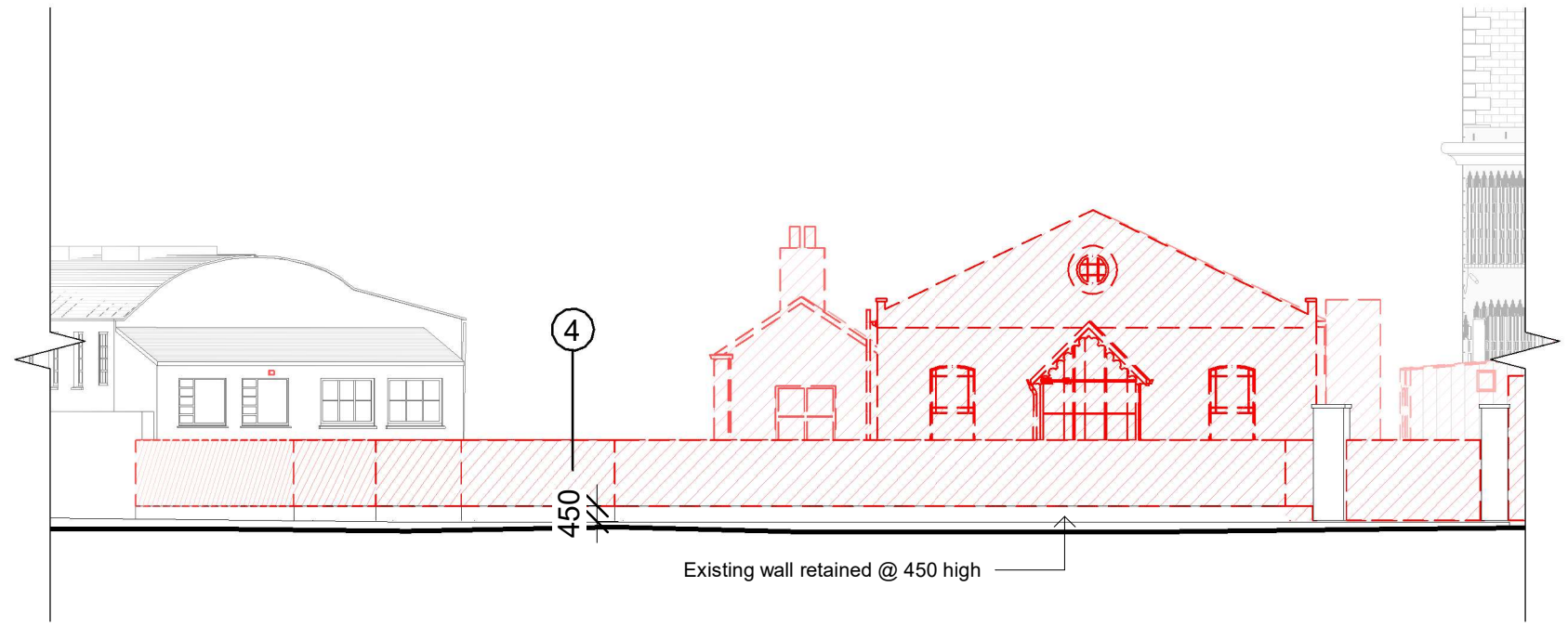
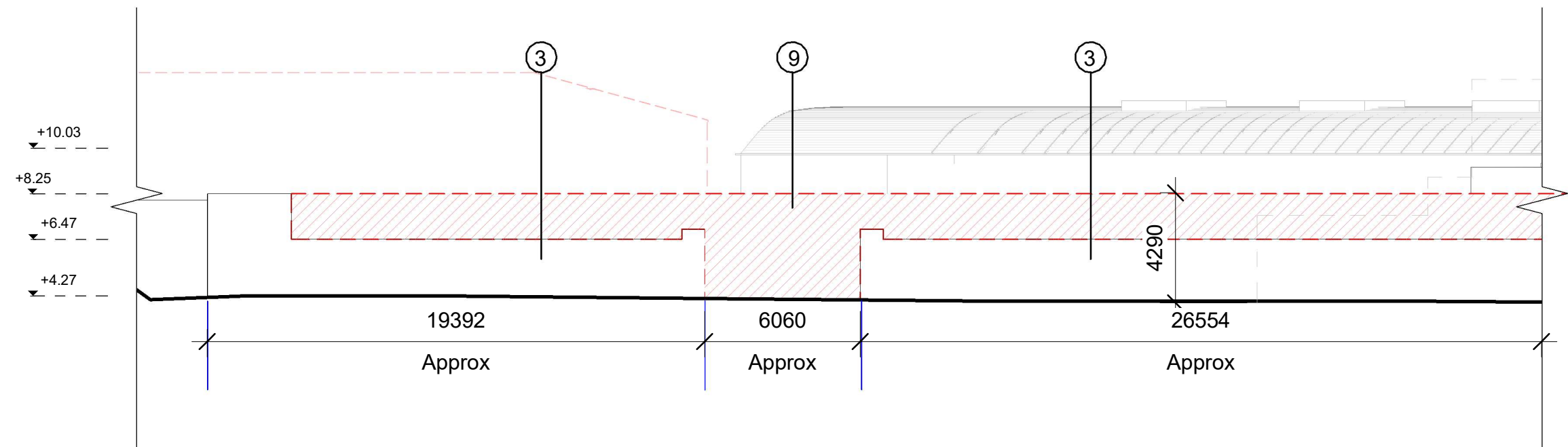
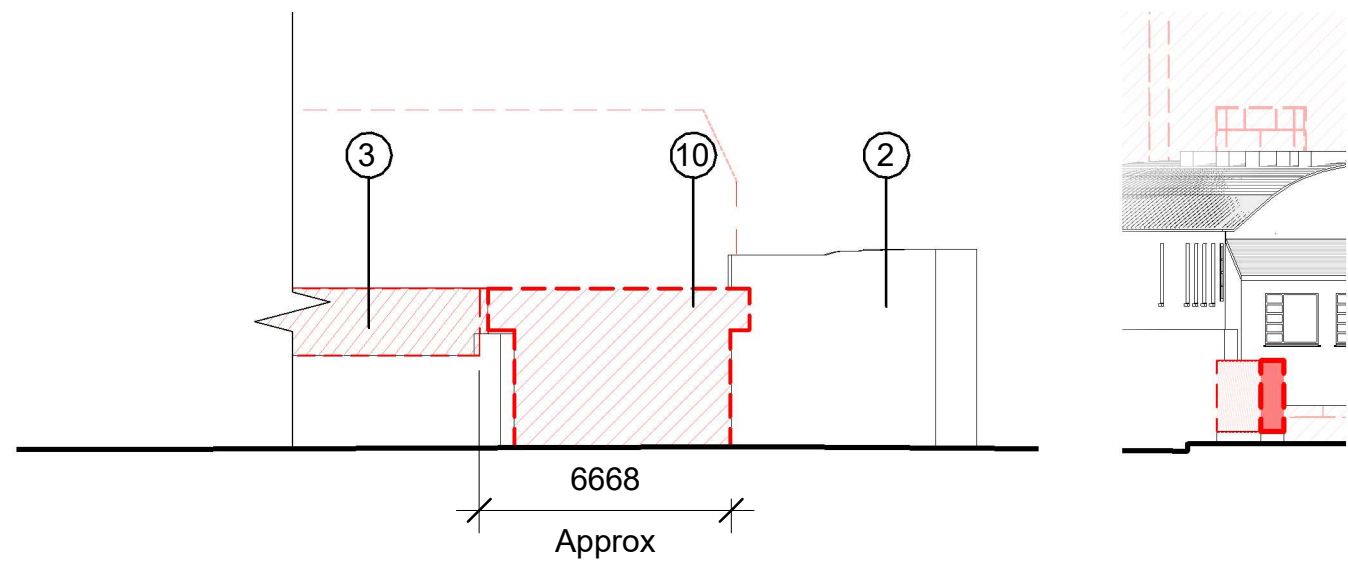




1 O'Callaghan Strand Demolition Elevation  
1 : 200



2 Riverside Wall Demolition Elevation  
1 : 200



3 Riverside Gate Demolition Elevation  
1 : 200



4 Photo Collage of Riverside Wall  
1 : 200 (Approx.)



Aerial Image of Shipyard site as existing



04- Existing Dressed Pier to be retained, refer to: CRQMP-BMEA-6X-00-DR-AA-1980

#### GENERAL DESCRIPTION

The wall of the shipyard site is largely the residual facades of former buildings that occupied the site from the 1800s up until the 1990s. They were built of limestone with later adaption in brick, often where windows or doorways were inserted. Later still, concrete and concrete blocks were used to consolidate the wall, close former openings and replace falling elements of the historic fabric. The walls tell the story of occupation and evolution. The arrival of the Shannon Bridge transformed the setting of the site. By the early 1990s the historic buildings had been demolished and the site cleared. The boundary wall and boundary facades were retained to maintain a secure enclosure to the site. This permitted its use as a storage yard and more recently a carpark.

#### DEMOLITION LEGEND

- Existing boundary wall along Condell Road boundary retained.
- Existing stone boundary wall to corner retained; partial overlap with raising of NCR road level; Assessment of foundations and wall stabilisation requirements to later engineering detail.
- Existing stone wall retained; Assessment of foundations and wall stabilisation requirements to later engineering detail.
- Lowering of existing stone boundary wall to form new seat. Refer to landscape architects drawings for further details.
- Remove portion of existing wall at Condell Rd interface to enable construction of new landscape flood resilient berm and pedestrian/ cycle link from Condell Rd to North Circular Road.
- Remove Existing Low Wall & Railings to NCR; New retaining foundation to address interface with raised NCR and New Balustrade. Assessment of foundations and wall stabilisation requirements to later engineering detail.
- Remove existing Shipyard shed including wall at interface with NCR; new retaining detail to engineer's later detail at interface with raised NCR with new guarding/ balustrade over to landscape architects detail.
- Existing Stone wall along North Circular Road retained with partial demolition for access to proposed mobility hub; Assessment of wall stabilisation requirements to later engineering detail.
- New opening in stone wall in previously altered part of wall. Assessment of wall stabilisation requirements to later engineering detail.
- Removal of metal gate in existing opening in stone wall. Assessment of wall stabilisation requirements to later engineering detail.
- Retained existing wall with new retaining foundation / stabilisation works to later engineers detail due to raising of North Circular Road.
- Existing walls integrated into existing retained buildings, with new retaining foundation / stabilisation works to later engineers detail due to raising of North Circular Road
- Remove and reinstate existing stone wall at Femhill boundary to conservation architects requirements. Foundation and structural requirements to later engineering detail.
- Existing section of wall to be removed to provide access for proposed mobility hub

| Revision                   | Drawn | Checked | Date     | No. |
|----------------------------|-------|---------|----------|-----|
| STAGE 2A2 - PLANNING ISSUE | TS    | KH      | 07/10/25 | P01 |

BMCEA Notes:  
All levels and dimensions on this drawing are to be checked on site. No dimensions are to be scaled. Any discrepancies on this drawing are to be reported to the architect. This drawing is the copyright of Bucholz McEvoy Architects Ltd and may not be copied, altered, or reproduced in any form or passed to a third party without license or written consent. All work to comply with the Building Regulations.

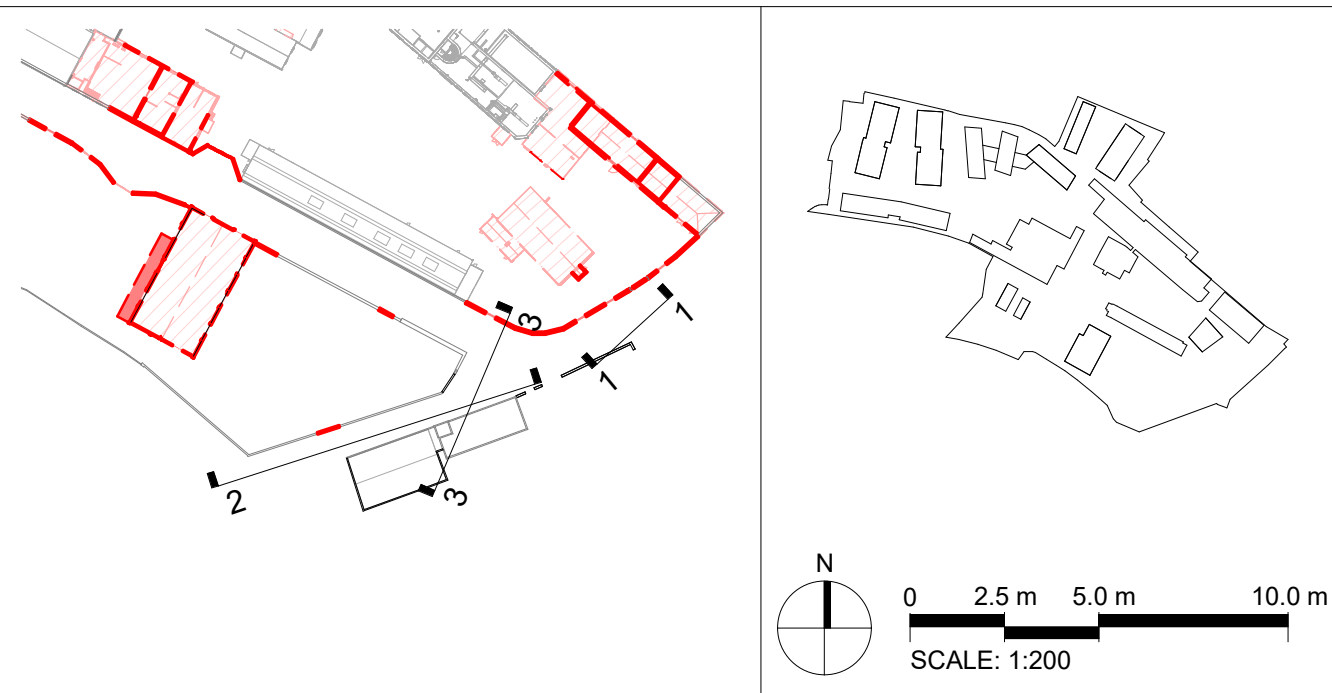
This drawing is to be read in conjunction with all other application documentation and information as issued.

This is not a construction drawing, it is unsuitable for the purpose of construction and must on no account be used as such.

Areas have been prepared for our client Limerick Twenty Thirty Strategic Development DAC are approximate only and have been measured from .dwg survey information drawings received on 11.09.2020 GEODATA-Measured Buildings Survey (Blocks 1-14). Net Internal Areas are annotated and approximate only. Construction tolerances, workmanship and design by others may affect stated areas.

#### Demolition Key

- Structures to be demolished
- Fabric Retention and Reuse - please refer to the Heritage & Conservation Report.



#### STAGE 2A2 - PLANNING ISSUE

drawing Riverside Elevations- Existing and To Be Demolished

drawing no. CRQMP-BMEA-6X-ZZ-DR-AA-1 982

|                                      |       |            |         |    |             |       |
|--------------------------------------|-------|------------|---------|----|-------------|-------|
| project                              | scale | 1:200 @ A1 | drawn   | TS | project no. | CRQMP |
| Cleeves Riverside Quarter Masterplan | date  | Oct. 2025  | checked | KH | revision    | P01   |

client Limerick Twenty Thirty

**bucholzmcEvoy**ARCHITECTS

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