayside buildings should be subject to written agreement with the planning department.

#### Assessment of Works Proposed

As detailed above, the policies and objectives of the City Development Plan are supportive of the principle of active recreational use along the River Liffey. In this regard the proposal has the potential to act as a catalyst for tourism and active recreational uses at this location.

The following section of this report considers the impact of the proposal on the receiving environment both in terms of the physical works to Georges Dock, a protected structure, the visual impact of the proposal on the character and setting of the Conservation Area and the impact on the wider receiving environment in terms of traffic impact, archaeology, noise and flood risk, drainage.

The development is assessed under the following headings in this regard.

- Impact of proposed works on Protected Structure
- Visual Impact
- Archaeology
- Noise Impact
- Traffic Impact
- Flood Risk and Drainage

#### Impact of proposed works on Protected Structure

Georges Dock is a Protected Structure RPS 3173. The Dock is described as follows within the Record of Protected Structures set out within Volume 4 of the City Development Plan “*Limestone ashlar dock walls with granite copings, granite and cast iron bollards, steps, lock gates, cast iron mooring rings, ladders and winches*”.

The proposed works to the protected structure has been assessed in line the guidance set out within Chapter 11 of the Dublin City Development Plan 2016-22022 including Policies CHC1 and CHC2.

A Conservation Report prepared by Howley Hayes Architects is submitted in conjunction with the application. This sets out a review of the condition of Georges Dock, an assessment of its significance and a review of the impact of the proposal. The report concludes the following in this regard:

*The significance of the dock lies chiefly in its historical, architectural and technical merit as an integral part of the development of Custom House quay, and as an example of early nineteenth century maritime engineering on the north Dublin quayside.*

*Georges Dock will not be brought back to its original use, as an active wet dock, and instead will continue to function as a water basin or similar in the future.*

*All proposals should be fully reversible and not detract from the form and shape of the dock, nor impinge on or over-sail the dock walls.*

*The proposed use, a white water rafting facility, is considered appropriate as it will reactivate the dock with a water based activity.*

*Two new buildings are proposed on the north quay of the Liffey, in place of existing Dublin City Council office, which is of poor architectural merit, and detracts from the quayside. The*

*proposals for two new contemporary structures, will be designed to an appropriate arrangement and scale. An open area between both buildings provides views and access to the edge of the quay wall and the new buildings will not over-sail the quay side”.*

A report has been received from the Conservation Officer in respect of the proposal. This outlines the following in respect of the proposal:

*“The proposed scheme comprises the construction of a new concrete liner and island inserted into the historic George’s Dock to create a new White Water Rafting Course with a reorganised public plaza and new quayside visitor centre and all associated works. A new single-storey plant room serving the centre shall be constructed adjacent to the Triumphal Arch and lock on the Public Plaza. The proposed intervention is significant.*

*The previous partial infilling of the historic dock c.1997 is regrettable in terms of the impacts on architectural conservation and has had an adverse direct and visual impact on the historic dock. The pontoon inserted into the dock at this time is currently disused and unsightly and its proposed removal will have a beneficial impact on the setting of the protected structure.*

*The execution of a comprehensive drawn and photographic survey of the dock walls with the input of a Conservation Expert following the draining of the dock has informed the proposed conservation repair strategy for the historic stonework that is visible above the modern hardcore backfill.*

*The proposed new quayside visitor centre buildings facilitates public access along the quayside, unlike the existing buildings. This will be a positive contribution to the animation of the area”.*

The Conservation Officer’s report concludes the following in respect of the proposal:

*The proposed reanimation of George’s Dock by the new White Water Rafting Centre is supported in principle, as is the proposed replacement of the existing former Dublin Dockland’s Authority Offices on Custom House Quay which are of little architectural interest, on the basis of the reversibility of the proposed works and the conservation gain that will arise with the conservation repairs to the historic stonework, lock gates and other associated features and paving at George’s Dock and Custom House Quay.*

#### Visual Impact

The visual impact of the proposed development is considered in the context of the current development on site. George’s Dock and the quays on both sides of the River Liffey are part of a Conservation Area designated in the Dublin City Development Plan 2016-2022 (indicated by the red hatched area on Map E). Policy CHC4 of the City Development Plan as cited within the planning history section of this report relates to development within Conservation Areas.

At present Georges Dock is maintained as a dry basin and visually detracts from the character of the area. This point is noted in a number of submissions on the application.

The visual impact of the proposed white water rafting facility is addressed within section 5.5.12 of the EIA Screening Report. This outlines that public realm around the proposed white-water rafting structure will be substantially the same and in this regard no visual impact is envisaged. In response to this, it is noted that the proposed development includes a plant room within the plaza area associated with the operation of the White water facility. Details of materials of the plant room should be submitted for written agreement of the planning authority.



The Visual Impact Assessment furthermore addresses the visual impact of the proposed structure within the basin and the creation of channels within the basin for water sports. In this regard it is stated that the proposed artificial structures for training will be permanently visible and the built channels will only be intermittently visible when the white water generating machinery is switched off and the water subsides. It is stated that this general coincides with the surrounding office blocks and commercial properties not being in use (i.e. outside office hours). It is furthermore noted that no residential properties are located in the vicinity of the basin. The provision of an active leisure use within the Dock and associated repair of the Dock is supported in principle. On the basis of the above it is considered that the proposed White water training facility will not have a negative impact on the visual amenity of the area. Final details of the materials of the proposed “mock up” structures should be submitted for written agreement with the planning authority.

The replacement of the existing DCC office building with modern contemporary buildings is supported by the planning authority. The existing building at this location is of low architectural merit, contributes little to the character of the Conservation Area in which it is located and provides a poor vista when viewed from the Liffey. The building currently over sails the Liffey and restricts access to the River edge.

The provision of 2 no. modern buildings with enhanced public realm will provide an active frontage and allow for the animation of the Liffey. It is considered that vistas from River and surrounding area will be significantly improved as a result of the proposal as the proposed buildings will provide a positive aesthetic to the quayside. Final detail of materials for the proposed quayside buildings and associated plant room and Kayak storage unit should be subject to written agreement with the planning authority.

### Archaeology

The development is located within a Zone of Archaeological Interest as identified within Map E of the City Development Plan.

The Part VIII application documentation outlines that minimal groundworks are associated with the proposed development. It is stated that the area of the proposed quayside buildings has been previously significantly disturbed by the construction of the existing building on site.

The application has been reviewed by the City Archaeologist. The report received outlines the following in respect of the proposal:

*It is noted that the proposed development is partially within the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City) which is listed on the Record of Monuments and Places (RMP) and is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. Further, the site in question is located partially within the Zone of Archaeological Interest in the Dublin City Development 2016-22*

*The proposed site is one of archaeological potential. The dredging of the fill of the dock has the potential to remove subsurface maritime archaeological features within the intertidal estuarine silts and gravels, such as shipwrecks. It should be noted that wrecks over 100 years old and archaeological objects underwater, irrespective of their age or location, are protected under Section 3 of the National Monuments (Amendment) Act 1987*

*Medieval/prehistoric archaeological features may also survive within the silt fills in the dock. Later Mesolithic fishtraps (c. 6000 BC) were found during the construction of the Convention Centre on the North Quays (c. 500m east of proposed site) during an excavation to -3.5m OD (McQuade, M. 2007. Final report of Archaeological Excavation National Conference Centre Spencer Dock North Wall Quay Dublin 1. Unpublished report for MGL).*

*The industrial archaeological legacy of George's Dock and Custom House Quay is of significance. There are 18 listed structures on the Dublin City Industrial Heritage Record (DCIHR) in the immediate vicinity of and including George's Dock. These include George's Dock - Ref. 18 07 101, Lessee's Office (Harbourmaster) – Ref. 18 07 105, Inner Dock – Ref. 18 07 002, Sea Lock – 18 11 154, Sugar Store – 18 11 191 and Bonded Stores (CHQ) 18 12 002.*

*The proposed construction of the new quayside buildings will be undertaken on the campshires along Custom House Quay. The subject site is within the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City) (subject to the protection listed above) and the quay is listed on the Sites and Monuments Record compiled by the National Monuments service (Ref. No. DU018-020564). The proposed site of the buildings may include subsurface archaeological features associated with earlier quaysides and industrial features associated with the maritime heritage of the area.*

The recommendations of the City Archaeologist including the submission of an Archaeology Impact Assessment are attached.

#### Noise Assessment:

A noise report prepared by Patrick Parsons is submitted in conjunction with the subject application. The report identifies that the sound of water entering the course will be the main source of noise from the development, the sound of pumps operating will not be audible above the noise of the water.

Activity based noise sources as identified within the report include the following:

- Operation of course – first session of the day will bring into use the pumping station to send water around the white water course and also the water treatment system;
- Elite Training Sessions – 8am to 10am- training facilities for elite users – low level of noise from these experienced users;
- Rafting and General Kayaking - 10am to 9pm daily- typically run in 2 hour slots-noise envisaged from these users;
- Rescue Training - Training would typically take place during course hours but would not continue being 10pm-Low levels of noise envisaged – some instructions are likely to be shouted during training sessions;
- Quayside buildings – unlikely to generate any significant noise on the surrounding area;

The report identifies the existing receiving environment is not a noise sensitive environment. The nearest residential buildings are apartments which are approximately 105m to the north of Georges Dock at Custom House Harbour within the Inner Dock. The Hilton Garden Inn Hotel is 80m to the east of Georges Dock and the Trinity College Building (Stack B) is a potential noise receptor. The report identifies that the predominant use surrounding the application site is office which is not a noise sensitive use. Georges Dock has previously been used as the venue for Oktober Fest and the Christmas Fair.

The report concludes the following in respect of noise impact:

*“It has been demonstrated that the development site is not within a noise sensitive area.*

*The main source of noise that will be generated by the development will be the sound of the water being pumped into and around the course but as demonstrated at a similar course, this noise, beyond 50m away from the discharge point, was not audible above background road traffic noise.*

*There are a number of existing late night activities in the area dominating the evening noise regime which will be in operation long after the 10pm closing time of the proposed water course”.*

On the basis of the above no sound attenuation is proposed. The noise report outlines that a further detailed Acoustic Assessment Report is commissioned to identify mitigation methods for the operational phase of the facility.

The noise report has been subject to assessment by the Air Quality Monitoring and Noise Control Unit in DCC. The following assessment is set out in this regard:

*The Acoustic Consultant’s report written by Patrick Parsons dated May 2019 concludes that the development will not impact occupiers of noise sensitive residential premises in the area. This conclusion is based on the existing background noise levels, the noise levels that will be generated and the fact that the nearest noise sensitive residential dwelling is 105 meters away. The nearest noise sensitive commercial premises is not identified in the report.*

*No sound attenuation such as building acoustic screens is proposed for this reason. Mitigation measures are not proposed. It is recommended in the report that a further study and report is required to fully address what noise control measures may be required.*

*If a further report is sought the following must be addressed in the report.*

*The nearest noise sensitive premises must be identified including occupied commercial buildings. The impact the development and use will have on the occupiers must be established.*

*Remedial measures must be proposed including the use of a noise minimisation plan. The plan must be written by the developer and approved by the Planning Department of Dublin City Council. The plan must be developed and written to minimise noise associated with the use and ensure occupiers of noise sensitive premises in the area are not unduly impacted”.*

This recommendation is attached below.

### Flood Risk Assessment and Drainage Strategy

A Flood Risk Assessment and Drainage Strategy prepared by Patrick Parsons is submitted in conjunction with the application. The EIA Screening Report prepared by Cunnane Stratton Reynolds furthermore outlines the following in respect of Water and Services Facilities.

- Any interaction of the development with the adjoining River Liffey is small scale and confined to surface water drainage of the quayside buildings.
- The potable water of the George’s Dock basin and salt water of the River Liffey will continue to be separated by the existing concrete structure present in situ.
- Upon the original fill of the Dock basin, supplementation will be relatively minor due to water treatment and evaporation.

- Thereafter water demand will be managed with agreement from Irish Water and once the initial fill has been completed, any necessary water supplementing will be minimised through the use of the integrated water treatment plant.

The application has been informed by and reviewed by the Drainage Division of Dublin City Council. No objection to the proposed development is raised by the Drainage division subject to compliance with recommendations which are attached to this report.

It is noted that pre application consultation has also been undertaken with Irish Water in respect of the proposal. Correspondence from Irish Water is attached Appendix N of the Flood Risk Assessment and Drainage Strategy submitted in conjunction with the application. This outlines the following in respect of the proposal:

*“Subject to a valid connection agreement being put in place, your proposed connection to Irish Water networks can be facilitated”.*

#### Traffic Impact / Accessibility

The following documents are submitted in support of the application:

- Mobility Management Plan
- Preliminary demolition and construction management plan
- Preliminary Site Servicing Assessment

At the outset it is noted that the site is strategically located in terms of connections to public transport. All servicing is proposed via on street parking and loading bays in the area. A review of the submitted documentation has been undertaken by the Transportation Planning Division which provides the following assessment of the proposal:

*The site is located within the city centre in close proximity to multiple public transport options including Bus, Luas, mainline and local line rail services and also public bike sharing schemes. In this regard the development site is well located from an accessibility point of view. The application has confirmed that there will be no alterations to the existing road network and therefore shall not have any impact on the proposed Liffey Cycle Route.*  
*Operation of Facility.*

In terms of users, it is anticipated that the majority of users and staff will be arriving by foot, public transport and mini buses. The application has categorised the users of the facility into A, B, C and D;

- User A – (external paddler) will use the remote parking available in Ringsend and paddle into the facility via the Liffey or use a proposed shuttle service.
- User B – resident club paddler or rental paddler) will arrive by foot or by minibus.
- User C – (rafter and general visitor/spectator) will arrive on foot/ public transport or by mini bus
- User D – (fire and rescue personnel) will arrive by minibus and a dedicated drop off point is provided for the first responder’s heavy kit at the Plant Room in the Plaza.

The facility will operate on a booking system, and therefore bookings will be scheduled in advance and participants will arrive by appointment. This phasing of users will help control the number of visitors arriving at any one time.

The application documents also states that those participants arriving by mini-bus will use the drop-off area provided along the quays.

The existing car park area adjacent to the existing Dublin Docklands office will be used as a kayak storage area and open area adjacent to the new East Building.

### *Mobility Management & Transport Assessment*

The applicant has submitted a comprehensive Mobility Management Plan which outlines a number of integrated initiatives which will seek to encourage sustainable travel practices to the proposed facility. This plan also outlines that Mobility Management Plan Co-ordinators will be appointed and be responsible for the implementation, monitoring and revising the MMP when required.

While no dedicated Transport Assessment has been carried out, the MMP sets out the expected numbers using the facility over a 5 year period. It is expected that in Year 1, it will have approximately 32 visitors per day which is expected to steadily increase over the years to a figure of 103 users per day. The MMP also confirms that no car parking is proposed as part of the development and sets out the options for both car and coach parking areas across the city and will encourage users to then use public transport or walk to the facility. This division is satisfied with the contents of the MMP and request that it be conditioned in the event of an approval.

### *Servicing, Fire & Emergency Access*

A preliminary Site Servicing plan has been submitted with the application. This sets out how the expected servicing arrangements for the development. Due to the nature of the use, it is expected that the development will not generate any large increase in servicing trips than existing. The plan states that it is anticipated that 1-2 deliveries will take place each day by way of small transit type vans.

In terms of emergency vehicle access, the plan states that the facility is easily accessible from the Quays and Georges Dock to the north. There is also an existing vehicular access from the Quays in the area called The Plaza, adjacent to the CHQ building.

### *Construction Management*

A preliminary demolition and construction management plan has been submitted. In line with the comments from TII, the applicant / developer shall submit a Construction Management Plan prior to commencement of works.

### Lighting

A lighting report is submitted in conjunction with the subject application. This sets out details of the proposed illumination of the course and concludes that the proposed lighting will not have a significant impact on the surrounding environment. The conclusions of this report are noted by the planning authority.

## **EIAR Screening Report**

An EIAR Screening Report is submitted in conjunction with the subject application. This outlines that the proposed development does not meet or exceed the mandatory thresholds for EIAR as set out within the Planning and Development Regulations. In this regard, the submitted screening report assesses the development as a subthreshold EIA Development and the screening has determined that the characteristics of the proposed development are not considered significant due to the nature, size, scale, and location of the development. It has therefore been concluded that there is no requirement for an Environmental Impact Assessment to be carried out for the proposed development. The planning authority accepts and concurs with this conclusion.

## **Requirement for Appropriate Assessment**

Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI NO.94/1997 "European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000 (as amended). An Appropriate Assessment Screening Report prepared by Altamar

Marine and Environmental Consultancy is submitted in conjunction with the subject application.

The Screening Assessment concludes the following in respect of the proposal:

*"The level of effect of the proposed project on Natura 2000 sites, without the use of mitigation that is "designed to avoid or reduce the impact of a project or plan on a Natura 2000 site" is deemed not to be significant due to the location in an urban environment,, lack of direct hydrological connection to the River Liffey during construction and operation of the WWRC, existing background noise and lighting within Dublin City, the distance to the Natura 2000 sites, and the significant mixing of foul and surface water via the indirect link through Ringsend WWTP, the estuarine element of the River Liffey and within Dublin Bay. The drainage of surface water to the River Liffey from the quayside buildings is minor (80m2) and will use the existing network currently in place. Any silt or potential hydrocarbon impacts from works in the quayside buildings, in the absence of any control measures, would not be deemed to have a significant impact on Natura 2000 sites, due to the minor scale of this element of the project, the settlement of silt in the estuarine element of the River Liffey and the existing Emergency Management Plan in place in Dublin Port to contain oil spill from entering Dublin Port from upstream sources, prior to reaching Natura 2000 sites".*

Having regard to the above reasons and considerations, the Screening report concludes that there would be no significant negative effects on any Natura 2000 site as a result of the proposed development. As a result, a Stage 2 Appropriate Assessment would therefore not be required.

The conclusions of the AA Screening Report are noted by the planning authority. Having regard to the nature and scale of the proposed development and the proximity to the nearest European site, no Appropriate Assessment issues arise and it is not considered that the proposed development would be likely to have a significant effect, individually, or in combination with other plans or projects, on a European site. The development is therefore considered to be acceptable in this regard.

## Response to Submissions

This section of the report provides a response to the points raised within the submissions made in respect of the application. The submissions have been categorised as those in support of the proposal, items requiring clarification and objections. The points raised are addressed below.

### Submissions in support of the proposal

The points raised within the submissions lodged in support of the proposal have been taken into consideration. The submissions identify the lack of a training facility within the country and the need for athletes, sports clubs and emergency rescue personnel to travel for training. The submissions detail significant support from local and national canoe and kayaking clubs and those engaged in the sport. The benefits associated with the use of the facility for year round training for emergency services is furthermore noted.

At a local level the submissions detail the potential benefits for the local community in terms of engagement in water sport, the provision of an active use within the underutilised dock and spin off benefits for tourism and the local economy. The development provides for an active recreational space within the existing unsightly and underutilised Georges Dock.

In addition to the points raised within the submissions it is noted that the provision of an active recreational use within the Dock is in accordance with the Z11 and Z9 zoning objectives pertaining to the site and compliant with and actively encouraged by Section 4.5.1.2 and Policies SC4, G110 and G113 of the Dublin City Development Plan.

### Submissions requiring clarification

A number of submissions on the application are supportive of the principle of the proposal but require points of clarification. The issues raised have been reviewed by the design team for the facility and are addressed as follows:

#### *Trinity College – Occupier of Stack B*

- Concerns in relation to risk of vibration from operation of pumps impacting on use of labourites at basement level.

Potential impacts will be mitigated by foundation design and mounting arrangements for pumps.

The rafting course will use 4 no. pumps. The pump room housing these pumps is located at a vertical depth approximately 6m below the Stack B ground floor and 45m horizontally. The pumps are virtually silent and vibration-less under standard operational conditions. (0.3mm/sec)

The pumps will be fitted with vibration sensors with two level alarm that will automatically shut down the pumps should the vibration level reach a level that would damage the pump. The sensor is usually set to shut the pumps down at 8.2mm/sec. The vibration level of a shutdown is such that no vibration will be detectable within the Stack B building at any stage of the pump operation.

- Access

Temporary access arrangements will be agreed with the occupier of Stack B during the construction phase of the project.

## *National Disability Association*

Dublin City Council has engaged in consultation with the NDA throughout the design process of the proposal. The following is noted in response to the points raised within the submission:

Accessibility of quayside buildings - Every effort will be made to provide suitable space to allow for the greatest number of potential users.

The installation of hoists will be investigated with the Design Team. However, a number of options for accessing the water are being looked at currently.

The primary access route to the White Water Course for participants is by walking from the Quayside Building to the Course. The route via the Liffey under the Lifting Bridge is an alternative feature but is subject to tidal variations (4 meter tidal range on the Liffey) so regularly this will not be available to users of the facility. The provision of Conveyors to bring rafts and kayaks from the Liffey to the Course is not possible either due to the change in water type, i.e. Salt to Fresh and therefore rafts that operate on the Liffey will always stay on the Liffey side of the current Dam and any private Canoes/Kayaks (Clubs, Irish Elite Team etc) will need to be dipped in a cleaning solution prior to transferring to the course from the Liffey.

- New paving have the appropriate Slip Resistance properties-

The proposed plaza area formed by the two new quayside buildings will incorporate paving with slip resistant properties.

- Edge protection within central island

The central island area is restricted to the staff working on the course and coaching staff linked to the activities on the course along with personnel from the Dublin Fire Brigade and other Emergency Services. Members of the public will not get past the start point of the course and this area will have the appropriate edge protection.

- Engagement with CARA

Dublin City Council and the project design team will engage with Cara in the detailed design of the proposal in relation to their 2018 document "Great Outdoors, A Guide for Accessibility".

- City Kayaking

In response to the points raised within the submission by City Kayaking it is noted that the City Council has facilitated City Kayaking by providing a temporary space within the quayside car park for changing rooms plus storage space for kayaks and other items needed for their Liffey tours for a number of years to enable the business to establish. The owners were informed from the outset that this agreement was temporary arrangement due to the fact that there have been plans for many years to redevelop the site. The licence agreement with the Council is for 11 months each year and is subject to a renunciation agreement. The Council has been clear that a long term lease would not be given for the site and that long term that they needed to identify alternative arrangements.

## *Other Points*

- Access / Use of Facility



As detailed within the application documentation the use of the facility will be open to all groups/individuals. The facility will operate on a booking basis and time slots will be allocated to different users.

- Replanting/replacement of trees proposed for removal

As illustrated within the application drawings a number of trees are proposed for removal to facilitate the proposed quayside buildings. This has been discussed and agreed with the Parks Department.

- Need for appropriate facilities for reuse and filtering of water to ensure minimal impact on water quality/quantity

Reuse and filtering of water has been incorporated in the design of the White-water facility.

- Timeframe for opening

Pending decision and detailed design - construction envisaged in application documentation as 18 months.

#### Objections:

The following provides a response to the relevant planning issues raised within the objections on the application.

- Active Use including Rowing and Kayaking should be supported in the Liffey.

The use of the Liffey for active recreational sports is supported by the City Council and in line with the objectives set out within the Dublin City Development Plan and the Water Animation strategy for Docklands. Dublin City Council is actively engaged in promoting the increased use of the Liffey by water sports groups and is currently working with Waterways Ireland on auditing current users of the water bodies within the Docklands with a view to encouraging them to use the Liffey and the Docks more. The City Council supports numerous events on the Water such as the Liffey swim, the annual "All in a Row" charity race, the annual "Parade of Sail".

The proposed White-water Facility is proposed in tandem with rather than in place of use of the Liffey for active recreational use. The benefits associated with the proposed facility include a year round access to the River Liffey. The City Council will continue to support active recreational use on the River Liffey.

- No evidence of support and collaboration from DCC and people who use the Liffey.

The City Council has engaged in consultation with various users of the Liffey such as City Kayaking, Sea Cruises Connemara who operate the Discovery Tour on the Liffey, Dublin Port Company, the Irish Nautical Trust along with many others.

The City Council has also engaged in consultation with local stakeholders in relation to the proposal including the Docklands Oversight and Consultative Forum, the Custom House Dock Management Company, CHQ/ EPIC etc.

- Justification/requirement for the proposal

The use of Georges Dock for active recreational space is in accordance with the Z11 zoning objectives pertaining to the site. Furthermore, Georges Dock is identified within the Water Animation Strategy as an active recreational space. The proposal will provide a unique sporting facility for the City which can be used for year round training and recreation for visitors, clubs, and athletes and emergency services.

- Inappropriate location,

As detailed above the provision of active recreational use is in accordance with the zoning objectives of the site and the policies and objectives of the City Development Plan and Water Animation Strategy.

- Dock currently used as recreational space, Proposal would deprive the plaza of its relatively peaceful nature. Project commercialises the pedestrian space and increases noise and stress of an already noisy and stressful city

Georges Dock is currently underutilised and in a state of disrepair and visually detracts from the amenity and character of the area. The dock is located within an urban environment. As detailed within the Noise report submitted in conjunction with the application, this is not a noise sensitive space. George's Dock has been used in the past for events such as Oktoberfest and Christmas Markets.

The use of the Dock for active recreational space is in line with the Z11 zoning objectives pertaining to the site and the policies and objectives of the City Development Plan and the Water Animation Strategy.

- Need for market space and open space in the City

The provision of market space and open space within the City is actively promoted by the City Council. Georges Dock is currently underutilised and in a state of disrepair. The Dock currently detracts from the visual amenity of the area. While the Dock has previously been used for markets and events on a seasonal basis the longer term use of the Dock for active recreational purposes is supported by the Development Plan.

- Costs associated with the project- no economic analysis on the viability of the project undertaken. Complexity of the proposal will lead to long term costs for the Council

Costs associated with proposals are not a planning consideration.

### **Conclusion**

It is considered that the provision of an active recreational use within the underutilised Georges Dock and associated quayside development is in accordance with the zoning objectives pertaining to the site and the policies and objectives of the Dublin City Development Plan 2016-2022. Having regard to the nature and scale of the proposal, it is considered that the development would not seriously injure the amenity of property in the vicinity and subject to compliance with the recommendations set out below, it is considered that the proposed development accords with the City Development Plan and the proper planning and sustainable development of the area.

### **Recommendation:**

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development, subject to the following conditions:

## Planning Department

1. Prior to the commencement of development, details of the materials, colours and textures of all the external finishes to the proposed development including the proposed Quayside Buildings, plant rooms, substations and the “Mock” structures within the White Water facility shall be submitted to and agreed in writing by the Planning Authority.

## Conservation Officer

2. A Grade 1 Conservation Architect shall be employed to design, manage, monitor and implement all works that will have an impact on the historic fabric of the protected structure, and ensure adequate protection is provided to the retained and historic fabric during the works. In this regard, all permitted works shall be designed to cause minimum interference to the protected structure.
3. All works to the protected structure and historic fabric and shall have regard for the guiding principles of best conservation practice and shall be executed in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011). Any repair works shall retain the maximum amount of material in situ. Items to be removed for repair off site shall be recorded prior to removal, catalogued and numbered to allow for authentic reinstatement.
4. All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric. Full repair and reinstatement schedules (condition surveys, specifications and methodologies) shall be submitted for agreement of the planning authority in phases to avoid loss or damage of original fabric and ensure that the character of this protected structure is not altered.
5. Prior to the commencement of development the following shall be submitted for written agreement of the planning authority:
  - a) Detailed drawings and methodology to clearly demonstrate and describe the process for removing the concrete liner without any adverse impact on the historic walls – to allow for a return to the historic dock arrangement should circumstances change in the future (to demonstrate the reversibility of the proposed works).
  - b) Details of how the potential seepage/drainage from behind the concrete liner *‘separation sheet will be used to the back of the insulation, to resist any ground water which may seep through the old walls’* shall avoid any associated adverse impact/water ingress in the vaults of the CHQ in particular and other buildings in the vicinity.
  - c) A strategy and timescale for the relocation of the existing lock gates to the lock beside the Harbourmaster Pub (beside the Luas Bridge), including detailed drawings and photographs of the lock gates and a conservation method statement for their repair, removal, interim storage and subsequent relocation.
  - d) Detailed schedule, photographs and drawings of all ladders (and other features) that are included in the Protected Structure Description and are proposed for removal. Each item shall be provided with an identification number/label and proposed location for display of selected items if these cannot be accommodated in the proposed works.
  - e) Details of investigative works to determine the existing ground conditions and detailed drawings of proposed foundations beneath the new concrete line.

- f) Detailed drawing(s) of the proposed junction between steps and historic lock/channel between the proposed White Water Rafting Channel and the inner dock.
- g) Detailed elevation drawings of the historic dock walls following removal of the existing fill/pontoon/associated foundations, indicating existing defects and proposed repairs. Detailed methodology for masonry crack repairs, cementitious grout, vacuuming of slots, insertion of helibars.
- h) Samples of indent repairs to be presented for agreement – identify source for repair stones. It is understood that existing grout will be scientifically analysed so that new lime pointing will match existing – provide details of same. Samples to be provided of repointing.
- i) Details of vibration monitoring for all piling operations relating to the construction of the new quayside building.
- j) Details of investigative works to determine the position of the proposed piles to support the new buildings. Pile locations and centres shall be indicated on detailed plans sections and elevations of the building and quayside accompanied by detailed methodology for the construction of the piles/foundations demonstrating how destabilisation of the historic walls will be prevented.
- k) Detailed methodology for the proposed exposing of the head of buttresses and isolation from the head of the existing wall and definitive details of the proposed interventions.
- l) Detailed drawings of the materiality, refinement and articulation of the substantial metal fascia (c.400mm) and shadow gap (c.600mm) between the top of the historic quay wall and the new building (ref. PP-36)

#### Environmental Health Officer

- 6. Prior to the commencement of development a Noise report shall be submitted for written agreement of the planning authority. The nearest noise sensitive premises must be identified within the report including occupied commercial buildings. The impact the development and use will have on the occupiers must be established. Remedial measures must be proposed including the use of a noise minimisation plan. The plan must be written by the developer and approved by the Planning Department of Dublin City Council. The plan must be developed and written to minimise noise associated with the use and ensure occupiers of noise sensitive premises in the area are not unduly impacted.

#### Drainage Division

- 7. There is no objection to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).
- 8. The developer shall submit two revised copies of the detailed design and site plans to the Drainage Division for written approval. These plans shall be submitted not later than the submission of the commencement notice for the development. The main points to note in the detailed design are:

- Details of how the proposed development will cater for tidal locking in the management of surface water.
  - Details of the design, operation and risk assessment of the Course Overflow, including effects on current and future operation of Inner Dock and Middle Lock.
  - Removal of the existing 300mm diameter drain from the Inner Dock
  - Proposed diversion of eastern culvert overflow
  - Measures for protection of waterbodies/courses during construction.
9. Records of public surface water sewers are indicative and must be verified on site. A comprehensive site survey must be carried out to establish all public surface water sewers that may be on the site. If surface water infrastructure is found that is not on public records then Dublin City Council's Drainage Division must be immediately contacted to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of drains and public surface water sewers; in both hard and soft copy in an approved format are to be submitted to the Drainage Division for written approval. Please refer to Section 5 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
  10. There is an existing public surface water sewer running through the site. A clear minimum distance of three metres shall be maintained between sewers and all structures on site. The exact location of this pipeline must be accurately determined onsite prior to construction work commencing. No additional loading shall be placed on this sewer. Any damage to it shall be rectified at the developer's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for written agreement with DCC Drainage Division at the commencement of project.
  11. A pre- and post-construction CCTV survey on the surface water sewers affected by this development shall be carried out, as agreed with Drainage Division. The pre-construction survey is to be submitted to the Drainage Division prior to works commencing on site. The post-construction survey is to be submitted to the Drainage Division for written approval and any damage to the sewer shall be rectified at the developer's expense.
  12. The development is to be drained on a completely separate system with surface water discharging to the public surface water system
  13. The development shall incorporate Sustainable Drainage Systems in the management of surface water. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction

#### City Archaeologist

14. No construction or site preparation work may be carried out on the site until all archaeological requirements of the Planning Authority are complied with.
15. The project shall have an archaeological assessment (and impact assessment) of the proposed development, including all temporary and enabling works, geotechnical investigations, e.g. boreholes, engineering test pits, etc., carried out for this site as soon as possible and before any site clearance/construction work commences. The assessment shall be prepared by a suitably qualified archaeologist and shall address the following issues.

- The archaeological and historical background of the site, to include maritime archaeology and industrial heritage.
  - A paper record (written, drawn, and photographic, as appropriate) of any historic buildings and boundary treatments, etc.
  - The impact of the proposed development on such archaeological material.
16. The archaeologist shall forward their Method Statement in advance of commencement to the Planning Authority.
  17. Where archaeological material is shown to be present, a detailed Impact Statement shall be prepared by the archaeologist which will include specific information on the location, form, size and level (corrected to Ordnance Datum) of all foundation structures, ground beams, floor slabs, trenches for services, drains etc. The assessment shall be prepared on the basis of a comprehensive desktop study and, where appropriate/feasible, trial trenches excavated on the site by the archaeologist and/or remote sensing. The trial trenches shall be excavated to the top of the archaeological deposits only. The report containing the assessment shall include adequate ground-plan and cross-sectional drawings of the site, and of the proposed development, with the location and levels (corrected to Ordnance Datum) of all trial trenches and/or bore holes clearly indicated. A comprehensive mitigation strategy shall be prepared by the consultant archaeologist and included in the archaeological assessment report.
  18. No subsurface work shall be undertaken in the absence of the archaeologist without his/her express consent. The archaeologist retained by the project to carry out the assessment shall consult with the Planning Authority in advance regarding the procedure to be adopted in the assessment.
  19. Two copies of a written report and a digital report (on compact disc) containing the results of the archaeological assessment shall be forwarded on completion to the Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Department Arts Heritage and Gaeltacht, shall determine the further archaeological resolution of the site.
  20. The developer shall comply in full with any further archaeological requirement, including archaeological monitoring, and if necessary archaeological excavation and/or the preservation *in situ* of archaeological remains, which may negate the facilitation of all, or part of any basement.
  21. The developer shall make provision for archaeological excavation in the project budget and timetable.
  22. Before any site works commence the developer shall agree the foundation layout with the Planning Authority.
  23. Following submission of the final report to the Planning Authority, where archaeological material is shown to be present the archaeological paper archive shall be compiled in accordance with the procedures detailed in the *Dublin City Archaeological Archive Guidelines* (2008 Dublin City Council), and lodged with the Dublin City Library and Archive, 138-144 Pearse Street, Dublin 2.

## Transportation Planning

24. Prior to commencement of development, plans and details depicting OCS pole protection and safety distances shall be submitted for the written agreement of the planning authority with written approval by Transport Infrastructure Ireland (TII). The developer shall be liable for all of TII's costs associated with the removal and reinstatement of the Luas related infrastructure.
25. The Luas operator/TII will require 24hr access to this infrastructure. Prior to the commencement of development, the applicant/developer shall enter into an access and maintenance agreement with TII.
26. Prior to commencement of development, the developer shall submit a construction traffic management plan which shall identify mitigation measures for existing operational Luas infrastructure. The Construction Traffic Management Plan shall be agreed with TII and submitted to the planning authority prior to the commencement of development on site.
27. The applicant/developer shall undertake to implement the measures outlined in the Mobility Management Plan and to ensure that future users/visitors of the proposed development comply with this strategy.
28. Lighting design for the scheme shall not create glare onto the Luas alignment. Prior to the commencement of development the developer shall submit details of lighting design to the planning authority for the agreement of TII.
29. The developer will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway Bye-Laws 2004 which regulates works occurring close to the Luas Infrastructure. The developer shall be liable for all of TII's costs associated with the removal and reinstatement of the Luas related infrastructure. The permit application will require prior consultation facilitated by Transdev
30. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.
31. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

## Other

32. Prior to the commencement of Development, a Project Construction and Demolition Waste Management Plan shall be submitted to and agreed to writing by the Planning Authority.

The Central Area Committee were informed of the initiation of the Part 8 planning process for the proposed development at its meeting on 8<sup>th</sup> January 2019 and the recommendation of the Planning Department at its meeting 12<sup>th</sup> November 2019.

The facility will be operated by Dublin City Council and it is envisaged that it will support a major community development programme and local employment opportunities into the future. A resident Paddle Sports Club will be established as a mechanism for providing access to the facility by the local community.

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development.

This report is submitted to the City Council pursuant to Section 138 of the Local Government Act, 2001 (as amended) and Section 179 of the Planning and Development Act, 2000 (as amended) subject to the provisions of Section 139 of the Local Government Act, 2001 (as amended).

**Resolution:**

“That Dublin City Council Notes Report No. 351/2019 and hereby approves the contents therein.”

**Owen P. Keegan**  
**Chief Executive**

**Date: 2 December 2019**



## **RECORD OF THIRD PARTIES & CONSULTEE DETAILS:**

**Chief Executives Report No: 351/2019**

**App No: 3833/19**

**Location: Georges Dock and Custom House Quay, Dublin 1.**

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### **Third Parties:**

1. The owner of No. 1, Nuns Lane, Killester, Dublin 5.
2. The owner of No. 174, Kimmage Road Lower, Dublin 6W.
3. Vincent Crossan, Lucan, Co.Dublin, K78Y1X5.
4. Oliver Fagan, 6, Glenaulin Park, Dublin 20.
5. Joe Morris, Duncarbery, Tullaghan, Co. Leitrim.
6. Declan Dunne, Flat 30, George Reynolds House, Irishtown Road, Dublin 4.
7. David Kelly, 27, Violet Hill Road, Dublin 11.
8. Mary D'Arcy, 3, Church Avenue South, Dublin 8.
9. Conor Humphries, 36 Greenville Terrace, Dublin, D08 E2X7.
10. Balazs Keresztulry, 47 Kiltipper Drive, Dublin 24.
11. Gary Kearney, 21 Dunard Court, Cabra, Dublin 7.
12. Michael Stubbs, Dublin City Council, Docklands Office, Custom House Quay, Dublin 1.
13. Nigel Clarke, 6 Cullenwood Park, Ranelagh, Dublin 6.
14. Leigh Blackmore, Tower Road, Piltown, Co Kilkenny.
15. Trim Canoe Club, Watergate Street, Trim, Co Meath.
16. Ashley Dowling, 5 Ribbontail Way, Longwood, Co.Meath, A83 WY03.
17. Ita Lumsden-Ly, Monganstown, Kinnegad, Co Westmeath.
18. John Butterly, 7 Exchange Place, Dublin 1.
19. Colm Healy, Unit 27, Hills Industrial Estate, Lucan, Co. Dublin.
20. Pat Hendrick, Fáinleog, Cooltrim, Donadea, Co.Kildare.
21. David Conray, 5, Ridgewood Court, Swords, K67 HP11.
22. C. Mc Guin, Archer Lodge, 61 Church Road, Celbridge, Co Kildare.
23. Franziska O'Donnell, 11 Drapier Green, Glasnevin, Dublin 11.
24. Johanne Murphy on behalf of Cara Irish Sports HQ, National Sports Campus, Snugborough Road, Blanchardstown, Dublin 15.
25. Shane Cronin on behalf of Canoe Centre, Mill Lane, Palmerstown, Dublin 20.
26. Alan Robinson on behalf of Docklands Business Forum, Centre Block, Docklands Innovation Park, 128-130 East Wall Road, Dublin 3.
27. Shane Little, 7 Caragh Road, Cabra, Dublin 7.
28. Sonja Farrell, Coan, Knockanarrigan, Donard, Co. Wicklow.
29. Siobhan Barron on behalf of the National Disability Authority, 25 Clyde Road, Dublin 4.
30. Councillor Niall Ring, 70 Ballybough Road, Ballybough, Dublin 3.
31. James Mc Connell on behalf of Dublin Civil Defence, The Esplanade, Wolfe Tone Quay, Dublin 7.
32. Kris Khols on behalf of the Irish Canoe Slalom Committee, 1 Colberts Fort, Dublin 24.
33. Damien Byrne on behalf of the National Canoe Polo Committee, National Sports Campus, Blanchardstown, Dublin 15.

34. Jonathan O'Brien & Michael Byrne, DJM Venture Training Ltd, Dublin City Moorings, Custom House Quay, Dublin 1.
35. Moira Aston, International Canoe Federation, Avenue de Rhodaine, 54, 1007, Lausanne, Switzerland.
36. Simon Toulson on behalf of International Canoe Federation, Avenue de Rhodaine, 54, 1007, Lausanne, Switzerland.
37. Albert Woods, European Canoe Association, 35 Killerton Park Drive, West Bridgford, Nottingham NG2 7SB, England.
38. Mike Clarke Director of Campus Infrastructure, Estates & Facilities Department, Trinity College Dublin, Dublin 2.
39. Cian Vaugh, Maynooth University Canoe and Kayak Club, Hotwell Cottage, Ballinakil, Enfield, Co Meath.
40. Patrick Devaney on behalf of Dublin University Kayak Club, Trinity College Dublin, Dublin 2.
41. Rowan Johnson, C.I.T. Canoe Club, 16 Mount Sion Road, Greenmount, Cork City, Cork.
42. Cliona O' Donovan, 47 Delmere, Enfield, Co Meath.

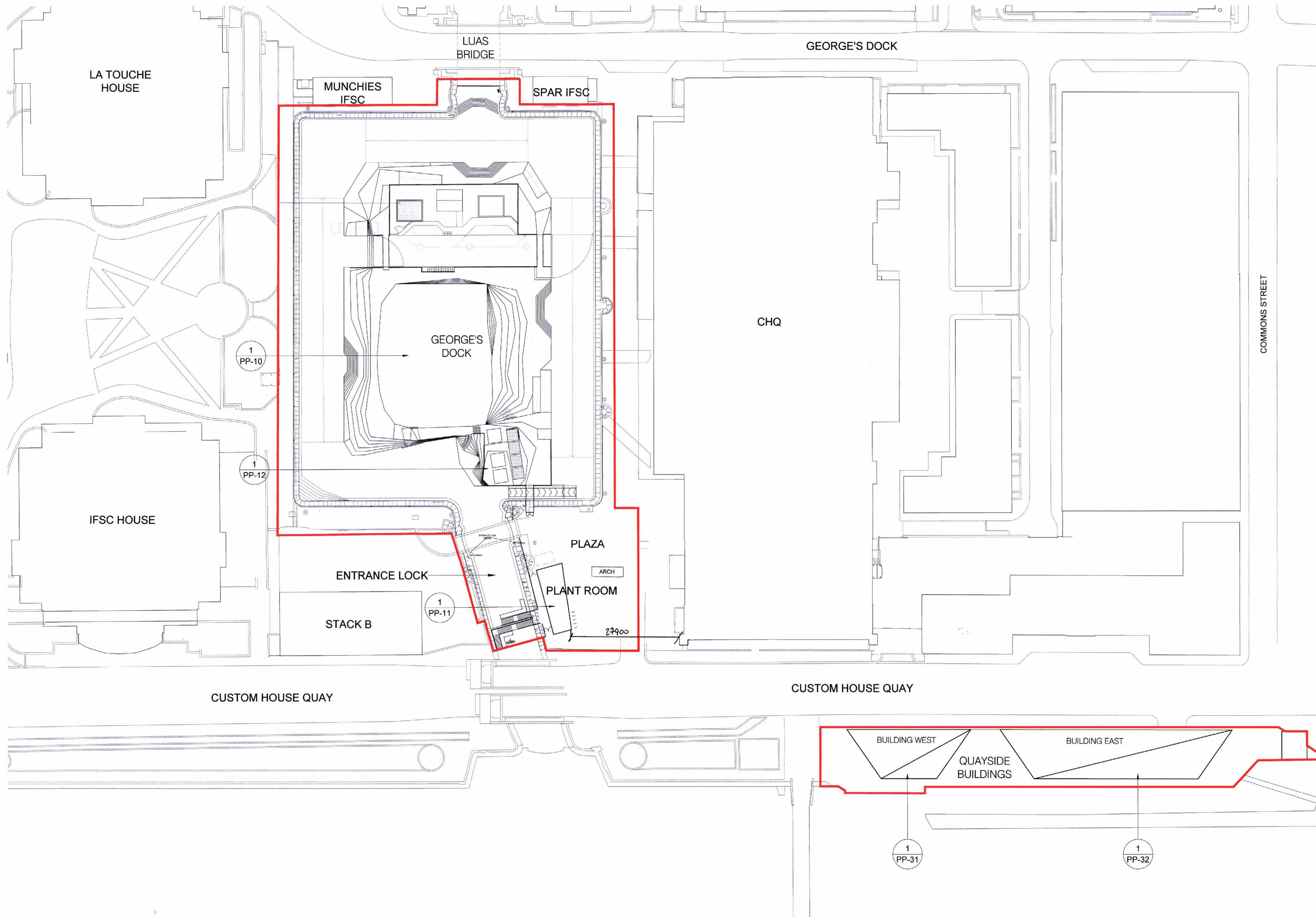
Consultees:

- 1: Irish Water, Colvill House, 24 - 26, Talbot Street, Dublin 1.
- 2: Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, DO8YFF1.
- 3: National Transport Authority (NTA), Head of Planning and Data Analysis, Harcourt Lane, Dublin, D02 WT20.
- 4: Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs, Development Applications Unit, Newtown Road, Wexford
5. Irish Rail, Pearse Street Station, Westland Row, Dublin 2.
6. Dublin City Council Conservation Section, Block 3, Floor 3, Civic Offices, Wood Quay, Dublin 8.
7. Heritage Council, Kilkenny City, Kilkenny.
9. An Taisce, Tailors Hall, Back Lane, Dublin 8.
10. Fáilte Ireland, Aras Failte, 88/95, Amiens Street, Dublin 1, D01 WR86.
11. Dublin Fire Brigade Headquarters, 165-169, Townsend Street, Dublin 2



[illegible]





01  
PP-01

DRAWING NUMBER  
SHEET REFERENCE

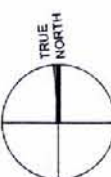
+0.00

LEVEL

FFL +0.00

FINISHED FLOOR LEVEL

APPLICATION BOUNDARY



FOR DETAILS OF EXTERNAL WORKS REFER TO PP-11.  
FOR DETAILS OF LANDSCAPING REFER TO PP-11.  
FOR DETAILS OF EXTERNAL FINISHES AND MATERIALS  
REFER TO PP-11.  
FOR DETAILS OF EXTERNAL LIGHTING REFER TO PP-11.  
FOR DETAILS OF DRAINAGE REFER TO ENGINEER'S  
DRAINAGE DRAWINGS.

#### PLANNING

##### Notes:

ALL LEVELS (IN METERS) RELATE TO ORDNANCE  
DATUM.  
DIMENSIONS IN MILLIMETERS. FIGURED DIMENSIONS  
ONLY TO BE USED. DO NOT SCALE FROM DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE WITH THE  
ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES.  
DRAWINGS FOR PLANNING PURPOSES ONLY. NOT TO  
BE USED FOR CONSTRUCTION.  
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH  
THE CURRENT BUILDING REGULATIONS.  
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH  
THE RELEVANT STRUCTURAL ENGINEERS AND M&E  
ENGINEERS DRAWINGS AND SPECIFICATIONS.  
INTERNAL LAYOUT IS INDICATIVE ONLY.

DCC PLAN NO. 3833/19  
RECEIVED: 22 AUG 19

a 22.07.19 Issued for Part 8

Drawing Title: PROPOSED SITE LAYOUT PLAN Rev.: a Drawing No.: PP-02

Date: 22.07.19 Scale: 1:500@A1 Drawn by: LC Checked by: MVC

Project Title: WWRD D1 Job No.: 1831

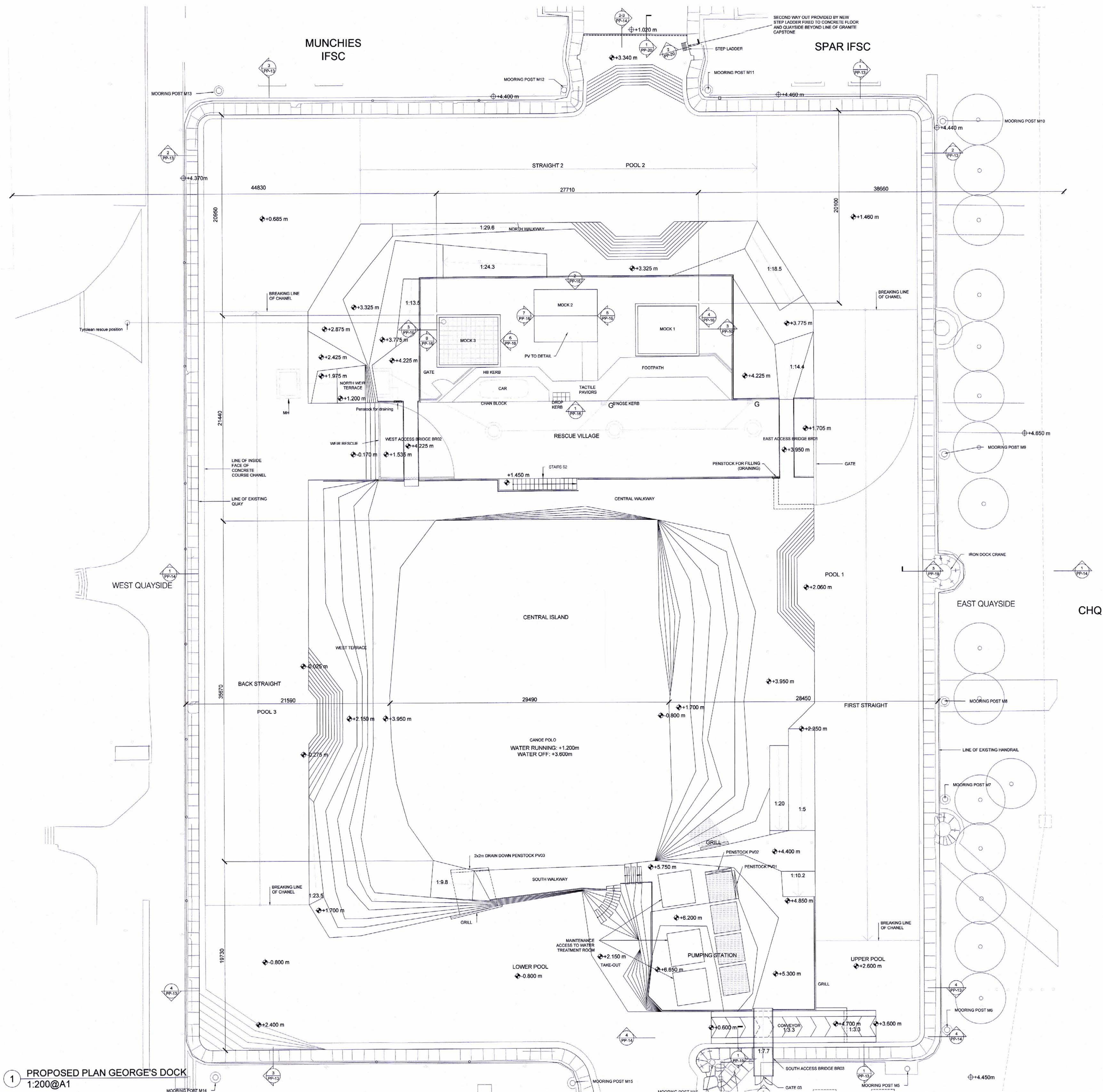
URBAN  
AGENCY

1 WHITAKER COURT, SIR JOHN  
ROGERSON'S QUAY, DUBLIN 2.  
T: 01 672 5907.  
E: dublin@urban-agency.com

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1 PROPOSED SITE LAYOUT PLAN  
1:500@A1





1 PROPOSED PLAN GEORGE'S DOCK  
1:200@A1

**LEGEND**

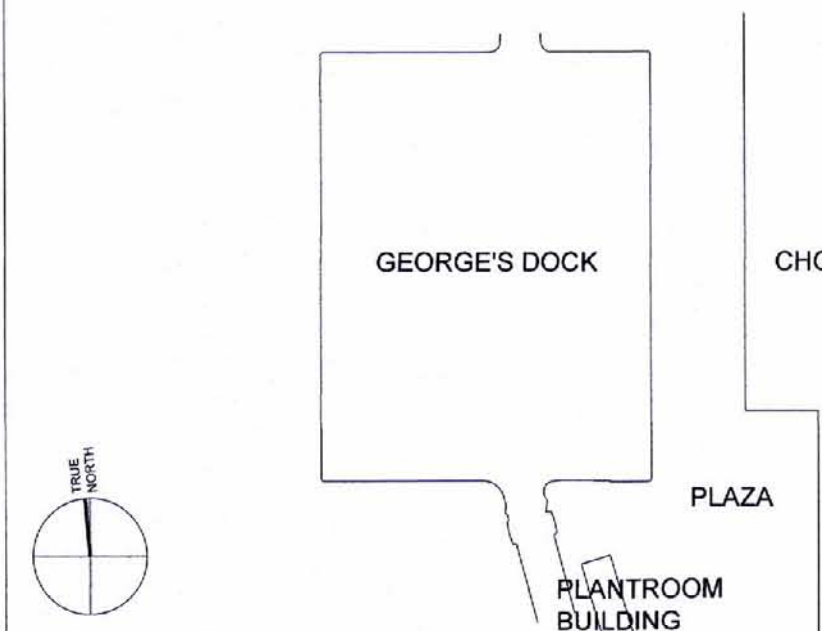
01 DRAWING NUMBER  
PP-01 SHEET REFERENCE

• +0.00 LEVEL  
FFL +0.00 FINISHED FLOOR LEVEL

○ NEW TREE  
○ EXISTING TREE TO REMAIN

● EXISTING TREE TO BE REMOVED

□ OUTLINE OF CONSTRUCTION TO BE DEMOLISHED



FOR DETAILS OF EXTERNAL WORKS REFER TO PP-11.  
FOR DETAILS OF LANDSCAPING REFER TO PP-11.  
FOR DETAILS OF EXTERNAL FINISHES AND MATERIALS REFER TO PP-11.  
FOR DETAILS OF EXTERNAL LIGHTING REFER TO PP-11.  
FOR DETAILS OF DRAINAGE REFER TO ENGINEER'S DRAINAGE DRAWINGS.

**PLANNING**

Notes :

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INDICATIVE LAYOUT FOR POLES POSITIONS.

DCC PLAN NO. 3833/19  
RECEIVED: 22 AUG 19

a		22.07.19	Issued for Part 8	
Drawing Title :		Rev.:	Drawing No.:	
PROPOSED PLAN GEORGE'S DOCK		a	PP-10	
Date :	Scale :	Drawn by :	Checked by :	
22.07.19	1:200@A1	LC	MVC	
Project Title :		Job No. :		
WWRC D1		1831		

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