

INDUSTRIAL HERITAGE IMPACTS AND COMPENSATION PLANNING AND DESIGN REPORT





Dublin Port Company

MP2 Project

Industrial Heritage Impacts & Compensation
Planning & Design Report

July 2019

Rev P-00



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Aerial view of the Alexandra Basin 1926 (Dublin City Council Archives)

1. Preface

MOLA Architecture was commissioned to articulate a contemporary design response to the objectives, principles, and recommendations of the Conservation Strategy and Industrial Heritage Appraisal, prepared by Southgate Associates in respect of the potential impacts of the proposed MP2 Project in Dublin Port, specifically in respect of the proposed demolition of the Terminus of the Eastern Breakwater (Tolka Quay, 1858-1884), hereafter referred to as the Pier Head.

The Design and Planning response, summarised in this report, has been informed by the word and spirit of all relevant statutory, national and international codes of practices, referred to in Southgate Associates appraisal, notably in the realms of interpretation and legibility.

The Planning and Design response has also been informed by the Dublin Port Company's (DPC) commitment to its Soft Values Project Strategic Framework, which in supporting objectives in its Masterplan, commits to supporting initiatives framed to reconnect and/or forge new relationships with Dublin City, the island of Ireland and beyond. The proposals described in this report build on related proposals embodied in the Alexandra Basin Redevelopment (ABR) Project, and manifest in such projects as the Diving Bell on Sir John Rogerson's Quay, and publicly oriented reconfiguration of the Dublin Port offices.

The previously consented Internal Road and Greenway Project (Dublin City Council Ref 3084/16), flanking the Eastern fringe of the Port is of particular significance, as it will facilitate public access to the easternmost point of the port (Fig 1).

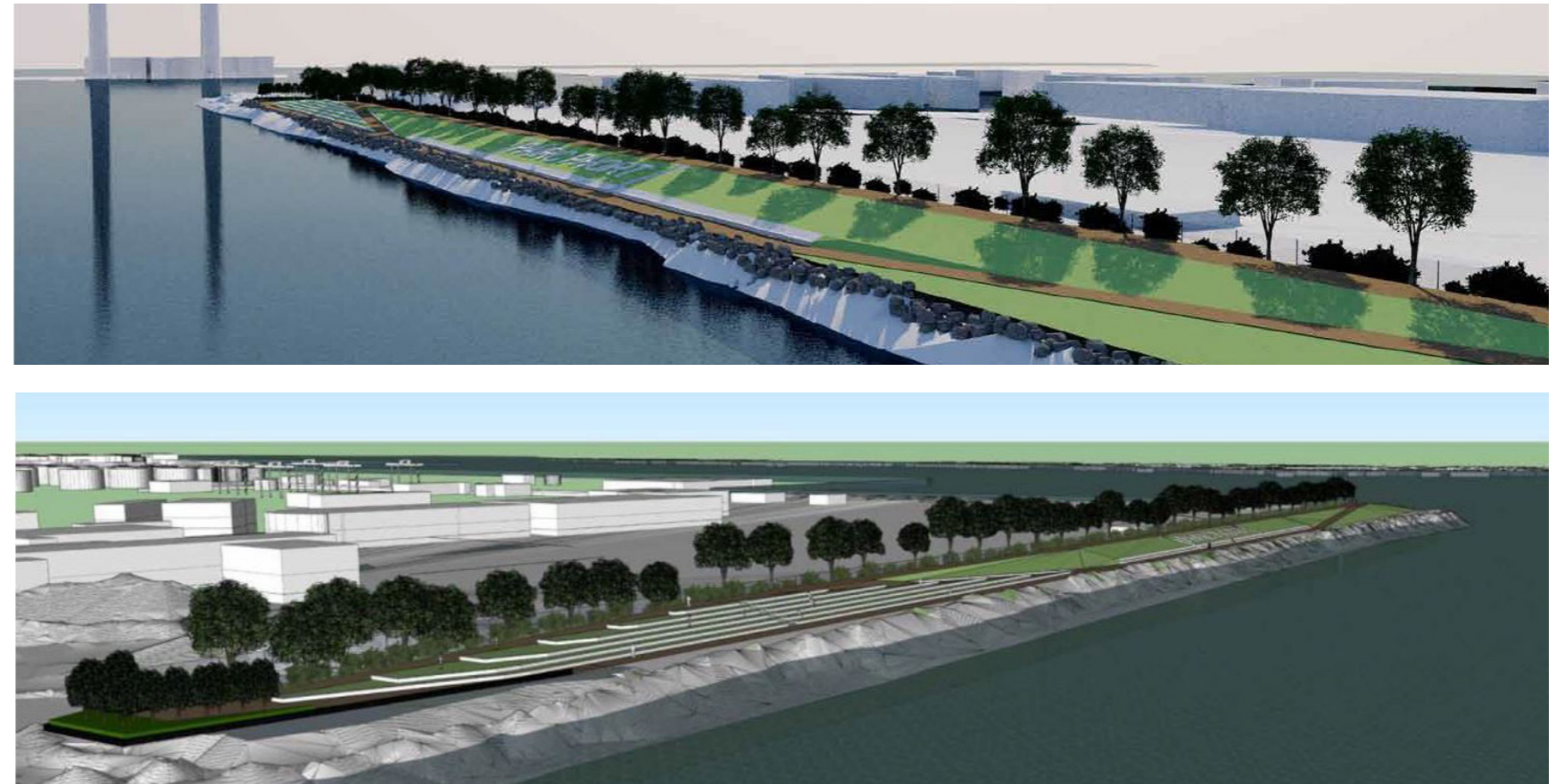


Fig 1: Views of Internal Road and Greenway Project (Previously consented)

This report articulates proposals for a Heritage Zone in this general area, in a manner that will hopefully create a memorable destination, accessible to the public. In doing so, it integrates with the topography of the previously consented Greenway, offering a design framework informed by the celebration of heritage, the morphology of the Greenway windshed/berm and the natural attributes of the location (Fig 2).

This report should be read in conjunction with Southgate Associate appraisal, and with the EIAR, with specific reference to Chapter 14. It forms an integral element of the planning application to An Bord Pleanála (ABP), as do the related drawings and computer generated images.

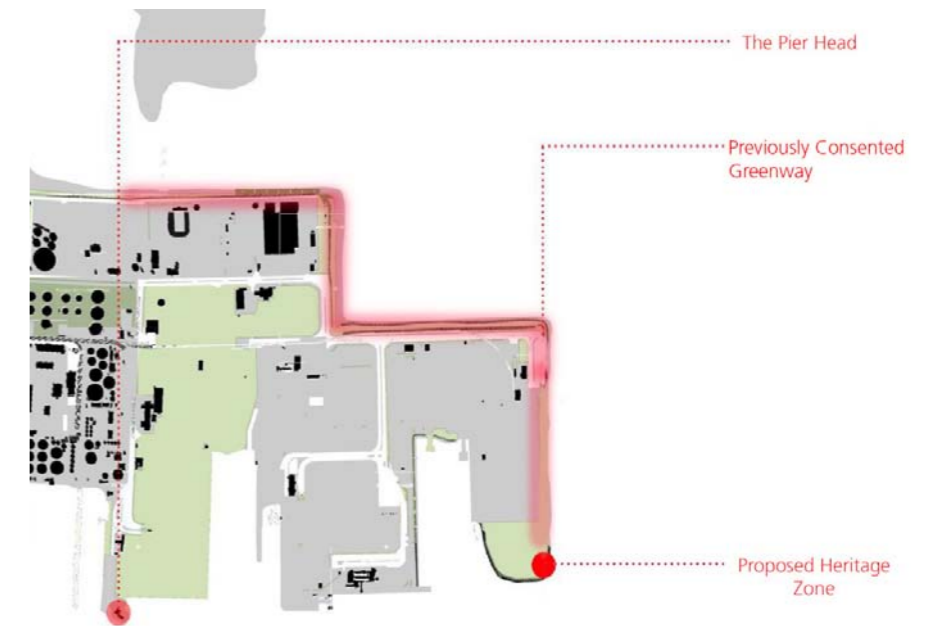


Fig 2: Map showing location of the Pier Head, the "Heritage Zone" and the previously consented Greenway

2. Context

As noted, the Southgate Associates appraisal is centred on their view of the significance of the Eastern Breakwater which will be hence forth referred to in this document as the Pier Head. (See Fig 2 for location of The Pier Head).

The Pier Head, was the extreme Eastern point of the (North) Port lands, prior to the systematic reclamation which occurred to create the Port as we know it today. Its ground plane character was defined by an angled roundel formed in granite. The roundel (Fig 3), also housed a Lighthouse, variously referred to as the Breakwater (or the Alexandra) Lighthouse dating from 1904. It replaced an earlier Lighthouse (Fig 5), presumed to date from the period of the construction of the Breakwater. The Breakwater Lighthouse was demolished in 2002.

The engineering of the Breakwater is attributed to Port Engineer Binden Blood Stoney, the innovative designer of the Alexandra Basin. Most of the historic remnants of the Pier Head are still substantially intact, albeit that reclamation has buried the full return of the terminus.

Chapter 14 of the EIAR describes the assessment methodology used by the archaeologists in appraising the heritage value of the Pier Head which was surveyed above and below water. It further recommends that a complete 3D record of the existing structures and associated features must be acquired to archaeological standards, ensuring metrically accurate plan elevation, and section drawing information will be acquired.

It also notes that the demolition of the Pier Head required a commitment to salvage and store the measuring elements for heritage gain projects. It

further noted that the demolition process would afford an opportunity to record and recover exemplars of Binden Blood Stoney's work and to understand more fully the construction process developed to create the Deepwater Basin.

It also cites the Lighthouse as a known heritage asset and suggests that its legacy be recognised as a heritage gain asset.

Both, drawings and photographs of the demolished Lighthouse exist (Figs 6 and 4). Fortuitously, the lantern and bell of the Lighthouse have been salvaged and offer themselves as key elements of a heritage gain project (Figs 7 and 8).

DPC is committed to acting upon the foregoing recommendations in respect of recording and salvage. Both recommendations inform both the interpretive narrative and the physical manifestation of a heritage gain project – the subject of this report.

Southgate Associates appraisal notes that the significance of the heritage of the Pier Head is not officially rated. However, their considered view, following a full consideration of the available evidence for the structures and features to be impacted, is that the Pier Head is Nationally Significant and that the Lighthouse is Regionally Significant. These considered designations underpin MOLA Architectures planning and design approach, which evolved in interactive dialogue with Southgate Associates.

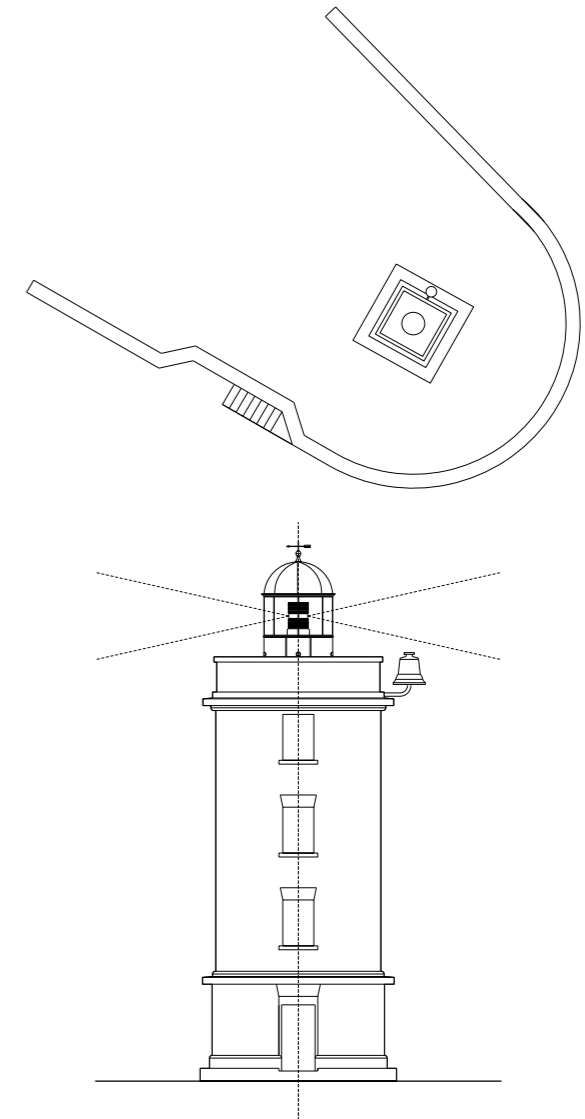


Fig 3: The Pier Head "Roundel" showing indicative location of the Breakwater/ Alexandra Lighthouse and elevation of Lighthouse based on construction drawings



Fig 4: The Breakwater (or Alexandra Lighthouse) in the mid 1980's



Fig 5: Antecedent to Breakwater/ Alexandra Lighthouse. (date unknown)

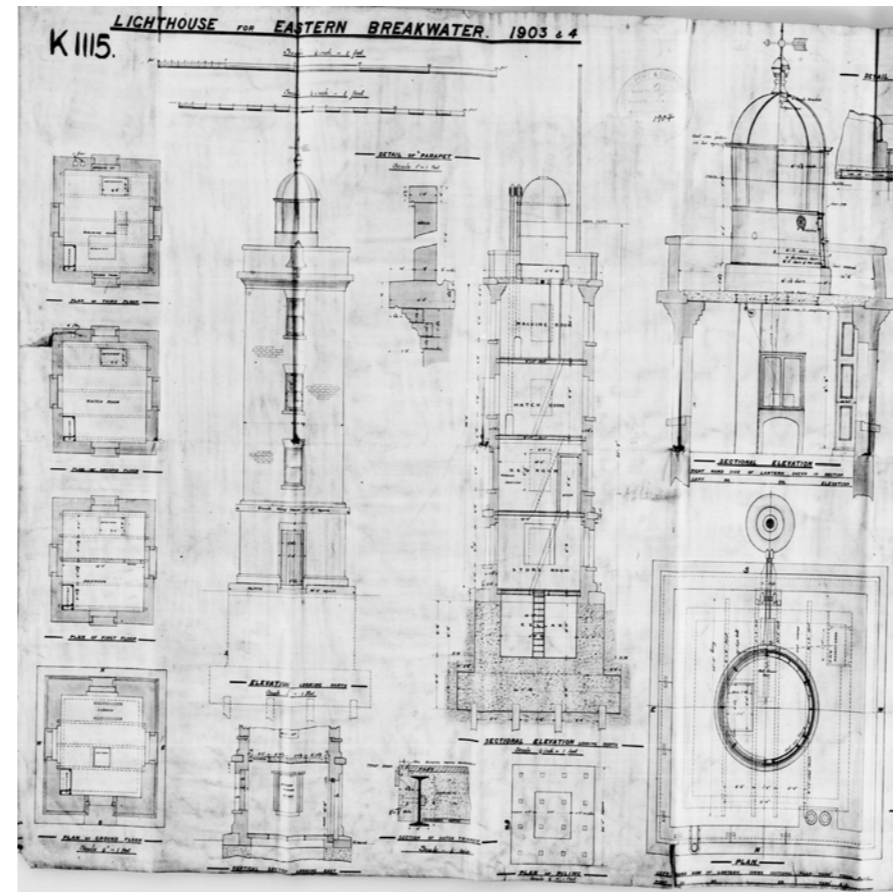


Fig 6: Archived working drawing for the Breakwater/ Alexandra Lighthouse.



Fig 7: The salvaged lantern



Fig 8: The salvaged bell



Fig 9: The wrought granite of the Pier Head, scheduled to be salvaged



Fig 10: Detail of wrought granite in Roundel

3. Planning & Design: Statement of Approach

Following the demolition of the Pier Head to allow for the construction of a new quay wall (Berth 50A Extension), commemorating the original location of the Pier Head presents particular challenges. The reality of port operations, security and health and safety issues will render this area inaccessible to the public.

Notwithstanding this reality, it is deemed important to mark its location, for the benefit of future generations. The Southgate Report (3.0) sets out a rationale for marking the site in-situ.

Fig 11, denotes a recommended location. In this location it is proposed to inscribe a commemorative text, in the concrete of the new quayside edge. The Southgate Report offers an indicative text, which will guide the finally agreed form of wording. It will be inscribed on an area of (approx.) 4m x 52m by sand blasting through a laser cut steel template. The Southgate Report offers an image illustrating the results of this process, for the purposes of conveying planning intent.

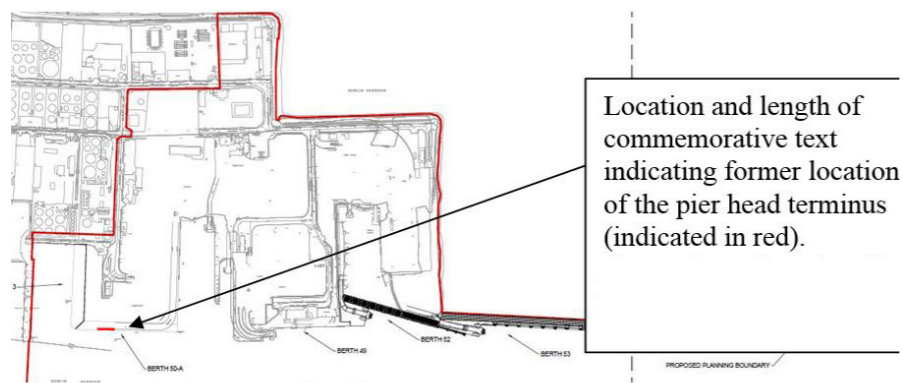


Fig 11: Proposed location of commemorative text

This proposal will ensure that the location of the Pier Head is permanently recorded and commemorated in-situ. Integral to the approach to the planning, design and celebration of the Industrial Heritage of Pier Head, is as noted, the creation of a The Heritage Zone.

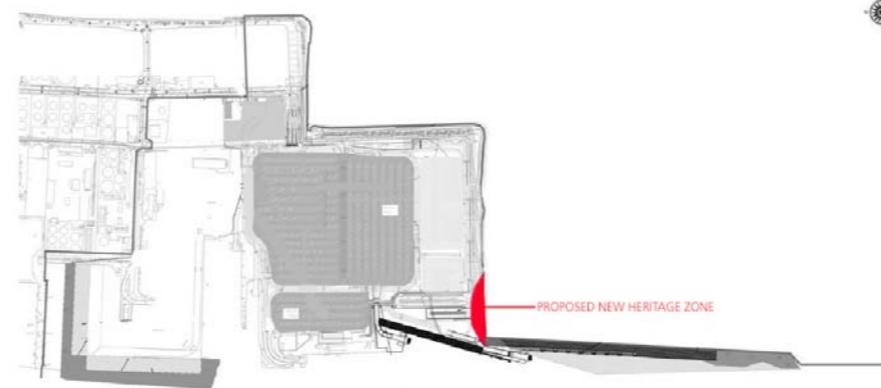


Fig 12: The Heritage Zone in the context of the MP2 Project

The proposed Heritage Zone is shown in Fig 12, in the context of the previously consented Internal Road and Greenway project and the MP2 project.

The convergence of the terminus of the Greenway with the Heritage Zone, on the eastern most extreme of the Port, suggests opportunities to celebrate Industrial Heritage in a manner which could be, at once, an exemplar of best practice, but become, in itself an attraction and a feature of the Dublin Port's iconography, and newly accessible public realm.

The designated site, while at the extremity of the Port, and at the terminus of the Greenway, will co-exist with the berthing of ferries, the ebbs and

flows of passengers, and the 24hr heartbeat of the Port. This will now be the eastern extremity of the (North) Port just as the Pier Head was. Dubliners have historically and ritually walked to the end of Dun Laoghaire / Howth piers, the Poolbeg Lighthouse, and the Bull Wall. This destination, heretofore inaccessible, will broaden the choice of recreational destinations for Dubliners. All of the foregoing venues and destinations, afford the citizen and the visitor, views of Dublin Bay and beyond, - and the Irish Sea, in all its tidal cycles, and weather induced power and beauty. The confluence of sea, shore, wind and weather continue to attract human engagement and recreation.

The proposed homage to the heritage legacy of the Pier Head and the Lighthouse recognises the convergence of the site with the Greenway, and the elements. The heritage of the Pier Head is proposed to be respectfully communicated in an ensemble, centred on a structure which evokes the form of the Breakwater Lighthouse and the ground plane (in part) the geometry of the Breakwater roundel (Fig 13). The lantern and bell from the Lighthouse will be integrated in the structure.



Fig 13: The proposed Heritage Zone in the context of the previously consented Greenway

The Breakwater Lighthouse evocation, a tower, will have a deck which will be accessed from the upper walkway of the Greenway, (Figs 14) via a gentle ramp and bridge, facilitating universal access. For the purposes of this report it will be referred as the Marker. A proposed evocation of the roundel will use salvaged granite, which will be configured in a manner that illustrates the geometry of the Pier Head, while providing an informal amphitheatre. While the foregoing is a summary description of the core elements of the heritage ensemble, it is proposed to augment it by exploiting the micro-climate of its setting in a memorable manner.



Fig 14: The proposed Marker in context

Intrinsic to the attraction of experiencing engagement with the sea, are the movement of waves, the impact of wind, sea, sun, and sound;- from the gentle sounds of lapping water on rocks or on a quay side, to the anger of storm waves, and the sounds emanating from the collision of waves, wind and rock shore

It is proposed to celebrate this nexus of nature within the heritage ensemble, by integrating elements that convert the energy of wind and waves into the music of nature. The Heritage Zone, a new feature of Dublin Port's public realm, will

not only inform visitors of its industrial, maritime and ecological heritage, but also offer a unique musical experience, emanating from an Aeolian Harp, (integrated in the Marker) and a Sea Organ. The history of harnessing the wind to make music is probably as old as mankind. The term, Aeolian: is derived from Aeolis, the ancient Greek God of the Wind. The Shorter Oxford Dictionary defines Aeolian: "of, produced by, or borne on the winds, as in Aeolian harp, - a stringed instrument producing musical sounds under a current of air."

Aeolian Harps, literally come in all shapes and sizes, (Fig 15) - and can be manufactured from a p.v.c pipe or a tin-can, with strings. The fundamental frequency of the string will sound at a certain ratio. As the pressure increases, the string or pitch will over blow in a natural series of harmonics, the interval of the octave, fifth, the fourth, and continuing in their whole number ratios. This emits a natural harmonic series, often described as heavenly, harmonic, and consonant in other musical practices. It is the tuning of the natural universe, untempered. Many factors combine to influence whether there is a sound at all, and if so, what is heard. Since the aero-dynamic flow of the wind is constantly changing, these elements are in constant dynamic relationship – as is the sound.

The slightest change in temperature and humidity can alter the sound within moments. Site orientation, wind path and the nature of the acoustic soundscape in which the harp is situated influence the sound formation and its perception. The number of strings at the same pitch will determine the density and richness of the sound and the degree of the sympathetic vibration possible. The degree of tension of the string in relation to the winds pressure is the most critical feature. The material and acoustic design of the body and the type of sound boards will influence the timbre of the sound produced. The way the strings are attached to the bridges will affect the sound transfer from string to resonator.



Fig 15: Aeolian Harp at the Exploratorium San Francisco (1976)

The foregoing general description is offered here to the reader, to communicate the nature of the proposed installation. YouTube contains a variety of examples of the sound(s) emitted from a variety of Aeolian harps.

This submission seeks in, the first instance, to establish the admissibility of this element as part of a planning application to ABP. In this regard, the focus of the submission is on generically describing the scale and nature of the proposed installation, which will be an integral part of the Marker. It is elaborated in 4.0: Elements of the Heritage Zone.

The Sea Organ, in Zadar Croatia (2003) (Figs 17 & 18), has become a significant attraction in this historic Adriatic city. Describing it as unique is understandable, if somewhat misleading. Readers can, perhaps recall the sounds of waves breaking on an aperture in a shoreline rock face. The sea organ on Zadar is a sophisticated, yet simple, exploitation of this interaction. It is elegantly conceived and executed, and has been the recipient of a European Prize for Public Space.

MOLA PLANNING & DESIGN: STATEMENT OF APPROACH

Simple and elegant steps, carved in stone, cover 35 musically tuned polyethylene tubes with whistle openings on the quayside. The movement of the sea pushes air through, and depending on the size and velocity of the wave, musical chords are played. The waves create random harmonic sounds, which can be heard on a number of YouTube links to Zadar sea organ. Groups of pipes are tuned to a diatonic major scale, evoking local male choral singing.

In contrast, an earlier (1986) Sea Wave Organ (Fig 19), conceived by the artist, Peter Richards, emerged in San Francisco Bay, facing Alcatraz Island. Conceived to create an acoustical conversation between the ocean tides, sun, moon and the city, - the Sea Organ is simple, and rejoices in the use of random rubble, and wrought stonework which integrate the heads of pipes, which are simply laid on the sea bed. Again, the reader is referred to YouTube links to Wave Organ San Francisco, to sample the emanating sounds.

A Sea Organ is proposed to be developed as an integral element of the Heritage Zone. For the purposes of this submission, which seeks permission to develop it, the design proposed is generic, and clearly requires to be musically and technically developed at implementation stage. However, it is respectfully submitted that the generic design represents a considered and feasible statement of design and environmental intent. It is described in Fig 20: Plan of the Heritage Zone, and greater detail in 4.0: Elements of the Heritage Zone.

It is proposed to be located in the area behind berth 52 and 53 and the line of the existing revetment. It will not extend beyond the high tide mark.

The design strategy recognises that the Sea Organ must form an integral part of the sea defence, now offered by rock armour. Salvaged granite, forming an edge and landward boundary to the organ, will be

the receptor of the organ tubes. The Sea Organ and the Aeolian harp on the Marker will separately and together bring a new and memorable dimension to the visitor experience, centred on communicating the rich history of an epoch of Dublin Port's evolution.

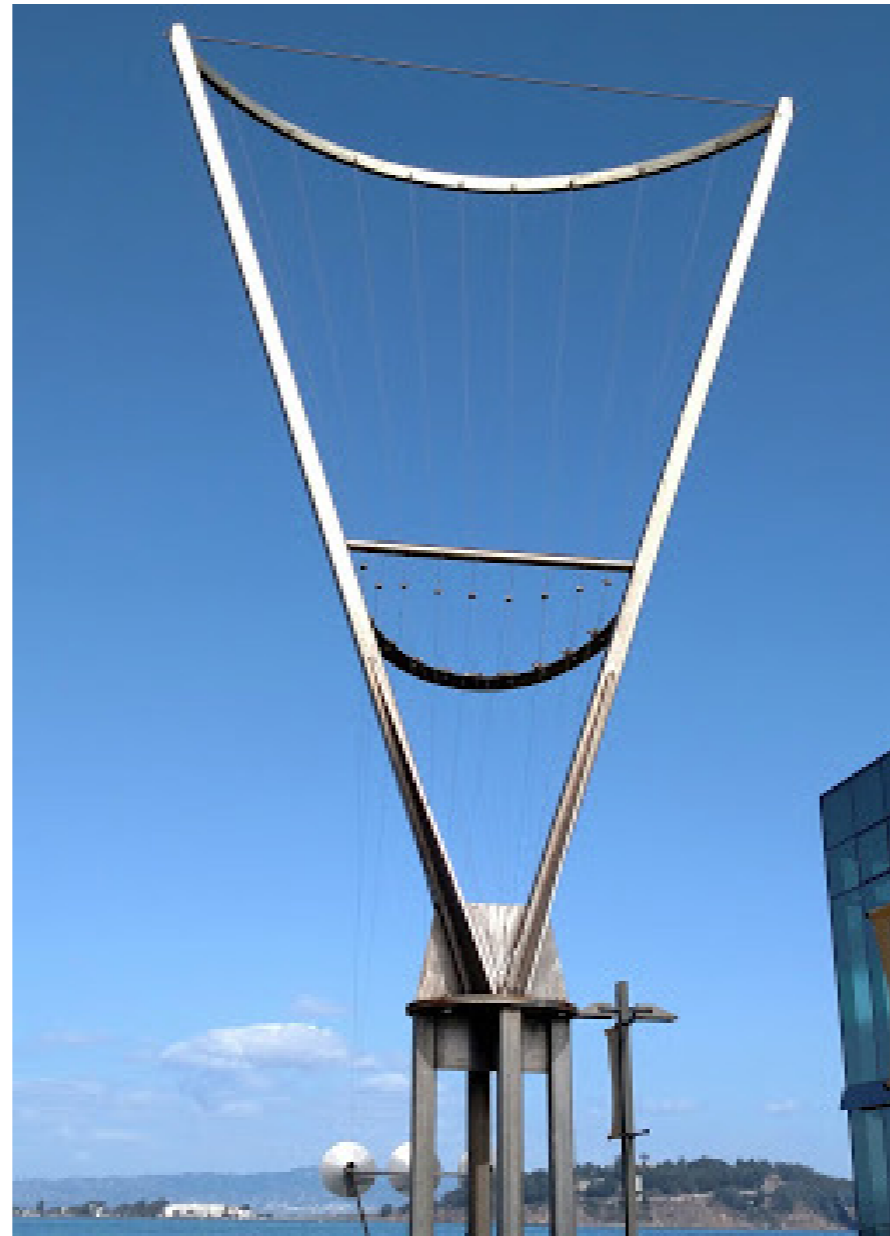


Fig 16: Aeolian Harp at the Exploratorium San Francisco (1976)



Fig 17: Sea Organ, Zadar, Croatia (2003)

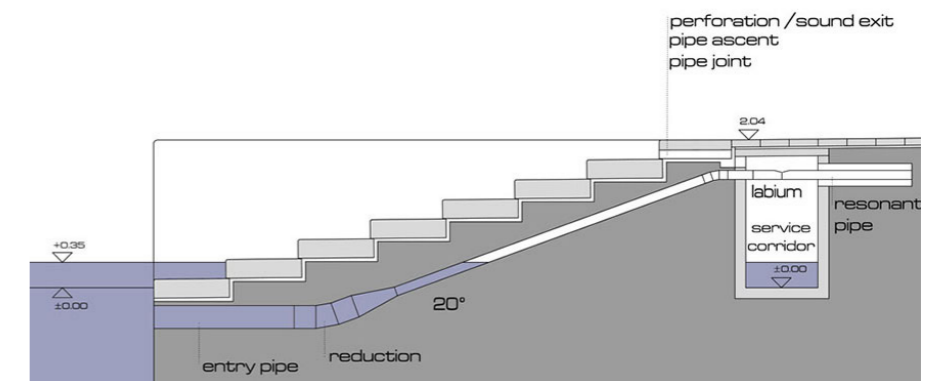


Fig 18: Cross section of Zadar Sea Organ (2003)

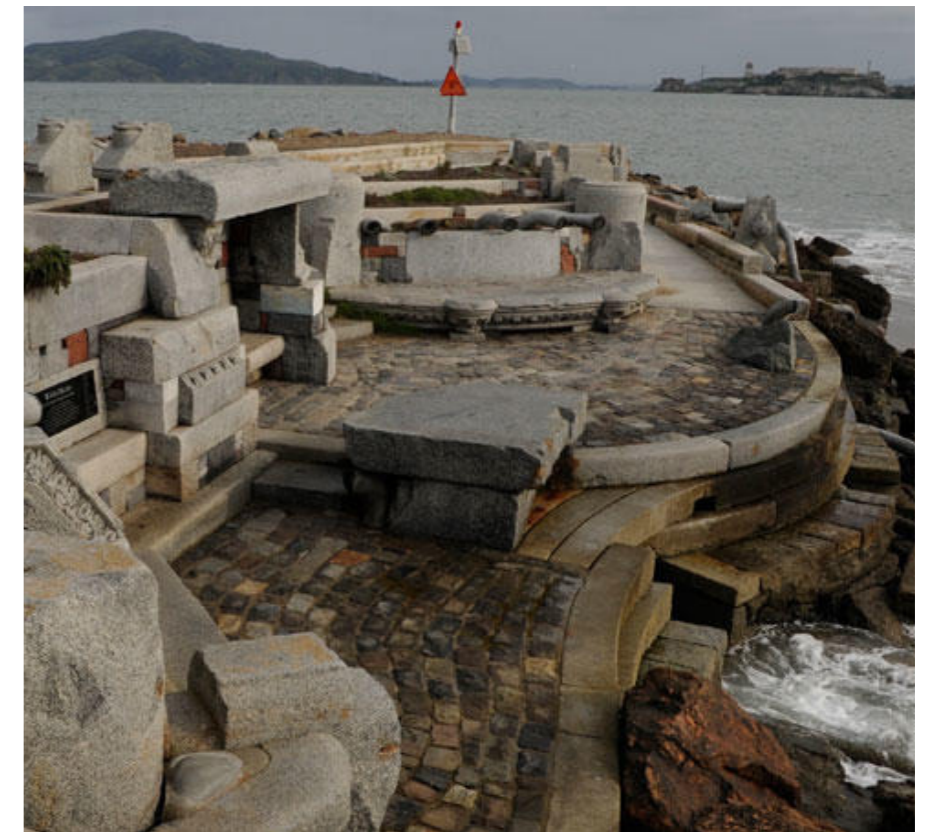


Fig 19: The Sea Wave Organ (1986) by Peter Richards (Artist) San Francisco

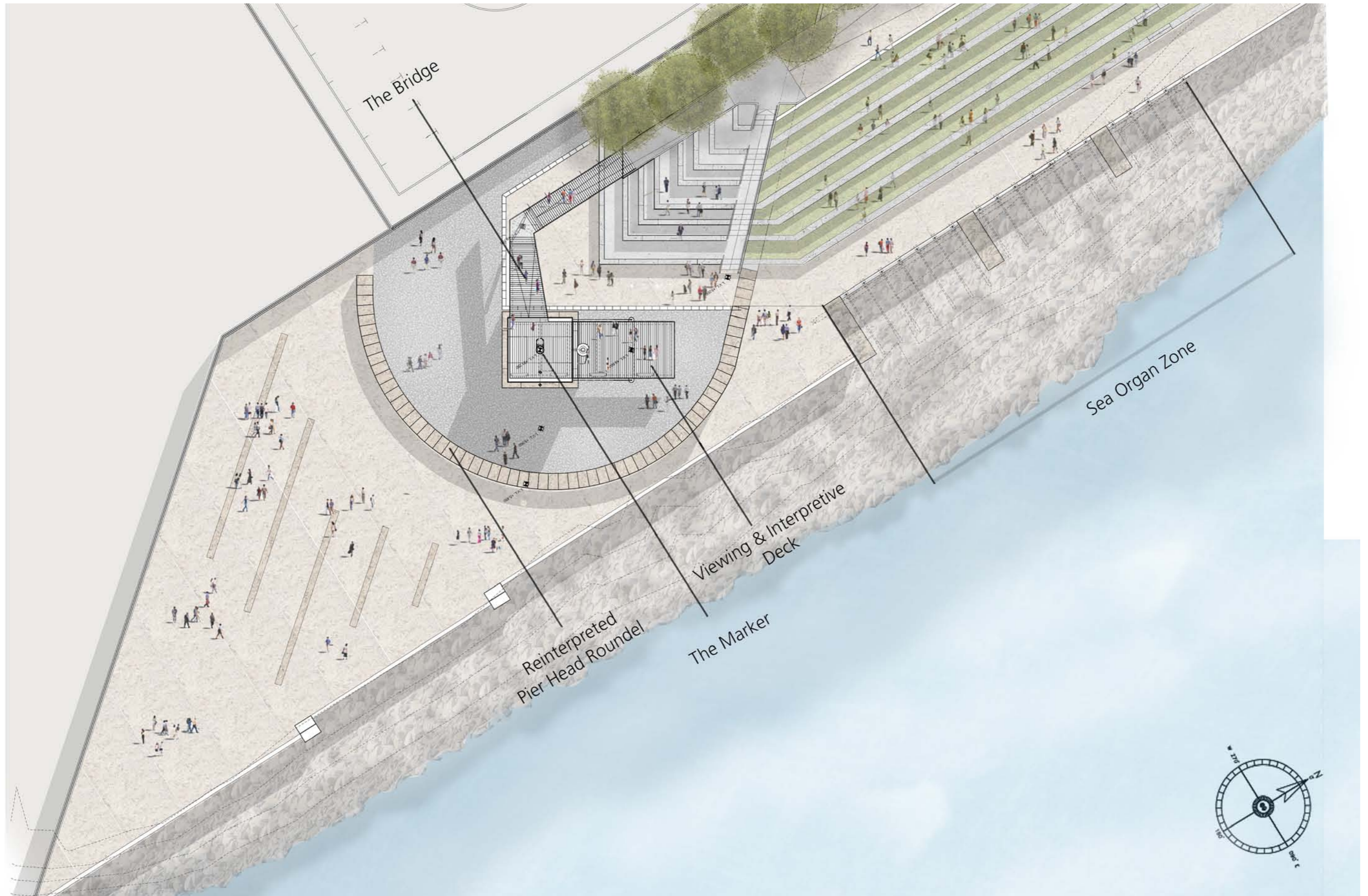


Fig 20: Plan of proposed MP2 Heritage Zone

4. Elements of the Heritage Zone

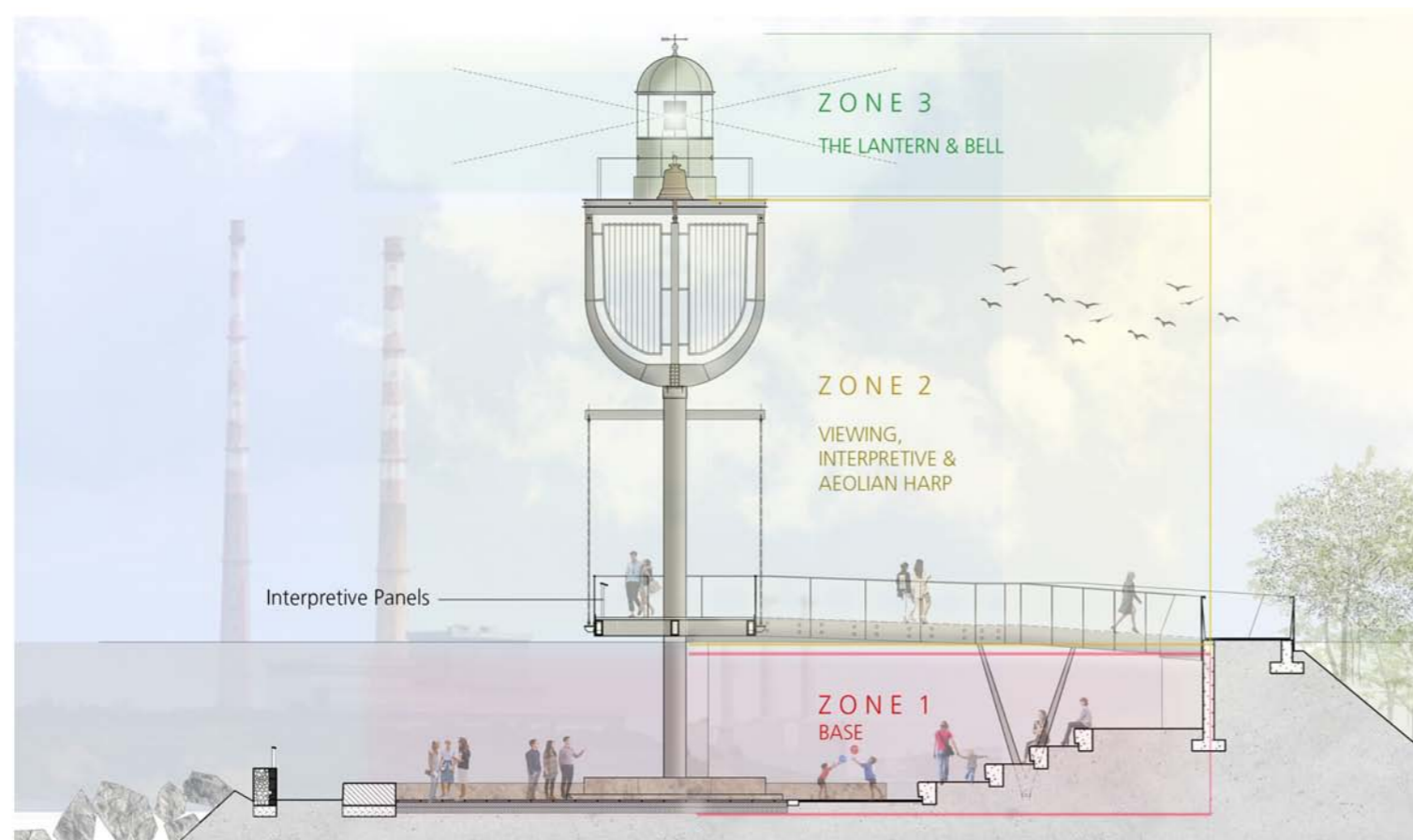


Fig 21: Section- elevation of the Marker

The Marker(Fig 21) is designed to evoke the form of the Pier Head Lighthouse. It's working title, suggest that it will mark the entrance and exit to the Port. That being noted, it will have no role as a navigation aid its design expression and detailing will ensure that any colour/lighting scheme proposed will be unambiguous.

The Pier Head Lighthouse (Figs 22 & 23), had a square plan (4.875m x 4.875m) and had a height of 15.3 metres to the apex of the lantern. The elevation drawing (Fig 23) is shown at the same scale as the proposed Marker (Refer to Figure 21)

Simply described, the Marker will be sited (approx.) centrally in an evocation of the Pier Head. The vertical zoning of the Marker is described below, in this context.

(a) Zone 1: The Base:

The base of the Marker echoes the actual plan form of the Pier Head Lighthouse. However, while evoking the plan on the ground plane, it evolves in section, deploying salvaged granite, as a base seating area, (Fig 21).

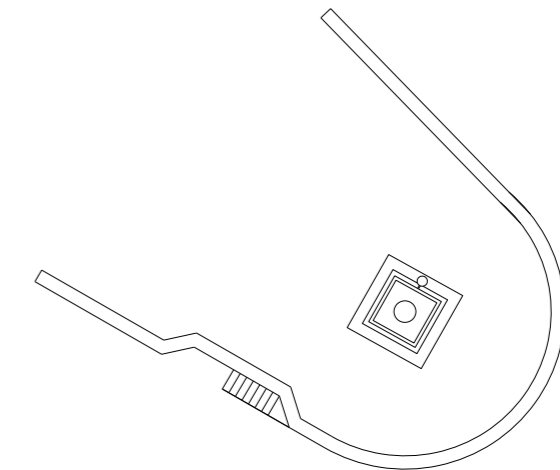


Fig 22: Plan of the Pier Head / Alexandra Lighthouse

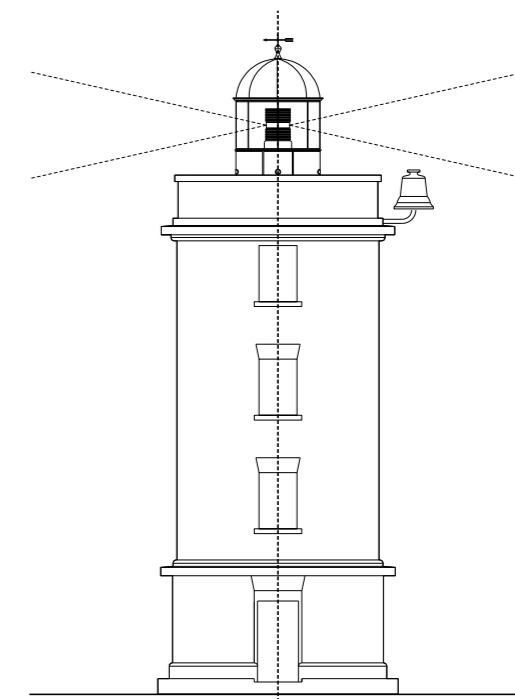


Fig 23: Elevation/ Plan of the Pier Head/Alexandra Lighthouse

(b) Zone 2: The Viewing, Interpretive and Aeolian Harp Zone.

The proposed Viewing and Interpretive Deck will afford the public local views of the Port to the west, and views of the bay and beyond to the north and east connected by a bridge to the upper walkway, on the windshed berm. It will be universally accessible. Fig 21, shows the connections and bridge, in plan and section/ elevation. It is proposed to integrate panels in the deck handrail which will describe the heritage of the Pier Head: the history of the Lighthouse, the legacy of Blood Stoney, etc., as well as describing

landscapes visible from the Deck, the bay ecology, birdlife etc. For the purposes of this submission the proposed Aeolian Harp(s) are illustrated generically. It is presumed that the form proposed will be indicative of the scale of realised schemes, which will be informed by micro climatic analysis and specific musical expertise.

(c) Zone 3: The Lantern and Bell

It is proposed to undertake conservation works to the salvaged Bell and Lantern. Its proposed location will also ensure that it will not be readily stolen or vandalised. It will be accessible, for maintenance, from a drop down ladder. It is proposed to connect the Bell to the Lantern, in a manner illustrated in MOLA Architectural drawings which accompany this report. It will be fixed to a platform which mediates this zone (Zone 3) from Zone 2. The platform is exactly the same size as the receiving area was in the demolished lighthouse.

In excellent condition, it will be hung outside of the enclosure. Conceivably it could be rung manually, or remotely by electronic control, if used for commemorative, educational, or indeed musical events.

The Ground Plane

Fig 24 shows the ground plane of the Heritage Zone. Its form and geometry replicate the geometry of part of the roundel of the Pier Head. The form is defined by salvaged granite from the Pier Head. However, besides echoing the geometry, it is deployed here to provide an informal performance space, - a small amphitheatre. The ground plane will be illuminated by lighting integrated in steps and by from the lighting integrated in the Marker. The ground surface between the salvaged granite elements will be bituminous, to match the surface of the Greenway.

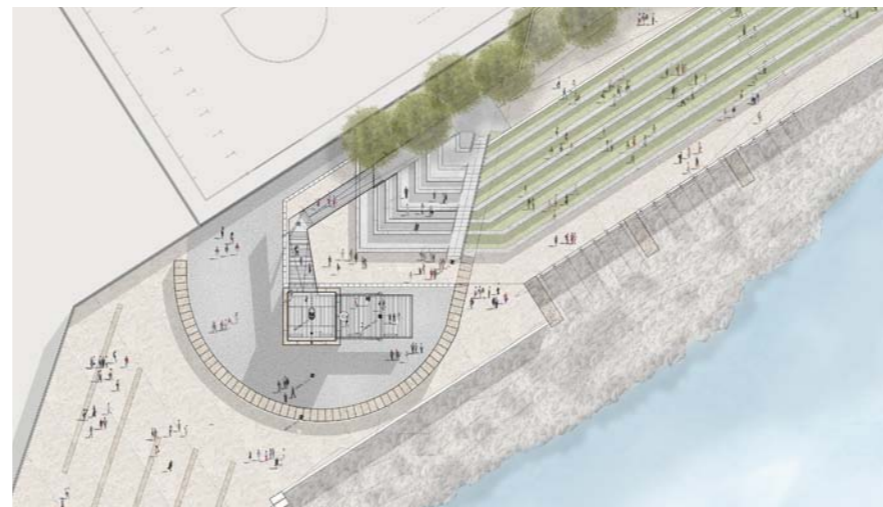


Fig 24: The Ground Plane

The Bridge

The Bridge linking the upper level of the berm/windshed will form an integral part of the Heritage Zone ensemble. Its core function is to provide comfortable and universal access to the viewing, interpretive and Aeolian Harp Zone. It is supported by a mediating concrete column between the berm and the deck, and is, in turn, supported by cables attached to the central column of the Marker.



Fig 25: The Ground Plane

The Sea Organ

The proposal as articulated here is predicated on the considered assumption that the area identified is capable of delivery of a unique sonic experience. The cross section (Fig 26) articulates the basic schema, which envisage the sounds emanating through pipes with whistle openings formed in salvaged granite, which in turn, form the landward boundary of the

Sea Organ to the shore. Fig 27 illustrates the likely visual expression of the organ.

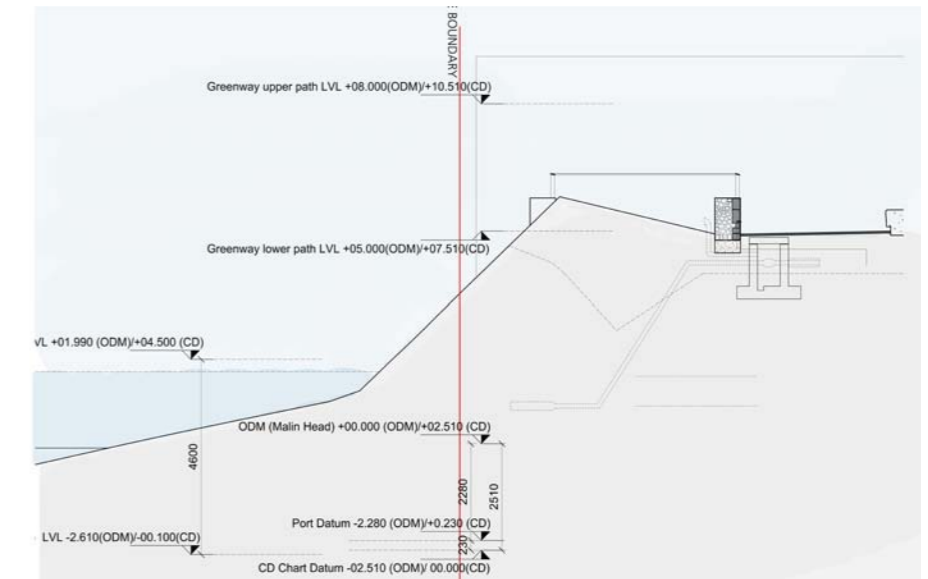


Fig 26: Cross Section through the proposed Sea Organ

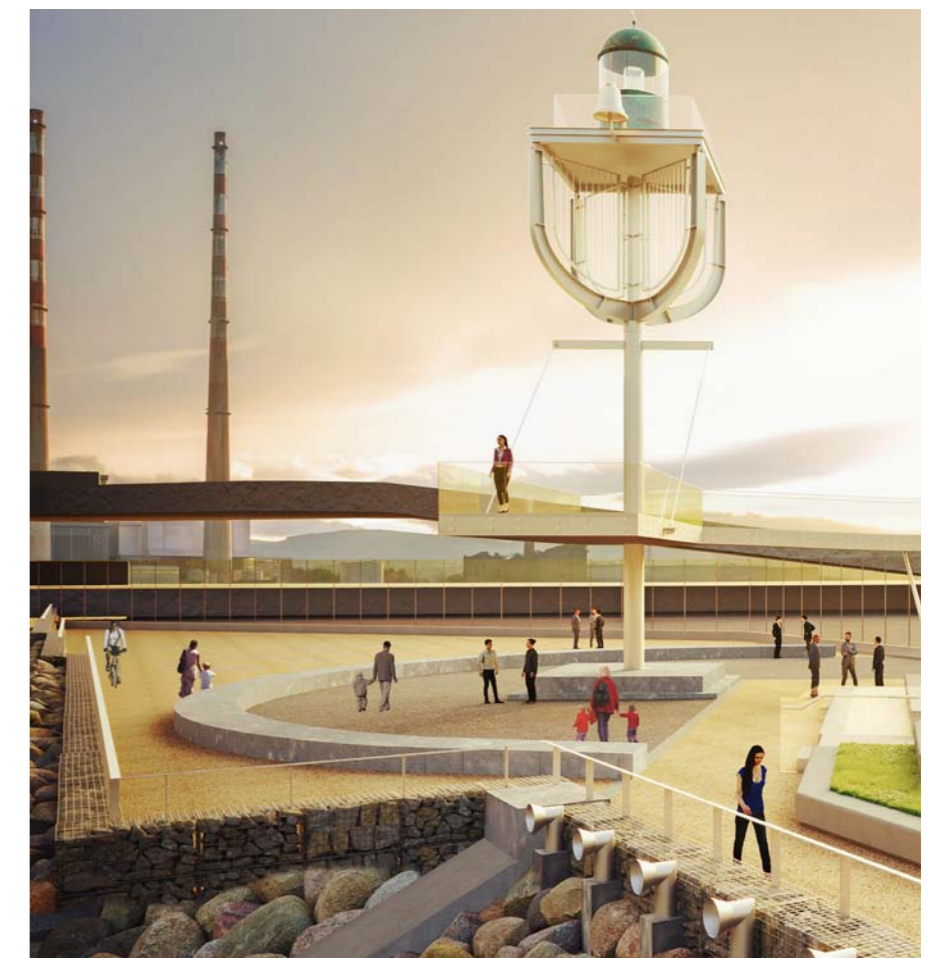


Fig 27: Detail of a portion of the proposed Sea Organ (foreground)

5. Summary

Commemorating celebrating and communicating the Industrial and Cultural Heritage of the Pier Head is at the heart of the proposals described in this report and related MOLA Architectural drawing set. As noted, its original location will be recorded in inscribed text, on the new berth 50A Extension.

The Heritage Zone which contains the Marker, evokes the scale and materiality of the Pier Head, now scheduled for demolition to facilitate another epoch of Port Development.

This Zone and the Marker, will inform future generations of a chapter of history, in a setting that invites public engagement, in sight of the operational heart of the modern Port, and Dublin Bay. Indeed, the Heritage Zone could be seen to echo the condition of the Pier head, prior to the further reclamation of Port lands in the post Victorian era.

The Core elements of the ensemble are the Marker and the roundel evocation. The viewing deck on the marker will have an integral interpretive display which will communicate the history of the Pier Head, by recording the archaeological process, its findings, and the role and significance of Bindon Blood Stoney. It would also inform visitors on ecology, biodiversity and the views available from the deck.

It is anticipated that the Heritage Zone will become a popular and accessible destination to visitors. Equally, it anticipated that it will become a feature of the experience of both leaving and entering Dublin Port, as the Pier Head Lighthouse once was.

The material specification outlined in the MOLA

Architectural planning drawings which accompany this report, are both simple and considered. The structure of the Marker is primarily envisaged as being stainless steel. This specification presents benefits in its capacity to resist the corrosive impacts of a saline environment. It is also easy to maintain, while offering a pleasing presence, with accents of reflectivity under the Dublin cloudscape and when illuminated.

The ground plane surface and detailing of the Greenway berm invoke the material specification and detailing proposed for the Greenway, ensuring cohesion and consistency. Universal access is also provided.

When realised, the Heritage Zone will augment similar related proposals within the Port, and projects already realised such as the Dublin Port Diving Bell on Sir John Rogerson’s Quay and the Dublin Port Time Ball evocation in the Dublin Port Company’s offices.

The sonic experiences proposed, will be local in impact. Similar installations form part of the public realm of the San Francisco and New York waterfronts and at Eden in Cornwall.

The Marker will become part of the iconography of the port, joining the Poolbeg Lighthouse and other markers in the estuary and Bay, which define the experience of entering or leaving Dublin.

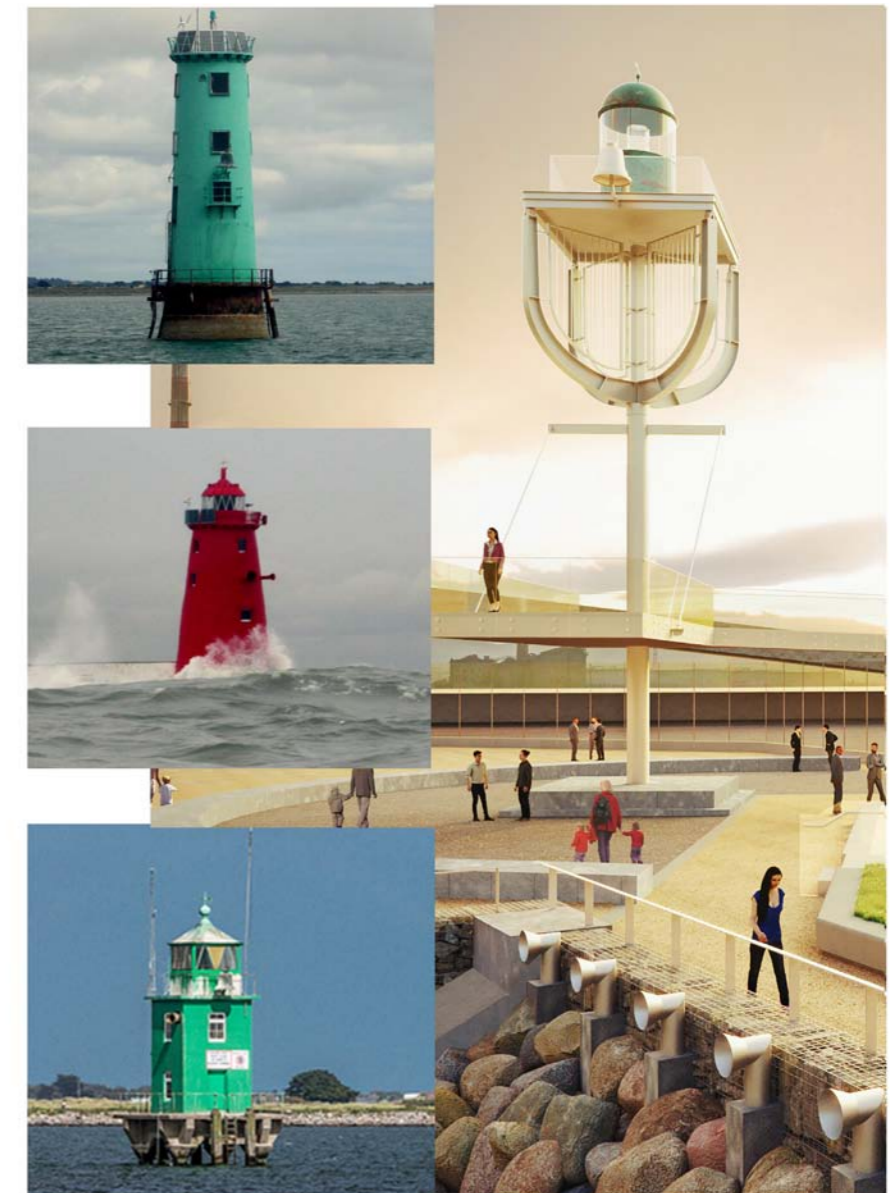


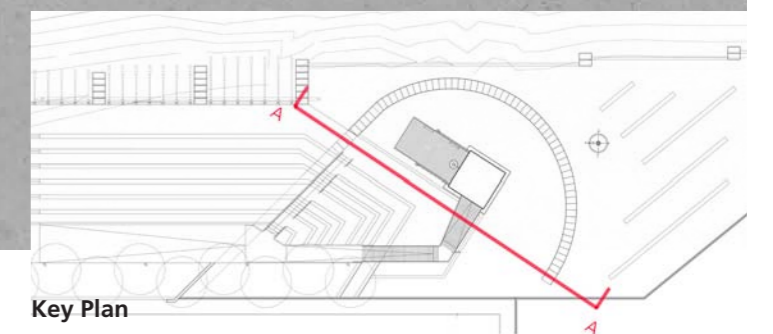
Fig 28: Collage of Dublin Bay Lighthouses & the proposed MP2 Marker

6. Appendix 1:

**Rendered Sections & Elevations
Computer Generated Images**



Sectional Elevation A-A



Key Plan



Sectional Elevation B-B

Key Plan



View looking South



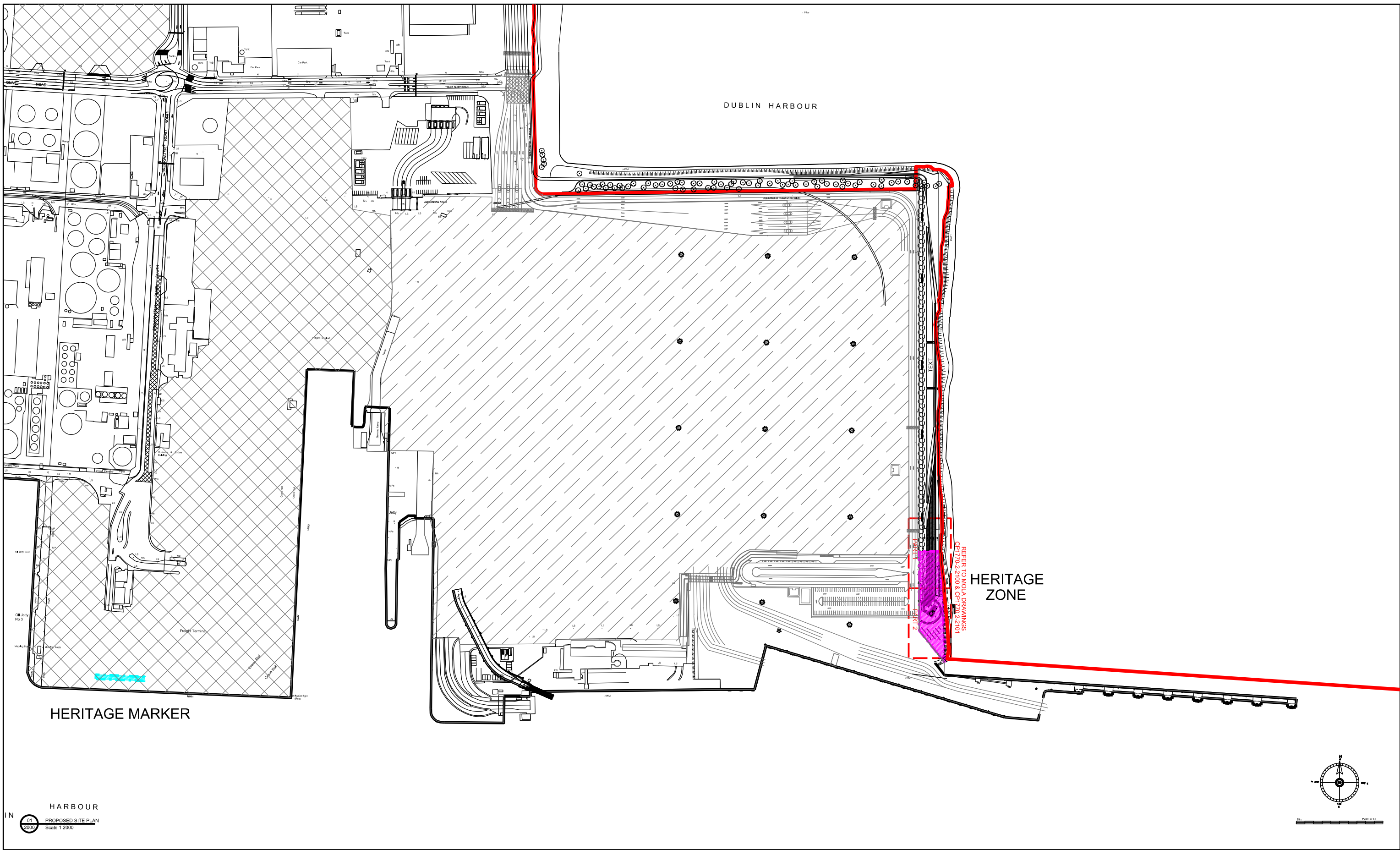
Distant view looking South



View of The Marker looking South

7. Appendix 2:

Planning Drawings



NOTES

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH MOLA ARCHITECTURE PLANNING AND DESIGN REPORT SOUTHGATE ASSOCIATES CONSERVATION STRATEGY AND INDUSTRIAL HERITAGE APPRAISAL RPS IRELAND EIAR REPORT

REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE

-02.510 (ODM)=(CD)
REFER TO CHART DATUM (DUBLIN PORT)

ORDNANCE DATUM (ODM)

CHART DATUM (C.D.)
HIGHEST ASTRONOMICAL TIDE (HAT)
LOWEST ASTRONOMICAL TIDE (LAT)

2.51M

KEY PLAN

DUBLIN PORT COMPANY
ORDNANCE SURVEY IRELAND
LICENCE No. EN 0001619
© ORDNANCE SURVEY IRELAND/
GOVERNMENT OF IRELAND
OS SHEET NOS SHOWN
ON DRAWING: 3264-05; 3265-01
3264-10; 3265-06; 3265-07

BERTH 52
BERTH 53
RIVER LIFFEY

Revision	Date	Description	By
P-00	04.07.19	PLANNING ISSUE	MOLA

Drawing Status: **PLANNING**

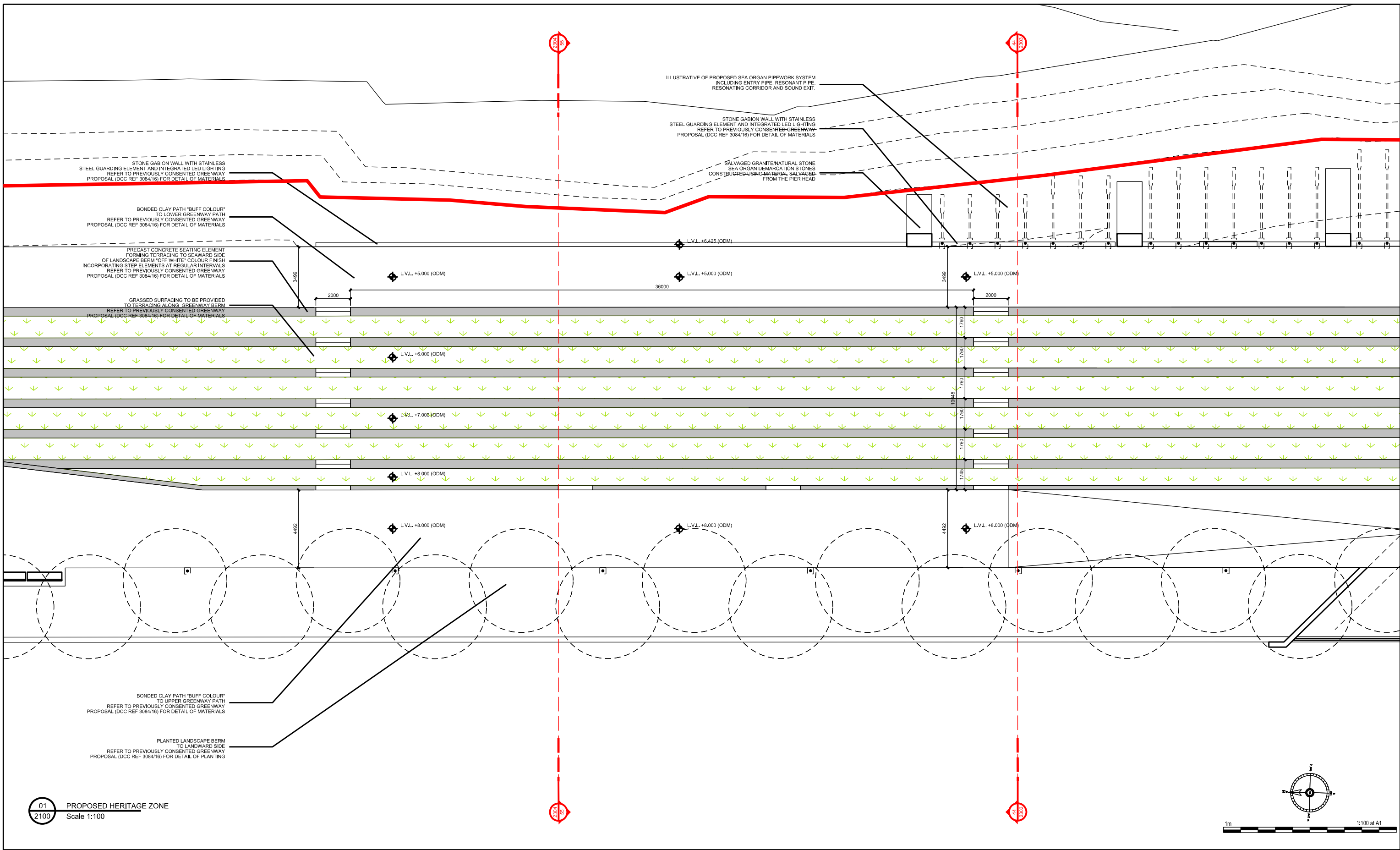
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Dún Laoghaire
D04 NN50
Ireland
Telephone +353 1 218 3900
www.mola.ie

Note: Do not scale. Use figured dimensions only. This drawing is to be read in conjunction with all relevant specifications and drawings. All dimensions to be checked on site. In the event of any discrepancies between drawings the contractor is to inform the Architect immediately.

COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY

SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

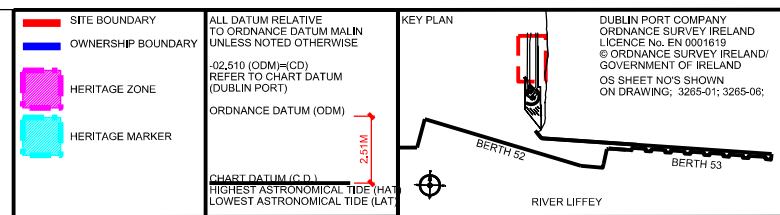
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Project:	MP2 PROJECT			
Drawn:	HERITAGE ZONE SITE PLAN			
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Ext Ref:	CP1770	Int Ref:	18031	Stage: 02
			2000	Rev: P-00



NOTES

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT



Revision	Date	Description	By
P-00	04.07.19	PLANNING ISSUE	MOLA

Drawing Status: **PLANNING**

Reply Address: 2 Donnybrook Road, Dublin 4, D04 NN50, Ireland. Telephone: +353 1 218 3800. www.mola.ie

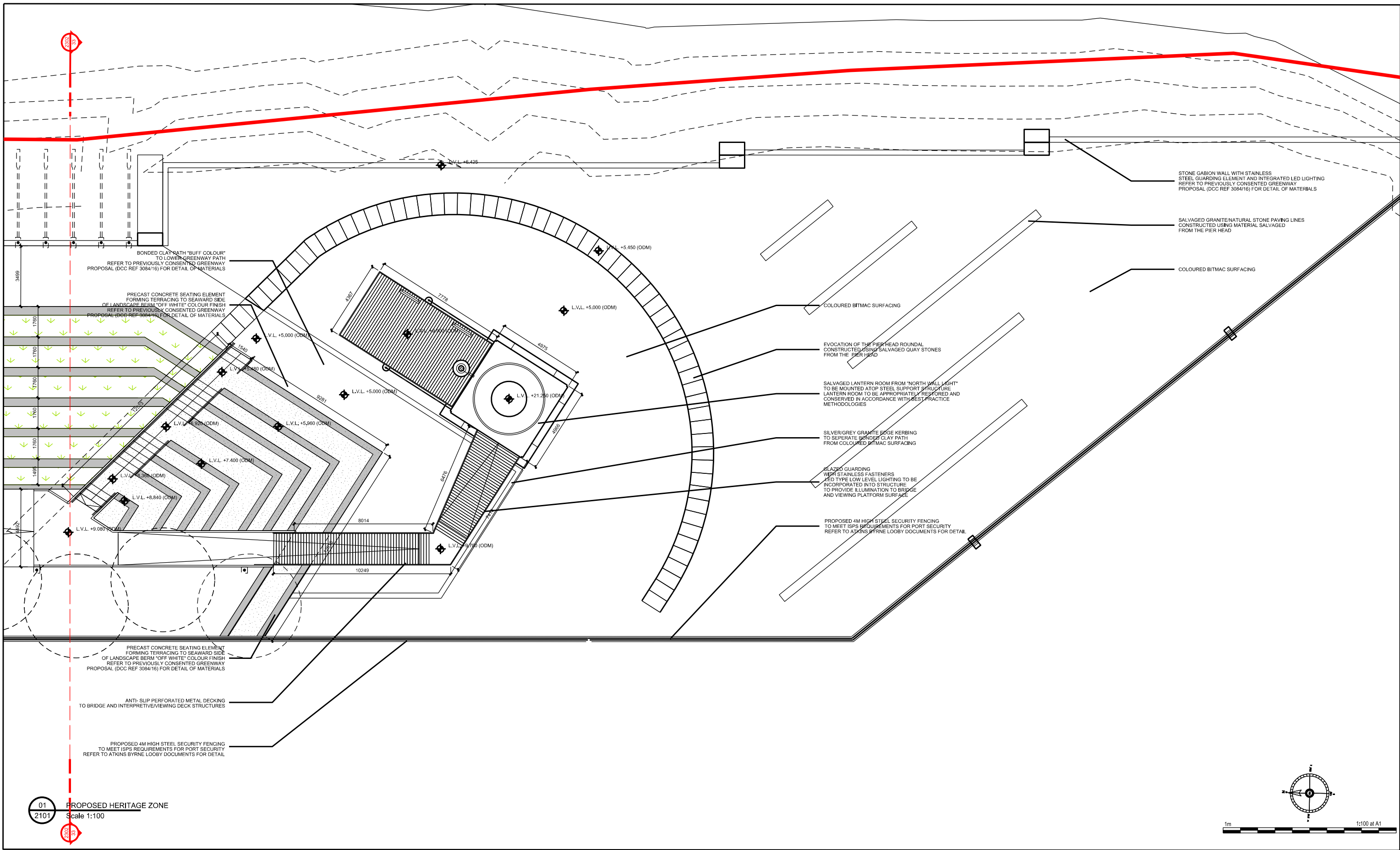
Note: Do not scale. Use figured dimensions only. This drawing is to be read in conjunction with all relevant specifications and drawings. All dimensions to be checked on site. In the event of any discrepancies between drawings the contractor is to inform the Architect immediately.

COMHLACHT CHALAFORT
ATHA CLIATH
DUBLIN PORT COMPANY

SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE PROPOSED PLAN PART-1	
Date:	JUL '19	Scale: 1:100 @ A1
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	2100
Drawn by:	MOLA	Rev:
		P-00

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01
2101
PROPOSED HERITAGE ZONE
Scale 1:100

NOTES

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REFER TO ATKINS/ BYRNE LOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

<p>— SITE BOUNDARY</p> <p>— OWNERSHIP BOUNDARY</p> <p>■ HERITAGE ZONE</p> <p>■ HERITAGE MARKER</p>	<p>ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE</p> <p>-02.510 (ODM)=(CD)</p> <p>REFER TO CHART DATUM (DUBLIN PORT)</p> <p>ORDNANCE DATUM (ODM)</p> <p>CHART DATUM (C.D.)</p> <p>HIGHEST ASTRONOMICAL TIDE (HAT)</p> <p>LOWEST ASTRONOMICAL TIDE (LAT)</p>	<p>KEY PLAN</p> <p>DUBLIN PORT COMPANY</p> <p>ORDNANCE SURVEY IRELAND</p> <p>LICENCE No. EN 0001619</p> <p>© ORDNANCE SURVEY IRELAND/ GOVERNMENT OF IRELAND</p> <p>OS SHEET NOS SHOWN ON DRAWING: 3265-06</p> <p>2.51M</p> <p>RIVER LIFFEY</p>
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Revision	Date	Description	By
P-00	04.07.19	PLANNING ISSUE	MOLA

Drawing Status: **PLANNING**

Reply Address: 2 Donnybrook Road, Dublin 4, D04 NN50, Ireland. Telephone: +353 1 218 3900. www.mola.ie

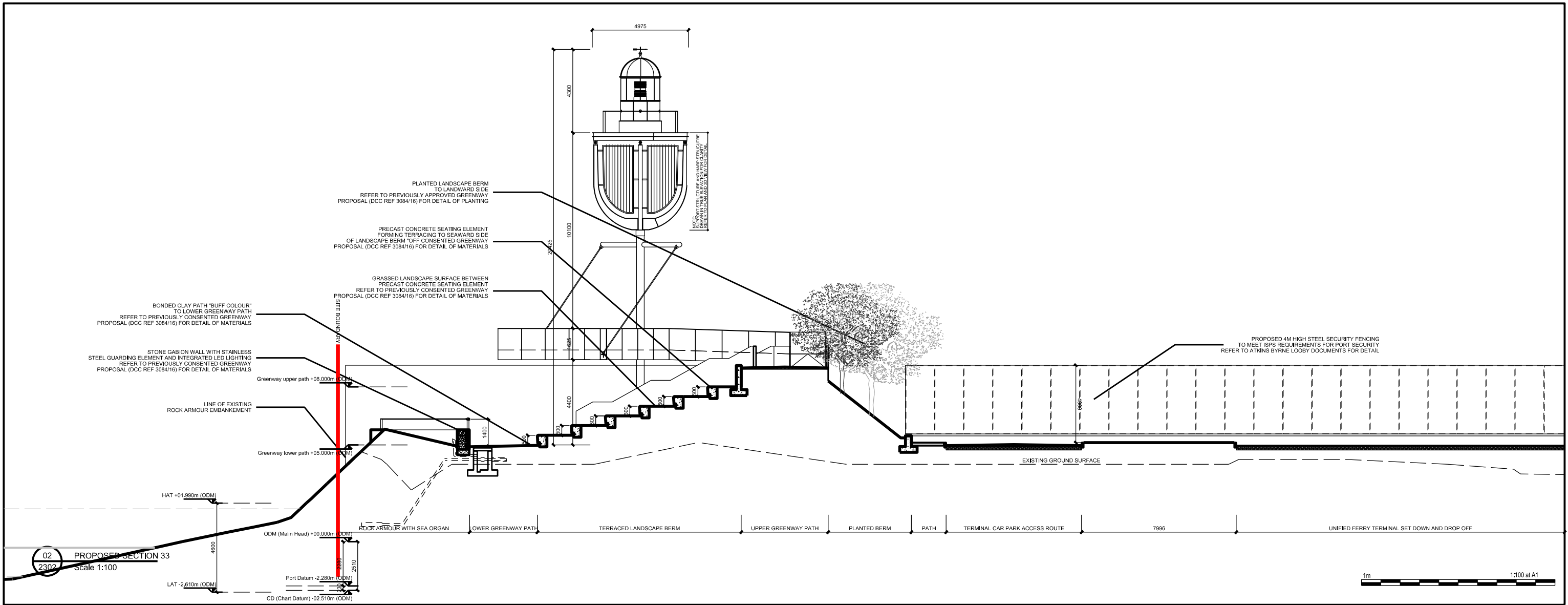
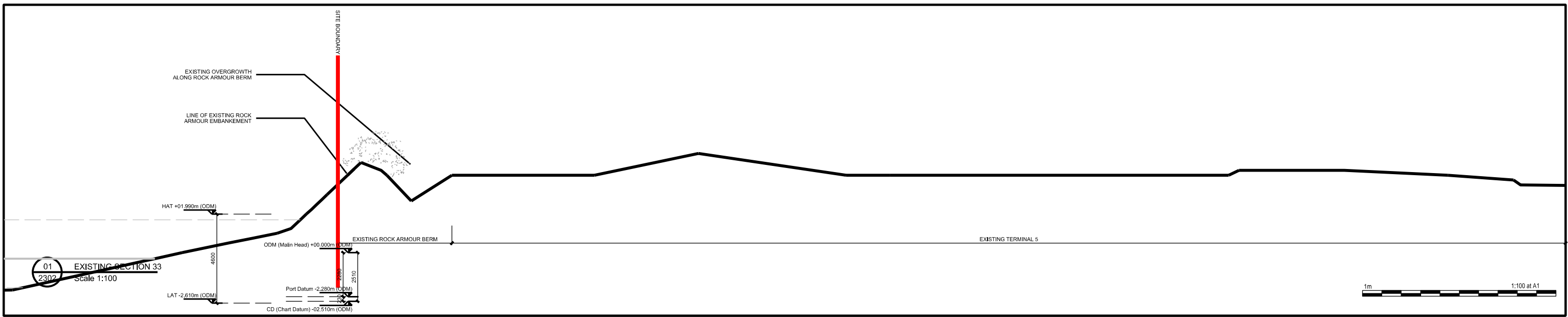
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ÁTHA CLIATH
DUBLIN PORT COMPANY

SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE PROPOSED PLAN PART-2	
Date:	JUL '19	Scale: 1:100
Ext Ref:	CP1770	18031
Int Ref:	02	2101
Stage:	02	2101
Drawn by:	MOLA	
Rev:	P-00	

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE

-02.510 (ODM)=CD
REFER TO CHART DATUM (DUBLIN PORT)

ORDNANCE DATUM (ODM)

CHART DATUM (CD)

HIGHEST ASTRONOMICAL TIDE (HAT)

LOWEST ASTRONOMICAL TIDE (LAT)

2.51M

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Revision	Date	Description	By
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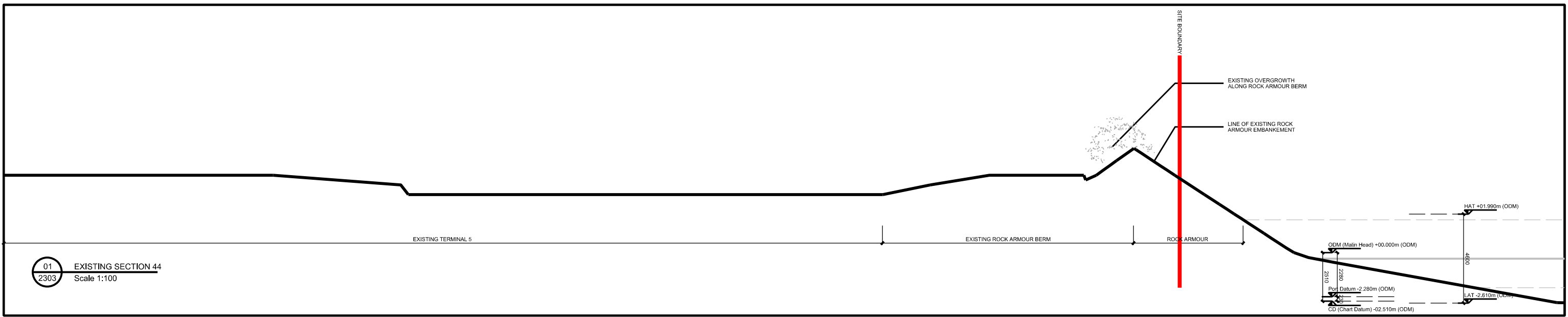
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DUBLIN PORT COMPANY

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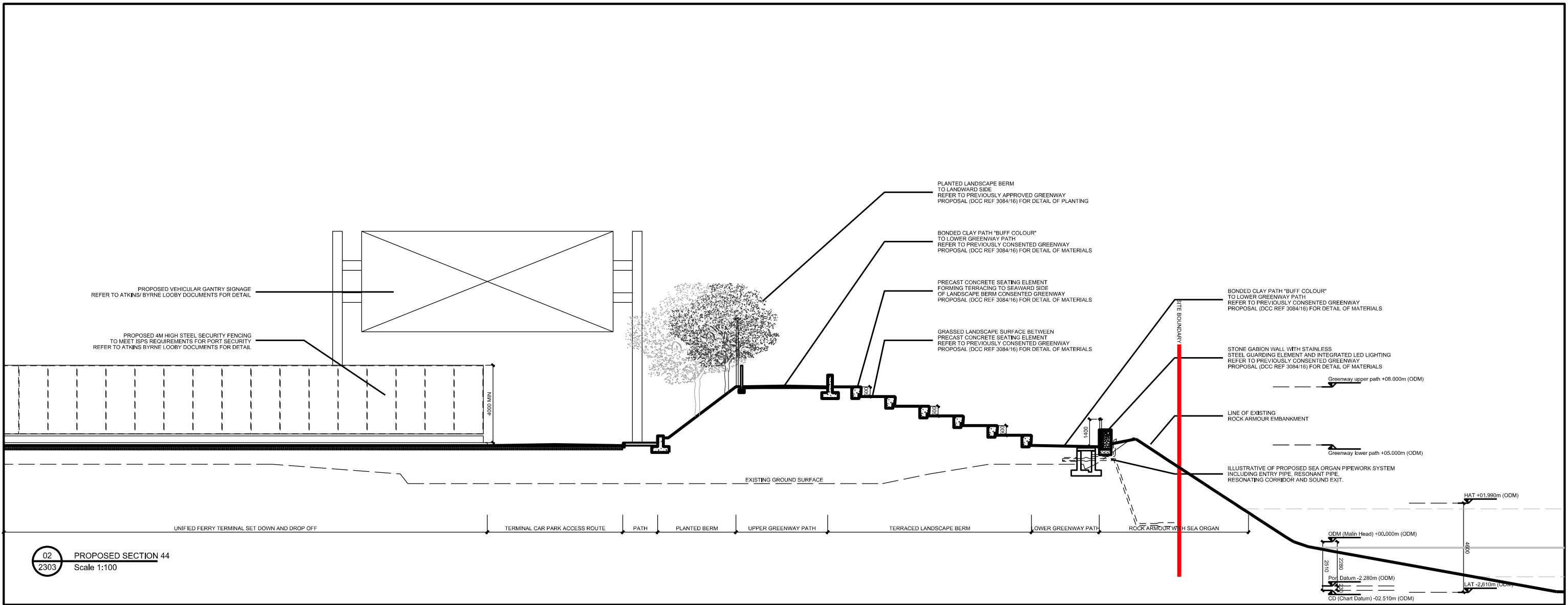
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HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE EXISTING/PROPOSED SECTION 33	
Date:	JUL '19	Scale: 1:100 @ A1
Ext Ref:	CP1770	18031
Int Ref:	02	2302
Drawn by:	MOLA	
Rev:	P-00	

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01 EXISTING SECTION 44
2303 Scale 1:100



02 PROPOSED SECTION 44
2303 Scale 1:100

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— SITE BOUNDARY
— OWNERSHIP BOUNDARY
 HERITAGE ZONE
 HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE
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 ORDNANCE DATUM (ODM)
 CHART DATUM (CD)
 HIGHEST ASTRONOMICAL TIDE (HAT)
 LOWEST ASTRONOMICAL TIDE (LAT)

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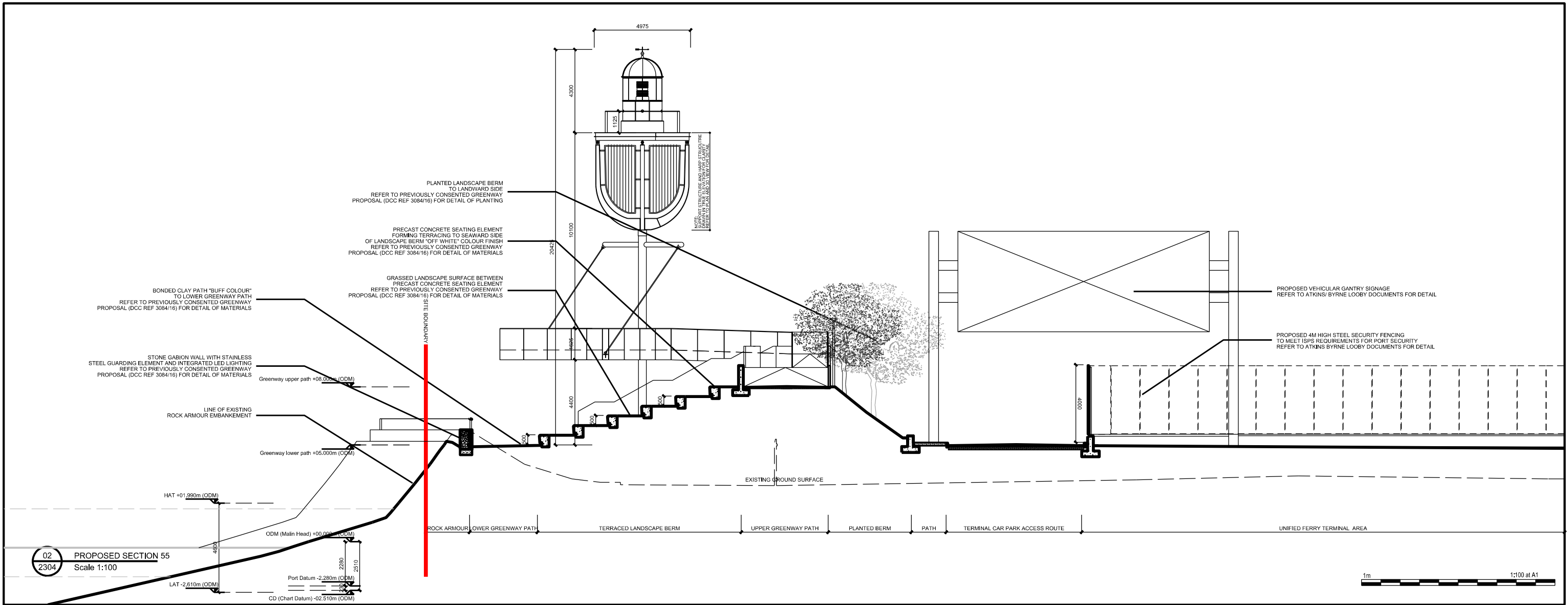
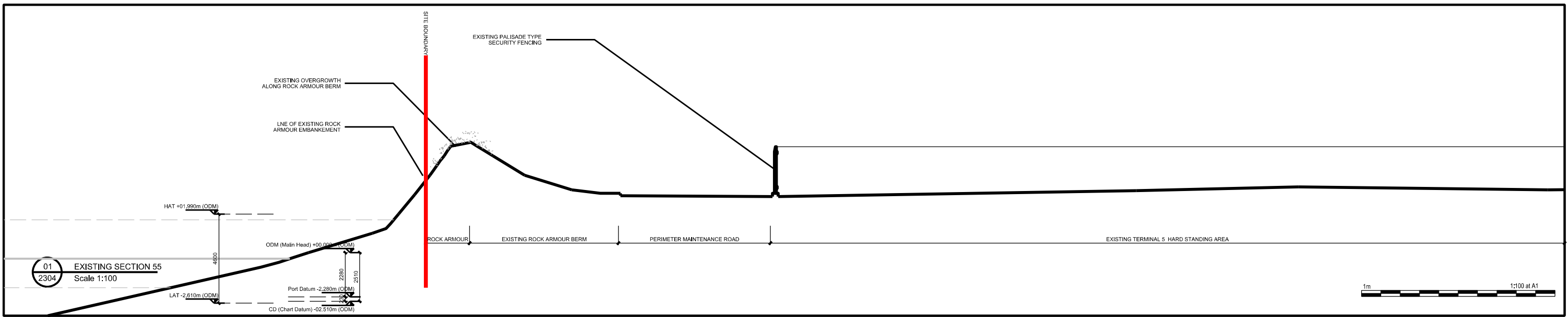
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P-00	04.07.19	PLANNING ISSUE	MOLA

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ÁTHA CLIATH
DUBLIN PORT COMPANY
SOUTHGATE ASSOCIATES
 RESTORATION AND CONSERVATION
 HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE EXISTING/PROPOSED SECTION 44	
Date:	JUL '19	Scale: 1:100
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	Drawn by: MOLA
Drawn No.:	2303	Rev.:
Proj No.:	P-00	

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	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE

-02.510 (ODM)=(CD)
REFER TO CHART DATUM (DUBLIN PORT)

ORDNANCE DATUM (ODM)

CHART DATUM (CD)
HIGHEST ASTRONOMICAL TIDE (HAT)
LOWEST ASTRONOMICAL TIDE (LAT)

2.51M

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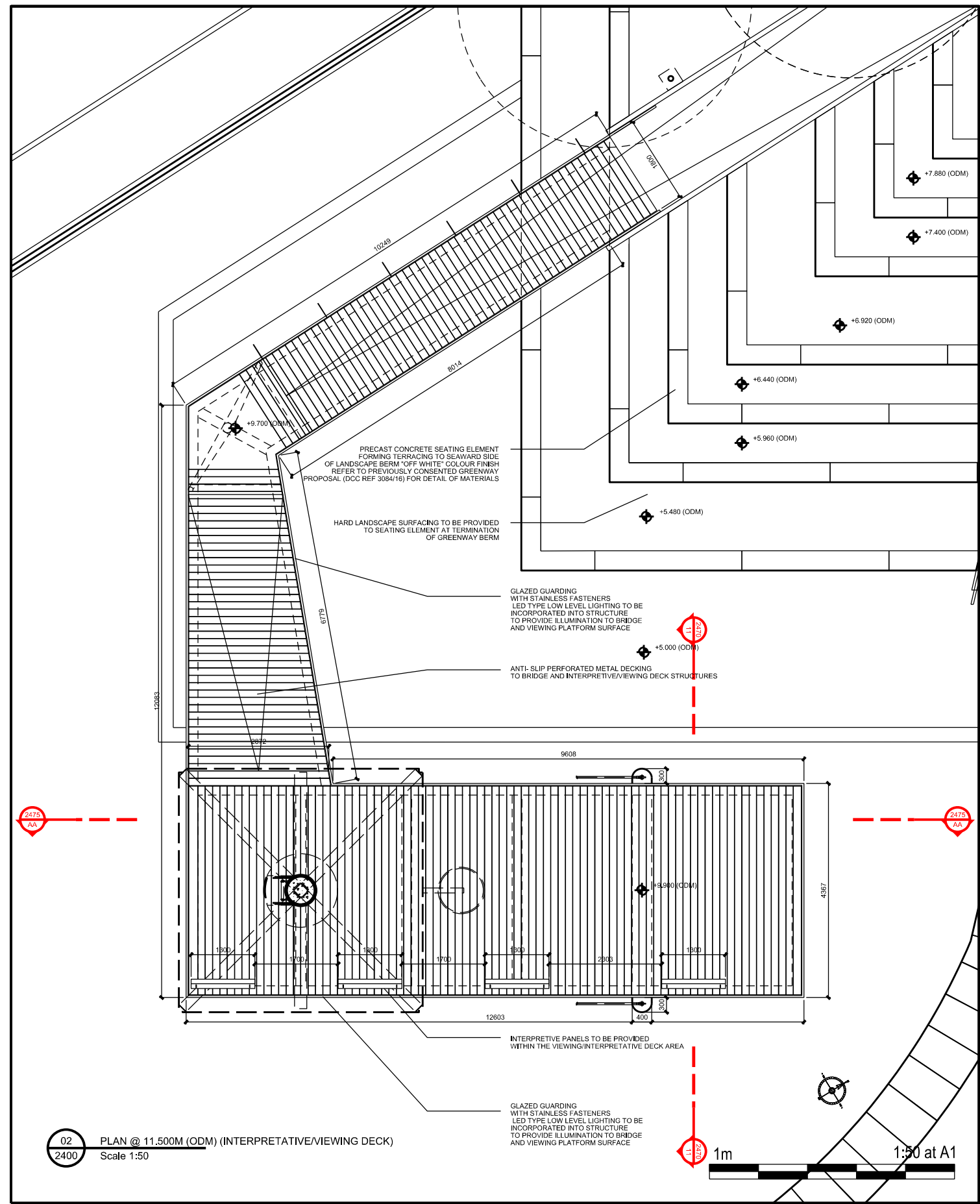
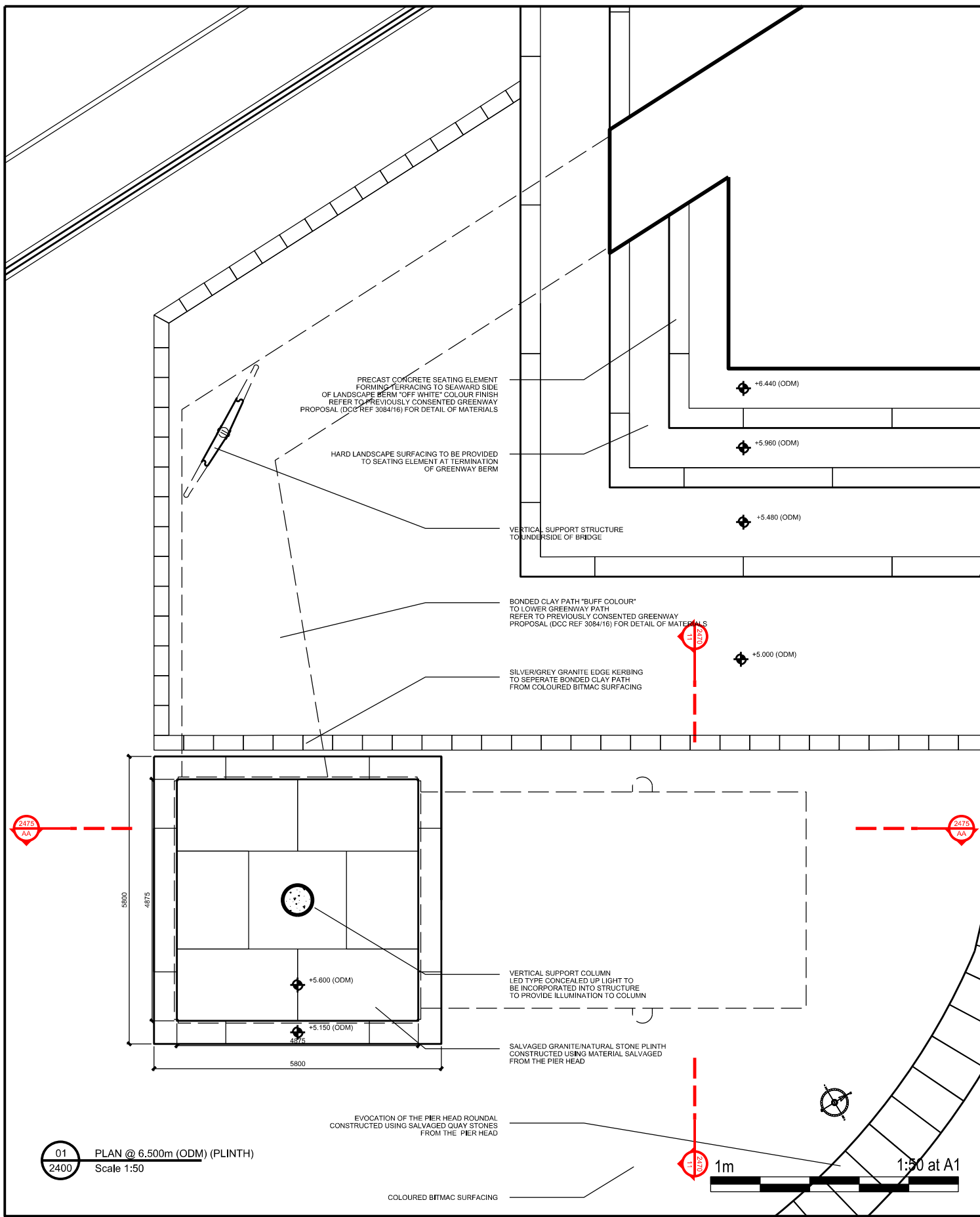
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RESTORATION AND CONSERVATION
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Client:	DUBLIN PORT COMPANY								
Project:	MP2 PROJECT								
Drawn by:	HERITAGE ZONE EXISTING/PROPOSED SECTION 55								
Date:	JUL '19	Scale:	1:100	@	A1	Drawn by:	MOLA		
Ext Ref:	CP1770	Int Ref:	18031	Stage:	02	Dwg No.:	2304	Rev.:	00



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	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE
 -02.510 (ODM)=(CD)
 REFER TO CHART DATUM (DUBLIN PORT)
 ORDNANCE DATUM (ODM)
 CHART DATUM (C.D.)
 HIGHEST ASTRONOMICAL TIDE (HAT)
 LOWEST ASTRONOMICAL TIDE (LAT)
 2.51M

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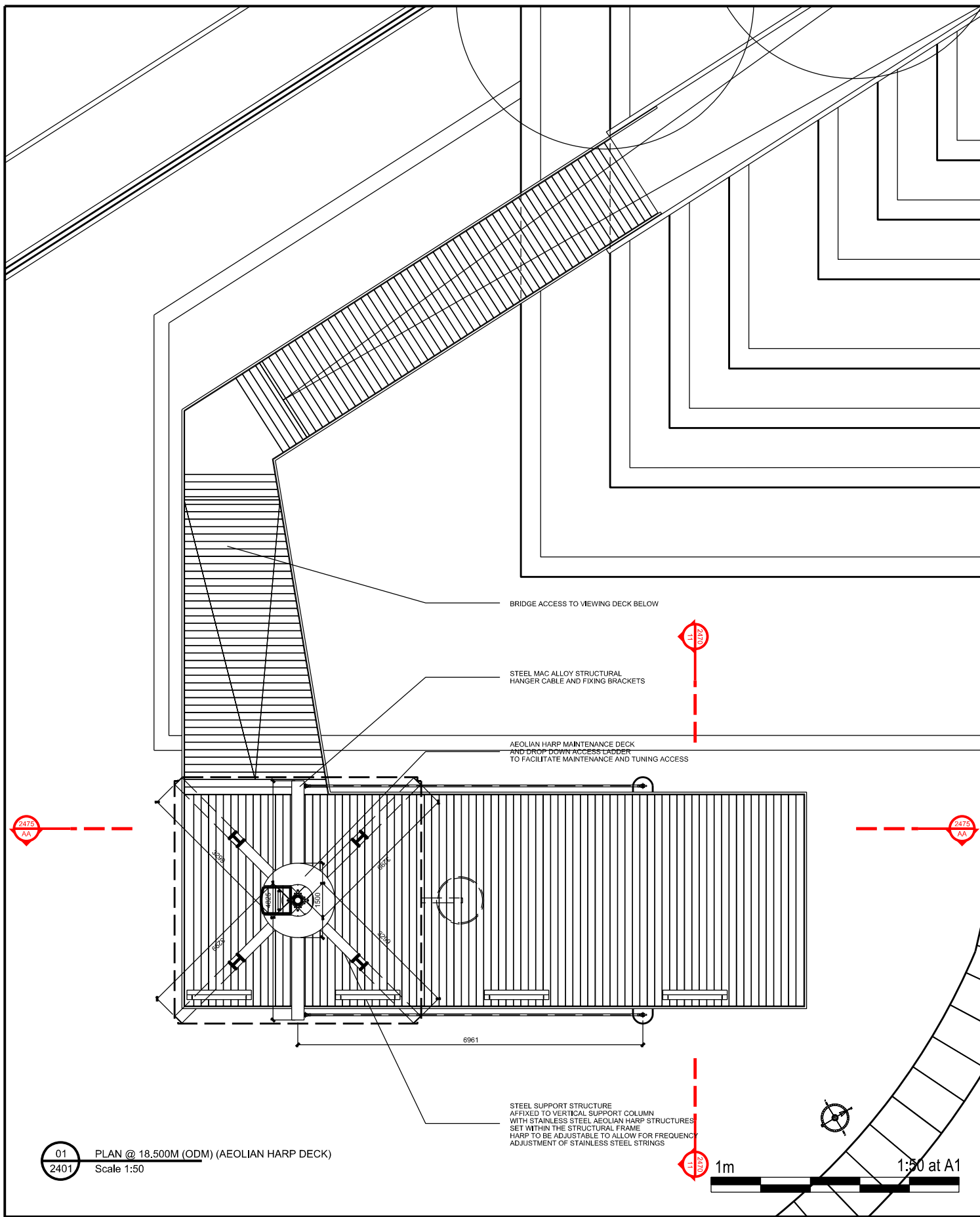
Drawing Status: **PLANNING**

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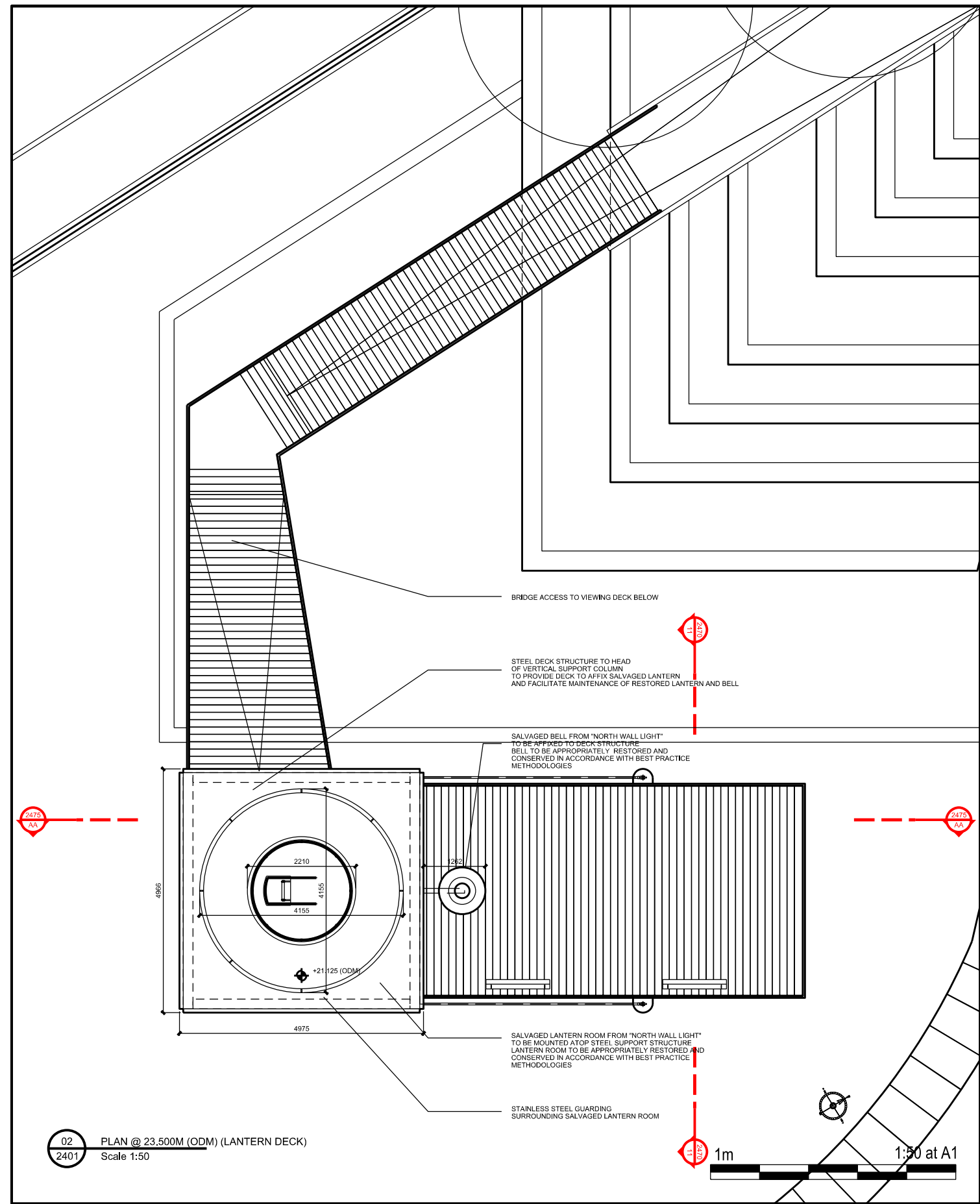
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		SOUTHGATE ASSOCIATES RESTORATION AND CONSERVATION HERITAGE APPRAISAL AND ASSESSMENT	
Client:	DUBLIN PORT COMPANY	Project:	MP2 PROJECT
Drawing:	HERITAGE INSTALLATION PLANS @ 6.500M & 11.500M (ODM) (PLINTH & INTERPRETATIVE/VIEWING DECK)	Date:	JUL '19
Scale:	1:50	Sheet:	@ A1
Drawn by:	MOLA	Stage:	02
Ext Ref:	CP1770	Int Ref:	18031
Rev.:	2400	Proj. No.:	P-00

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01 PLAN @ 18.500M (ODM) (AEOLIAN HARP DECK)
2401 Scale 1:50



02 PLAN @ 23.500M (ODM) (LANTERN DECK)
2401 Scale 1:50

NOTES
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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

<ul style="list-style-type: none"> SITE BOUNDARY OWNERSHIP BOUNDARY HERITAGE ZONE HERITAGE MARKER 	<p>ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE</p> <p>-02.510 (ODM)=(CD) REFER TO CHART DATUM (DUBLIN PORT)</p> <p>ORDNANCE DATUM (ODM)</p> <p>CHART DATUM (CD) HIGHEST ASTRONOMICAL TIDE (HAT) LOWEST ASTRONOMICAL TIDE (LAT)</p> <p>2.51M</p>	<p>KEY PLAN</p> <p>DUBLIN PORT COMPANY ORDNANCE SURVEY IRELAND LICENCE No. EN 0001619 © ORDNANCE SURVEY IRELAND/ GOVERNMENT OF IRELAND</p> <p>OS SHEET NOS SHOWN ON DRAWING: 3265-06</p>
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Revision	Date	Description	By
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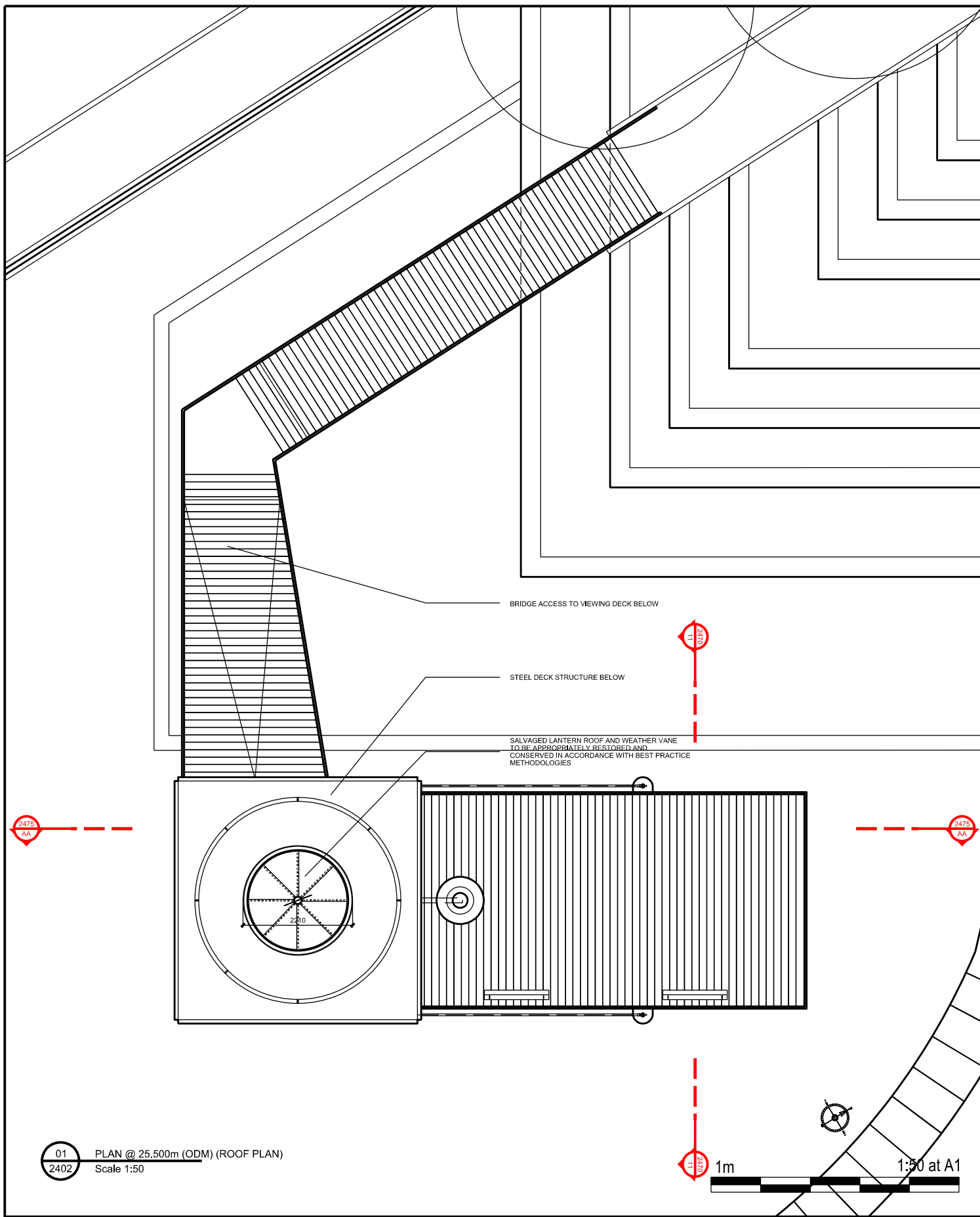
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ÁTHA CLIATH
DUBLIN PORT COMPANY

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SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE INSTALLATION PLANS @ 18.500M & 23.500M (ODM) (AEOLIAN HARP DECK & LANTERN DECK)	
Date:	JUL '19	Scale: 1:50 @ A1
Ext Ref:	CP1770	18031
Int Ref:	02	2401
Stage:	02	P-00



01 PLAN @ 25.500m (ODM) (ROOF PLAN)
2402 Scale 1:50

NOTES

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

- SITE BOUNDARY
- OWNERSHIP BOUNDARY
- HERITAGE ZONE
- HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE

-02.510 (ODM)=(CD) REFER TO CHART DATUM (DUBLIN PORT)

ORDNANCE DATUM (ODM)

CHART DATUM (CD) HIGHEST ASTRONOMICAL TIDE (HAT) LOWEST ASTRONOMICAL TIDE (LAT)

2.51M

KEY PLAN

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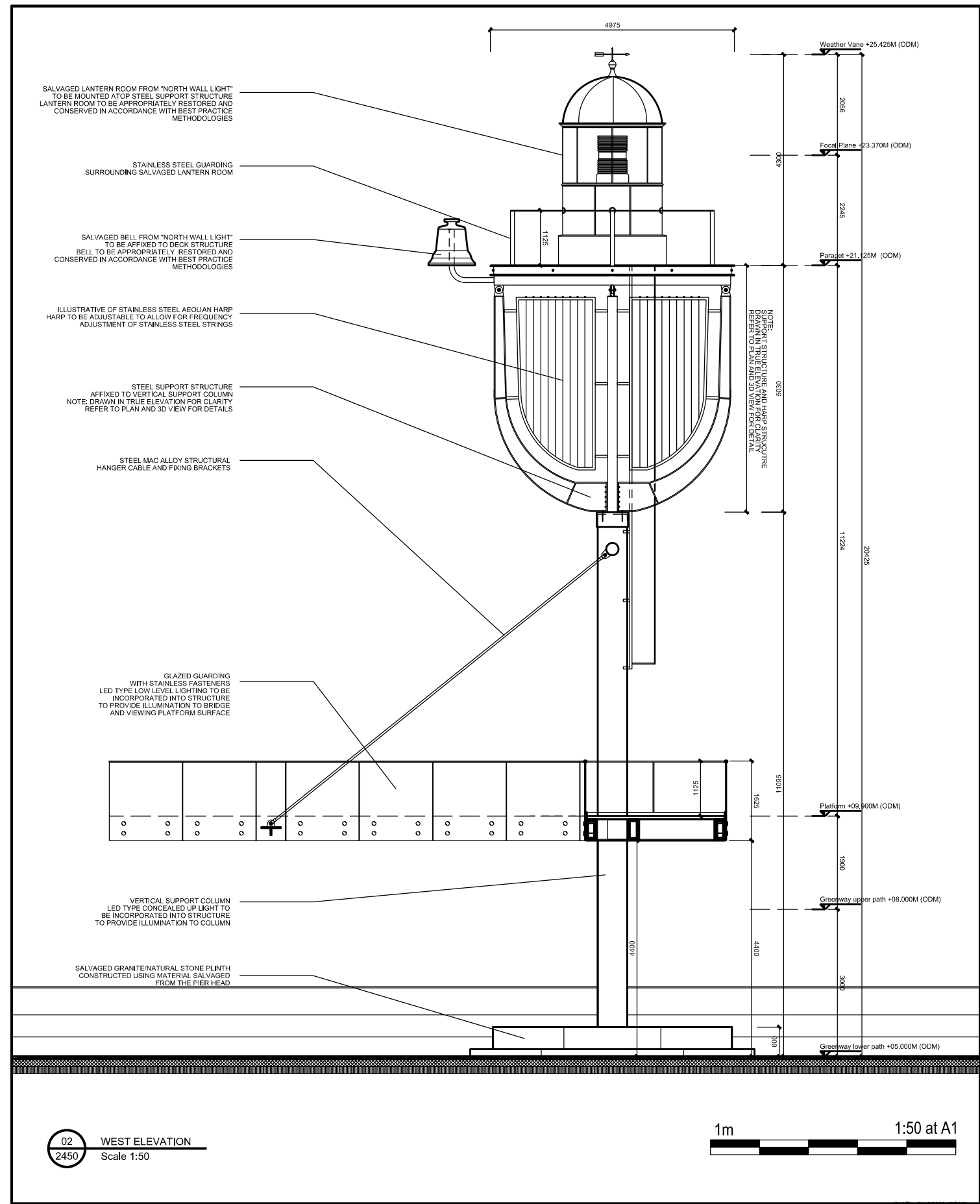
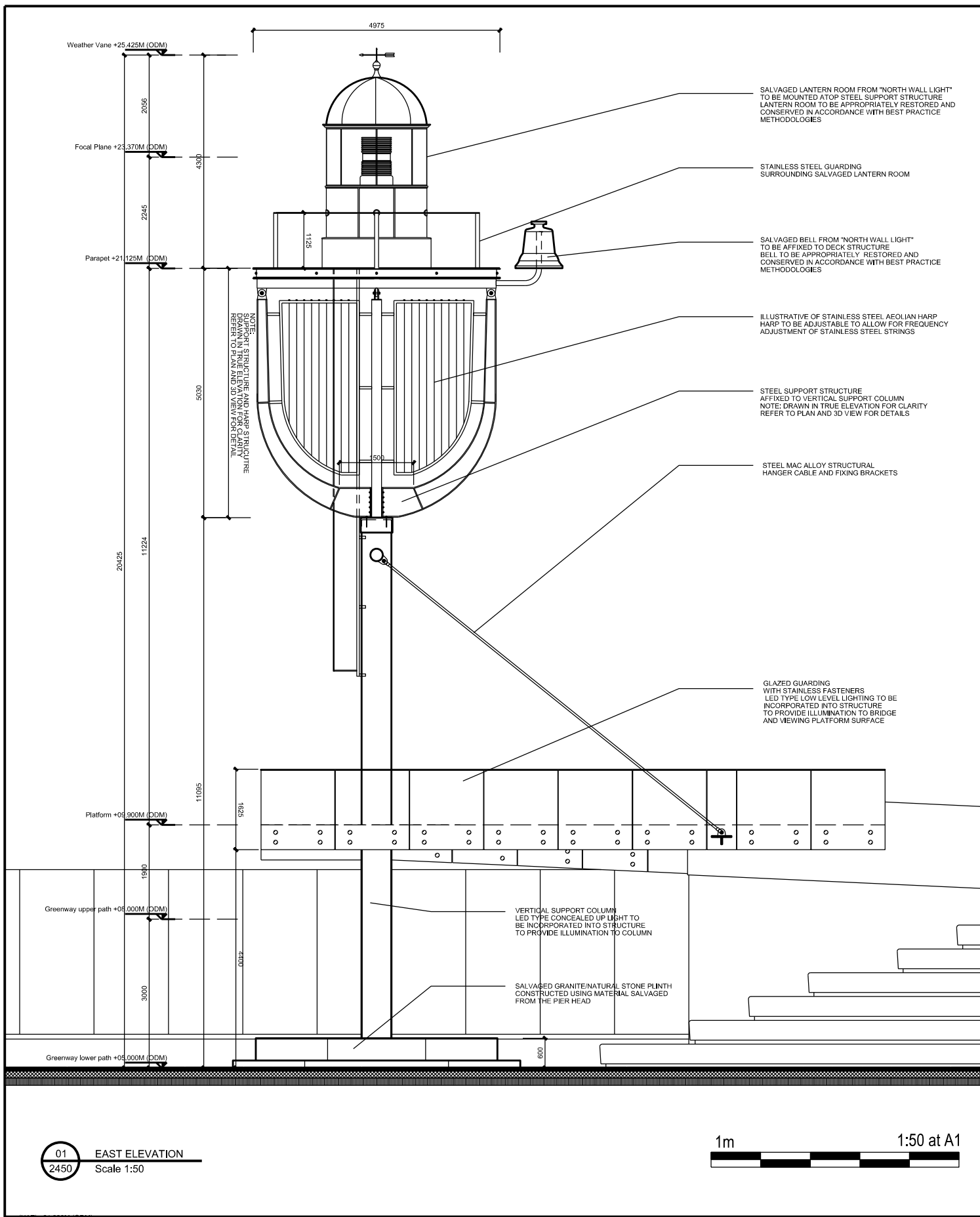
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DUBLIN PORT COMPANY

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SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE INSTALLATION PLAN @ 25.500 (ODM) (ROOF PLAN)	
Date:	JUL '19	Scale: 1:50
Ext Ref:	CP1770	Int Ref: 18031
		Stage: 02
		Dwg No: 2402
		Rev: P-00



NOTES

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

— SITE BOUNDARY
— OWNERSHIP BOUNDARY
■ HERITAGE ZONE
■ HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE
 -02.510 (ODM)=(CD)
 REFER TO CHART DATUM (DUBLIN PORT)
 ORDNANCE DATUM (ODM)
 CHART DATUM (CD)
 HIGHEST ASTRONOMICAL TIDE (HAT)
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 ON DRAWING: 3265-06

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RESTORATION AND CONSERVATION HERITAGE APPRAISAL AND ASSESSMENT

Client: DUBLIN PORT COMPANY

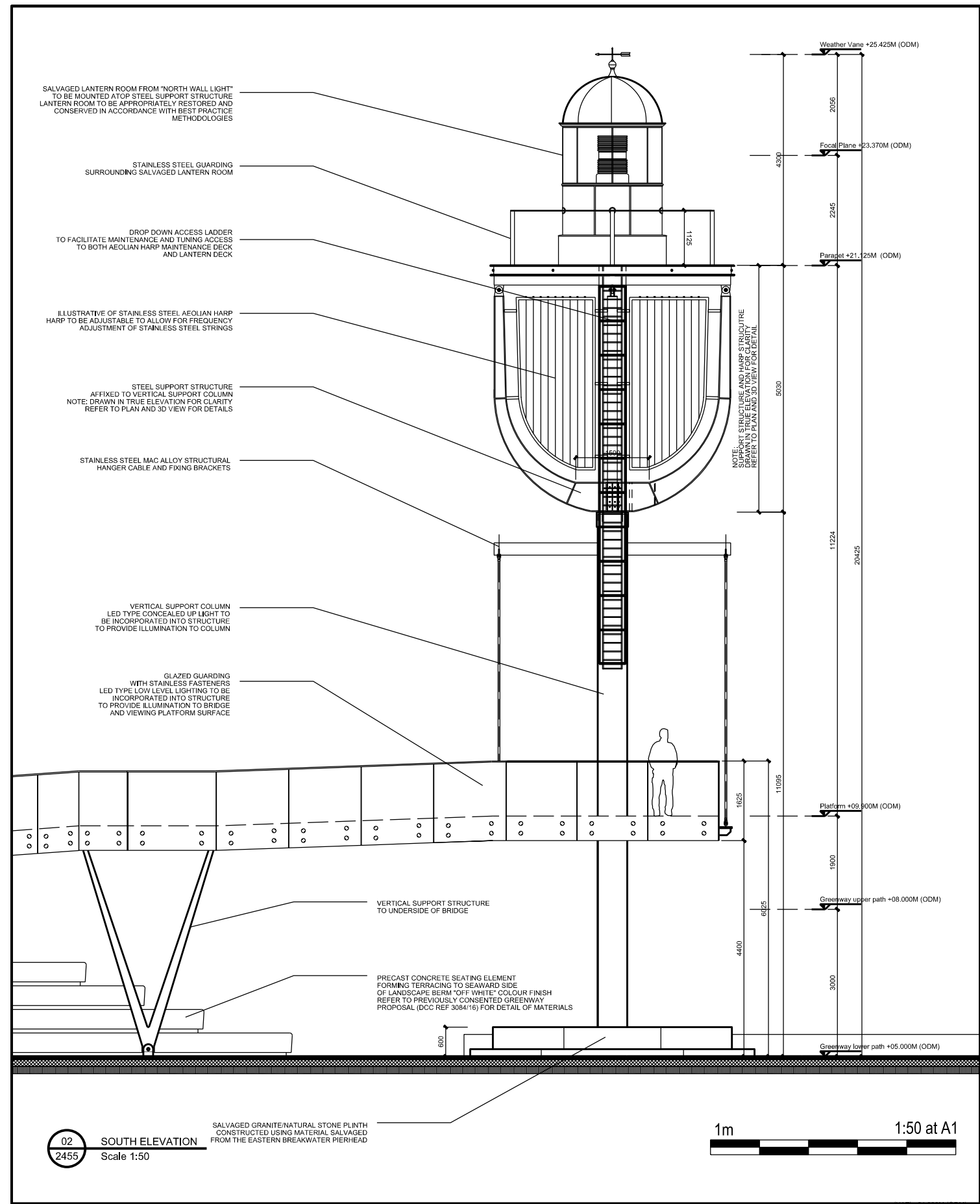
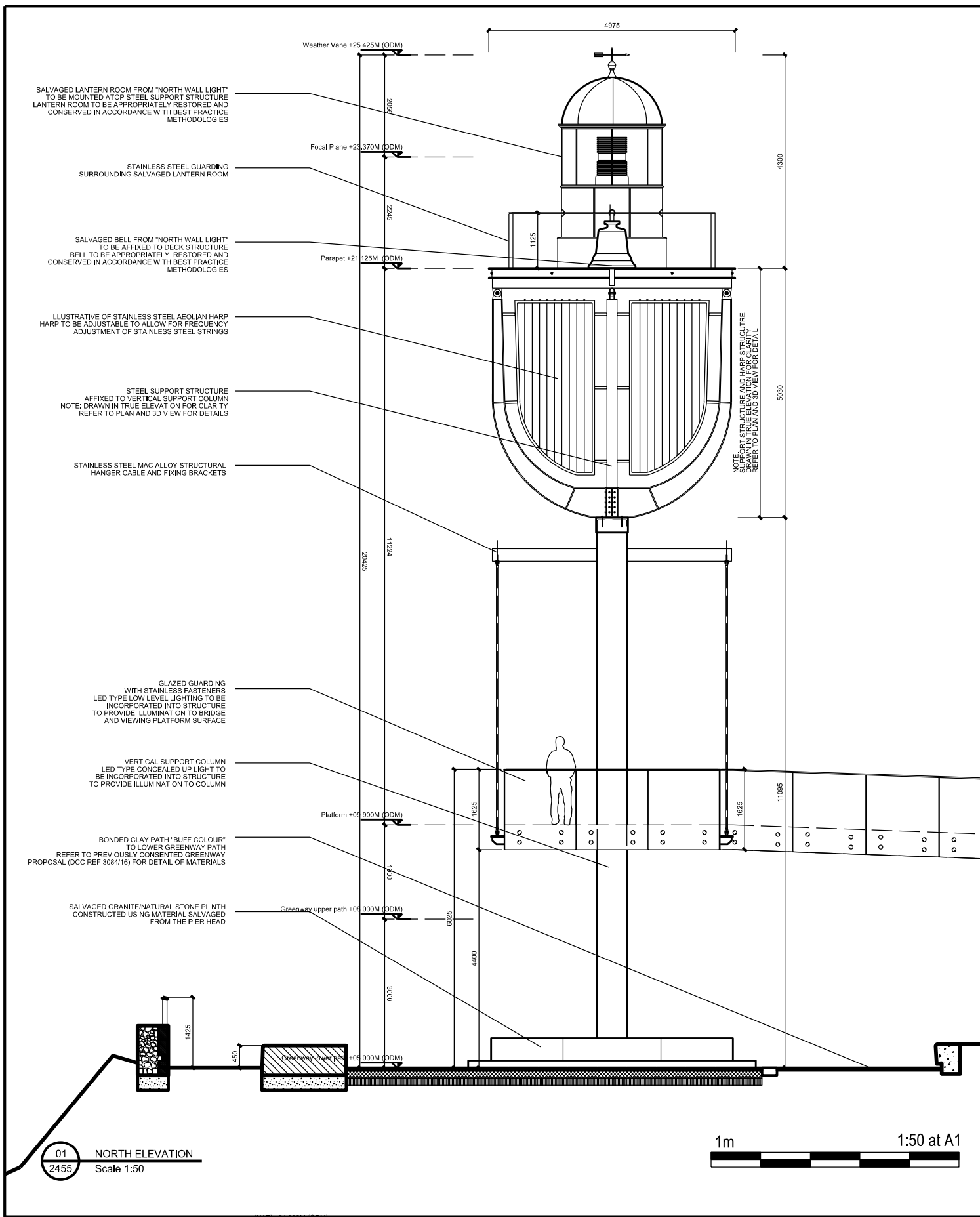
Project: MP2 PROJECT

Drawn: HERITAGE INSTALLATION EAST & WEST ELEVATIONS

Date: JUL '19 Scale: 1:50 @ A1 Drawn by: MOLA

Ext Ref: CP1770	Int Ref: 18031	Stage: 02	Dwg No: 2450	Rev: P-00
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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE
 -02.510 (ODM)=(CD)
 REFER TO CHART DATUM (DUBLIN PORT)
 ORDNANCE DATUM (ODM)
 CHART DATUM (CD)
 HIGHEST ASTRONOMICAL TIDE (HAT)
 LOWEST ASTRONOMICAL TIDE (LAT)
 2.51M

KEY PLAN

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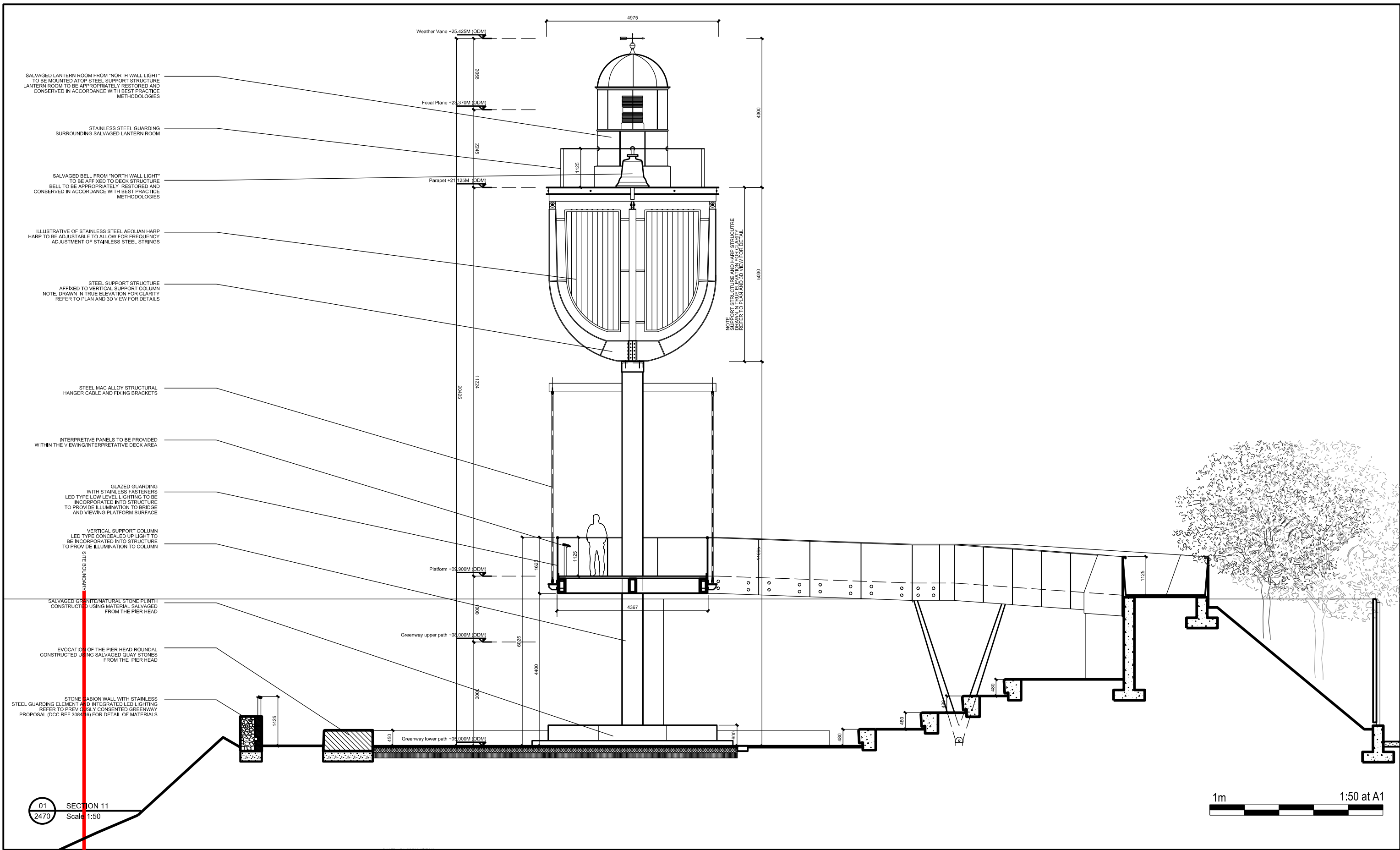
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 ÁTHA CLIATH
DUBLIN PORT COMPANY

RPS MAKING COMPLEX EASY

SOUTHGATE ASSOCIATES
 RESTORATION AND CONSERVATION
 HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	
Project:	MP2 PROJECT	
Drawn:	HERITAGE INSTALLATION NORTH & SOUTH ELEVATIONS	
Date:	JUL '19	Scale: 1:50 @ A1
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	Drawn by: MOLA
Sheet:	2455	Rev:
Proj No:	P-00	

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SALVAGED LANTERN ROOM FROM "NORTH WALL LIGHT" TO BE MOUNTED ATOP STEEL SUPPORT STRUCTURE LANTERN ROOM TO BE APPROPRIATELY RESTORED AND CONSERVED IN ACCORDANCE WITH BEST PRACTICE METHODOLOGIES

STAINLESS STEEL GUARDING SURROUNDING SALVAGED LANTERN ROOM

SALVAGED BELL FROM "NORTH WALL LIGHT" TO BE AFFIXED TO DECK STRUCTURE BELL TO BE APPROPRIATELY RESTORED AND CONSERVED IN ACCORDANCE WITH BEST PRACTICE METHODOLOGIES

ILLUSTRATIVE OF STAINLESS STEEL AEOLIAN HARP HARP TO BE ADJUSTABLE TO ALLOW FOR FREQUENCY ADJUSTMENT OF STAINLESS STEEL STRINGS

STEEL SUPPORT STRUCTURE AFFIXED TO VERTICAL SUPPORT COLUMN NOTE: DRAWN IN TRUE ELEVATION FOR CLARITY REFER TO PLAN AND 3D VIEW FOR DETAILS

STEEL MAC ALLOY STRUCTURAL HANGER CABLE AND FIXING BRACKETS

INTERPRETIVE PANELS TO BE PROVIDED WITHIN THE VIEWING/INTERPRETATIVE DECK AREA

GLAZED GUARDING WITH STAINLESS FASTENERS LED TYPE LOW LEVEL LIGHTING TO BE INCORPORATED INTO STRUCTURE TO PROVIDE ILLUMINATION TO BRIDGE AND VIEWING PLATFORM SURFACE

VERTICAL SUPPORT COLUMN LED TYPE CONCEALED UP LIGHT TO BE INCORPORATED INTO STRUCTURE TO PROVIDE ILLUMINATION TO COLUMN

SALVAGED CRUTCHEN NATURAL STONE PLINTH CONSTRUCTED USING MATERIAL SALVAGED FROM THE PIER HEAD

EVOCAION OF THE PIER HEAD ROUNDAL CONSTRUCTED USING SALVAGED QUAY STONES FROM THE PIER HEAD

STONE BARRION WALL WITH STAINLESS STEEL GUARDING ELEMENT AND INTEGRATED LED LIGHTING REFER TO PREVIOUSLY CONSENTED GREENWAY PROPOSAL (DCC REF. 3069416) FOR DETAIL OF MATERIALS

NOTE: SUPPORT STRUCTURE AND HARP STRUCTURE DRAWN IN TRUE ELEVATION FOR CLARITY REFER TO PLAN AND 3D VIEW FOR DETAIL

01 SECTION 11
2470 Scale 1:50

1m 1:50 at A1

NOTES

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

	SITE BOUNDARY
	OWNERSHIP BOUNDARY
	HERITAGE ZONE
	HERITAGE MARKER

ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE
-02.510 (ODM)=(CD)
REFER TO CHART DATUM (DUBLIN PORT)
ORDNANCE DATUM (ODM)
CHART DATUM (CD)
HIGHEST ASTRONOMICAL TIDE (HAT)
LOWEST ASTRONOMICAL TIDE (LAT)
2.51M

KEY PLAN
DUBLIN PORT COMPANY
ORDNANCE SURVEY IRELAND
LICENCE No. EN 0001619
© ORDNANCE SURVEY IRELAND/
GOVERNMENT OF IRELAND
OS SHEET NOS SHOWN
ON DRAWING: 3265-06

Revision	Date	Description	By
P-00	04.07.19	PLANNING ISSUE	MOLA

Drawing Status: **PLANNING**

Reply Address:
2 Donnybrook Road
Dublin 4
D04 NN50
Ireland
Telephone +353 1 218 3900
www.mola.ie

Note:
Do not scale.
Use figured dimensions only.
This drawing is to be read in conjunction with all relevant specifications and drawings.
All dimensions to be checked on site.
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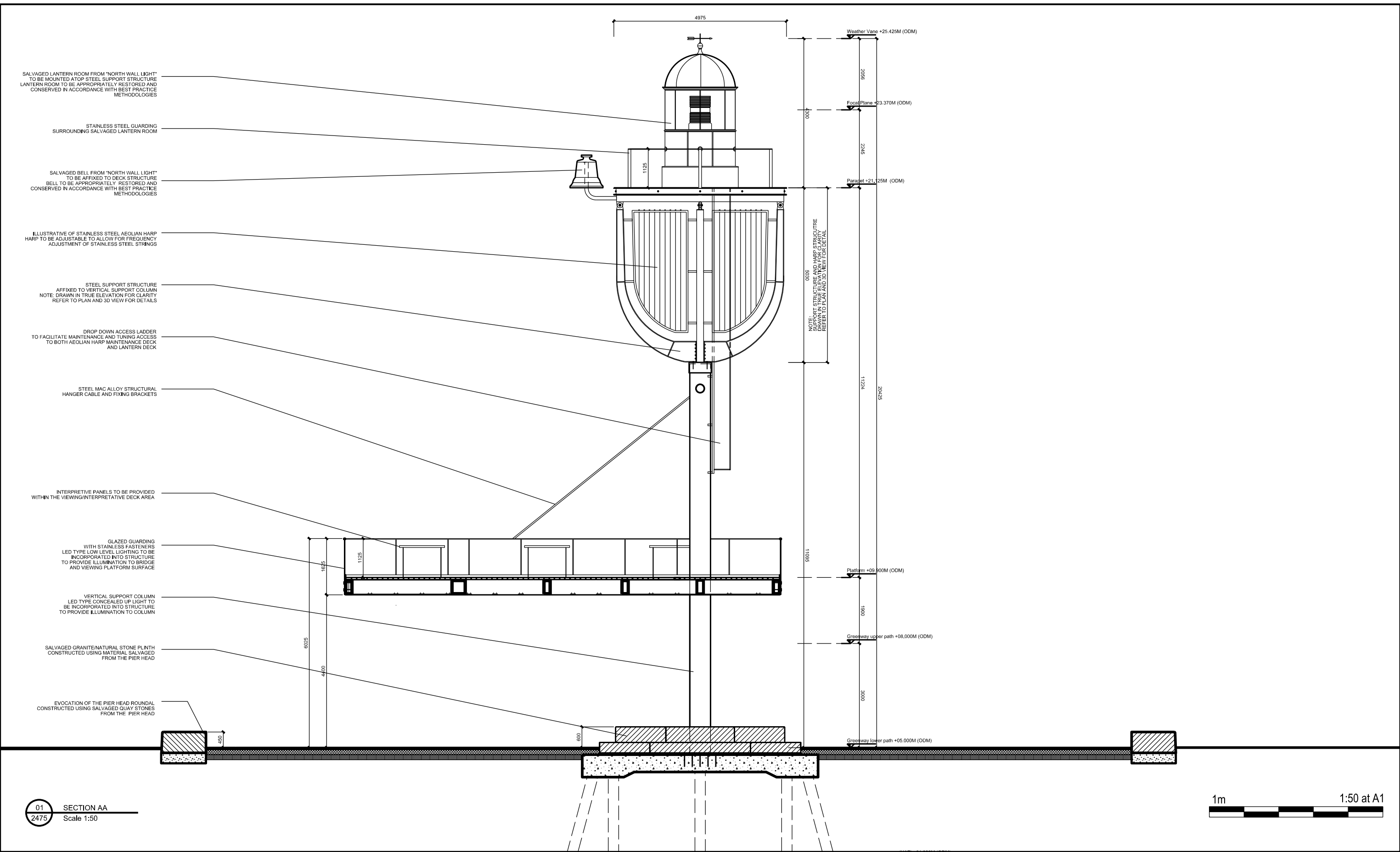
COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY

RPS MAKING COMPLEX EASY

SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	
Project:	MP2 PROJECT	
Drawn:	HERITAGE INSTALLATION PROPOSED SECTION 11	
Date:	JUL '19	Scale: 1:50 @ A1
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	Drawn by: MOLA
Sheet:	2470	Rev: P-00

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REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

<p>— SITE BOUNDARY</p> <p>— OWNERSHIP BOUNDARY</p> <p>— HERITAGE ZONE</p> <p>— HERITAGE MARKER</p>	<p>ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE</p> <p>-02.510 (ODM)=(CD)</p> <p>REFER TO CHART DATUM (DUBLIN PORT)</p> <p>ORDNANCE DATUM (ODM)</p> <p>CHART DATUM (CD)</p> <p>HIGHEST ASTRONOMICAL TIDE (HAT)</p> <p>LOWEST ASTRONOMICAL TIDE (LAT)</p> <p>2.51M</p>	<p>KEY PLAN</p> <p>DUBLIN PORT COMPANY ORDNANCE SURVEY IRELAND LICENCE No. EN 0001619 © ORDNANCE SURVEY IRELAND/ GOVERNMENT OF IRELAND</p> <p>OS SHEET NOS SHOWN ON DRAWING: 3265-06</p>
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Revision	Date	Description	By
P-00	04.07.19	PLANNING ISSUE	MOLA

Drawing Status: **PLANNING**

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ÁTHA CLIATH
DUBLIN PORT COMPANY

RPS MAKING COMPLEX EASY

SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE INSTALLATION PROPOSED SECTION AA	
Date:	JUL '19	Scale: 1:50 @ A1
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	Drawn by: MOLA
Sheet:	2475	Rev: P-00

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01 RENDER VIEW
2900 Scale NTS

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 REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

SITE BOUNDARY	<p>ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE</p> <p>-02.510 (ODM)=(CD) REFER TO CHART DATUM (DUBLIN PORT)</p> <p>ORDNANCE DATUM (ODM)</p> <p>CHART DATUM (C.D.) HIGHEST ASTRONOMICAL TIDE (HAT) LOWEST ASTRONOMICAL TIDE (LAT)</p> <p>2.51M</p>	<p>KEY PLAN</p> <p>DUBLIN PORT COMPANY ORDNANCE SURVEY IRELAND LICENCE No. EN 0001610 © ORDNANCE SURVEY IRELAND/ GOVERNMENT OF IRELAND</p>
OWNERSHIP BOUNDARY		
HERITAGE ZONE		
HERITAGE MARKER		

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P-00	04.07.19	PLANNING ISSUE	MOLA

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 ÁTHA CLIATH
 DUBLIN PORT COMPANY

RPS MAKING COMPLEX EASY

SOUTHGATE ASSOCIATES
 RESTORATION AND CONSERVATION
 HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE RENDER VIEW 1	
Date:	JUL '19	Scale: NTS
Ext Ref:	CP1770	Int Ref: 18031
Stage:	02	2900
Drawn by:	MOLA	Rev: P-01



01
2901
RENDER VIEW
Scale NTS

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SOUTHGATE ASSOCIATES CONSERVATION STRATEGY
AND INDUSTRIAL HERITAGE APPRAISAL
RPS IRELAND EIAR REPORT

REFER TO ATKINS/ BYRNELOOBY DRAWINGS AND DOCUMENTATION
FOR DETAILS OF OVERALL WORKS AS PART OF THE MP2 PROJECT

<p>— SITE BOUNDARY</p> <p>— OWNERSHIP BOUNDARY</p> <p>■ HERITAGE ZONE</p> <p>■ HERITAGE MARKER</p>	<p>ALL DATUM RELATIVE TO ORDNANCE DATUM MALIN UNLESS NOTED OTHERWISE</p> <p>-02.510 (ODM)=(CD) REFER TO CHART DATUM (DUBLIN PORT)</p> <p>ORDNANCE DATUM (ODM)</p> <p>CHART DATUM (C.D.) HIGHEST ASTRONOMICAL TIDE (HAT) LOWEST ASTRONOMICAL TIDE (LAT)</p> <p>2.51M</p>	<p>KEY PLAN</p> <p>DUBLIN PORT COMPANY ORDNANCE SURVEY IRELAND LICENCE No. EN 0001616 © ORDNANCE SURVEY IRELAND/ GOVERNMENT OF IRELAND</p>
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SOUTHGATE ASSOCIATES
RESTORATION AND CONSERVATION
HERITAGE APPRAISAL AND ASSESSMENT

Client:	DUBLIN PORT COMPANY	MOLA Architecture
Project:	MP2 PROJECT	
Drawn:	HERITAGE ZONE RENDER VIEW 2	
Date:	JUL '19	Scale: NTS
Ext Ref:	CP1770	Int Ref: 18031
Sheet:	02	Drawn by: MOLA
Stage:	2901	Rev: P-00

MOLA

Architecture