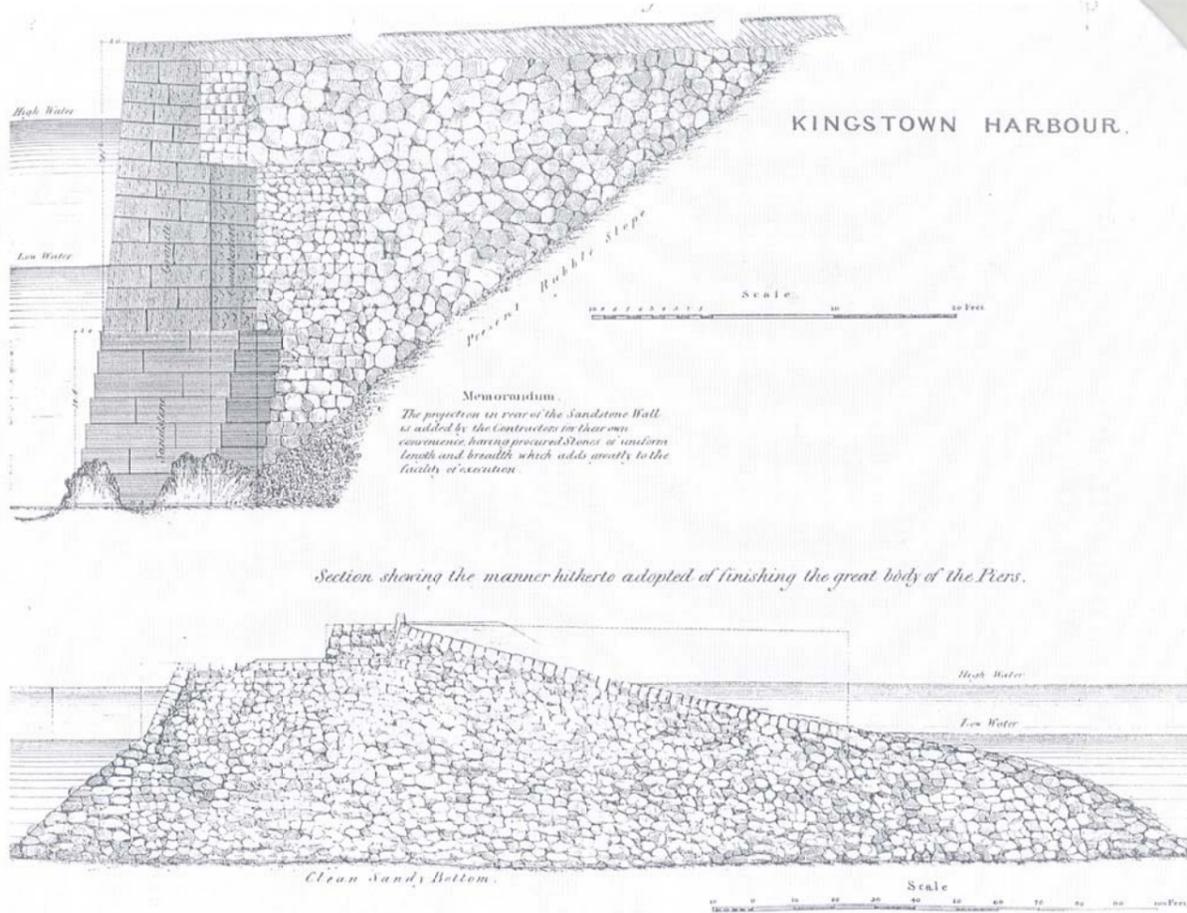


Dun Laoghaire Harbour Heritage Management Plan

November 2011

SHAFFREY ASSOCIATES ARCHITECTS



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Asylum Harbour

By Gerard Fanning

Dedicated to the workers who built Dún Laoghaire Harbour

*When I hauled myself up on our roof
To settle a silber-speared cowl,
Your arms and my arms aligned
With Pigeon House, Baily and Kish.*

*And as for that refuge, I recall
A funicular with its mercury tilt,
Ribbons of brine on a tattered hull,
Stone men singing shanty songs.*

*And if their wagons of Dalkey stone
Are all preserved in this box of light,
The sonar of dying ships
The sirens in faded livery
Are in every block that groans and strains
As foghorns bow to memory.*

This poem was commissioned by Dún Laoghaire Harbour Company in 2003.

Executive Summary

Preface

This plan was commissioned by the Dún Laoghaire Harbour Company to provide guidance on the protection of the important cultural heritage of Dún Laoghaire Harbour, particularly in the context of the preparation of the Dún Laoghaire Harbour Masterplan.

Significance

Dun Laoghaire Harbour is a structure of national and international importance due to its scale, the quality of its construction and its remarkable history. It is also an area of beauty, of maritime history, a centre of numerous water-based activities, a transport hub; it is a place of work, of play and of relaxation. It is important both in its role as a repository of historical information and cultural memory, in addition to forming a vital part of the town of Dún Laoghaire.

Vulnerabilities

Certain challenges face the custodians of such an important and physically massive structure — which also incorporates several protected structures of varying types — not least its maintenance and upkeep. Funding for essential repairs is required on an ongoing basis, given the scale of the structure and the harsh maritime conditions in which it exists. Specialist guidance and skills are necessary to ensure all repairs are carried out in a manner that is sensitive to the historic fabric, using appropriate materials and methods.

The large number of harbour users and their various needs must be managed carefully, in order to avoid potential conflicts and retain the richness and diversity that contribute towards the special character of the harbour. Finding uses for buildings within the harbour that are currently empty or under-used is also a potentially challenging issue, as is managing new development and the introduction of new uses.

In addition, wider issues such as climate change, which are being faced by all parts of society, will have specific consequences on the harbour into the future.

Key objectives/policies

The articulation of policies in relation to the management of the harbour, with particular reference to heritage protection, is an important part of this plan. The policies have been developed with regard to the identification and retention of character, the enhancement of the public realm, the repair of historic fabric and the addition of new interventions.

Implementation and review

The Heritage Management Plan will inform ongoing processes for the future of Dún Laoghaire Harbour and may require variation along the way. It should be subject to regular review to assess the continued relevance of the policies and to chart progress in implementing the actions and recommendations. The Dún Laoghaire Harbour Inventory is being updated as part of this process and should also be consulted as part of any review of the Heritage Management Plan.

1.0 Introduction

1.1 Background Context

This Heritage Management Plan for Dun Laoghaire Harbour arises out of the decision to prepare a Master Plan for the Harbour and it is being prepared in tandem with this Master Plan. The Heritage Management Plan is focused on the cultural heritage aspects of Dun Laoghaire Harbour and it will inform the Master Plan.

The decision to prepare a Heritage Management Plan at this stage acknowledges the heritage significance of Dun Laoghaire Harbour to the nation.

1.2 Aim of Heritage Management Plan

The Heritage Management Plan for Dún Laoghaire Harbour was commissioned by Dún Laoghaire Harbour Company in conjunction with the Masterplan. While it is a stand alone plan, it informs the Masterplan proposals and its principal purpose is to guide management of the significant cultural heritage of the Harbour in the context of current and future challenges and changes. The Heritage Management Plan is a non statutory plan and exclusively addresses cultural heritage aspects of Dún Laoghaire Harbour. However, as the contemporary character of the Harbour owes so much to its cultural heritage and this cultural heritage is a key asset to the future sustainability of Dún Laoghaire Harbour, these aspects also resonate within the Masterplan proposals.



Fig 1.1 Map showing study area of Heritage Management Plan . This aligns with the Harbour Master Plan study area.

1.3 Methodology and Layout

The Heritage Management Plan has three main strands:

Section 2 comprises a description of the historic and current character of Dún Laoghaire Harbour which provides an understanding of the nature and origins of the cultural heritage of the Harbour, while Section 3 gives details of its significance. These sections set out the background history and historic character description of Dún Laoghaire Harbour and also highlight its cultural heritage significance.

Section 4 explores the various existing and likely po-

tential future challenges which threaten the cultural heritage significance of the Harbour.

Section 5 comprises a series of heritage management policies have been developed which are aimed at enhancing and protecting the cultural heritage while acknowledging that Dún Laoghaire Harbour is a living, dynamic, place which has and will continue to change over time, while Section 6 details implementation and review of the policies/ heritage management plan.

1.4 Consultant Team for Shaffrey Associates:

Eamonn Kehoe;
Caitriona Noonan;
Grainne Shaffrey.

1.5 Acknowledgements

Dun Laoghaire Harbour Company; Dun Laoghaire Rathdown County Council; National Archives; National Library of Ireland; Irish Architectural Archive; Trinity Map Library; OPW Library; Master Plan team; ADCO

1.6 Photographic Acknowledgements

Photographic acknowledgements are due to the National Library of Ireland and to Peter Pearson (some of the images reproduced here are taken from the Dun Laoghaire Harbour Company calendar 2008 which features images from his glass plate collection), for the historic images of Dún Laoghaire Harbour.

All other images are by the authors of the Heritage Management Plan, Shaffrey Associates Architects. Historic maps are reproduced with acknowledgements to the OSI, Archinfo, the archive of Dun Laoghaire Harbour Company, the National Maritime Museum, Greenwich.

Some of the information reproduced in this presentation was based on previous research carried out by the authors and published in the Dún Laoghaire Harbour Inventory (2007)



Fig 2.1 (above) Late C19th/early C20th view from Martello Tower at Seapoint towards Salthill and Dún Laoghaire
SOURCE: NLI



Fig 2.2 (above) Late C19th/early C20th view of Dún Laoghaire Harbour looking over the pavilion gardens
SOURCE: NLI

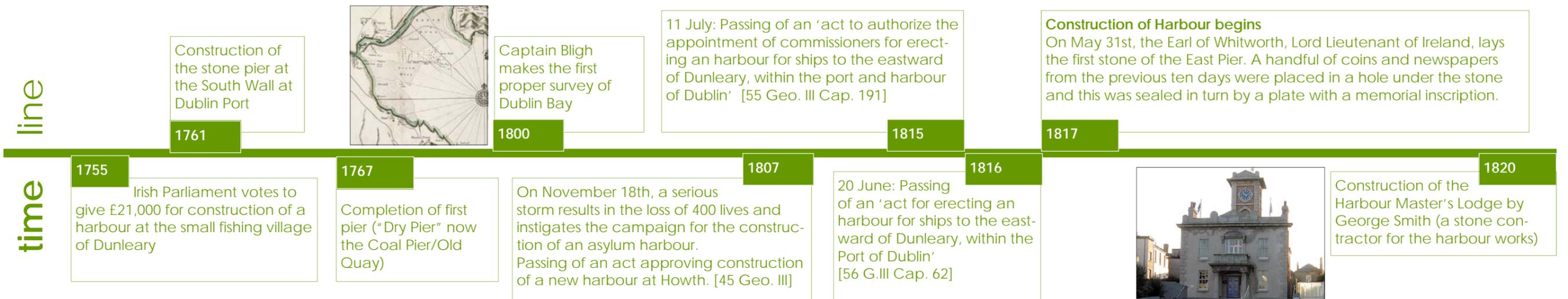
2.0 Dun Laoghaire Harbour—Context and Character

2.1 Historic Background

Dún Laoghaire Harbour was built between the years 1817 and 1842. The Harbour, and the railway that was built to service it, transformed the character of the small fishing village then known as Dunleary. In a very short period a suburban town of considerable scale sprung into existence. It became known as Kingstown after the visit to the Harbour by George IV in 1821. The mail service that was transferred from Howth in 1826 gave added significance and importance to the town, while the railway built by James Pim, which serviced the mail, also made it possible for great numbers of civil servants, bank officials, merchants and tradesmen to commute daily into Dublin while retiring in the evening to the pleasant environs of the sea.



Fig 2.3 Late C19th/early C20th view of Dublin-Kingstown Railway Line along coast at Monkstown/Salthill. Note terraces of large houses overlooking the sea, typical of the type constructed following the advent of the railway.
SOURCE: NLI



One of the first decisions made by the Kingstown Harbour Commissioners was the appointment of John Rennie as Directing Engineer for the Harbour. Renowned for his considerable experience in the building of bridges, canals and harbours throughout Britain and Ireland, his work was marked by a thoroughness of planning and a solidity and firmness of execution. John Aird who had been the engineer on site at Howth Harbour, to which Rennie was also connected, acted in the same role at Dún Laoghaire. Toutcher, as well as being the most ardent agitator for the Harbour's construction, also made the singular contribution of securing the rights to the stone at Dalkey, and elsewhere, free of charge. It was estimated at the time that a saving of £80,000 was made as a result. Granite was excavated on Dalkey Hill and delivered to the Harbour via a new truckway built for that purpose, using horse-drawn wagons on a dedicated railroad (a short, steep section of the route near the quarry was served by a funicular railway - connected by a continuous chain the weight of the granite-filled trolleys going down was sufficient to pull the empty trolleys up). Granite was also quarried at what is now known as the People's Park in Glasthule at the site of the now disappeared Martello tower, and in Churlfield, or Churl Rocks, now known as Moran's Park.



Fig 2.5: A view of the original 1767 pier which must have been altered
SOURCE: NLI

The first stone of the Harbour was ceremonially laid by Lord Lieutenant Whitworth on 31st of May 1817. A handful of coins and newspapers from the previous ten days were placed in a hole under the stone and this was sealed in turn by a plate with a memorial inscription. Rennie's original scheme provided for a two-piered harbour, but the one first agreed to by Parliament was a single pier to the east of what was later known as the Old Pier. This pier had been built in 1767, but had quickly dried up and was sometimes known as the Dry Pier [now the Coal Harbour]. However during the course of construction it was decided that a second pier to the west should be built and this was constructed according to Rennie's initial scheme. Decisions by Parliament to proceed, and the arrival of money to do so, came in stages and both piers were brought to a penultimate state of construction around the year 1831. There was considerable disquiet after this about how the Harbour mouth should be finished. Rennie's son, Sir John Rennie, who took over the responsibility for the construction of the Harbour after the death in 1821 of his father, believed that the original design, with an opening of 450 ft, should be adhered to. Others, such as William Cubitt suggested an opening considerably larger. Cubitt also proposed that a breakwater of 1200 ft be placed east

line

time

1845 Construction of Coastguard Station and cottages

1850 Construction of Royal Irish Yacht Club to design of JS Mulvaney

1852 Construction of anemometer on East Pier (1st in the world), designed by Prof. Robinson

1853 Construction of Carlisle Pier begins

1854 Closure of Atmospheric Railway (last in Britain and Ireland)

1855 Construction of Traders' Wharf

1859 Construction of Carlisle Pier completed

1860 Construction of East Pier Battery

1861 Captain Boyd and his men lost in a rescue attempt during a serious storm—in part leads to establishment of RNLI lifeboat station. Boyd Memorial erected in their honour on East Pier.



Fig 2.6 (above): Late C19th view of harbour with railway cutting in the foreground looking north-west over Carlisle Pier where spectators have gathered.
SOURCE: NLI



Fig 2.7 (above): View of harbour looking south towards the East Pier with the mole (railway embankment) which was constructed across the Old Harbour in the foreground.
SOURCE: NLI

of the Harbour in the open sea. The solution, that finally came to pass in the early 1840s, was for an opening of 750 ft with rounded pier-heads. This larger opening left entering ships vulnerable to north-easterly winds; a danger that Rennie's original plan had sought to overcome. Although there had been a moveable floating lighthouse at the end of the East Pier throughout the progress of the works, the permanent lighthouse with its battery was built in 1842. This brought to completion the construction of the great asylum harbour, which had been begun in 1817. At the time Dún Laoghaire Harbour was one of the most magnificent in what was then the British Empire. The East Pier reached a length of 4231 ft and the West Pier was 5077 ft. They enclosed an area which comprises 251 acres of water.

In 1834 a railway was extended from the city of Dublin out to Dún Laoghaire. Despite the government report one year earlier that decided in its favour, the idea of a ships canal was finally laid to rest as a result. However the railway was never used for the transport of heavy goods and no significant docks were ever built in the Harbour. The need for a canal became less logical in fact after the real improvement to Dublin Port by the building of the North Bull Wall in 1824. The Mail Packet was trans-



Fig 2.8: Waters edge within the harbour, view east towards Royal Irish Yacht Club and Town Hall.
SOURCE: NLI

line
time



Construction of National Yacht Club to design of William Stirling

1870



Marconi makes one of his earliest broadcasts, reporting from the Kingstown regatta

1897

Visit of Queen Victoria to Kingstown

1900

Sinking of the RMS Leinster, Ireland's worst maritime disaster

1918



Erection of bandstand and sun shelter on East Pier

1894

1895

Life-boat wrecked with loss of 15 lives



Erection of Victoria Fountain to commemorate visit of Queen Victoria

1901

Kingstown reverts to the name Dún Laoghaire

1920



Fig 2.9 (above): Early C20th view of the Carlisle Pier
SOURCE: NLI

ferred to Dún Laoghaire in 1826. It was first accommodated by a wharf near the present band stand on the East Pier, then on the so-called Traders wharf, immediately to the east of the Old Pier, which was built in 1855, and finally by Carlisle Pier which accommodated the Mailboat until recent times. Carlisle Pier, which was begun in 1853, was built to accommodate the largest types of steamboat then being built. When the railway was extended from Dún Laoghaire to Wexford a connecting spur to the new pier was added. This was a considerable addition to the mail service itself while it provided added comfort and ease to passengers.



Fig 2.12 (above): Early C20th view from above the railway cutting over the East Pier towards Howth.
SOURCE: NLI

In more recent times the increasing transportation of cars to and from Holyhead necessitated a reappraisal of facilities in the Harbour. At the beginning of the century cars could be lifted onto the Mailboat using derricks, but the maximum capacity of the ferry boats was about twenty-five cars. From the 1960s the need for a ferry service with drive-on and drive-off facilities became apparent. Although temporary facilities for a car ferry were located at the base of the East Pier.



Fig 2.10 (above): Nineteenth-century view from the East Pier towards the town centre, prior to the construction of the National Yacht Club (1870)
SOURCE: NLI

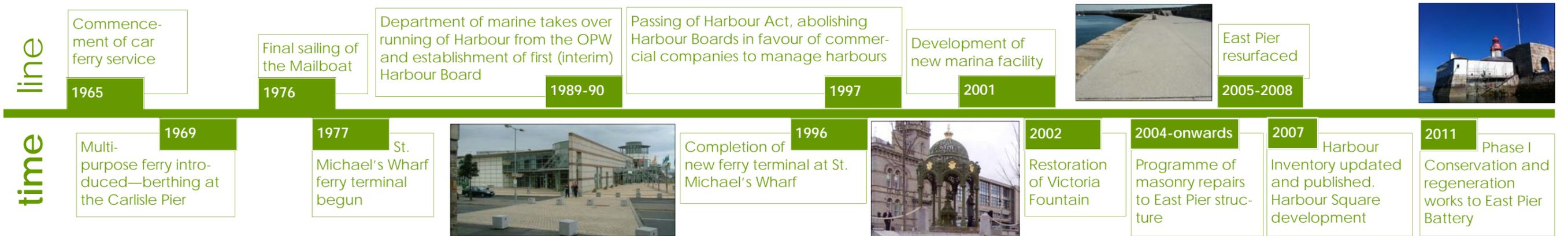


Fig 2.11 (above): Watercolour image of the harbour, pictured from the East Pier (Boyd Memorial, 1861, to left) looking south towards the town.
SOURCE:



Fig 2.13 (above): Late C19th/early C20th photograph of Carlisle Pier and King George IV monument.
SOURCE: NLI

1969 a new permanent ferry terminal located at St Michael's Wharf (formerly Victoria Wharf), to the west of Carlisle Pier, was built. Construction, which began in 1969, involved the loss of the granite neo-classical Sailor's Reading Room at that time the home of the Museum and Headquarters of the Maritime Institute of Ireland. A new pier, which absorbed St Michael's wharf and involved the filling in of the old Depot Harbour, was built, with a customs hall, departure point and car parking facilities. However the Mailboat continued to operate from Carlisle Pier until 1976. When the St Columba, a considerably wider vessel than those that had docked at Dún Laoghaire until then, was introduced in 1977, facilities for it were provided at Carlisle Pier and only smaller vessels used St Michael's Wharf.

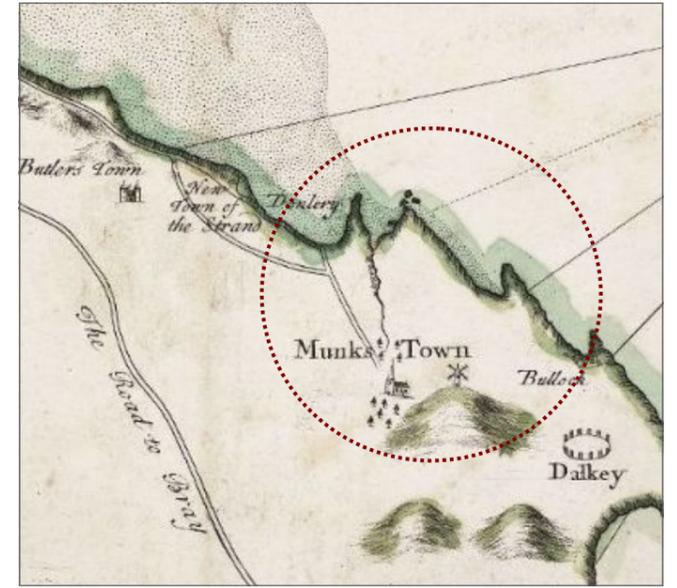


HISTORIC MAPS—ILLUSTRATE DEVELOPMENT OF DUN LAOGHAIRE HARBOUR (PLANNED AND EXECUTED)

The following pages provide a chronological selection of historic maps of Dún Laoghaire and harbour. Some maps illustrate proposals of which part only may have been executed.



Figs. 2.14 and 2.15 (below and detail, left):
1673 Map of Dublin Harbour, showing the settlement at Dún Laoghaire
SOURCE: National Maritime Museum, Greenwich, Map P49:12



Figs. 2.16 and 2.17 (below and, detail, right): "A correct chart of the City and Harbour of Dublin, 1730", showing coastline, settlements and road infrastructure. The latter shows Dún Laoghaire connected by road to Dublin city.
SOURCE: National Maritime Museum, Greenwich, Map G221:11/20)

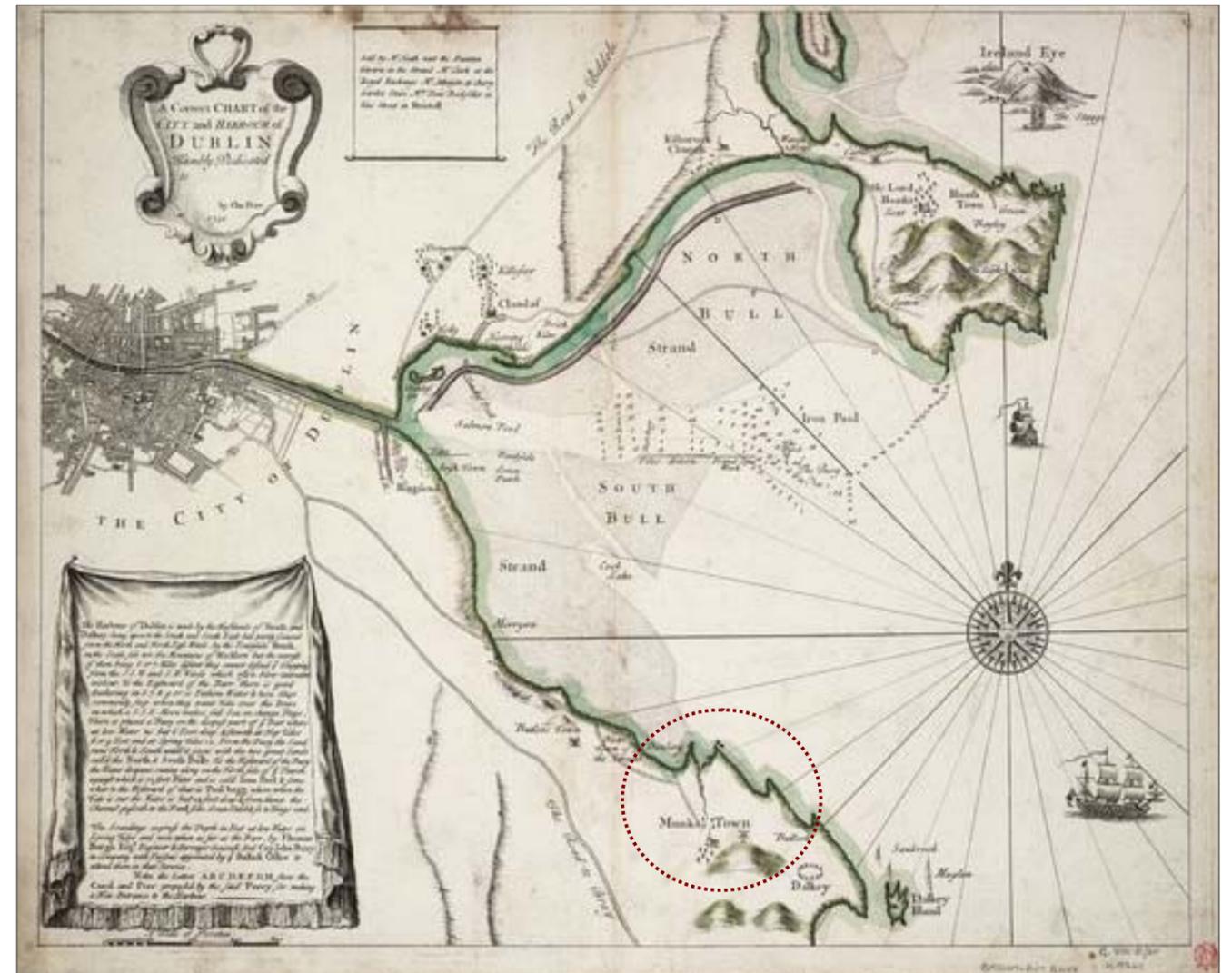
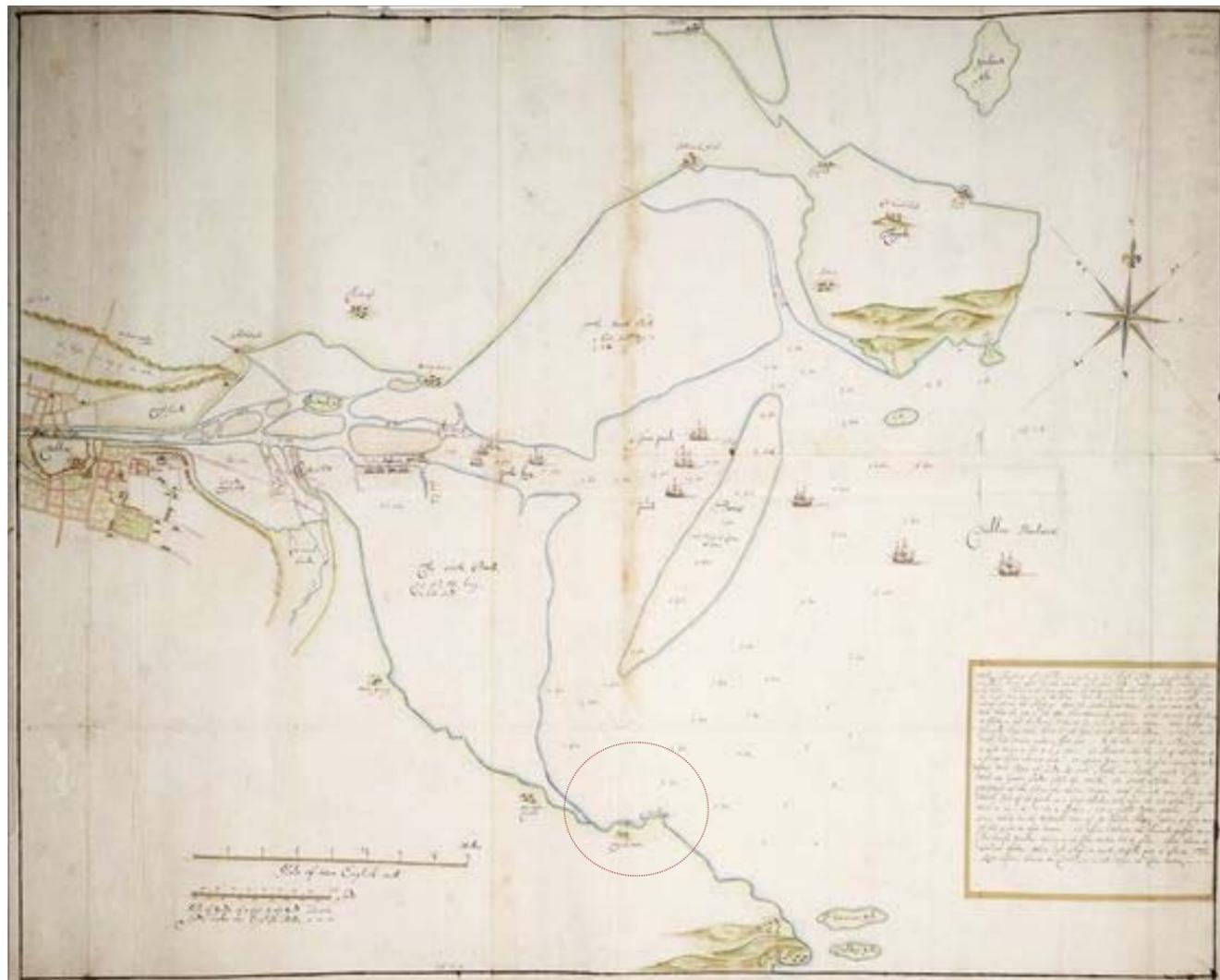
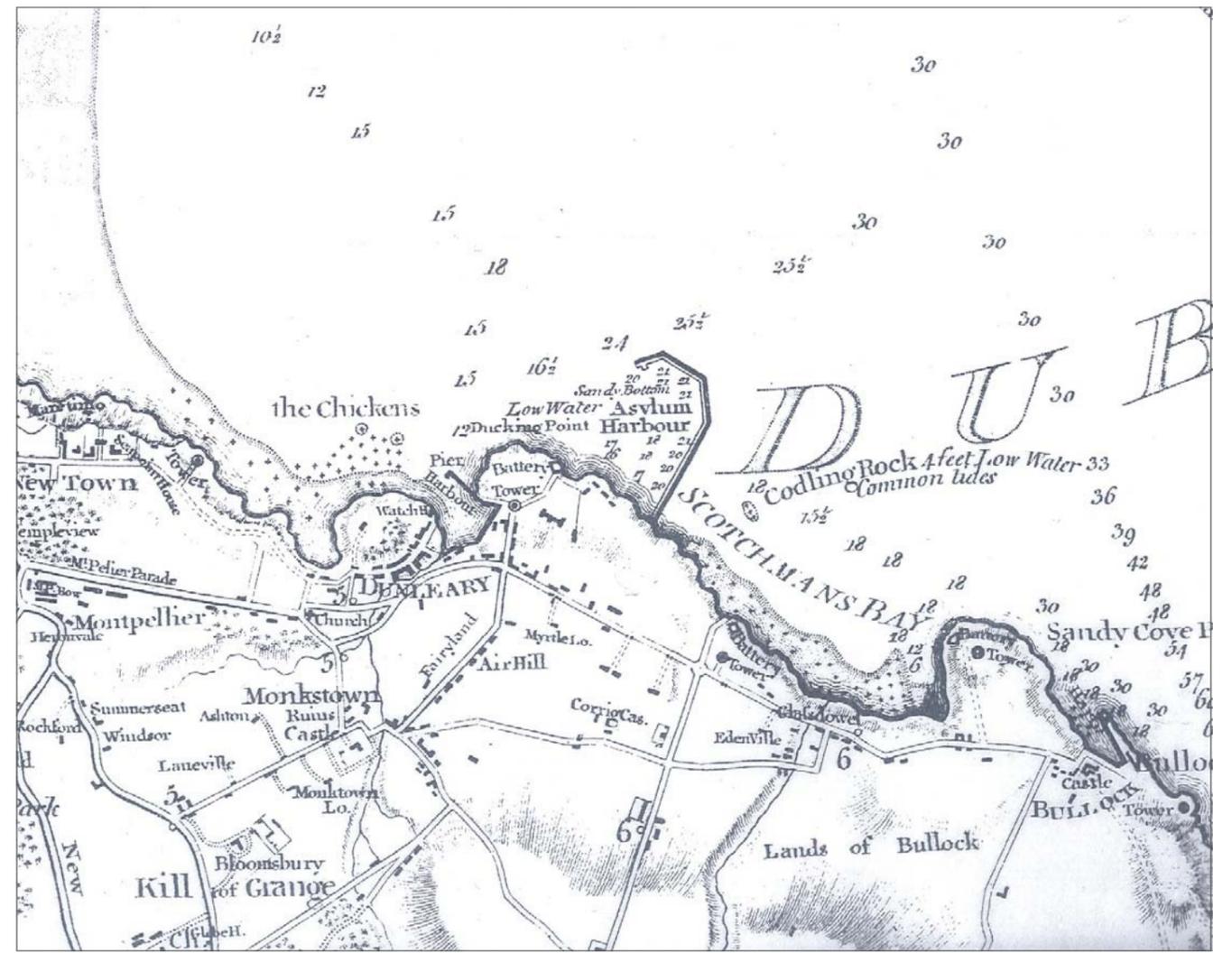
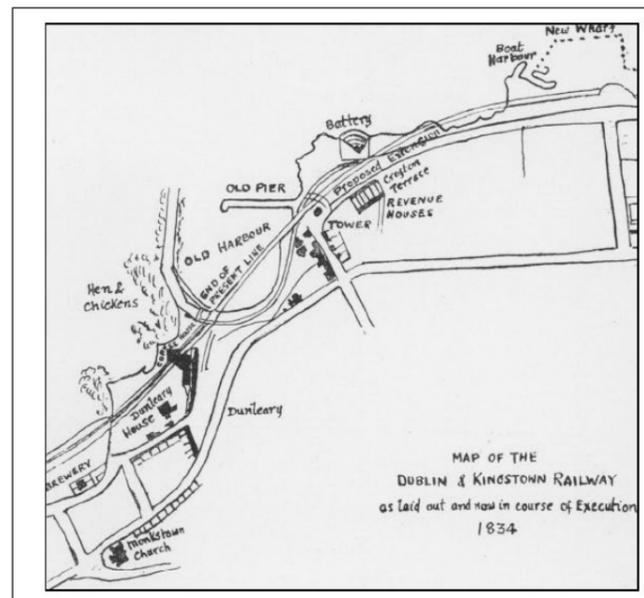




Fig. 2.18 (above): Extract from John Rocque's "An actual survey of the county of Dublin, 1760". Note the original pier (titled "New Quay" on this map and now called the 'Old Pier') is under construction. A grant to construct this Pier was made in 1755 and it was completed in 1767, under the supervision of Captain Charles Vallancy.
SOURCE: Archinfo

The Coffee House shown beside the New Quay was a tavern built in the eighteenth century for travellers awaiting departure from the harbour. This is in the location of today's "Old Dunleary". Note also "The Quarry" indicated just south of the "New Quay"



Figs. 2.19(above), 2.20(left), 2.21(right): 1816 Map showing the proposed single (East) pier of the Asylum Harbour (which it is called on this map), which was the subject of the 1815 Act. (It was only in 1818 that John Rennie's preferred two pier harbour was permitted through an Act of Parliament).

In this map, therefore, the pier is drawn as proposed, construction commencing in 1817.

Note the Martello Tower and Battery located beside the original, 1767, pier. The Martello Tower and Battery at what is today the People's Park is also shown as is the Martello Tower which still stands at Seapoint (all these were constructed in 1804 in response to the threat of Napoleonic invasion from France). The tower and battery beside the old harbour were ultimately removed to accommodate the railway line, however the Engineer's sketches, left and right, suggest a proposal to retain the Tower (sketches taken from Ronan, M., 'The Dún of Dún Laoghaire', The Journal of the Royal Society of Antiquaries of Ireland (1932a), 187-190).

This 1816 map also shows the line of George's Street laid out, although not named at this stage and with little development along it. The primary settlement of Dunleary (as it was called then), is around the original harbour.

SOURCE: Archinfo and ADCO

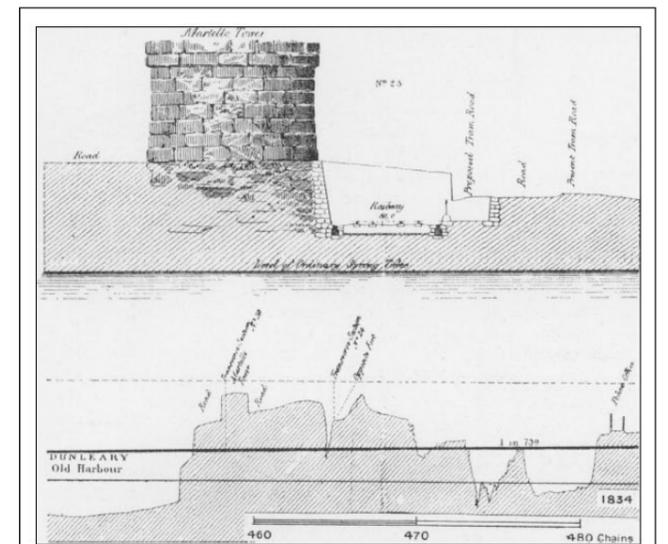


Fig. 2.22 (below): "Plan of Part of the Bay of Dublin including from Dunleary to Sandycove with the Piers of the New Harbour of Dunleary", dated 10th May 1820.

This plan shows the two piers (east and west) as proposed by Rennie. Note the pier ends are drawn forming a narrow opening, as both John Rennie and his son, Sir John (who succeeded his father after the latter's death) recommended, however not as subsequently constructed.

SOURCE: Archinfo

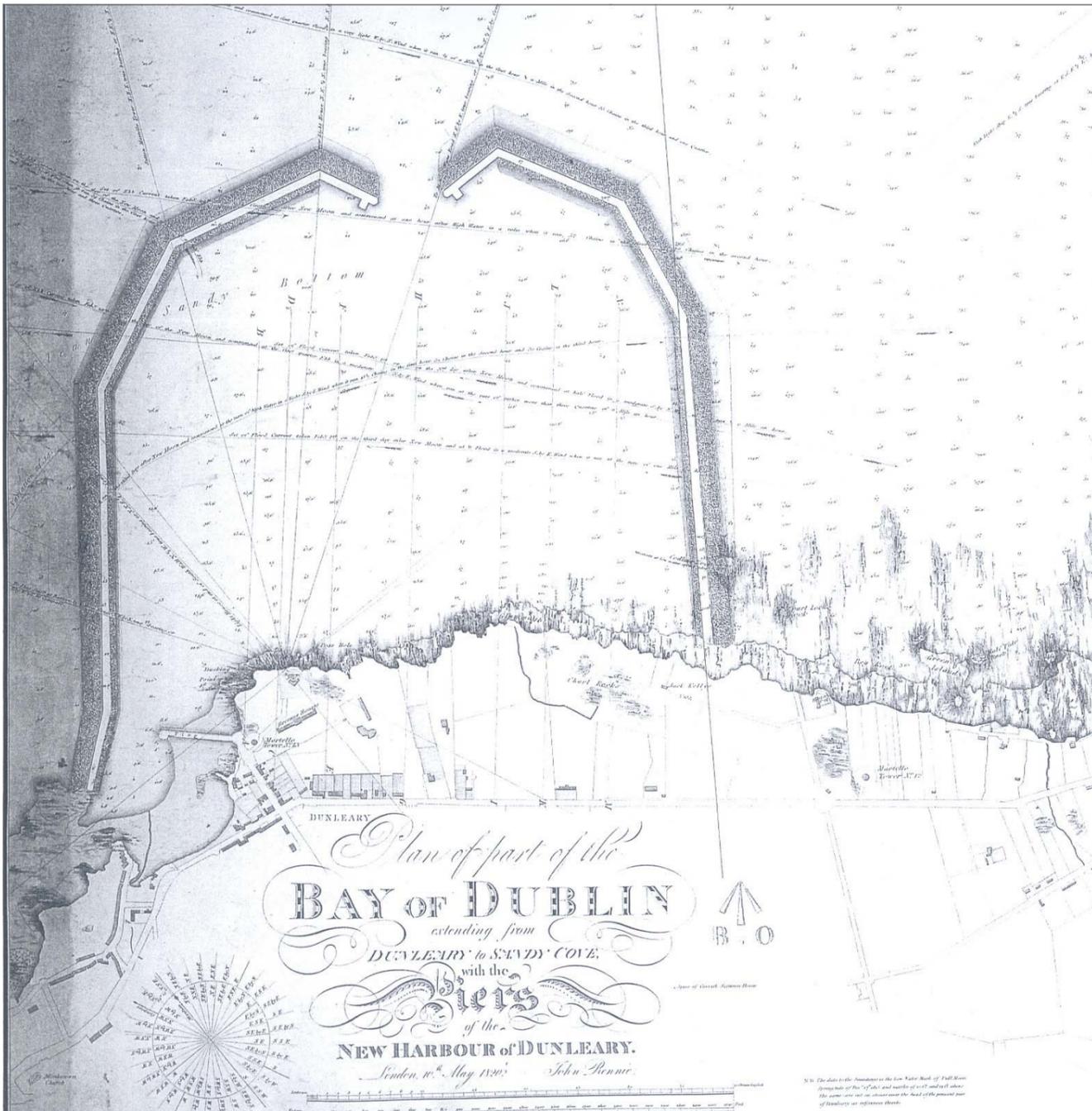


Fig 2.23 (below): 1821Map: Dún Laoghaire Harbour has been renamed Royal Harbour, after the visit of King George IV that year and the town is named 'Kingstown'.

Again, the two piers are drawn with the Rennie preferred pier ends—the piers were under construction at this stage.

Harbour Master's Lodge completed 1820.

The expansion of development along George's Street can be seen.

SOURCE: Archinfo

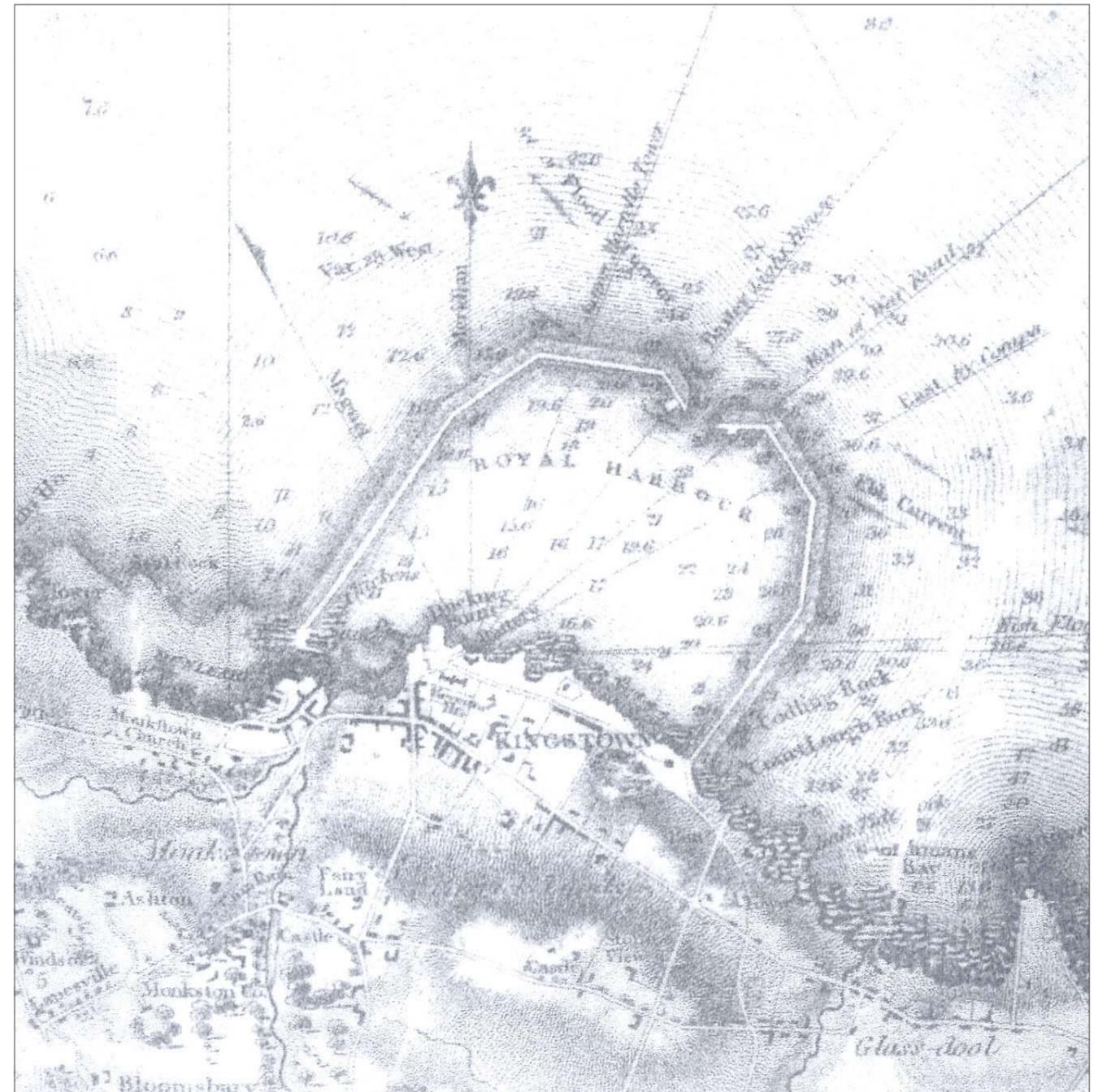


Fig.2.24 (below): First edition Ordnance Survey (OS) map of 1843: The construction of the harbour (here called Kingstown Harbour) has just been completed at this stage.

This map shows temporary lighthouses at each pier end. The railway line has been built as far as Kingstown station (now Mallin Station) and a 'New Wharf' constructed beside this—later to become Victoria Wharf and St. Michael's Wharf). This is where the Mailboat would have berthed after its transfer from Howth harbour in 1826 and before Carlisle Pier was built. The railway line was built across the original harbour. Bathing places marked in the 'gut' area to the west of the West Pier.

Original Pier, now called 'Coal Pier'.

Royal St. George Yacht Club completed (1843—the second oldest yacht club in the world, after Cobh).

Mariner's Church completed.

The town of Dún Laoghaire has expanded considerably, between 1831 and 1861 the population of Dún Laoghaire doubled from 5,500 to 11,500, the harbour and the railway driving this growth.

SOURCE: Archinfo



Fig.2.25 (below): 1867 OS Map:

Carlisle Pier (1853) is shown with its original terminal shed building (1859-60) and railway extension.

Trader's Wharf and its boathouse and slip constructed (1855)

Coastguard Cottages and Station built (c. 1845). (A second Coastguard Station is shown north of the railway station, this no longer survives).

Royal Irish Yacht Club completed (1850)

The 'New Wharf' of the 1843 OS Map has been renamed Victoria Wharf following the visit of Queen Victoria.

The Boyd Monument (1861 and here titled Capt. Boyd's Testimonial).

Section of old harbour south of railway line infilled and gas works developed on this site.

SOURCE: Archinfo



Fig. 2.26(below): 1902 Map of Dún Laoghaire Harbour

1894 replacement shed at Carlisle Pier indicated.

1852 Anemometer designed by Trinity's Professor Robinson (first of its kind in the world) indicated on East Pier.

Battery (1859-1860) at end of East Pier clearly indicated

Bandstand and Shelter shown on East Pier (c. 1894)

National Yacht Club (1870) adjacent to East Pier boathouse and Lifeboat boathouse (at location of current RNLi building)

'Sewage tanks' indicated in gut area west of West Pier

Rocket House (1867) adjacent to Trader's Wharf

Railway line titled, 'Dublin, Wicklow and Wexford Railway'.

Irish Lights depot indicated in its current location east of the Coastguard cottages and station.

SOURCE: Archinfo

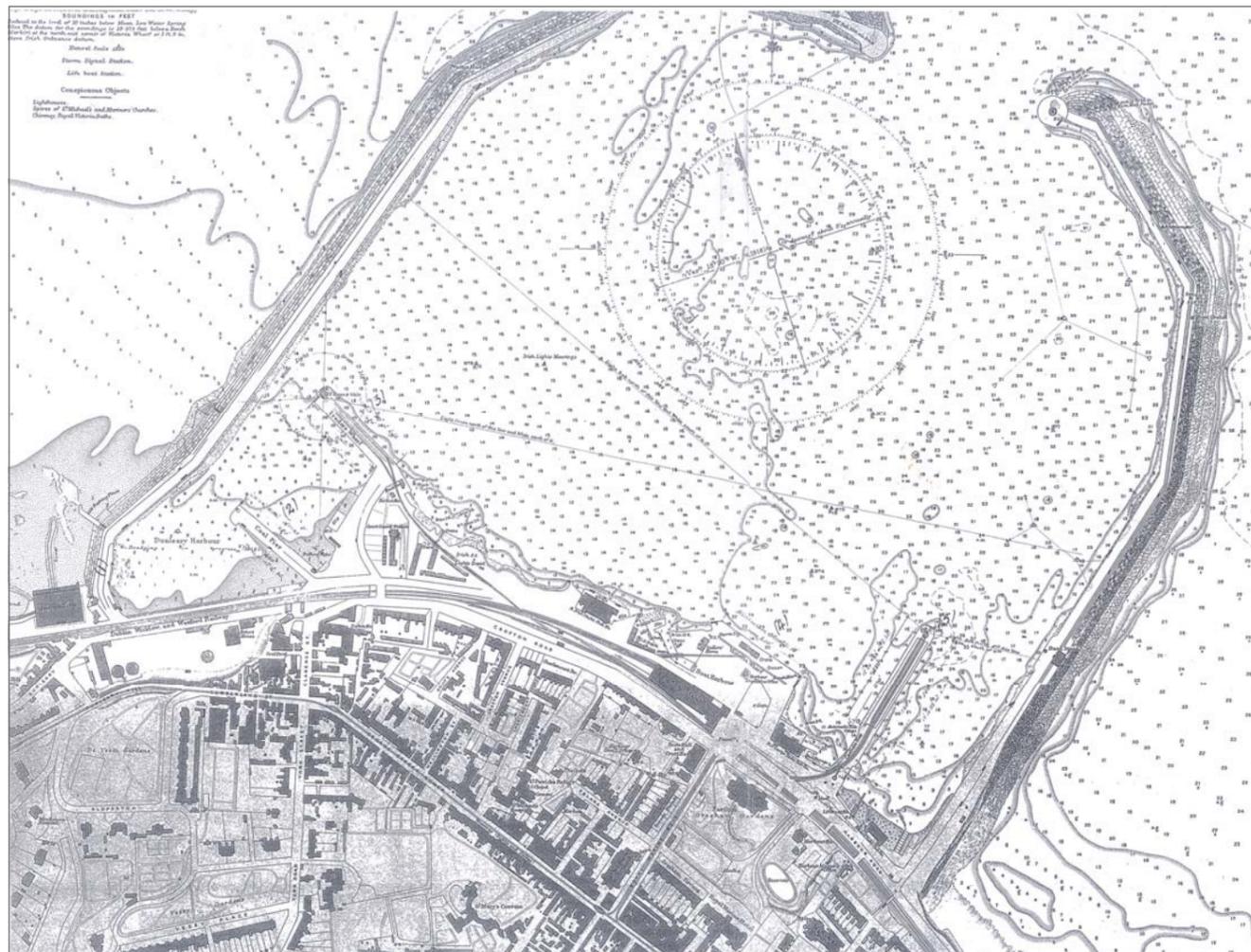


Fig. 2.27(below): 1907-09 OS Map

Coal Pier has is shown as 'Dunleary Pier' and the harbour here is called 'Old Harbour'

SOURCE: Archinfo



Fig. 2.28(below): 1939 OS Map

Harbour renamed Dún Laoghaire Harbour

Victoria Wharf has been renamed as St. Michael's Wharf

Outer dolphins at Berth No. 1 (on East Pier) constructed, An infill section was constructed here in the 1860's.

Industrialisation of the gut area with a marble works

SOURCE: Archinfo



Fig. 2.29(below): 2000 OS Map

Infill around St. Michael's Wharf and new ferry terminal building.

Infill at Irish Lights to provide mooring wharf

Extension of Carlisle Pier terminal shed and wharf

Expansion of yacht clubs' boat standage areas into harbour area.

Motor Yacht Club building constructed at West Pier

Marine Activity Centre and other buildings constructed at West Pier.

Pumping Station constructed in gut area.

East and West breakwaters constructed to facilitate new Marina

SOURCE: Archinfo

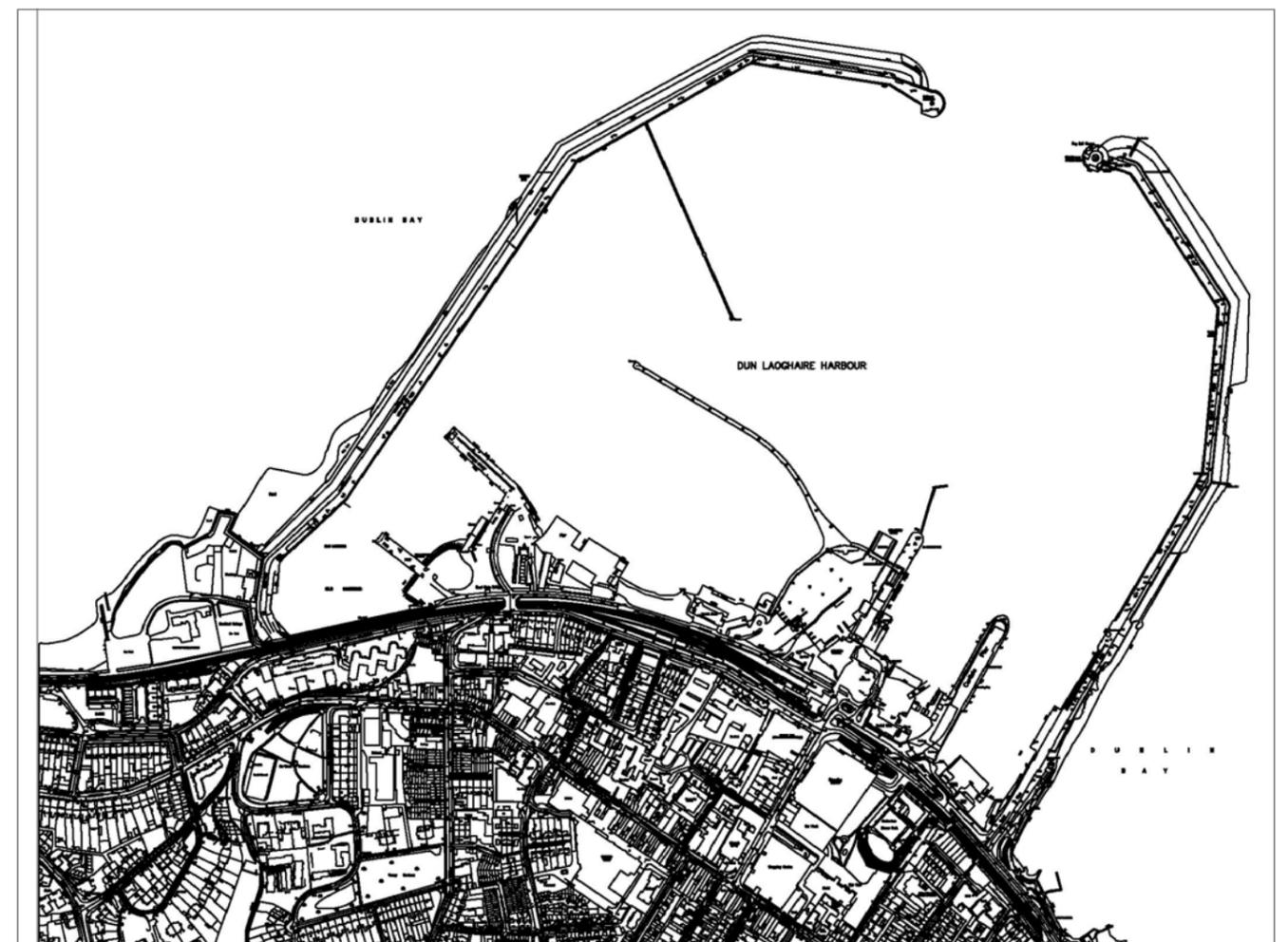




Fig. 2.30: 2002 Aerial photo of Dún Laoghaire Harbour and town. This shows the scale of the harbour within Dublin Bay and the town of Dún Laoghaire
SOURCE: © Peter Barrow

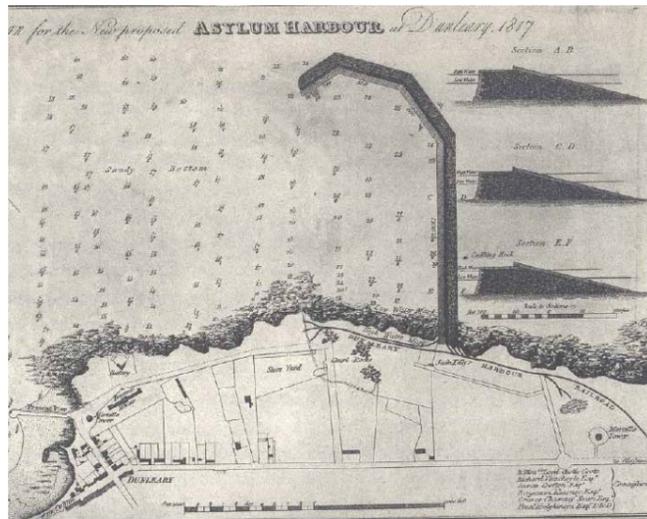
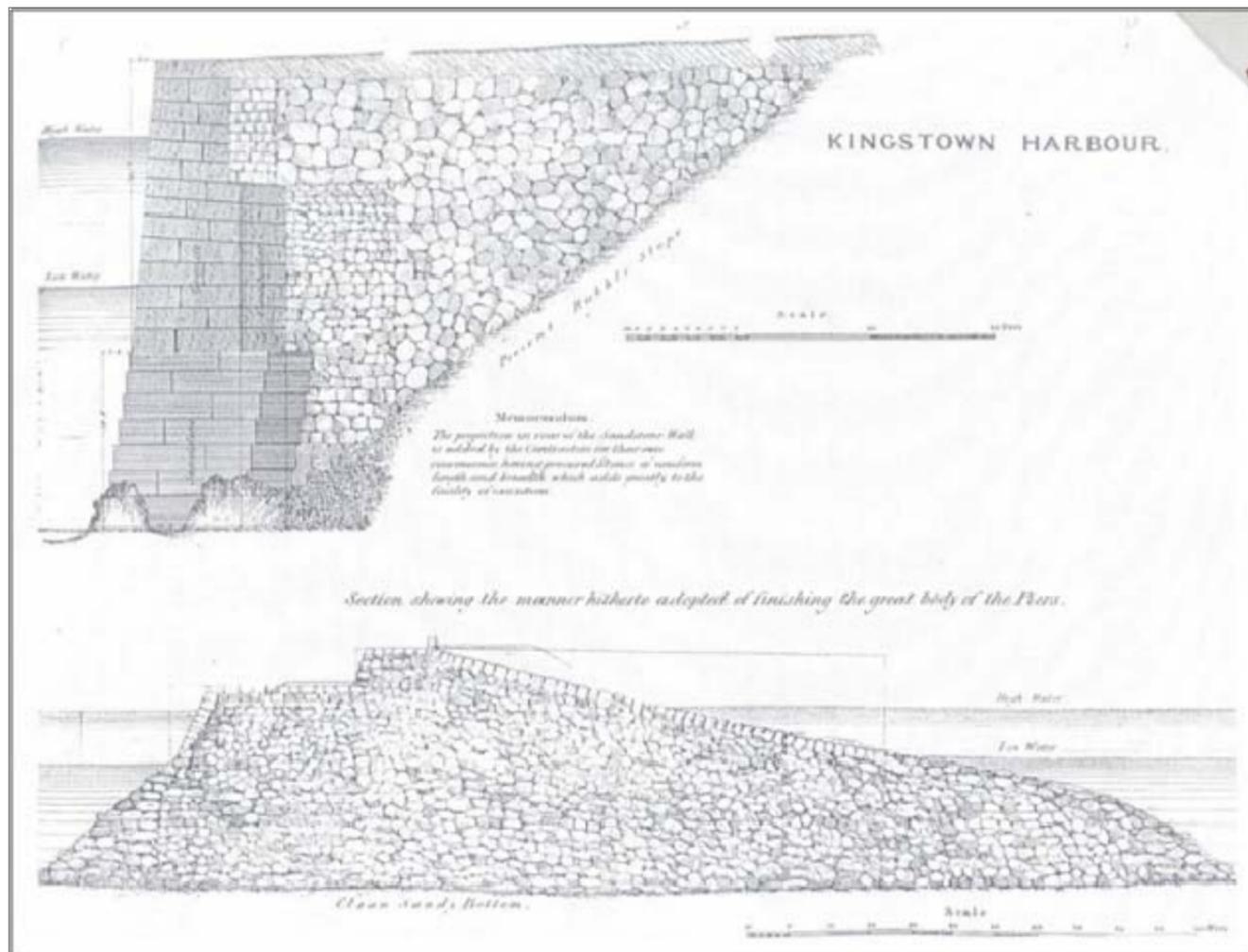


Fig. 2.31 (above): 1817 plan of early design for harbour with a single pier.
SOURCE:

Fig. 2.32 (below): Sections through the pier and wharf walls indicating their build-up and structure.
SOURCE: OPW Library



CONSTRUCTING THE HARBOUR

As detailed above, there was much debate about the location, form and design of the harbour. Surviving drawings and maps show some of the unbuilt proposals. Fig. 2.6 shows the proposal submitted anonymously by Richard Toutcher for the design of a single pier east of the Old Pier (built 1767). Fig. 2.33 (left) is a 1817 drawing of the single pier as it was proposed to be constructed at that time. Note the sections through the pier on the right hand side of the drawing. Eventually two piers were constructed, built together and brought to a state of near completion until another debate occurred regarding the size and design of the mouth of the harbour. Sir John Rennie's design included an opening of 450ft, as indicated in Fig. 2.35 (right), but this was not how

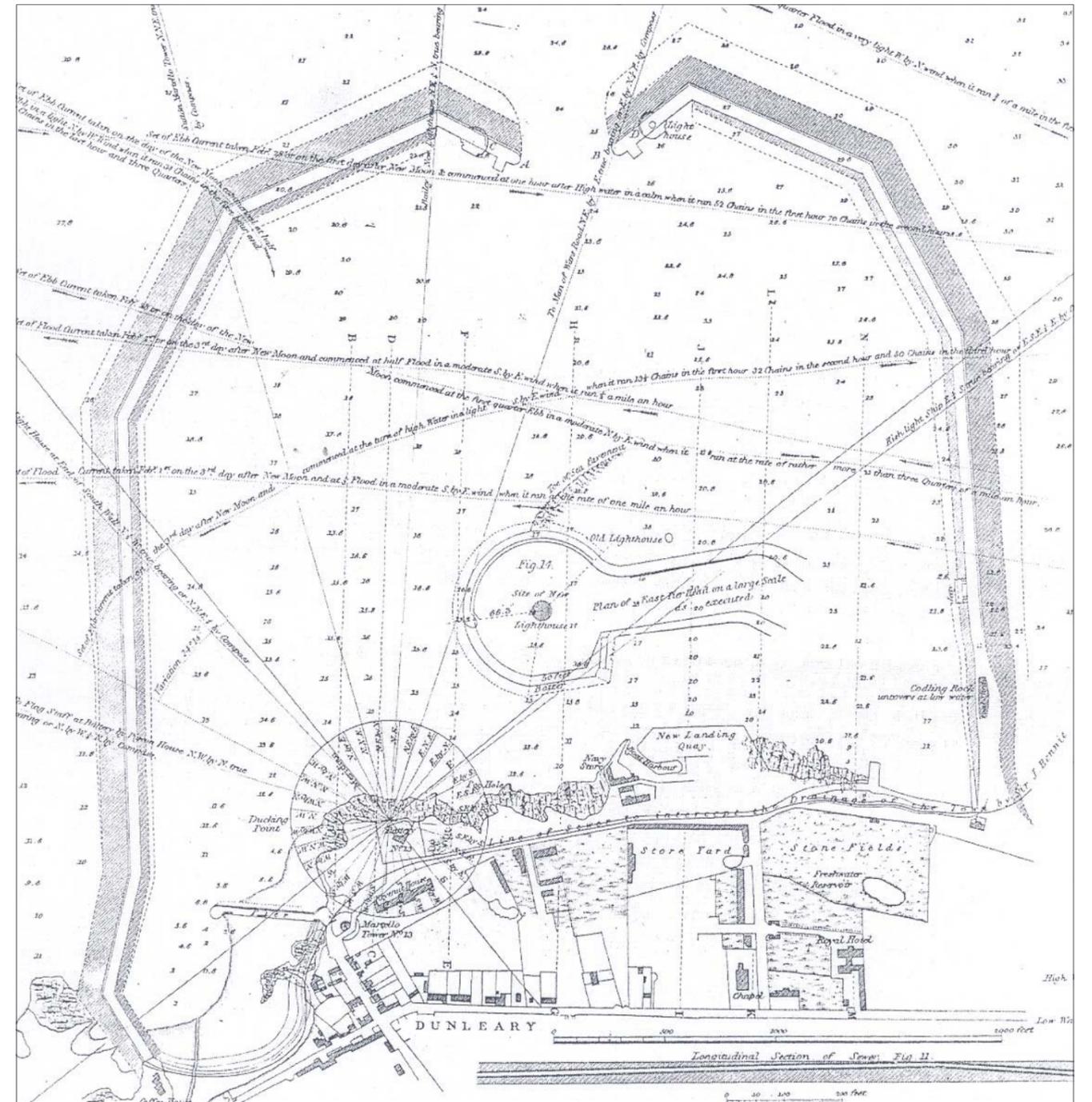


Fig. 2.33 (above): Early design for the harbour with a smaller mouth than as constructed.
SOURCE:

it was eventually constructed.

Fig. 2.34 (left) is from the archives of the OPW (to whom responsibility for completing the harbour was handed over in 1831), and shows sections through the pier indicating the build-up in two locations; through the main pier structures (top) and through

a wharf wall (bottom). These drawings give an idea of the tremendous amount of stone that was used in the construction of the piers and the sheer mass of the structures. This great quantity of stone was excavated from Dalkey Quarry and transported to the harbour using a specially-built truckway known as 'the Metals' (see over).

THE METALS

The 'Metals' was the popular name given to the railroad or truckway which was laid out between Dalkey Quarry and Dun Laoghaire Harbour and facilitated the transport of the granite used in the construction of the piers.

The route of the Metals was extended and altered as the construction of the piers took place. The earliest section ran from Dalkey Quarry to what is now Queen's Road, east of the East Pier. It was soon extended westward, once the decision to construct a second pier was made. Various spurs and branches were made to access different parts of the harbour, as was necessary throughout the construction process.

The maps below identify the extent and location through time of the sections of the Metals that were located within, or in the immediate vicinity of the harbour. It is thought that some parts of the track remained in use by the harbour authorities until the 1880s. In the early twentieth century, the tracks were removed from along the seafront and it appears that the route came to be used predominantly as a pedestrian route.

Sections of the original route of the track survive and are a significant public amenity in the form of a dedicated pedestrian/cycle path through this now well-populated suburban area. These sections of pathways are still popularly known as 'the Metals'. A book, by Rob Goodbody, was published in 2010 by Dun Laoghaire Rathdown County Council which covers this subject in detail.

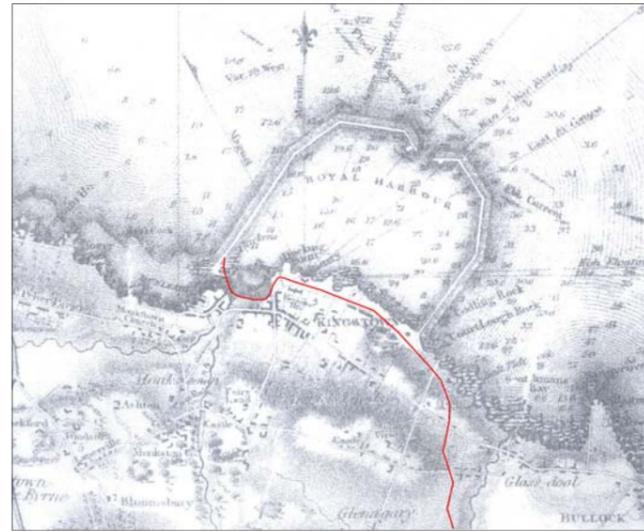


Fig. 2.34 (left) 1821: The line of metals extending across from the base of the East Pier to the base of the West Pier. Neither pier would have been completed at this point, this map showing an indicative version of the harbour.
SOURCE: Archinfo; additional information Shaffrey Associates



Fig. 2.35 (below) 1843: This shows the full extent of the Metals. Note the altered route of the truckway across the railway causeway, through the Old Harbour, built to carry the extension of the Dublin-Kingstown railway from Salthill to the present Dun Laoghaire Station.
SOURCE: Archinfo; additional information Shaffrey Associates

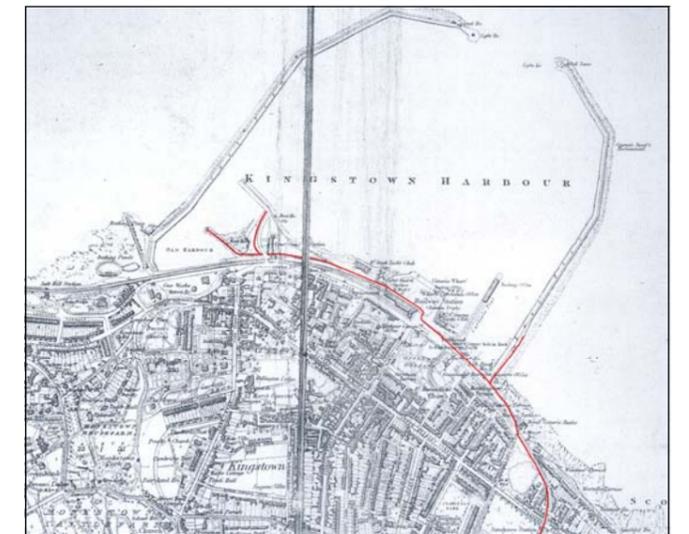


Fig. 2.36 (above) 1867 OS map showing line of metals
SOURCE: Archinfo; additional information Shaffrey Associates

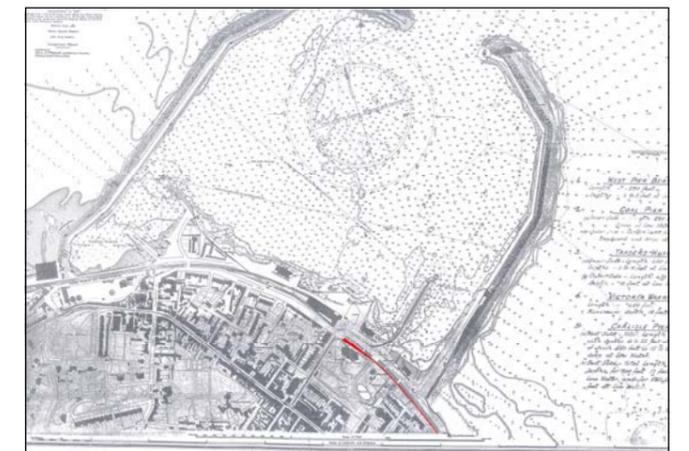


Fig. 2.37 (above) 1902 map showing line of metals
SOURCE: Archinfo; additional information Shaffrey Associates



Fig. 2.38: 1845 illustration of Dún Laoghaire Harbour (Newman): This image is notable as it portrays the urbane character of Dún Laoghaire - town and harbour - which was present right from the outset. The harbour is shown as a calm place with mostly sailing boats (the Royal St. George Yacht Club was built at this stage) - a place of leisure as much as a port. The harbour creates a safe refuge from the wilder seas outside.
SOURCE: John de Courcy Ireland (2001): *History of Dún Laoghaire Harbour*

2.2 Guidance and Policy Context: Statutory and Non-statutory

There are three layers of relevant policy context which inform the heritage management of Dún Laoghaire Harbour. These are international conservation policy context (statutory and non statutory, Ireland has signed and ratified some of the international charters, though not all) ; national planning legislation and guidance (statutory) and, at the local level, the County Development Plan (statutory) and Heritage Plan (non-statutory).

International Conservation Policy Context

The international conservation policy context is enshrined in the large body of conservation charters and associated conventions, documents, etc. Several of these are of some relevance, most notably the International Charter for the Conservation and Restoration of Monuments and Sites (The Venice Charter, 1964) Charter for the Conservation of Historic Towns and Urban Areas (Washington Charter, 1987); The Nara Document on Authenticity (1994); Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter, 1999); the ICOMOS Charter– Principles for the Analysis, Conservation, and Structural Restoration of Architectural Heritage (2003); UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage, 2003); XI'AN Declaration on The Conservation of the Setting of Heritage Structures, Sites and Areas (2005) and the UNESCO Vienna Memorandum, 2005. on World Heritage and Contemporary Architecture—Managing the Historic Urban Landscape. Of these the Burra Charter is probably of greatest relevance to this Heritage Management Plan as it deals specifically with the management of places of cultural significance and it was this charter that established the principles on which this Heritage Management Plan has been prepared.

The following excerpts from the Burra Charters with specific reference to the Harbour, where relevant:

Article 1: "**Cultural Significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric (fabric may define spaces and these may be important elements of the significance of the place), setting (setting means the area around a place, which may include the visual catchment) , use, associations (associations mean the special connections that exist between people and a place – and may include social or spiritual values and cultural responsibilities for a place), meaning (meanings denote what a place signifies, indicates, evokes or expresses and generally relate to intangible aspects such as symbolic qualities and memories), records, related places and related objects. Places may have a range of values for different individuals or groups. Cultural significance may change as a result of the continuing history of the place. Understanding of cultural significance may change as a result of new information**". All these aspects of cultural significance are relevant in understanding and managing the value and importance of the Dún Laoghaire Harbour.

Article 5: "**Relative degrees of cultural significance may lead to different conservation actions at a place.**"

Article 6: "**The policy for managing a place must be based on an understanding of its cultural significance. Understanding cultural significance comes from collecting and analysing information and precedes making decisions**".

Article 7: "**A place should have a compatible use**".

Article 12: "**Conservation, interpretation and management of a place should provide for the participation of people for whom the place has special associations and meaning, or who have social, spiritual or other cultural responsibilities for the place.**"

Article 13: "**Co-existence of cultural values should be recognised, respected and encouraged, especially in cases where they conflict.**"

Article 14: "**Conservation may, according to circumstance, include the processes of: retention or re-introduction of a use; retention of associations and meanings; maintenance, preservation, restoration, reconstruction, adaptation and interpretation; and will commonly include a combination of more than one of these**". All of these conservation processes will apply in the future management and development of Dún Laoghaire Harbour.

Article 15: "**Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation**".

Article 17: "**Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance.**"

Article 20: "**Reconstruction should be identifiable on close inspection or through additional interpretation**". This requires a skilled, informed and well planned approach to reconstruction.

Article 21: "**Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place**".

Article 22: "**New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation. New work should be readily identifiable as such.**"

Article 24: "**Significant associations between people and a place should be respected, retained and not obscured. Opportunities for the interpretation, commemoration and celebration of these associations should be investigated and implemented**".

Article 25: "**The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment and be culturally appropriate**".

The Burra Charter also provides guidance on appropriate management policy stating this "**should identify those responsible for subsequent conservation and management decisions and for day-to-day management of the place; the mechanism by which these decisions are to be made and recorded; the means of providing security and regular maintenance for the place**".

National Planning Legislation and Guidance

The Planning and Development Acts 2000-2010 are the principal statutory context for management and development of the Harbour and Part IV of these Acts relates specifically to Built Heritage Protection. Under Section 28 and Section 52 of the Planning and Development Act 2001 the Minister for the Environment Heritage and Local Government has issued guidelines on the protection of structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. These DoEHLG Architectural Heritage Guidelines define conservation as the process of caring for buildings and places and of managing change to them in such a way as to retain their character and special interest. The Guidelines set out a series of conservation principles to be applied in the process of conservation. These are:

- Keeping a building in use
- Research and analysis
- Expert conservation advice
- Protecting the special interest
- Minimum intervention
- Respecting earlier interventions of interest
- Repairing rather than replacing
- Honesty of repairs and alterations
- Appropriate methods and materials – compatibility
- Reversibility of alterations
- Avoiding incremental damage
- Discouraging use of architectural salvage
- Complying with building regulations: (It should be noted that a National Monument is exempt from Building Regulations. However, regard should be had to compliance and other legislation such as Health and Safety Acts and Fire Services Act apply).

ALSO:

Heritage Act, 1995;

National Monuments Acts, 1930-2004;

Dún Laoghaire Rathdown Development Plan 2010-2016

The promontory fort, or former dún of Dún Laoghaire, is the single Recorded Monument on the Dun Laoghaire Rathdown Record of Monuments and Places (Ref No. DU023-052001). The former Martello Tower, the site of which now lies outside the Harbour area, and which made way for the railway line, is also included on this Record (Ref No. DU023-052003). Figure 2.39(below) indicates the positions of these Recorded Monuments as well as the location of reported shipwrecks.

The architectural and industrial heritage significance of Dun Laoghaire Harbour is enshrined in the Dun Laoghaire Rathdown Development Plan 2010-2016 in a number of statutory objectives and policies and, within the Conservation Area designation (ref. Figure 2.40, below right) which shows extent of area designated), and Record of Protected Structures of which there are twenty-nine separate entries for protected structures located within the Harbour area. Dún Laoghaire Harbour is also a candidate Architectural Conservation Area. The protected structures and relevant objectives and policies are listed below:

RPS No.	Description
726	National Yacht Club
599	Royal Saint George Yacht Club
127	West Pier
307	East Pier
401	Old Pier/Coal Quay
284	Traders Wharf
605	Victorian Chain Fencing and Bollards from RNLI Lifeboat House to the Bandstand
102	Lighthouse, East Pier, Dun Laoghaire
103	Lighthouse Complex, East Pier, Dun Laoghaire

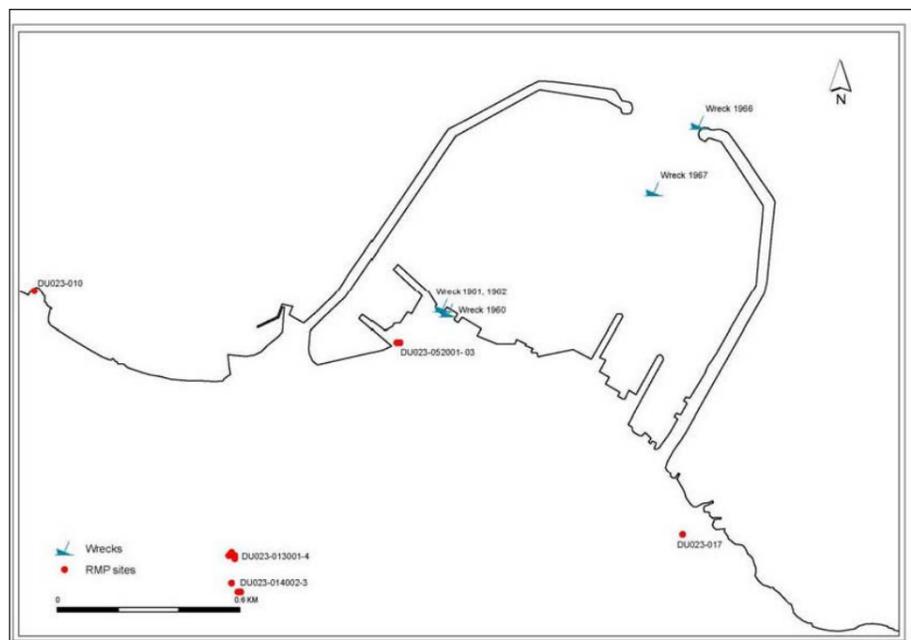


Fig. 2.39 (left):
Map showing the registered archaeological monuments and shipwreck sites within the harbour area
SOURCE: ADCO taken from Dun Laoghaire Harbour Master Plan SEA archaeological assessment

RPS No.	Description
711	Bollards and Chains, East Pier, Dun Laoghaire, Co. Dublin
530	Bollards and Chains, East Pier, Dun Laoghaire, Co. Dublin
491	Bandstand, East Pier, Dun Laoghaire, Co. Dublin
499	Glass Shelter, East Pier, Dun Laoghaire, Co. Dublin
754	RNLI Lifeboat House, East Pier, Dun Laoghaire, Co. Dublin
95	Lighthouse, West Pier, Dun Laoghaire
90	Lightkeeper's House, West Pier, Dun Laoghaire
629	Harbour Lodge, Harbour Square, Crofton Road, Dun Laoghaire, Co. Dublin
388	Coastguard Station (former), Harbour Road, Dun Laoghaire, Co. Dublin
458	Royal Irish Yacht Club, Harbour Road, Dun Laoghaire, Co. Dublin
417	1 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
414	2 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
409	3 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
406	4 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
403	5 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
400	6 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
395	7 Coastguard Cottages, Harbour Road, Dun Laoghaire, Co. Dublin
393	8 Coastguard Cottages, Harbour Road, Dun Laoghaire Co. Dublin
360	Boat House Shed, Coal Quay, Harbour Road, Dun Laoghaire Co. Dublin
369	Boat House, Coal Quay, Harbour Road, Dun Laoghaire, Co. Dublin

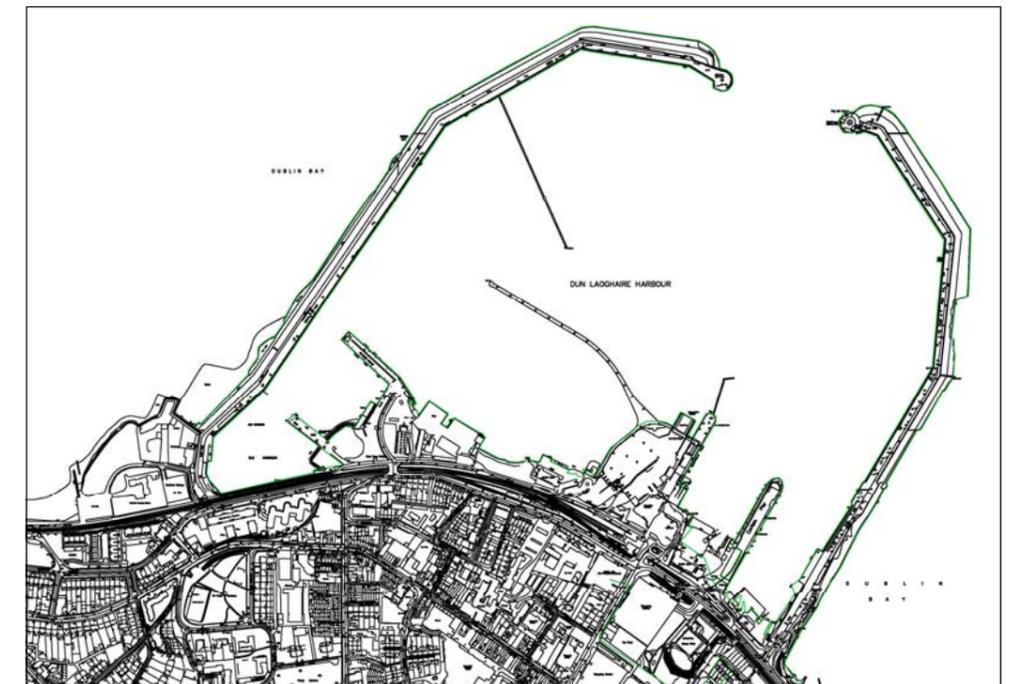


Fig. 2.40 (right):
Map showing extent of conservation area as designated by Dún Laoghaire Rathdown Co. Co.



Fig. 2.43: PROTECTED STRUCTURES – BY NUMBER AND LOCATION

Protection Guidelines are the primary guidance for any proposed works to, or within the cartilage of, protected structures. These also provide guidance of development within Architectural Conservation Areas.

Conservation practice is also guided by a number of international charters and conventions, some of which are relevant to Dun Laoghaire Harbour and the proposed Master Plan. These are:

- Venice Charter, 1964, The International Charter for the Conservation and Restoration of Monuments and Sites
- Grenada Charter, 1985, Charter for the Protection of Architectural Heritage of Europe
- Burra Charter, 1988, Australia ICOMOS Charter for the Conservation of Places of Cultural Significance
- 1990 Charter for Protection and Management of the Archaeological Heritage
- New Zealand Charter, 1993, Charter for Conservation of Places of Cultural Heritage Value
- Charter for the Protection and Management of Archaeological Heritage, 1990
- Charter for the Protection and Management of Underwater Cultural Heritage, 1996
- International Cultural Tourism Charter, 1999
- Nara Document on Authenticity, 1994
- Council of Europe Framework Convention on the Value of Cultural Heritage for Society (Faro Convention), 2005

Dún Laoghaire Rathdown County Council have issued 2 no. Declarations under Section 57 of the Planning and Development Act 2000 with regard to Dun Laoghaire Harbour: firstly in August 2002 which covers the entire area under the ownership of Dun Laoghaire Harbour Company and, more recently in 2010, for works relating specifically to the Battery Complex at the seaward end of the East Pier (Ref. Appendix ..)

Dún Laoghaire Harbour is identified as a candidate Architectural Conservation Area (ACA) and the specific policy objective relating to candidate ACA's is Policy AR10. Other related candidate ACA'S are 'The Metals'; Dun Laoghaire Seafront and, Pavilion Site/Moran Park, Dun Laoghaire. The following are the relevant other statutory policies relating to archaeological, architectural and built heritage within the Development Plan:

Archaeological Heritage Policies:

- Policy AH1: Protection of Archaeological Heritage: This refers to Council policy to protect sites on Record of Monuments and Places (RMP) and their settings.
- Policy AH2: Protection of Archaeological Heritage In Situ: This refers to Council policy to seek preservation of monuments in-situ, or as a minimum, preservation by record.
- Policy AH6: Underwater Archaeology: All developments with potential to have impact will require an archaeological assessment prior to works being carried out.

Architectural Heritage Policies:

- Policy AR1: Record of Protected Structures: It is Council policy to compile and maintain a Record of Protected Structures and will include in the Record every structure of parts of such structures which, in the Planning Authority's opinion, are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. The Council will ensure that interventions to Protected Structures shall have regard to the Department of Environment, Heritage and Local Government document

"Architectural Heritage Protection Guidelines for Planning Authorities".

- Policy AR3: Funding & Assistance for Protected Structures: This refers to the Council's Conservation Grants scheme (which Dun Laoghaire Harbour Company is not eligible for as it is a public body). Other schemes identified include Civic Structures Grant Scheme, Heritage Council grant schemes and Section 482 of Taxes Consolidation Act (some of these schemes have changed/are temporarily suspended).
- Policy AR5: Energy Efficiency of Protected Structures: This flags future guidance from DoEHLG in this area, which Council will have regard to. The DoEHLG has recently published guidance on improving energy efficiency for historic structures as part of their Advice Guide Series.
- Policy AR6: Protection of Historic Street Furniture: It is Council policy to promote the retention of historic items of street furniture where these contribute to the character of the area.
- Policy AR7: Protection of Coastline Heritage: It is Council policy to promote the retention of features of the County's coastal heritage where these contribute to the character of the area.
- Policy AR10: Candidate Architectural Conservation Areas (c.ACAs): this policy states: "within a cACA the Council will have particular regard to the impact of a proposed development on the character of the area in which it is to be placed, The preservation of the existing character of an area does not preclude all forms of development. All proposals for new development should preserve or enhance the character and quality of the environment within a cACA. (Policy AR8 deals with designated ACA's and, while Dún Laoghaire Harbour is currently only a cACA, it is likely that within the life of the Master Plan, it will be duly designated an ACA. This implications of this are that works to the exteriors of structures which would materially affect the character of the area, in the opinion of Council, will require planning permission.
- Policy AR13: Industrial Heritage: This specifically identifies the Dublin-Kingstown Railway and the

Atmospheric railway as being of industrial heritage value and identifies Dún Laoghaire Harbour as one of the largest harbours in the country.

Within the Landscape , Heritage and Biodiversity chapter (Chapter 9 of the Development Plan), there are a number of relevant policies as follows:

- Policy LHB2: Views and Prospects: “It is Council policy to protect and encourage the enjoyment of views and prospects of special amenity value or special interests”. A number of prospects have been listed for preservation and these include:
 - o Dalkey Hill from the East Pier
 - o Killiney Hill from the East PierThe policy goes on to state that Council will prevent development which would block or obstruct the protected prospect and will address protection of other important views and prospect through day to day planning management and through Local Area Plans.
- Policy LH B5: Heritage and Protection of the Environment: This is a general policy statement embracing architectural, archaeological and natural heritage protection and makes specific reference to protection of national and EU designated areas such as Special Areas of Conservation Areas (SACs) and candidate SACs; Natural Heritage Areas (NHAs); Special Protection Areas.
- Policy LHB17: Coastal Zone Management and Dublin Bay: This refers to the Dublin Bay Task Force’s preparation of a Dublin Bay Master Plan, which Council will co-operate with and refers also to a Dublin Bay Coastal Zone Management Plan. This policy refers to a Coastal Management Plan under preparation which will inform flood protection strategies. (These are likely to impact on the Harbour).
- Policy LHB18: Parks, Coastlines and Harbours: this specifically refers to protecting public access and amenity value of the Coal Harbour area.
- Policy LHB20: The Metals – this policy more particularly addresses the Metals walking route from the People’s Park to Dalkey.

The Dun Laoghaire Urban Framework Plan, which forms part of the Development Plan, contains a number of specific local objectives (SLO) which affect the cultural heritage of the Harbour. These are:

- SLO 13: Development of the Harbour in accordance with a Harbour Master Plan
- SLO 14: ‘The Gut’
- SLO15: Coal Quay – improved access
- SLO 16: Redevelopment of the Carlisle Pier
- SLO21: Environment Scheme for area between East Pier and Sandycove
- SLO 77: Local Area Plan for Dun Laoghaire
- SLO 93: Sutton to Sandycove Promenade and Cycleway—has this been shelved?
- SLO95: Water leisure facilities at the Gut and rear of the West Pier.

Legislation and Statutory Policy

The principal legislation relating to architectural and built heritage which govern these objectives is the Planning and Development Acts, 2000 to 2010. In addition the National Inventory of Architectural Heritage Act (1999) and The Heritage Act (1995) also apply. In addition the 2004 DoEHLG Architectural Heritage

2.3 Physical Character

The physical character of the harbour is mainly derived by its form, materiality, and its various uses.

The scale of the harbour registers at many levels. Within, or as part of Dublin Bay it reads from the air, from the sea, from a height or from a distance. As a single entity its scale is best observed from further away—along Sandymount Strand or from a train along the coast; above on Dalkey Hill and Three Rock mountain; across from Howth Head; from those at sea in Dublin Bay and from the air on frequent flight paths for those travelling across the Irish Sea to Dublin. This is the scale of infrastructure; the harbour as a significant interchange in the transport network of the country.

On a closer scale is the harbour as a place; as a significant area within a large town. Yet it has its own identity and character that is distinct from the rest of the town of Dún Laoghaire. This character is derived from its form, materials, views, uses, sounds, smells...

It also has a smaller scale - the scale of the boats; the seaward side of the yacht clubs; boatyards; cranes and other equipment; jetties, wharfs etc.

Finally, it also has a more intimate human scale which can be identified by the numerous strollers, walkers, joggers, cyclists who populate the harbour. This is the scale of the paths and steps; the town-facing sides of the yacht clubs; railings and gates; bandstand, shelter and fountain.

The form of the harbour is generated by its two enormous arms and their sheer mass, which holds and encloses the great expanse of water. In a

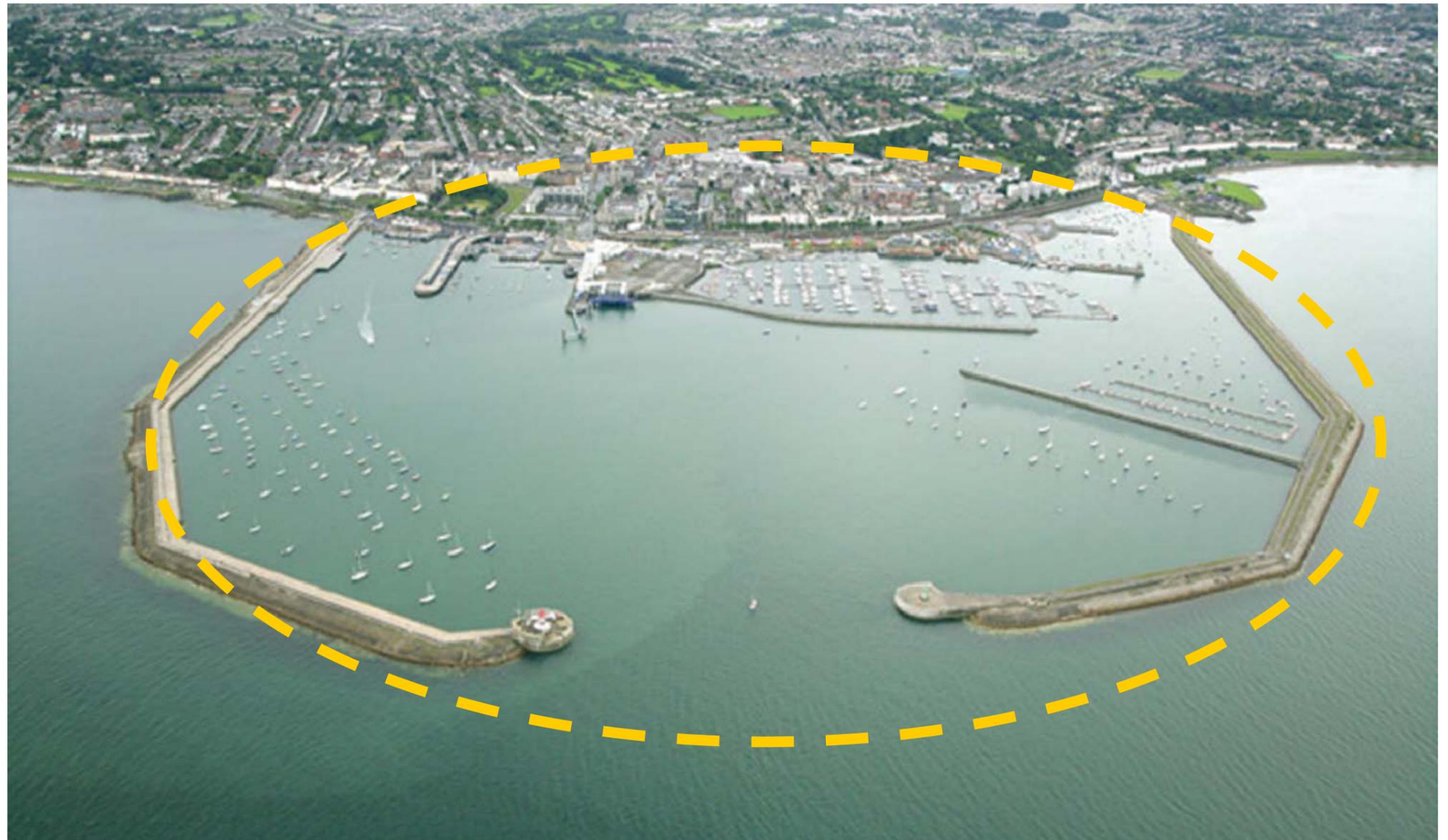


Fig. 2.41: Part of the character of the harbour is derived from its legibility as a single entity—from the air, distant views across Dublin Bay, from the mountains, from the sea. SOURCE: © Peter Barrow

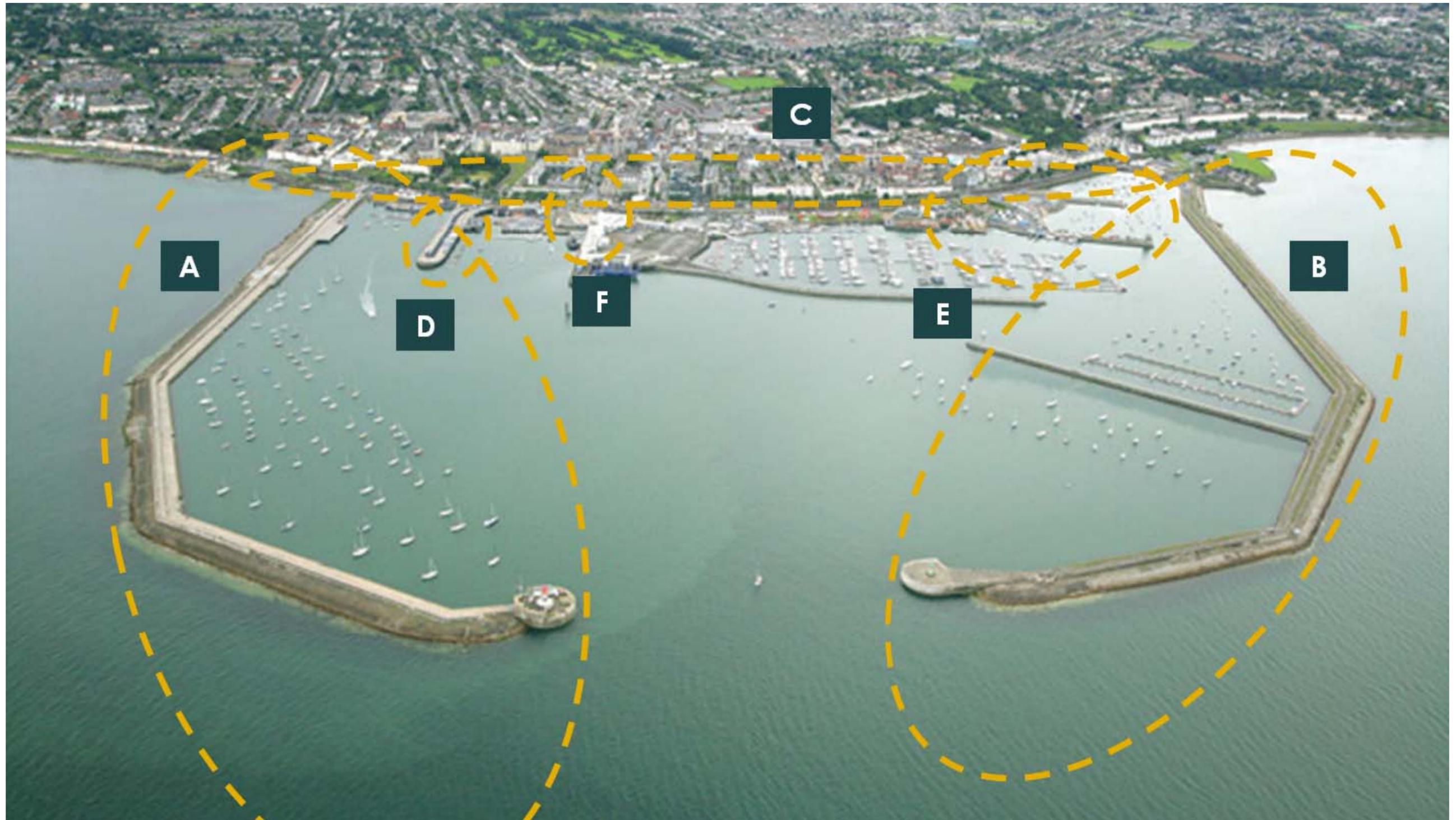
sense the strongest spatial quality is the mastering of water through mass (massiveness), rather than overcoming gravity or space. The 'space' created is water. The architecture of the harbour is primarily that of infrastructure—piers, slips: these read as a massive base, or groundscape onto which the buildings, as objects, are placed. The buildings sit on the place as objects, rather than enclosing space; in the main they are pavilion buildings, providing shelter in space, rather than forming enclosure or streetscape.

The physical character of the harbour can be read in several ways; as a single entity as seen from the distance, or as distinct but interlinking quarters, moved through in sequence. For the purposes of this study, the following individual character areas have been identified:

- A EAST PIER**
- B WEST PIER**
- C QUEEN'S ROAD/CROFTON ROAD ESPLANADE**

- D CARLISLE PIER**
- E COAL HARBOUR**
- F VICTORIA WHARF/MARINE ROAD/MALLIN STATION**

It is possible to further divide some of these areas by character, this is discussed in more detail below.



HISTORIC CHARACTER AREAS

- A East Pier
- B West Pier
- C Queens Rd / Crofton Rd. esplanade
- D Carlisle Pier
- E Coal Harbour
- F Victoria Wharf/Marine Road/Mallin Stn.

Fig. 2.42: The six historic character areas as defined for this document.
 SOURCE: © Peter Barrow



Fig. 2.43 (above): Late C19th/early C20th view from East Pier towards the town centre.
SOURCE: NLI



Fig. 2.44 (above): Late C19th/early C20th view of the East Pier bandstand (with its original onion dome).
SOURCE: NLI



Fig. 2.45 (above): Late C19th/early C20th view of East Pier sun shelter.
SOURCE: NLI

HISTORIC CHARACTER AREAS

A EAST PIER

The East Pier has a character that mainly derives from its hard landscape, which is made primarily of stone and concrete. There is little relief provided by grass or planting. This lends it an urbane feeling; a promenade, almost a version of a Victorian pleasure pier, (which comparison ignores its vital function as part of a harbour). Much of the non-maritime activity that takes place in the harbour happens here, and indeed it is often referred to locally as 'the pier', which signifies its role as a significant amenity for the town. The protection of the great wall provides a sense of enclosure, as do the views back towards the town - one must step beyond the wall on the upper level to experience the openness of the seascape. Its orientation means that in the summer the enclosing walls do not cast a shadow onto its main surface later in the day, creating a pleasant environment well into evening-time.

The East Pier has a significant amount of ironwork, both decorative and functional—including the bandstand, shelter, railings, mooring posts and rings. This forms part of an important collection in harbour; combined with town-wide collection it is of national significance.



Fig. 2.46 (above): Aerial view of harbour with East Pier to the fore.
SOURCE: © Peter Barrow



Fig. 2.47 (above): Contemporary view of East Pier, looking north.



Fig. 2.48 (above): Contemporary view of East Pier, looking south.

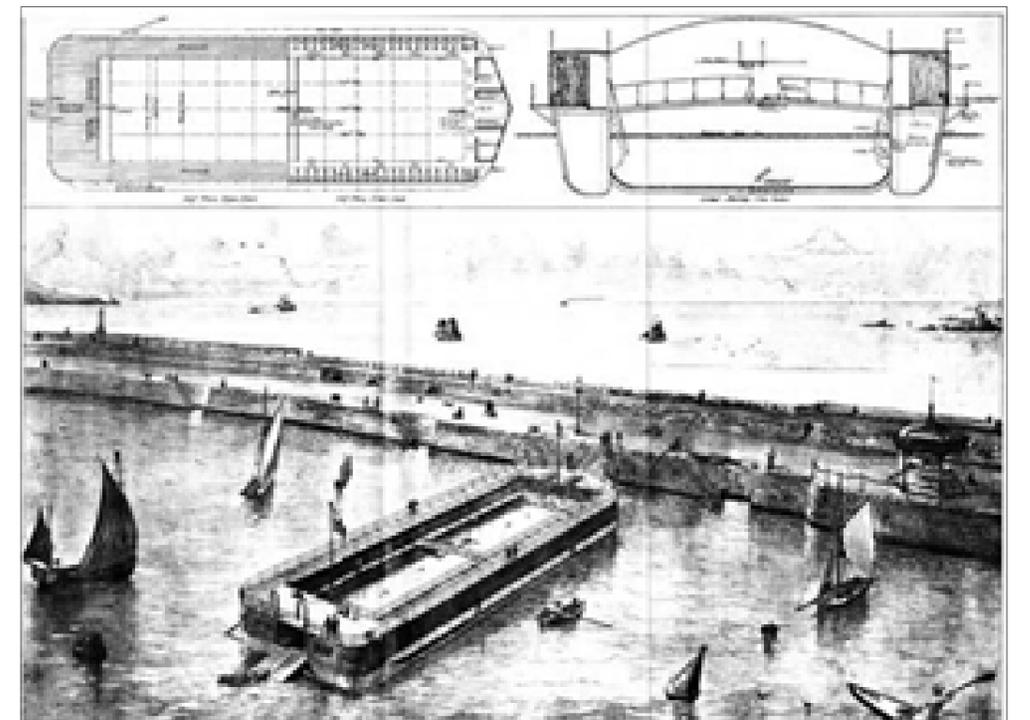


Fig. 2.49 (right): Historic unbuilt proposal for outdoor baths off the East Pier, to be located north of the bandstand.



Fig. 2.50 (above): Contemporary view of West Pier, looking north.



Fig. 2.51 (above): Contemporary view of breakwater of West Pier, looking north.

B WEST PIER

The character of the West Pier quite different from that of the East Pier, indeed has very much its own distinct character within the harbour. It has a softer landscape, with grass, gravel and compacted soil combining to lessen the effect of the stonework. This part of the harbour is quiet; there are fewer strollers than elsewhere. This is due to it being more distant from town centre and from most yacht clubs (the Motor Yacht Club is located at the beginning of the pier), and it is cut off from the town by the railway tracks. The lack of historic views of or from the West Pier indicates an historic basis for this isolated status. It is in keeping with the sense that it has gone largely unchanged with time.

The West Pier is the location of some of the best examples of the high quality of stonework that can be found in the harbour—particularly at pier end where concentric circles of cut granite radiate from the base of the lighthouse, and the lighthouse keeper's cottage with its classical detailing.



Fig. 2.52 (above): Curved granite wall at end of West Pier.



Fig. 2.53 (above): Radial granite paving around lighthouse at end of West Pier.



Fig. 2.54 (above): Cast iron mooring bollard located in grass surface of West Pier.

C QUEEN'S ROAD/CROFTON ROAD ESPLANADE

Despite the erosion of its quality in recent decades, there is an identifiable special character to the continuous thoroughfares of Queen's Road and Crofton Road, described in this case as an esplanade. This linear space displays a typical seafront character— comprised of paths, railings, seating, monuments, street furniture, bollards and chains, planting. The railway forms an integral part of landscape; being one of the constructed changes in level that forms the junction between the sloping townscape and the harbour. The Metals is an important part of this ensemble, and will become increasingly so as its amenity value is enhanced with the current developments in that location.



Fig. 2.55 (above): Queen's Road at the junction with Marine Road and Crofton Road; early C20th.
SOURCE: NLI



Fig. 2.56 (above): Queen's Road adjacent to the East Pier Gardens; early C20th.
SOURCE: NLI



Fig. 2.57 (above): Queen's Road as it runs along the top of the railway cutting; early C20th.
SOURCE: NLI



Fig. 2.58 (above): Carlisle Pier, early C20th.
SOURCE: NLI

D CARLISLE PIER

In its current guise, the Carlisle Pier represents a significantly underused part of the harbour. Recent lack of access, along with the removal of the shed structures combine to lessen the character of this part of the harbour, despite its being rich with historical associations. It currently is defined by an openness, with little definition or enclosure of spaces.



Fig. 2.59 (above): Carlisle Pier, in the C19th.
SOURCE: NLI



Fig. 2.60 (above): Carlisle Pier in 1932.
SOURCE:



Fig. 2.62 (above): View from 1894 railway shed looking south towards town centre.
SOURCE: NLI



Fig. 2.61 (above): Contemporary view of Carlisle Pier with structures removed.
SOURCE:



Fig. 2.63 (above): Contemporary view of Carlisle Pier from Queen's Road.



Fig. 2.64 (above): Contemporary view of Carlisle Pier from below projecting concrete deck structure.



Fig. 2.65 (above): Coastguard Tower.



Fig. 2.66 (above): Boat slip at the Old Harbour.



Fig. 2.67 (above): Traders Wharf.



Fig. 2.68 (above): The boatyard and Coastguard Station in the background, c. 1895.
SOURCE: Peter Pearson



Fig. 2.69 (above) and 2.70 (below): The Old Harbour is the location of surviving marine archaeology/fabric



E OLD HARBOUR

The Old Harbour includes some of the historical part of Old Dunleary and was the location of the original pier constructed in 1767. It has a robust and utilitarian character, lacking the rarefied architecture of the yacht clubs for instance. The boating activities that take place here are generally of a more modest scale than elsewhere and the area encompasses the boatyard which has traditionally been a specially designated place where those who are not members of a yacht club can access the harbour via the boat slip - playing an important role within the harbour.

It manages to accommodate a diversity of uses and users - and its history of varied uses is evident in the names of its parts; Trader's Wharf, Coal Harbour etc. Current and past uses include the rowing club, fish-selling, boat trading, sail training, residential, FCA, the Coastguard, and this proliferation of users has resulted in a more chaotic and disorganised character than elsewhere.

There is an atmosphere of neglect - deriving in part from the somewhat isolated location which lacks passive surveillance, and also due to the lack of use of the Coastguard Station and Cottages, which comprise a significant portion of this area.

The character of the area in terms of materials is defined by some fine stonework - found in the snecked stone boundary walls and also in the fabric of the Coastguard buildings. The area is also the location of some of the best surviving port/marine fabric—boat slip, tracks, turntable, crane etc.



Fig. 2.71 (above): Snecked stone wall



Fig. 2.72 (above): Historic view of Marine Road from the junction with Queen's Road/Crofton Road.
SOURCE: NLI



Fig. 2.73 (above): Early C20th view of Victoria Fountain
SOURCE: NLI

F VICTORIA WHARF/MARINE ROAD/ MALLIN STATION

Presently, the character of this space is dominated by a busy vehicular traffic junction at the intersection of Marine Road, Queen's Road and Crofton Road. This is a function of its role as the most significant link to the town centre. At this location, there has historically been a public space, created by the Victoria Fountain and its setting; this has been redefined with the recent restoration of the fountain. The open space of plaza adjacent to the terminal building is underused, perhaps suffering from a sense of separation due to the location of the nearby roundabout.

The massive wall of fine masonry that separates the railway station from the harbour defines the historic character of this area well; that of grand edifices (the railway station, Town Hall, the Pavilion). It is where the harbour as an entity meets the town, engaging with its urban set-pieces.

The significance of the railway station structures should be noted. These are an element of the important collection of the architecture of J.S. Mulvaney in the harbour (also included are the Royal St. George Yacht Club and the Royal Irish Yacht Club), a collection of national significance.



Fig. 2.74 (above): Contemporary view of railway station building.



Fig. 2.75 (above): Contemporary view of fine granite wall dividing railway station from harbour.



Fig. 2.76 (above): Historic view of Victoria Wharf/Marine Road/Mallin Station with original pavilion building in background.

CULTURAL HERITAGE VIEWS AND PROSPECTS

Forming an important part of the heritage of the harbour are its cultural heritage views and vistas. These include framed views of various structures, designed views from within particular buildings and open aspects from certain locations within and without the harbour. Some of these views remain substantially unchanged through time.



Fig. 2.78 (above): View from the Coastguard Station

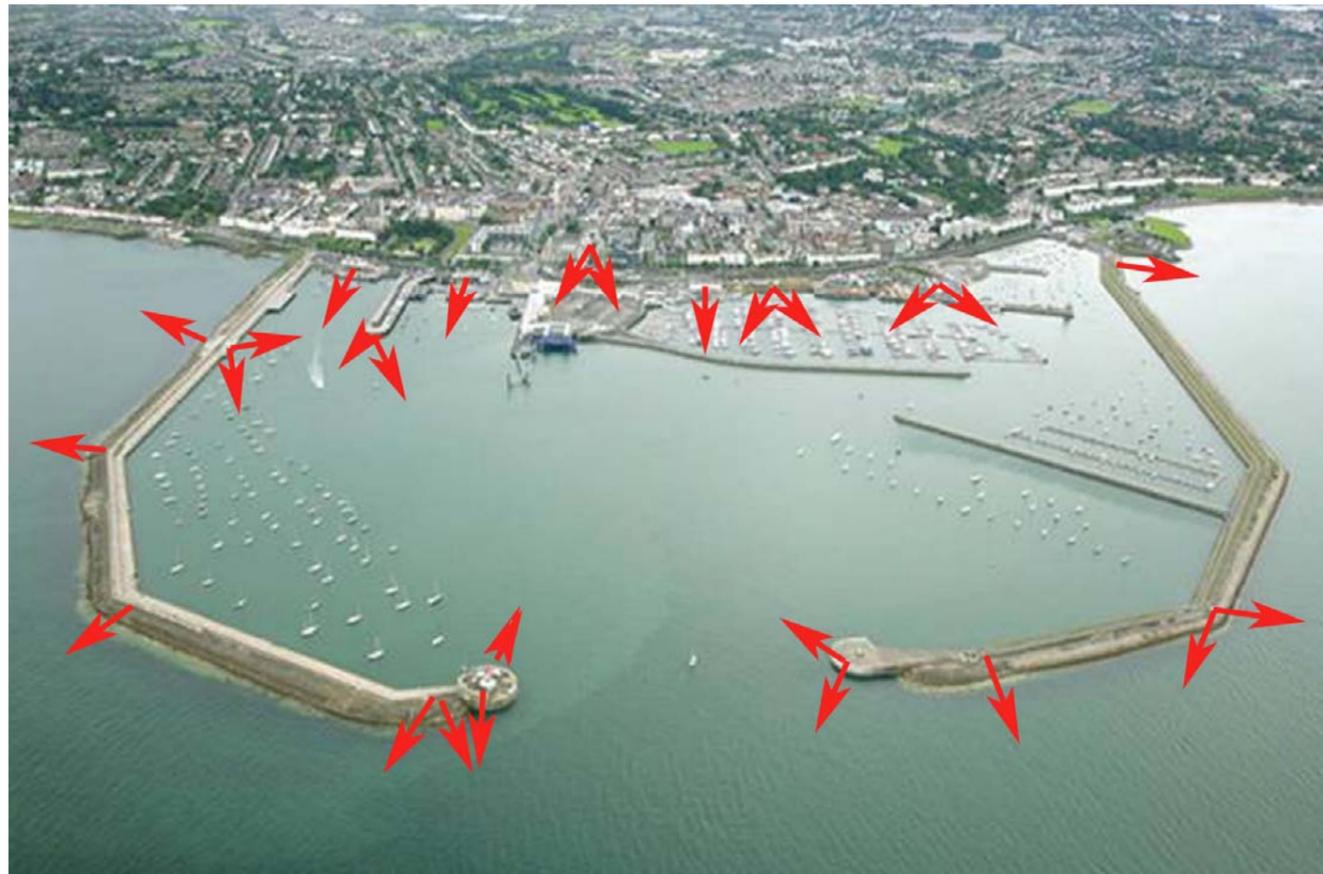


Fig. 2.77 Aerial photo of harbour indicating many of the important views and vistas—from buildings and vantage points on the piers and within the harbour.
SOURCE: © Peter Barrow; additional information by Shaffrey Associates

These views include the following:
 views out from the East Pier Battery
 views to Dublin Bay from end of East Pier
 views from breaks in wall along East Pier
 views from shelter and bandstand
 views to harbour from the historic yacht clubs
 view from end of Carlisle Pier

views from Marine Road and Victoria Wharf
 view to harbour from Harbour Lodge
 views from Coastguard Station viewing tower
 views from along West Pier
 views from raised platform at end of West Pier
 views from Dalkey quarry



Fig. 2.82 (above) Historic photograph of rear of Royal St. George Yacht Club—designed with the view of the Harbour in mind, particularly the dining room with its large bow window, visible to the right of the image
SOURCE: NLI



Fig. 2.83 (above) View from East Pier Battery towards Howth

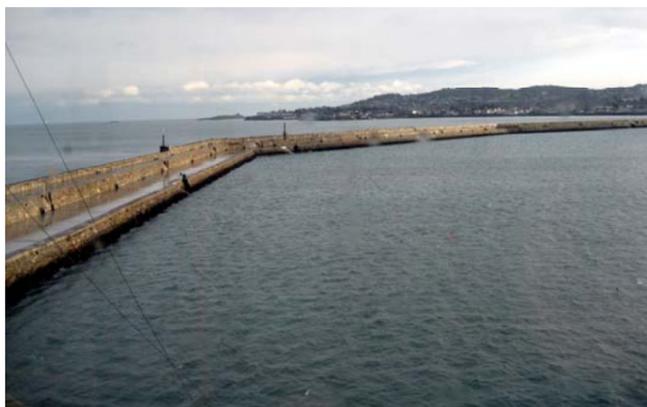


Fig. 2.79 (above): View from East Pier Battery of East Pier and Sandycove beyond.

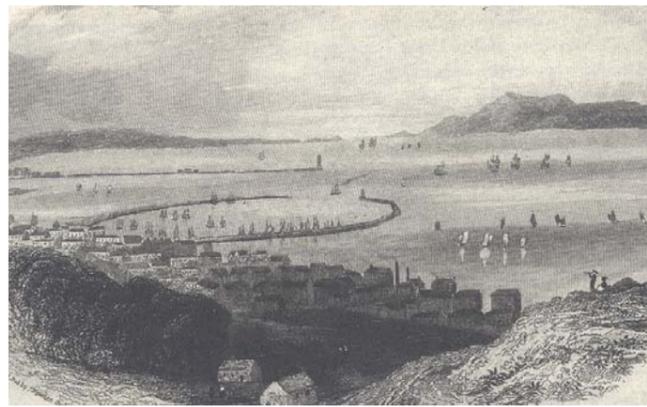


Fig. 2.80 (above) Historic image representing view from Dalkey Quarry of Dublin Bay, including Harbour
SOURCE:



Fig. 2.81 (above) Historic view (early C20th) from Dalkey Quarry looking towards the Harbour
SOURCE: NLI

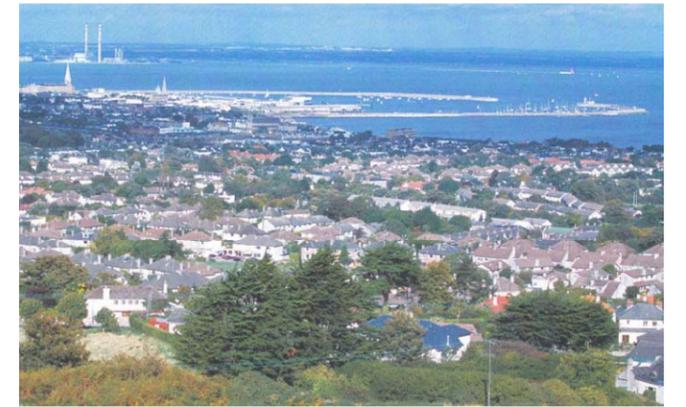


Fig. 2.84 (above) Present-day view from Dalkey Quarry looking towards the Harbour



Fig. 2.85 John Rennie, Scottish engineer responsible for design and early construction phase of the Harbour.
SOURCE: www.sil.si.edu



Fig. 2.86 William Dargan, noted railway engineer
SOURCE: www.wikipedia.org



Fig. 2.87 Captain Bligh, famous for captaining The Bounty, made the first proper survey of Dublin Bay.
SOURCE: www.themagicofcornwall.com



Fig. 2.88 Plaque commemorating the association with Samuel Beckett

Historic and cultural associations

Dún Laoghaire Harbour has been a cultural reference point for artists and writers over the years, most notably featuring in the writings of Beckett (Krapp's Last Tape) and Joyce (Ulysses; where is described as a 'disappointed bridge'). It has other associations with prominent historic figures, including the famous Captain Bligh who carried out the first proper survey of Dublin Bay which confirmed the need for an asylum harbour and William Dargan, noted railway engineer, known as 'father of the railway'. Another association is with Marconi, whose broadcasting of the sailing regatta in Dún Laoghaire Harbour was the first sporting broadcast in the world, and not to be forgotten are the Rennies, father and son engineers, responsible for the design and construction of this and other harbours and structures worldwide.

The various British monarchs who sailed into Dún Laoghaire Harbour are commemorated by monuments near the seafront and by place names throughout the town, and have also left their mark in the architectural character of Dún Laoghaire, in particular in George's Street.

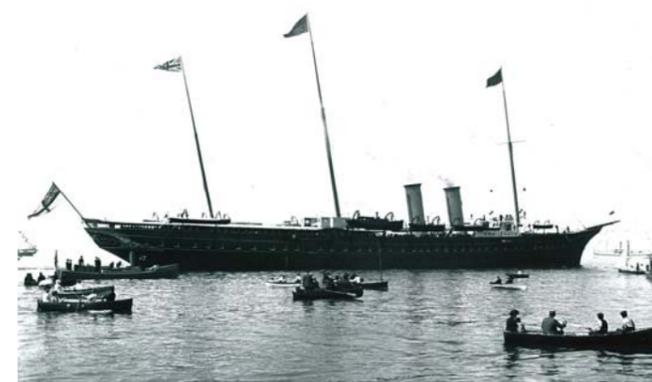


Fig. 2.90 The Royal Yacht in the harbour during the royal visit of 1900.
SOURCE: Peter Pearson



Fig. 2.91 The Victoria Fountain; erected in 1901 to mark the royal visit and restored in 2002.



Fig. 2.89 Marconi with his instruments
SOURCE: www.openminds.tv



Fig. 2.92 Image of train on Carlisle Pier in 1980; the location of many departures and arrivals throughout its history.
SOURCE:

Connections

Harbour and the town: While the origins of Dún Laoghaire extend well back before the construction of the Harbour, the great nineteenth century expansion of the town owes much to the presence of Dún Laoghaire Harbour (between 1831 and 1861 the population of Dún Laoghaire more than doubled from 5,500 to 11,500). The Harbour provided the context for the passenger railway and both facilitated the great middle class settlements in the area.

Harbour and the city/region: Due to its port function, its history and its constant role as a significant public amenity, Dún Laoghaire Harbour reads on a city, regional and national scale.

International: The international connections extend beyond the immediate ferry route to the UK (Holyhead) and link across many continents through historic sailing routes and global events. Dún Laoghaire Harbour has been a point of long distant departures, and arrivals, for many people over the almost 200 years of its existence.



Fig. 2.93 (above): The inauguration of the new Kingstown Lifeboat at Traders Wharf, c.1896.
SOURCE: Peter Pearson



Fig. 2.94 (above): Rowing in a regatta at the turn of the century.
SOURCE: Peter Pearson



Fig. 2.95 (above): Spectators viewing sailing from the Carlisle Pier.
SOURCE: NLI



Fig. 2.96 (above): Historic view of the harbour with traditional rigged vessels.
SOURCE: NLI



Fig. 2.97 (above): The Mailboat viewed from the East Pier.
SOURCE: NLI



Fig. 2.98 (above): Historic view of former baths in Salthill.
SOURCE: NLI

Uses:

Most of the uses accommodated in Dún Laoghaire Harbour today have been carried on there for many years and so make a significant contribution to the character and cultural significance of the place. These include boating (of many kinds and scales); trade; marine engineering; walking, running and cycling; fishing; training and education; residential; retail; dining.

The Harbour also has historic associations with a number of important international, national and local institutions: the yacht clubs (of which the Royal St. George is the second oldest of its kind in the world); the Commissioners of Irish Lights; the Sea Scouts; St Michael's Rowing Club; the Royal National Lifeboats Institution; CIE and the various shipping companies which have operated out of the Harbour over the years.



Fig. 2.99 (above): Walkers on the East Pier.



Fig. 2.102 (above): Numerous sailing boats standing in the boatyard.

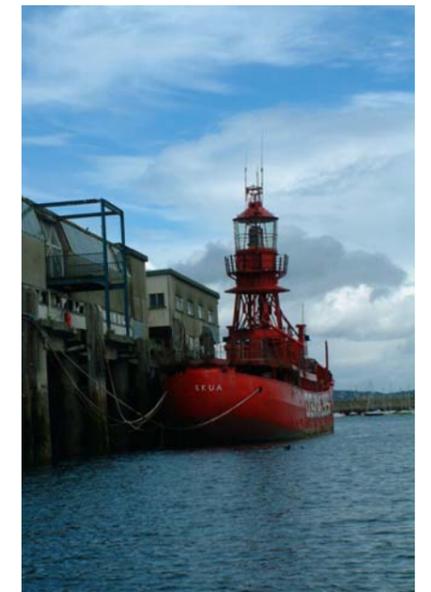


Fig. 2.100 (right): The Lightship moored at the Carlisle Pier.



Fig. 2.101 (right): Lighthouse at the East Pier Battery

3.0 Significance

Establishing the significance of a place, in terms of its cultural heritage, is guided by international charters and conventions and, nationally, by the DoEHLG Architectural Heritage Protection Guidelines. These latter guidelines have identified a range of categories of special interest which may pertain to places of architectural heritage significance. These comprise: Architectural; Historical; Archaeological; Artistic; Cultural; Scientific; Technical and Social. The National Inventory of Architectural Heritage (NIAH) sets out five importance rating values, International, National, Regional, Local and Record Only which can be applied to the special interest categories.

The ICOMOS Burra Charter for Places of Cultural Significance has defined cultural significance as meaning aesthetic, historic, scientific, social or spiritual value for past, present or future generations. It states that cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, record, related places and related objects. The Burra Charter advocates an holistic and integrated understanding of cultural significance and has enabled an understanding and valuing of cultural significance which embraces the intangible as well as the tangible.

The Burra Charter states that *"the cultural significance of a place and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy."* The previous chapter provided a brief description, or understanding, of the varying aspects which comprise the cultural heritage of Dún Laoghaire Harbour. From this process and by applying accepted criteria for establishing importance, the significance of Dún Laoghaire Harbour can be articulated under a number of themes:

Physical

Scale: Dún Laoghaire Harbour is amongst the largest man-made harbours in Europe. At the time of its construction it would have come to international notice due to its scale and quality construction.

Quality of design and construction: The magnificent quality of the design and construction of Dún Laoghaire Harbour is impressive and its durability over time is testimony to this quality. The construction of the Harbour was a feat of high craftsmanship, in particular the expertise of the masonry construction, the skill operations of the divers, the innovative methods adopted for transportation of stone—see panel, overleaf.

Harbour and the Bay: The Harbour registers, on a physical level, at a regional scale and is part of the visual landscape of Dublin Bay.



Fig. 3.1 (above): Newman image, 1845. SOURCE: John De Courcy Ireland (2001): *History of Dun Laoghaire Harbour*



Fig. 3.2 (above): Aerial photo of the harbour, looking north. SOURCE: Peter Barrow



Design and Craftsmanship

The fine architecture, detailing and craftsmanship of the harbour structure and its buildings are probably its most significant cultural heritage attributes. The quality of the masonry is of an exceptionally high standard throughout the harbour, and there are specific details in many places where great consideration has been given to the design of the masonry and a high level of craftsmanship has gone into its production. The skills that gave rise to this quality of construction are now almost lost, as traditional techniques have been replaced with modern building methods, rendering the harbour structure all the more valuable as it could never be replaced.



The durability of the harbour structures after almost 200 years is remarkable, given their exposed maritime location and is a notable testimony to the many skilled minds and hands which contributed to their construction over approximately 43 years. That the main harbour structure continues to support a wide range of boating and marine activities shows the resilience and robustness of the original design. Acknowledgement for its present value is also due to the many bodies responsible for the continued maintenance of the harbour since its construction.



Social/Cultural

Associations: As detailed in the previous chapter, there are numerous historic and cultural associations that form an important part of the significance of the Harbour; literary, scientific, artistic and technical. These associations contribute to the meaning of Dún Laoghaire Harbour, and are individually varied in nature while collectively adding substantially to the understanding of the place.

Connections: The connections that exist between the Harbour and the town of Dún Laoghaire, historically and presently, and also the further connections between the Harbour and the larger city of Dublin and the rest of the country, indeed extending into the wider international context, are largely a function of its use as a port and transport node. Thus, the construction of the Harbour and the resulting activity is intrinsically linked to the development of the town, while an important part of the history of the Harbour is its role as a point of departure for many people, including emigrants.

Uses

Historic: Some uses were of great significance historically, such as the sailing of the Mailboat, which are no longer in existence but remain large in collective memory, while many other long-standing uses continue, such as the holding of regattas. The many and varied uses that have been and continue to be facilitated in the Harbour speak of its great richness as a repository of cultural heritage.

Living place – dynamic: Dún Laoghaire Harbour is a living place and is continually contributing to the social and cultural character and vibrancy of the town and region. It continues to play an important amenity and port function and while the latter may have reduced in importance recently the amenity value of the Harbour is likely to increase in the future. Beyond the pure functional provision, however, the sense of place, or *genus loci*, of the Harbour is in no small part attributable to the historic and ongoing interaction of many rich and complex layers of everyday use, activity and one-off events.

Public amenity: Dún Laoghaire Harbour is a significant public amenity for the local and regional population as well as visitors from further afield.

Archive

There is a considerable amount of documentary sources relating to the Harbour which include historic drawings; maps; records; reports; historic accounts, historic photographs, etc. Much of this material is housed in Dún Laoghaire Harbour Company's own archives, other material can be found in the National Archives, the OPW library, British archives, private archives and published and unpublished documents. Cumulatively, this 'archive' represents a rich treasury of historic, architectural and social knowledge. The manner in which Dún Laoghaire Harbour Company has made much of this knowledge publicly available, through its website, is laudable and important in confirming the cultural heritage significance of the place.

Social/Economic

Dún Laoghaire Harbour is, and has been, a place of work, commerce and trade. In this way it has been an important economic contributor throughout its history, both directly and indirectly to the broader urban hinterland.

Historic Events and associations

Dún Laoghaire Harbour is a democratic place, broadly accessible to the public and offering a wide range of free events and activities.



Fig. 3.3 (above): Boat and train at the Carlisle Pier c.1950
SOURCE:



Fig. 3.4 (above): Aerial view of East Pier Battery
SOURCE: Peter Barrow



Fig. 3.5 (above): Emblems painted by previous users at the main entrance to the Coastguard Station.

SUMMARY STATEMENT OF SIGNIFICANCE:

The extent and nature of the significance of Dún Laoghaire Harbour can be summarised in the following Statement of Significance:

Dun Laoghaire Harbour is undoubtedly of International importance in terms of its architectural and historical special interest values. It is also of archaeological, artistic, cultural, scientific, technical and social importance. Further, the harbour's cultural significance relates to its combined aesthetic, historic scientific and social values. The socio-economic, cultural and amenity contribution which the Harbour makes to Dún Laoghaire and the surrounding region is significant. It forms a central part of the nineteenth century town of Dún Laoghaire, which developed around the great infrastructure projects of the harbour and the railway and contains some of the finest residential areas and maritime townscape and seascape in the country. It has been the site of many historic events which have impacted on Irish society collectively and individually and has many associations with significant historic figures. The significance of the harbour is not only an historic importance, however, it is a living and dynamic place, which continues to play a role in the cultural, economic and recreational life of the town and region.

...



Fig. 4.1 (above): Stonework in the East Pier Battery with salt efflorescence due to its exposed location.



Fig. 4.2 (above): Granite steps leading to the water show signs of displacement of material and voids in the fabric of the pier and also severe algal growth.



Fig. 4.3 (above): Area on Trader's Wharf

4.0 Issues of Concern - Challenges and Issues of Vulnerability

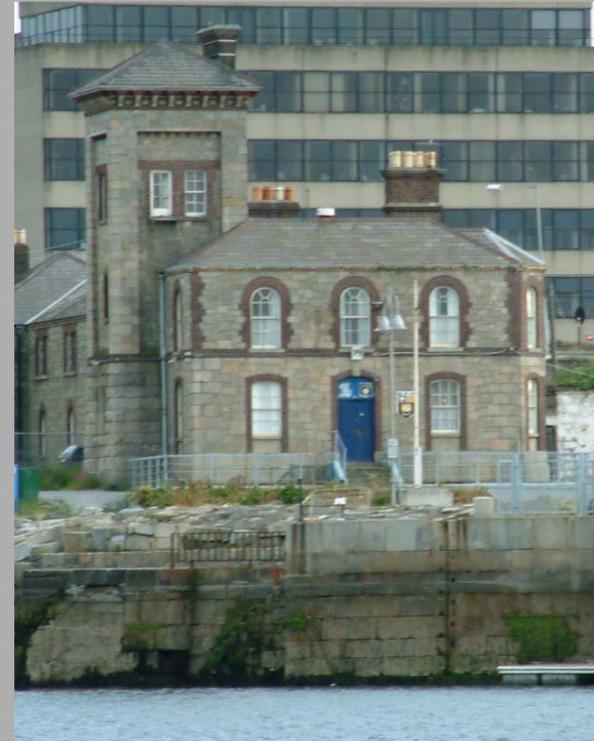
At the outset it should be acknowledged that the present qualities and strengths of Dún Laoghaire Harbour today reflect a long standing commitment to protecting these, by the various bodies charged with the management and maintenance of the Harbour throughout its history. There is an acute awareness of the cultural heritage importance of the Harbour, which goes beyond the core economic and maritime interests of operating a major port, and this can be seen in the generally high standard of maintenance, repair and new work carried out. Notwithstanding this commitment, there are a range of issues which do and may in the future threaten the Harbour's cultural heritage. It is important to note that not all of these threats may materialise, however the purpose of this chapter is to identify both real and potential challenges, so that suitable policies can be developed and implemented to tackle any possible implications which might damage the cultural heritage significance of the Harbour. The following sets out the principal issues of vulnerability observed:

Deterioration and decay of historic fabric of value:

This may arise due to a number of factors, either separately, or in combination:

- **due to neglect and/or insufficient resource:**

The straightened financial conditions at Dún Laoghaire Harbour mean that there is less and less funding available for repair works. Surveys in the early 2000's indicated the need for essential repairs to the East and West Piers and a programme of repair works has been commenced. However, this programme is at risk without sufficient funding.



BUILDING USES:

The underuse of buildings, or lack of appropriate use for buildings or structures presents a challenge in the ongoing development of the harbour. The identification of suitable uses for historic buildings such as the Coastguard Station and Cottages (left) and the Lighthouse Keeper's Cottage (below left) will help secure them into the future, while vacancy only promotes disrepair and eventually dereliction. Alternatively, active and valuable uses should be encouraged and enhanced, as is the case on Traders' Wharf, where the 'Ice House' (below right) provides a useful storage and commercial facility, bringing activity onto this pier, however the environment could be improved with re-ordering/cladding of this utilitarian structure.





EAST PIER REPAIRS:

Repairs to the fabric of the pier structures have been carried out throughout the lifetime of the harbour, but in recent times a campaign of repairs to the East Pier has been ongoing since 2002. This has involved the development of work methods, both logistical and technical. In order to access the harbour face of the pier wall a moveable platform was designed and constructed (see images above, left and right), which afforded the masons a stable working surface from which essential repairs and repointing could be carried out. Another important aspect of these works has been the development, through trials and sampling, of an appropriate lime-based mortar mix and jointing technique (see image, below left). In the past, in many repointing jobs throughout the country, it has been commonplace to utilise hard cement-based mortars applied in a raised ribbon-style of pointing. This technique is very damaging to stone and is also unsightly in appearance (see image, below right). One of the aims of this project was to instigate a schedule of repair techniques that could be replicated elsewhere in the harbour as part of the programme of maintenance that is required of the structure. The scale of the challenge posed by the repairs to the walls, which must be tackled both above and below tide, is significant.



• **without sufficient external subvention:**

The 'added costs' of carrying out works to protected structures is recognised in the Granada Charter and in through the Planning and Development Acts 2000-2010. However, the current financial crises has resulted in a number of built heritage grant schemes being severely reduced or suspended. The nature of much of the work in Dún Laoghaire Harbour is of a high cost and it will be severely challenging for Dún Laoghaire Harbour Company in the coming years to fund essential works entirely from its own, decreasing, income.

• **additional challenge /costs due scale and location:**

As noted above, the cost of carrying out works, in particular the repair works to existing structures, at Dún Laoghaire Harbour, is always likely to proportionally higher than for other locations, due to the exposed marine conditions as well as the quality of craftsmanship required to meet statutory obligations and guidance.

• **standard expected:**

The expectations of statutory bodies and the many users of the Harbour is for all works to be carried out to the highest of standards. This places an additional cost burden on any project which can then risk abandonment if costs exceed reducing funds and budgets.



Fig. 4.4 (above): The Stena HSS is likely to play a diminishing role in the future of the harbour.



Fig. 4.5 (above): The concrete shelter on the West Pier should be removed.



Fig. 4.6 (above): Timber and metal piles below Berth No. 1.

Obsolescence / lack of use of historic buildings of value:

Some buildings are currently unused or underused. It is a well established principle that buildings which are not in active use are more at risk of material deterioration. Further the active use of these buildings can make a positive economic contribution to the harbour and can facilitate greater public access to the cultural heritage.

Potential damage due to insensitive works to historic structures:

Without proper resources, guidance, understanding and skills, there is a risk that inappropriate works may be carried out to the historic structures. However, it is acknowledged that this is a less likely risk due to the statutory protections in place and the generally high quality of works carried out in recent times.

Potential damage due to insensitive new development and/or inappropriate new uses and the extent and nature of associated infrastructural needs:

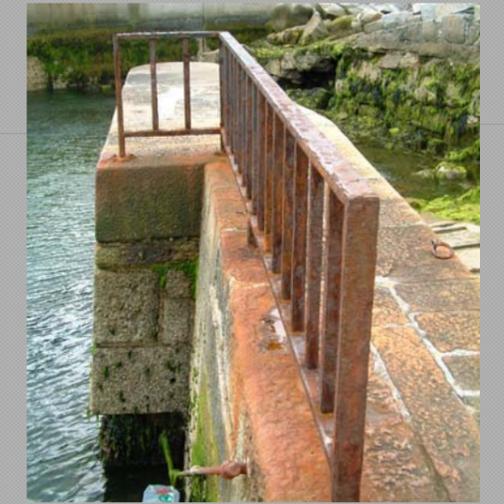
Where new development, either in its physical form, scale, materiality or the implications of its use, is not compatible with the historic context, there is a risk of damage to the cultural heritage. Equally, it is noted that appropriate new development can enhance the cultural heritage.

Loss of significance and damage to character due to over-intensification of certain uses [e.g. parking / boat storage (in water and on land)]

The capacity of the Harbour is not limitless and, while the continuation of traditional uses within the harbour and the introduction of appropriate new uses is generally to be welcomed, where these uses may expand and intensify, the physical impacts of

REPLACEMENT HANDRAILS AND GUARDRAILS

It is important to use high quality materials and design in new elements within the harbour, in order to maintain and enhance the environment. Historically handrails were simply detailed, made of cast iron. The design of new handrails on the East Pier is based on the surviving railings; this approach providing a consistency in an appropriate manner (see images, right). There are many examples of handrails throughout the harbour of various styles and materials (below). In a time when regulations necessitate the installation of an increasing number of railings, a challenge facing those responsible for the harbour and its structures it is how to ensure a greater coordination in the design and materiality of additions to the physical environment.



this need to be managed appropriately to avoid negatively impacting on the cultural heritage significance. One of the great cultural heritage qualities of Dún Laoghaire Harbour, also noted in the section on significance, is the number and diversity of uses and users which the harbour has sustained since its construction. Generally these uses have operated in a mutually compatible manner. However, this again needs to be managed carefully such that the needs of one user does not excessively restrict or impede the needs of another. It must be recognised also, in addressing this, that the nature of many of the uses within the harbour are such that temporary disruptions will occur.

Loss of significance and character due to diversification of uses and loss of historically important uses:

The long tradition of international ferry operations between Dún Laoghaire and Britain has made a distinctive contribution to the rich history of the harbour which resonates in the national psyche. However, the immediate future of this function is uncertain. While the loss of this international ferry route would mark a significant change, it does not necessarily prohibit other means of international connection, nor the future restoration of this particular route at some time in the future.

Problems arising due to conflict between needs of certain uses/users:

As detailed elsewhere in this report, there are a multiplicity of users accommodated within the harbour,



Fig. 4.7 (above): The Carlisle Pier is currently used for car and boat parking.



Fig. 4.8 (above): Evidence of bulging stonework in part of the pier wall.

which greatly enhances its vibrancy and richness. However, the needs of the various users can come into conflict. For example, the needs of the stroller to have unrestricted access to the waters edge is difficult to reconcile with the needs of the yacht clubs to have private boat standage areas adjacent to their buildings. The greater the number of users of the harbour, and the more disparate their needs, the more often similar conflicts will arise.

Loss of 'corporate memory' within key bodies charged with management and maintenance of Harbour

Many of the people involved in running and maintaining the harbour have built up a considerable personal knowledge of the harbour which can be a valuable resource in managing the cultural heritage. This knowledge can be fragile as it goes with the bearer. Without ways of capturing this knowledge, it can be lost.

Climate Change

Climate change will bring sea level rise, varying wind patterns and more frequent storm events, all which will have considerable physical impact on the harbour structures. Climate change is likely to fundamentally change the way in which many operations are carried out. These changes are unknown just now, but represent both opportunities and risks for the harbour. Tapping into renewable energy production is one example of this.

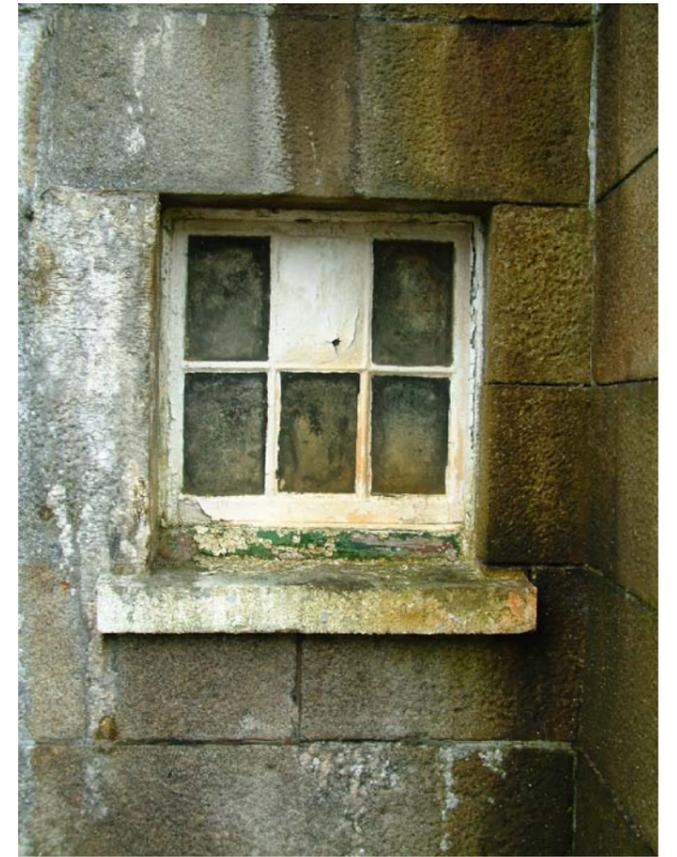


Fig. 4.9 (above): The East Pier Battery is in need of repair works and ongoing maintenance to conserve the historic fabric.

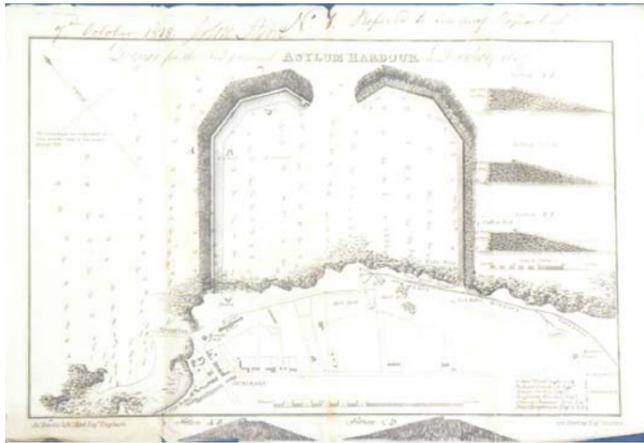


Fig. 5.1 (above): Drawing of Rennie's original plan for the harbour with smaller opening than constructed.



Figs. 5.2 and 5.3: The bandstand (above) and sunshelter (below), both located on the East Pier, were recently restored by Dun Laoghaire Rathdown Co. Co. SOURCE: Dun Laoghaire Harbour Co.



5.0 Dún Laoghaire Harbour – Heritage Management Plan Policies

Dún Laoghaire Harbour is a working port and a significant place of amenity and recreation. It is a dynamic cultural landscape. The following policies are prepared in acknowledgement that there are processes of change which will affect this landscape and that while change is an essential part of the vitality and sustainability of culturally significant places such as Dún Laoghaire Harbour, change must be managed in a way which does not diminish the cultural heritage significance of this place.

The Dún Laoghaire Harbour Master Plan proposes a twenty year strategy aimed at developing the Harbour as a internationally relevant centre for marine based recreation and leisure. The policies set out below are intended to assist the implementation of the Master Plan in such a way as to achieve its important objectives while ensuring the cultural heritage significance is maintained and becomes an integral part of the overall Master Plan strategy for the sustainable ongoing development and management of the Harbour.

The policies are grouped generally following the themes used to describe the character of Dún Laoghaire Harbour in Chapter 2 and fall into 2 categories:

1. **Management Policies (MP) which relate to day to day issues.**
2. **Specific Action Policies (SAP) which address specific works, projects, etc., which have been identified, either as part of this Heritage Management Plan or as part of the Master Plan, and which will should be prioritised as part of an implementation programme.**

The majority of policies are management based, reflecting the nature of this particular plan. The policies of the Heritage Management Plan should be read in addition to the statutory policies and objectives of the Dún Laoghaire Rathdown Development Plan 2010-2016, which were described in 2.2 above. The policies of this Plan are consistent with those of the statutory Development Plan and they also reflect the relevant international conservation charters, conventions and national policy and guidelines with regard to architectural heritage and places of cultural heritage significance. However, it is acknowledged that this Heritage Management Plan is not a statutory plan, rather a guidance plan for Dún Laoghaire Harbour Company and other stakeholders who have responsibilities for maintenance of the Harbour.

In developing these policies, the comprehensive consultation process conducted as part of the Master Plan project, has provided an important additional understanding of the Harbour to that gained through field-work, research, observation and analysis of the many diverse aspects of special interest and the varied challenges confronting the Harbour. All these inform the policies set out below:



Fig. 5.4 (above): Early photograph of the harbour SOURCE: NLI



Fig. 5.5 (above): Cast iron mooring post; part of the important historic fabric of the harbour.



Fig. 5.6 (above): Late C19th/early C20th view of harbour. County hall on left. SOURCE: NLI



Fig. 5.7 (above): Aerial view of harbour; west pier in foreground.
SOURCE: Peter Barrow



Fig. 5.8 (above): Early photograph of lands along the south side of the harbour; railway cutting to left.
SOURCE: NLI



Fig. 5.9 (above): The East Pier was resurfaced on the lower and upper levels in recent times. A polished concrete finish with Leinster granite bands was used which is in keeping with the urban character of this part of the harbour.

5.1 Physical Character:

Identity of Dún Laoghaire Harbour as an Entity

Dún Laoghaire Harbour has a very strong and distinctive cultural identity which is understood beyond the local community, and reads on a national scale. This identity relates to its physical qualities – its size: exemplified by the scale of the two great breakwaters, East and West Piers, and the large water body they enclose; its architectural and engineering quality; its visual impact from distant vantages, including sea and air. It also relates to its use(s) and history – the story of its construction; the Mailboat and ferry connections; the many associations with historic figures and events; its sailing and boating traditions and, as a popular place for walking and recreation – traditions which go back to the earliest days of the harbour (the original 1767 Pier was a popular walking place in the eighteenth century).

MP1: To ensure the protection and enhancement of the distinctive identity of Dún Laoghaire Harbour in all projects and initiatives to be carried out.

Harbour and Town

The entwined histories of harbour and town development which created a strong physical interconnectedness between the two, has weakened to a great extent. In particular the historic links between the town's seafront – Crofton Road, Queens Road, Marine Road, the Royal Marine hotel and gardens, the Pavilion, Moran Park, the Mariner's Church and including the origins of George's Street and the umbilical link with the Metals, – and the Harbour, which are visible in the historic photographs of late nineteenth and early twentieth centuries, no longer resonate visually, functionally and within community and visitor's collective consciousness. Dún Laoghaire Rathdown County Council's current urban landscaping project along the Metals/railway line is a positive move in re-establishing connections, as was the restoration of the Victoria Monument and associated landscaping works carried out by Dún Laoghaire Harbour Company in the early 2000's.

MP2: To identify and facilitate projects and initiatives which enhance and recover the strong historic relationship between town and Harbour, including those proposed within the Dún Laoghaire Harbour Master Plan. Of particular note here are the proposed public realm works along Harbour Road and the improved links between Marine Road and a new Harbour Plaza which will integrate in a more direct way the surviving section of Victoria Wharf, including the historic 'Man of War' steps.

MP3: To cooperate with Dún Laoghaire Rathdown County Council by supporting projects and initiatives relating to the Metals, for example through coordinated signage and presentation of historic information. To explore opportunities to mark the line of the Metals within public realm works and, should any surviving sections of the Metals be uncovered during any development projects, to fully record these in line with MP43 below and, where possible, to retain and integrate surviving sections within the development.

Dún Laoghaire Harbour as a series of Character Areas

While Dún Laoghaire Harbour has its own distinctive identity as a single entity, the six character areas described in 2.3 have particular qualities – physical, functional and historic - which make them distinctive within the overall Harbour context. These distinctive qualities are part of the richness and complexity of the place and so the following policies are aimed at protecting and enhancing this:

Character Area A: East Pier

MP4: To maintain and enhance the urban personality of this Pier which derives from its physical qualities, its attractiveness for walking and the range of temporary cultural activities which it supports.

MP5: To support Dún Laoghaire Rathdown County Council in the improvement and 'reinvention' of the East Pier gardens, as proposed in the Master Plan.

MP6: To explore opportunities to continue the associations with science and the arts, as evidenced in the Anemometer (the world's first of its type), the more recent analemmatic (human) sundial at Berth No. 1 and the commemorating of important links between the Pier and the writings of Joyce and Beckett.

SAP1: To investigate the feasibility of upgrading or adapting to a new amenity use, the existing public toilet building opposite Berth No. 1.

Character Area B: West Pier

MP7: To maintain the prevailing 'rural' and naturalistic character of the West Pier, in a manner which accommodates wildlife without endangering the fabric of the historic Pier structure or the welfare of users.

MP8: To maintain the original dry wall construction of the last section of the West Pier unless for structural reasons to ensure the overall integrity of the Pier, this becomes no longer practical.

SAP2: To seek the removal of the modern concrete structure adjacent to the Lighthouse Keeper's Cottage at the Pier end.

Character Area C: Queens Road / Crofton Road /Harbour Road Esplanade

MP9: To explore ways to enhance the traditional esplanade character of this linear space which straddles the landward (town) side of the Harbour and which forms the physical interface between Harbour and town. This can be through a combination of landscaping/public realm works, which should allow for an improved pedestrian environment and seating/viewing points, through activity generating uses and initiatives and through appropriate development of areas around the historic yacht clubs which would help recover the visual connections between esplanade and harbour. The Sycamore lined esplanade with granite kerbs and chains forms part of the character of this area which should be maintained.

Character Area D: Carlisle Pier

MP10: To retain and repair the granite pier structure as part of any development project.

MP11: To ensure any development of the Carlisle Pier allows for its continued use for berthing of ships.

SAP 3: To ensure that any development project integrates in an architecturally and culturally meaningful way the retained columns from the 1894 railway terminal structure which was dismantled in 2009. To ensure that any new structures on the Carlisle Pier, in addition to complying with the special objectives in the Dún Laoghaire Rathdown Development Plan 2010-2016, are designed to be expressive of their unique Pier context and, equally, are designed, detailed and constructed to ensure durability and building performance over time.



Fig. 5.10 (above): As part of the resurfacing of the East Pier, a new analemmatic sundial was constructed at Berth No.1.



Fig. 5.11 (above): The naturalistic character of the West Pier is to be maintained and protected.



Fig. 5.12 (above): Section of dry stone wall construction in the West Pier.

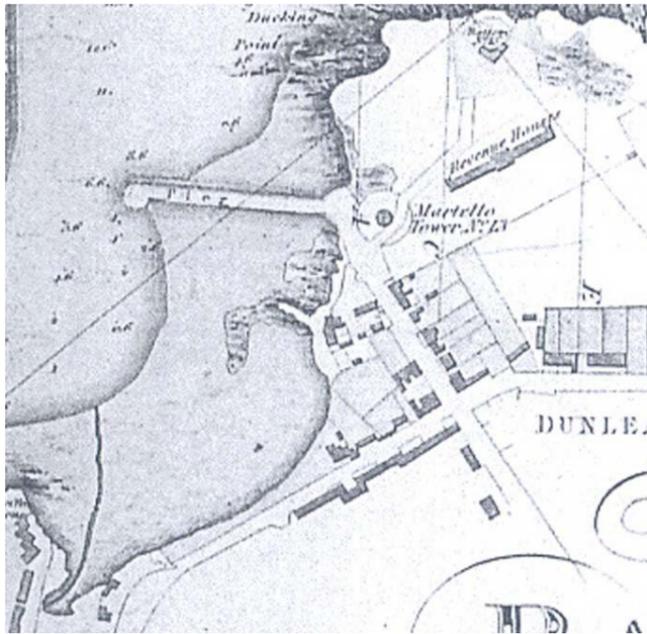


Fig. 5.13 (above): The Old Harbour from a map of 1820
SOURCE: Archinfo



Fig. 5.14 (above): Roman numerals marking fathom depth in the Old Harbour are an important detail in the historical fabric of the harbour

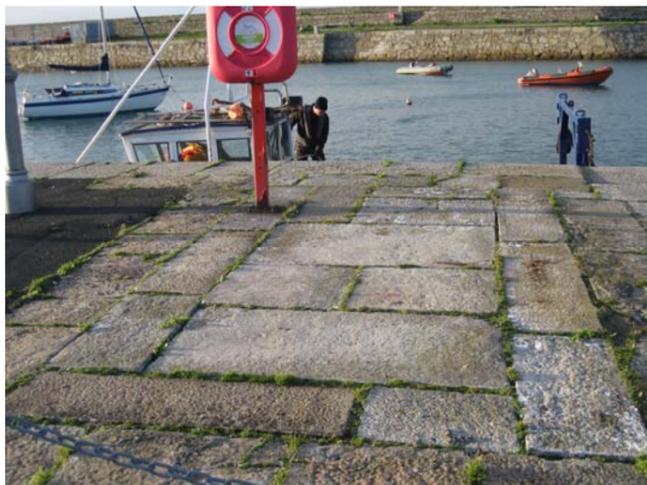


Fig. 5.15 (above): Fine granite flag stones on Trader's Wharf

Character Area E: Old Harbour

MP12: To support the Master Plan proposal to prepare a Management Plan for this area. In addressing the demands of existing and potentially new users, for increased and improved access to storage space; water; commercial space; education accommodation, etc., this Management Plan will address the need to balance this demand with an awareness of the limited capacity of this area to accommodate greater intensification of physical infrastructure without damaging its cultural heritage character. It will do this in consultation with the recognised traditional user groups of this area and with regard to the prevailing public access rights. In determining appropriate levels of intensification, impacts such as road access and car parking demand, extent and nature of enclosed storage compound, significant obstruction or loss of current visual and/or physical access to the water and the protected pier structures, are to be assessed.

The Old Harbour Management Plan will also address the following:

- *maintain these piers as functioning berthing piers for a diversity of boat types;*
- *ensure the inscribed Roman numeral fathom depth markings in the quay wall between Trader's Wharf and Old Pier are not damaged or obstructed;*
- *explore opportunities to open up the archway running under the Railway bridge road, linking the Boatyard and the grounds of the Coastguard Station, in consultation and collaboration with St. Michael's Rowing Club;*
- *explore opportunities to establish any surviving archaeology relating to the former Martello Tower and Battery or the original Dún of King Laoghaire;*
- *To maintain, preserve and present the surviving elements of marine engineering heritage which are located in this part of the Harbour, including the former crane tracks, turntable and bogey, as well as the areas of historic granite paving, bollards, etc., which survive here and which are a distinctive part of this area's character;*
- *Fine granite free-standing and retaining walls to be retained with carefully considered interventions where essential only.*

MP 13: Trader's Wharf: To explore opportunities to reduce the boat storage compound on the northern (marina) side of the central granite wall which will restore the open circulation around this wall and eliminate the present cul de sac condition which is encouraging the informal use of this outer side for storage of damaged and obsolete fishing paraphernalia.

MP14: Trader's Wharf: To promote opportunities to improve/replace the 'ice box' structure at the (west) end of Trader's Wharf with a more architecturally accomplished structure.

MP15: Trader's Wharf Boathouse and Slipway – seek ways to reorder the fuel tanks at Boathouse and allow Boathouse and slipway to be brought back into an appropriate use which can facilitate necessary stone repairs.

Character Area F: Victoria Wharf / Marine Road

MP16: To explore opportunities, within the context of Master Plan's proposals to reorganise the existing Ferry Terminal plaza and the road layout at this key entry point to Dún Laoghaire Harbour, to recover the urban character of the earlier Marine Road/Victoria Wharf relationship which provided a strong visual and physical connection between the town centre and what was then the centre of the Harbour (as evidenced in some of the historic photographs). In doing so, to improve the presentation and integration of the surviving section of Victoria Wharf, which contains the 'Man of War' steps, as part of a new Harbour square/plaza. The civic formality between this space and the former railway station building, now Hartley's restaurant, and the recently restored Victorian drinking fountain and canopy and associated pair of decorative cast iron lamp standards, is to be considered within this new civic arrangement.

Cultural Heritage Prospects and Views:

Section 2.3 identified a number of cultural heritage prospects and views which are distinguished by an historic functional relationship between building/structure and view. In many cases these views survive and remain fundamental qualities of the particular building/structure, e.g. the Battery complex at the end of the East Pier. In others, such as the historic yacht clubs, the historic views from seaward interiors and the harbour have been substantially obstructed due to the gradual expansion of boat standage. While it has already been acknowledged that the cultural landscape of the Harbour is dynamic and so aspects such as views and prospects are likely to change over time, it is important that change is managed in such a way as to avoid significant loss or diminution of culturally important qualities.

MP 17: Any new development is to be designed and implemented to mitigate against loss or damage to the cultural heritage prospects and views identified in this Heritage Management Plan and, where possible, to recover or improve such views which may have been lost or reduced over time. In considering mitigation of potential negative impacts, it may be appropriate to incorporate reversible or temporary solutions.

Public Realm

So much of Dún Laoghaire Harbour is composed of public realm and while a large proportion of the Harbour public realm ranges from good to very high quality, opportunities to improve the public realm will arise in the implementation of the Master Plan. Such improvements will seek to make public (pedestrian) accessibility around the Harbour more easy and attractive. New elements will be contemporary, however will also have regard to the overall identity and integrity of character which pertains to the Harbour (reflecting the international charters on protecting places of cultural significance).

The quality of any public realm depends to a great extent on the ongoing maintenance regimes implemented. In Dún Laoghaire Harbour there is a well established and positive culture of maintenance, however with depleting resources, it will be challenging to sustain these high standards. The following policies address general and specific elements of public realm within the Harbour area:

MP 18: In any new public realm works to continue to achieve a standard of quality and distinctiveness as carried out in the recent East Pier resurfacing, including the careful integration of new and historic elements. In doing so, to ensure careful preplanning and investigative works are carried out which will identify existing elements to be retained and integrated and allow for detailing of repairs and installation of new elements to achieve high quality finishes and an overall architectural integrity.

Ironworks, railings and storage enclosures: These constitute one of the more frequently changing infrastructure elements within the Harbour and, as a result, there is a considerable inconsistency of type, leading to visual clutter. Policy

MP19 seeks to retain and repair sound historic ironworks and develop a series of high quality railing designs which can be applied to the varied conditions/requirements throughout the Harbour where new railings, enclosures, etc are necessary.

These standard details should be implemented by all the relevant bodies within the Harbour under agreed protocol procedures. In developing such a standard detail consideration of material specification with regard to the exposed conditions of the Harbour suggests high specification, marine grade materials and finishes. The considerable knowledge gained over the years by Dún Laoghaire Harbour Company in the more enduring materials and finishes should be regarded. Further, a fitness, elegance and uniqueness of design and detail should be developed, to reinforce the distinctive identity of the Harbour. This could be achieved by using stan-



Fig. 5.16 (above): Early photograph of boats in the harbour with the town and mountains in the background.



Fig. 5.17 (above): The Harbour Master's Lodge which was constructed to enjoy a wide view of the harbour.



Fig. 5.18 (above): View of the West Pier lighthouse and pier end from water level within the harbour.



Fig. 5.19 (above): An iron mooring ring on the West Pier.



Fig. 5.20 (above): A roughly dressed piece of granite, painted white forms a typical mooring post.



Fig. 5.21 (above): Excavation on the upper level of the East Pier as part of the resurfacing works revealed an area of existing granite paving which was retained in-situ and integrated into the new surface.

standard sections in non-standard ways. Consultation with Dún Laoghaire Rathdown County Council planning department is advised in addressing the potential planning implications, material impacts on protected structures, etc., and to explore the possibility of integrating these standard designs within a revised Declaration 57 (see Appendix B and Chapter 6: Implementation).

MP20: *All historic mooring bollards, historic railings, historic bollards and chains, historic paving and kerbing, should be retained, preferably in situ. New works should seek to integrate these elements - which are an important part of the marine heritage of the Harbour and in some cases are themselves protected structures - in a coherent and sensitive way.*

MP21: *In carrying out public realm works, previously unrecorded historic elements may be uncovered, for example sections of historic paving on the upper level of the East Pier which were exposed during the excavation works for the upper level resurfacing, despite extensive advance testing. While it is desirable, in these instances, that the exposed historic material be preserved in situ and, where feasible, presented/integrated within the new works, this may not always be feasible. All public realm contracts should include for the photographic and survey recording of any uncovered historic elements of interest (ref Policy 43 below) prior to their being removed or dismantled and should also allow for careful dismantling and reuse within the works, or brought to an appropriate storage area for future reuse, display, etc., by Dún Laoghaire Harbour Company.*

Lighting of the public realm in Dún Laoghaire Harbour needs to be considered both in terms of the quality of light and how this can alter character and atmosphere as well as enable safe and comfortable use of public spaces and the type of lamp standard fittings used. In terms of the former, the present night-time character is varied, ranging from generally low key lighting along the East Pier, high mast lighting at the ferry standage area, with no artificial lighting along the West Pier. The light fittings vary also, however recent streetlight and harbour area fittings have been of a generally high quality-, high finish-fitting type which has performed well in the exposed maritime conditions.

The East Pier lighting was renewed as part of the recent upper level resurfacing contract, reusing the simple lamp heads and fitting with bespoke manufactured poles and numbers were increased to comply with pedestrian lighting standards. Sustainability issues need to be taken into consideration in any proposal to change existing, good quality, fittings.

MP22: *With regard to public realm lighting the following aspects are to be considered:*

- *The character of the different areas within the Harbour and how lighting can impact on this. Lighting should be used to enhance prevailing characteristics and, where appropriate, the temporary and transformative possibilities of lighting should be explored as these can create interest without major physical impacts;*
- *Retention of existing good quality fittings, where providing satisfactory lighting levels, should be considered for environmental sustainability reasons;*
- *Where new light fittings are required, these should be high quality to withstand the exposed conditions, of simple contemporary design, the focus on the quality of light emitted rather than the light fitting as a standout object. It is desirable that a small and consistent range of such light fittings be used throughout the Harbour, and would be subject to similar protocol procedures proposed in MP 19 above;*
- *Routes and fixing should be carefully planned to avoid damage to historic fabric;*
- *Renewable and low energy power sources should be used.*

MP23: *Replacement of existing litter bins with high quality, simple contemporary design, should be carried out as resources allow or as part of development projects. The existing litter bins are generally out of character with the Harbour and cause rust staining. Provision of small scale recycle options should be provided in less prominent areas within the Harbour, for example at the beginning (land side) of East and West Piers, but not along the Pier structures themselves.*



Fig. 5.22 (above): As part of the resurfacing works to the East Pier, some replacement and additional benches were installed using the simple design of a painted timber seat on granite blocks; a distinctive type that has been in use for many years in the harbour.



Fig. 5.23 (above): The large expanse of car parking should be reduced on the Old Pier as it has a negative visual impact.



Fig. 5.24 (above): Road markings can become visually dominating and should be treated in a more muted manner where possible.

MP24: The present simple painted timber bench seats on stone bases are a quintessential character of the Harbour, and particularly for their bright blue colour. While these are of no particular design merit (and are not protected structures), the consistency of design and colour marks them out as a distinctive feature. Any replacement or additional seating within the Harbour should have regard to this approach.

MP 25: Surviving sections of historic paving throughout the Harbour will be retained, preferably in situ and any new surfacing will integrate historic surfaces. Where carrying out works which require lifting of historic paving, these should be done in a manner which avoids damage and allows for reinstatement.

MP 26: It is desirable that the vehicular road surfaces within the Harbour area do not visually dominate and devices such as muted colour road surfaces/ shared surfaces and narrow and muted colour road linings will be applied, subject to agreement with the local authority. A co-ordinate traffic signage design is required for the Harbour area which is simple, high specification and located in a manner which minimises visual dominance and avoids physical damage to historic fabric, while addressing safety and functional imperatives.

MP27 A co-ordinated signage strategy within the Harbour for all signage – traffic, information boards, maps, etc, with simple high specification systems which are located and fixed in a manner which avoids visual clutter/dominance and physical damage to historic fabric. This strategy should also address temporary signage and advertising – it is desirable that advertising boards, banners, etc., should form part of the agreed protocol procedures to be followed by the relevant bodies within the Harbour.

MP 28: It is acknowledged that the provision of car parking and car/boat trailer access to the harbour is essential to facilitate access and use, however the nature and location of parking should be tempered to minimise its impact on the cultural heritage significance. Thus permanent car parking spaces will, where practical, be concentrated away from the historic pier areas. It is recommended as part of this policy that a surface parking management strategy be developed in consultation with Dún Laoghaire Rathdown County Council.

MP29: The ‘Accommodation Walk’ – i.e. the route which runs parallel to and level with the railway line, beneath the Crofton Road bridge – is currently blocked off and inaccessible. This is part of the historic infrastructure of the Harbour and will be reopened to facilitate public access. The opportunity to accommodate a cycle route along here should be explored as part of a wider cycle route strategy for the Harbour which ties in with the Sutton to Sandycove (S2S) proposal.

MP30 : There is little planting and green space within the Harbour area, other than the distinctive palm trees and low planting at the ferry terminal, the grassed area between the CIL building and the RIYC and the areas self seeded grasses and wild flowers along the West Pier. Within the context of the Master Plan there are opportunities to augment the provision and quality of green space however this should be done in a way which enhances the maritime character of the area and which also assists in improving the biodiversity qualities.

Harbour Structures

Piers, Slipways, walls

MP31: Maintenance of historic pier structures. The historic pier structures are of primary cultural and functional significance to the Harbour. Previous underwater surveys of the East and West Piers (carried out in the early 2000s) indicated areas of considerable masonry loss, in particular in areas along the East Pier although repairs are required to both breakwater structures. Following these surveys, a programme of repairs has recently commenced which is tackling re-

pairs in small phases, due to the specialist nature of the works and the challenging location, involving below tide and intertidal working. Subject to availability of resources and funding, this programme of repairs to the East Pier walls is to be continued to completion with priority on those sections which are in poorest structural condition. This programme is to be extended to sections of the West Pier which require repair. Further investigative surveys and monitoring is required to ascertain condition of other pier structures – Old Pier, Trader’s Wharf, Carlisle Pier and the surviving exposed section of Victoria Wharf – however visual inspections indicate some masonry loss and movement at Trader’s Wharf and Carlisle Pier.

The importance of the historic pier structures – all protected structures of international significance – allied to the nature of repairs required and the challenges of carrying out these repairs to the standards demanded by their importance, indicate that such repair work should be eligible for significant financial assistance, either through direct funding or some form of tax/rate relief. Opportunities for appropriate funding will be sought.

MP 32: Historic slipways and quay walls additional to the historic pier structures listed in MP31 above, will be incorporated within any investigative surveys of the quay/pier structures and necessary repairs carried out in accordance with priorities of resources, condition, risk and use which will inform a more detailed programme of repairs.

MP 33: Any new breakwaters or slipways required will be of high architectural and engineering quality and located and designed to avoid damage or obstruction of historic structures and features or negative impact on the character area within which it sits.

Buildings – existing and new

MP 34: General principles for works to historic buildings will follow DoEHLG Guidelines for Protection of Architectural Heritage. In addition the following conservation and design principles shall apply for repair works, interventions, adaptations and extensions to historic buildings and for new buildings within the vicinity of the historic/protected structures:

Building Repairs

- The works will have due regard to the conservation principles set out in the Department of Environment, Heritage and Local Government Guidelines for the Protection of Architectural Heritage and current best practice conservation principles and techniques.
- All works are to be carried out under the professional supervision of an architect or expert with specialised architectural conservation experience and expertise.
- The extent and scale of works to the buildings will be carried out in a manner sympathetic to the intrinsic quality and architectural significance of the structure.
- Retain and repair authentic architectural structure and fabric. Respect for the existing integrity of the building is to be a priority, and works will be carried out with full reference to historic authenticity.
- All existing fabric which is sound is to be protected. Generally a minimum interventionist approach is to be taken with an emphasis on repair, with replacement only of decayed or missing parts, rather than outright replacement.
- Repairs and alterations will be carried out without attempt to disguise or artificially age, but shall also be carried out so that they are sympathetic with the architectural and aesthetic integrity of the building, or building element.
- All existing features and decorative work to be retained will be protected during the works. Any addition, whether reconstruction or repair, is to be implemented in a manner which will not damage existing fabric or features, and will not obliterate existing authentic work. In as far as possible, repairs should



Fig. 5.25 (above): Evidence of bulging at the base of one of the piers.



Fig. 5.26 (above): Section of dressed granite structure.

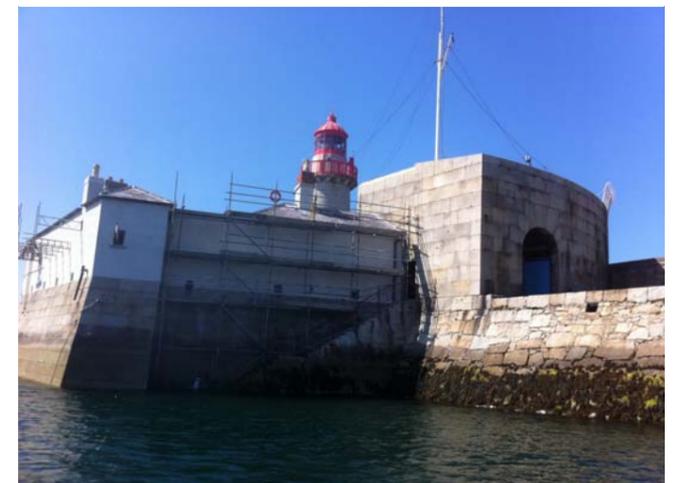


Fig. 5.27 (above): Recent works to the East Pier Battery included repairs to the roofs of buildings and external lime rendering.



Fig. 5.28 (above): An area of new lime pointing with pinning stones on the East Pier.



Fig. 5.29 (above): New railings on the East Pier have a simple design based on historic railings found elsewhere in the harbour and are made of marine grade stainless steel in order to withstand the harsh conditions.



Fig. 5.30 (above): Detail of the canopy of the Victoria Fountain which was restored using traditional methods and retaining as much of the surviving fabric as possible.

take place in situ.

- Materials used for repairs will be compatible with and, in as far as is possible, match the historic materials. Work to be carried out using traditional or appropriate methods and natural materials. The aim is to use natural and traditional materials in preference to synthetic materials which will, in general, be avoided.
- Salvage materials will only be used where of proven provenance and will only be used in a manner that will not confuse the understanding or appreciation of the historic structure. As a general principle it will be the intention to salvage and re-use all sound material arising from modifications or removal, where feasible and appropriate.
- Loose debris/rubbish resultant from the works will be removed from the building and disposed of in accordance with waste management disposal requirements of the Local Authority and waste strategy for this draft planning scheme. This operation is to be supervised to ensure no important building fabric is removed.
- Reversibility or substantial reversibility will be a guiding principle to repair, alterations and additions to protected structures. As genuine reversibility cannot always be appropriately applied it should not be used to justify inappropriate interventions in these instances.

Interventions and Additions

There is considerable guidance policy available on this aspect in particular the DoEHLG Architectural Heritage Protection Guidelines for Planning Authorities which is now a statutory guidance document. In addition, reference should be made to the Conservation Advice Series guidance booklets also published by the DoEHLG.

In brief, however, the following points are particularly relevant to the potential projects to be carried out within the context of the Master Plan proposals:

- *Informed intervention:* Successful interventions and additions to protected structures arise from a good understanding of a structure and the aspects which make it significant. This requires up-front research, analysis and the ability to interpret. A well-informed research-led approach will be taken in preparing design proposals for alterations, interventions and additions. The lead architect is to be experienced and skilled in conservation and adaptation of historic buildings or such expertise will be embedded in the design team and design process from the outset to completion. A considerable amount of research has already been carried out on Dún Laoghaire Harbour and Design Teams will be given copies of the available documentation, existing buildings surveys and historic drawings, illustrations and photographs as part of any project briefing documentation.
- *Scale:* In developing detail proposals for any additions, or new buildings adjacent to protected structures, these will address the particular scale of the protected structure and the character area within which the building sits. This does not necessarily mean that the additions/extensions/new buildings should be similar in scale to the existing buildings, but that there should be a coherent relationship between the form, massing and proportion of the existing buildings and any additions.
- *Plan Form:* The original plan form and physical envelope of the existing protected structure will be legible following any intervention.
- *Retention of original/historic fabric:* Interventions will, so far as is practicable, retain as much original/historic fabric as possible and where fabric is to be removed it will be re-used on site or, where this is not feasible, an appropriate reuse elsewhere will be identified. Designs and planning applications will demonstrate how any negative impact on the historic fabric will be minimised.
- *Junctions between new and old:* New extensions and additions will engage with the historic buildings. Junctions between new and old should relate to primary architectural features of the historic buildings.
- *Legibility of interventions and additions:* In line with international conservation charters, new work should read as such. However, there must also be overall architectural coherence and legibility between new and old.

Sustainability Objectives

It has been stated that generally the most sustainable building is an already existing building, due primarily to its embodied energy. The cultural heritage value – collective memory, associations, etc – also contribute to the social sustainability of place and needs to be included in any sustainability assessments.

Appropriate initiatives to improve the energy efficiency of existing buildings will be implemented. The approaches to upgrading will depend on the condition and significance of the internal and external fabric, however there are many ways in which energy efficiency can be achieved without compromising the architectural heritage value. It is important that compatible materials and techniques are used, for example hygroscopic insulants where upgrading breathable external walls. In the context of the larger development projects proposed in the Master Plan, there are opportunities for centralised energy centres, e.g., district heating systems using renewable energy sources, and these could also serve existing buildings and thus minimise impact within the historic building. There are a number of emerging guidance documents addressing the appropriate adaptation and treatment of historic buildings to reduce carbon emissions and dependence on non-renewable energy sources, including the DoEHLG Advice Guide on Improving Thermal Efficiency of Historic Buildings.

Use

Due to the cultural heritage significance of the protected structures within the Harbour, there is a general objective to encourage uses which promote some level of public access to these buildings.

A well accepted principle of conservation is that the original use is the most appropriate use. This will not be possible in many instances and new uses, if appropriate, can add (public/cultural) value to a protected structure. Thus, uses which are complementary and can energise the historic structures, should be favoured over inappropriate uses which can destroy the particular qualities which make a building important.

Monitoring and Maintenance

Maintenance plans are to be provided at the completion of any restoration/adaptation works to protected structures. This will include provision for monitoring and maintaining structure and fabric condition during the ongoing lifetime of the building. Where current building condition is causing deterioration of structure and fabric, appropriate protection measures, temporary or permanent, should be put in place subject to necessary approval by/agreement with the planning authority (for example by way of Section 5 Declaration of Exemption, Planning and Development Acts 2000 to 2010, or under the existing Section 57 Declaration).

Building Project Design Briefs

Design Briefs for all building projects within the Harbour area will direct design teams to have regard to existing architectural heritage assessments and research which provide substantial architectural historical information as well as inventories and architectural assessments of buildings and structures. This information will be made available to building Design Teams from the outset of the design process.

MP35: in preparing this Heritage Management Plan the general condition of the historic buildings (protected structures) in the ownership of Dún Laoghaire Harbour Company was assessed. This assessment has enabled a general priority of repairs to be drafted as follows:

- *East Pier Battery: Phase 1 repairs have commenced under the Heritage Management plan process and will deliver the external weathering and struc-*



Fig. 5.31 (above): The Coastguard Station.



Fig. 5.32 (above): The Lighthouse Keeper's Cottage, West Pier.



Fig. 5.33 (above): The Rocket Building.



Fig. 5.34 (above): Scaffolding in place during East Pier Battery Phase 1 repairs



Fig. 5.35 (above): Trader's Wharf Boathouse

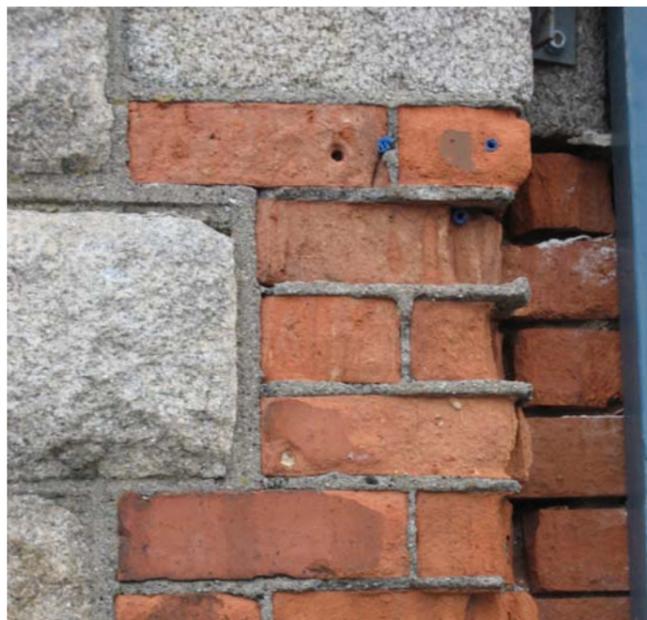


Fig. 5.36 (above): Detail of bricks of Rocket House in need of repair and repointing.

tural stabilisation of the former soldiers' and officer's quarters buildings. Further works are required to bring these buildings back into use and these works are likely to require a planning permission. Other priority works to the Battery include repairs to upper level gun deck and access stairs to facilitate controlled safe public access. A more detailed Conservation Report and design scenarios have been prepared separately and provide appropriate proposals and strategies for phased repair, development and use of the Battery complex.

- *Coastguard Station and Coastguard Houses.* A separate survey and repair strategy report has been carried out for the former Coastguard Station building and essential repair works require to be carried out to prevent deterioration of fabric. Other works associated with any proposed new use may require planning permission. Currently only three of the eight Coastguard cottages are in use and, as with the Station building, it is desirable that all parts of this important historic and architecturally fine complex are maintained in appropriate uses. The internal layouts and spaces are robust and so can accommodate a range of uses without compromising their architectural integrity.
- *Anemometer:* Localised stone repairs are required to this fine granite structure – stone decay has occurred due to corrosion of iron fixings. Further inspection and monitoring of the interior brickwork condition is required to assess extent of salt attack on brick and identify any necessary repairs.
- *Rocket Building:* Brick repairs required and repointing using appropriate lime mortars.
- *Trader's Wharf Boathouse:* there has been considerable localised stone decay of granite which requires ongoing monitoring and localised repair (this may involve replacement of decayed stones) and repointing. These works can be carried out as part of works to bring this building back into use as a result of the Old Harbour Management Plan, or as a focused repair project.
- *Former Lighthouse Keeper's Cottage at end of West Pier:* internal access to be provided to allow for proper survey of this building. Only then can a programme of repair works be identified. As part of any such programme the opening up of the blocked up windows and a possible, low-demand, occasional use for this building, which would allow for some sort of public access, should be explored. As part of these works, the removal of the unsightly adjacent modern concrete structure should be carried out, if not in advance.
- *Redevelopment of the 'ice-box' structure* should be explored within the context of the Management Plan for the Old Harbour area. This rather ugly structure detracts from the architectural quality of Trader's Wharf, however a building here of similar scale, form and use is appropriate. Alternatively, the existing structure could be improved through external cladding. The presence of a fish shop and associated fish based café/restaurant uses within this part of the Harbour is appropriate.

MP36: Materials for repair: *Materials for repair of historic structures should be compatible with existing. In particular granite repairs should prioritise use of indigenous (Leinster) granite which, being of similar geological nature to the original, will weather and behave in a similar way and also be more visually compatible. Sound historic material which is to be removed as a result of development works – e.g., stone uncovered during excavation – is to be retained for reuse within the Harbour.*

MP 37: Materials and construction detailing for new buildings and structures within the Harbour should be of high quality, durability and robustness of material and execution. Consideration is to be given to the particularly exposed marine environment in the detailed specification and grade selection of materials, for example where stainless steel is specified this needs to be of a special marine grade composition and with a polished finish (otherwise the 'tea staining' phenomenon will occur without regular cleaning).

Accessibility

MP 38: *In addressing the objectives, priorities and obligations for improved universal access within the Harbour area, regard will be had to the forthcoming DoEHLG/Department of Arts, Heritage and Gaeltacht Affairs Advice Guide on Improving Access to Historic Places.*

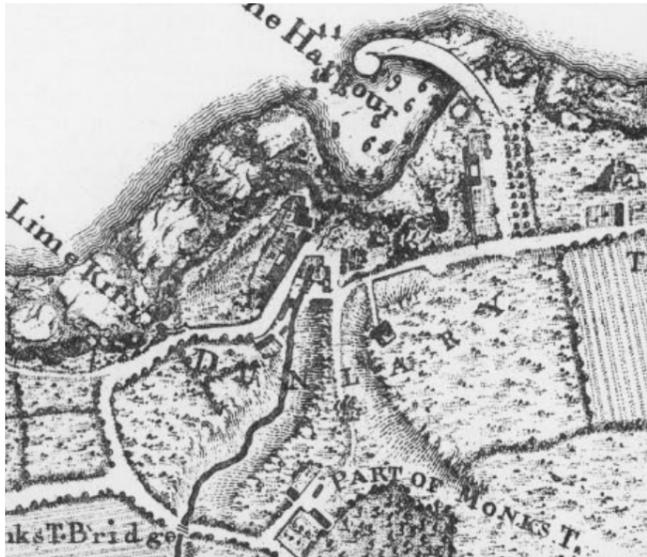


Fig. 5.37 (above): Detail of Rocque's map of 1765 showing original pier and surrounding landscape. SOURCE: Archinfo



Fig. 5.38 (above): An anchor was discovered and excavated during resurfacing works to the lower level of the East Pier.



Fig. 5.39 (above): A set of granite steps that had previously been covered over were opened up during resurfacing works to the upper level of the East Pier and restored and put back into use.

Archaeology

MP 39: *Dún Laoghaire Harbour contains one recorded monument and a number of noted wrecks. Archaeological testing and monitoring will be required as part of the planning process for any development projects within the proximity of this archaeological potential. In addition to this, the recommendations set out in the Strategic Environment Assessment, prepared by The Archaeological Diving Company (Dr. Niall Brady), in conjunction with the Master Plan, are to be observed, namely (the following is extracted from the SEA for the Master Plan):*

Project Management: It is recommended that the Dún Laoghaire Harbour Company continues to appoint an archaeologist experienced in maritime and dredging projects as project archaeologist to oversee and manage the maritime and underwater archaeological elements of port development projects. The project archaeologist should be a member of the project design team for development works which will have an impact on maritime and underwater archaeology. The project archaeologist should seek to minimize the development impact on known archaeological sites and areas of established archaeological potential. Dún Laoghaire Harbour Company should provide necessary finance to fulfil archaeological requirements which may arise in the course of the project, including project planning, on-site resolution, post-excavation processing, scientific analyses, conservation, and reporting.

Project Goals: In association with the design team and the Department of the Environment, Heritage and Local Government, the project archaeologist should devise an archaeological protocol to ensure that archaeological work conducted as part of future development projects within the harbour meets overall project design requirements relating to the harbour's Cultural Heritage mission within the context of the Masterplan and Heritage Management Plan.

A compilation of a detailed and comprehensive archaeological catalogue of artefacts, features, and sites relating to the development of Dún Laoghaire harbour from earliest times to the present day should be prepared. Such a catalogue would provide the most detailed baseline data, would inform future projects within the harbour, and would meet the need to improve recreational and tourism-related amenities within the harbour area and along Dún Laoghaire's foreshore more generally.

Pre-construction measures for individual development projects:

To eliminate scheduling issues and ensure a cost-effective return on the investment required, it is most important that archaeological work is approached in a staged manner that is fine-tuned to the specific needs of the project. The following measures are presented as those that typically may be required of a particular project in advance of construction commencing:

Desktop data review represents the initial scoping study. In the present instance, this can be achieved promptly with reference to the detailed archaeological catalogue.

On-site inspection/survey would be the appropriate next stage for terrestrial remains. Informed by the desktop assessment, the inspection would seek to understand the nature of impacts from the intended construction programme, and devise strategies for their mitigation during construction.

Marine geophysical survey is the appropriate second stage for submerged sites if the project area is large. The suite of instruments deployed would seek to ascertain the presence or absence of anomalies on the seabed, the interpretation of which would be informed by the existing harbour records in relation to structural remains, moorings, etc.

Underwater/diver inspection is an appropriate second stage for submerged sites if the project area is small. Underwater/diver inspection may also be required to render further definition/interpretation to anomalies observed in remote sensing surveys.

Additional archaeological mitigation may arise following the sequence of inspection and recording.

Geotechnical and related site-investigations sampling/boreholes may require archaeological monitoring and the Department of the Environment, Heritage and Local Government should be advised of such work in advance. The results of such work should be made available to the maritime archaeologist for consideration from an archaeological perspective

Archaeological site-related work in foreshore/marine environments is currently subject to licensing by the Department of the Environment, Heritage and Local Government. It is usual for separate licensing to be required for each component.

Construction Phase Measures

In the event that archaeological mitigation is required during construction, the following procedures can be expected to apply:

Archaeological monitoring licensed to the Department of the Environment, Heritage and local Government may be required, with the proviso for full excavation of any archaeologically significant material uncovered at this time.

The time scale for the project phases should be made available to the archaeologist, with information on where and when the various elements and ground disturbances and dredging will take place.

Sufficient notice. It is essential for the developer to give sufficient notice to the archaeologist/s in advance of works commencing.

Discovery of archaeological material. In the event of archaeological features or material being uncovered during the construction phase, it is crucial that any machine work cease in the immediate area to allow the archaeologist/s to inspect any such material.

Archaeological material. Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. If it is not possible for the construction works to avoid the material, full excavation would be recommended. The extent and duration of excavation would be a matter for discussion between the client and the licensing authorities.

Archaeological team. It is recommended that the core of a suitable archaeological team, including an archaeological dive team, be on standby to deal with any such rescue excavation. This would be complimented in the event of a full excavation.

Buoying/fencing of any such areas would be necessary once discovered and during excavation.

Adequate funds to cover excavation, post-excavation analysis, and any testing or conservation work required must be made available.

Machinery traffic during construction must be restricted as to avoid any of the selected sites and their environs.

Spoil should not be dumped on any of the selected sites or their environs.

Natural Heritage

MP 40: *While this Heritage Management Plan is aimed at the cultural heritage management of the Harbour, to ensure an integrated and holistic approach to heritage – which is enshrined in the definition of heritage in the 1994 Heritage Act, it is appropriate that this Plan includes a policy to encourage improvement of the environmental conditions within the Harbour, such as water and air quality. These improvements will consequently enhance the environment for humans, as well as flora and fauna.*

5.2 Harbour Uses and Users

Historic Uses and User groups

From its earliest days Dún Laoghaire Harbour has been a place of diverse activities and users. This has become an important part of the social fabric and cultural personality of the place and is a key contributor to the varying characters of the different parts of the Harbour. The important contribution that a number of long established user groups and institutions have made to the cultural heritage significance of the Harbour is acknowledged within this Plan. Into the future, the continuation of these associations can be an important part in maintaining and enhancing the cultural heritage significance of the Harbour. However the impacts of over-intensification of some uses can lead to negative impacts on cultural heritage significance, for example through the increased demand for car parking; storage compounds; breakwaters, etc.

MP 41: *To facilitate the traditional uses and users within the Harbour as part of the cultural heritage and character of the place, while implementing management procedures and protocols which ensure that continued or intensified use does not harm the cultural heritage significance of the Harbour.*

The vitality of Dún Laoghaire Harbour as a living place depends on the way it is used as well as its physical character and new uses and ways of using the Harbour can be important in maintaining and enhancing its role within the region. Further, the introduction of new uses will be an important element in the future economic sustainability of the Harbour. New uses can be long-term or temporary. The Harbour has always successfully accommodated one-off events, festivals, etc., indeed some of these form part of the rich heritage of the place.

MP42: *To allow for new uses, including long-term and temporary, within the Harbour which reinforce, assist and enhance the character and long term sustainability of the place and which do not cause damage to the cultural heritage significance of the Harbour.*



Fig. 5.40 (above): Birds gathering on Trader's Wharf; part of the natural heritage of the harbour.

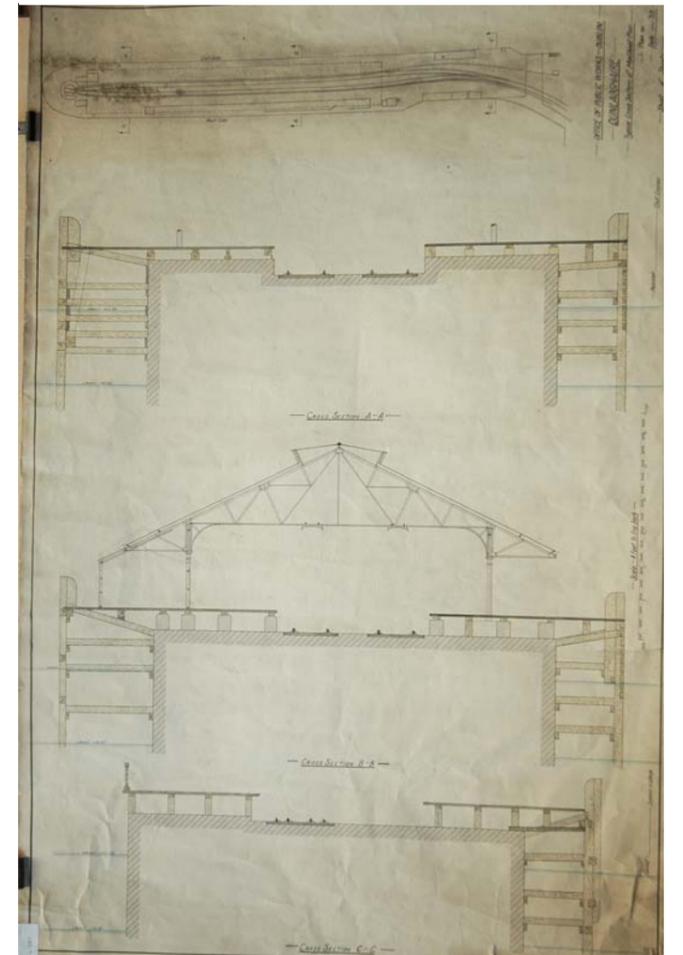


Fig. 5.41 (above): A drawing from the archives of Dún Laoghaire Harbour Company of the Carlisle Pier. SOURCE: Dún Laoghaire Harbour Co.

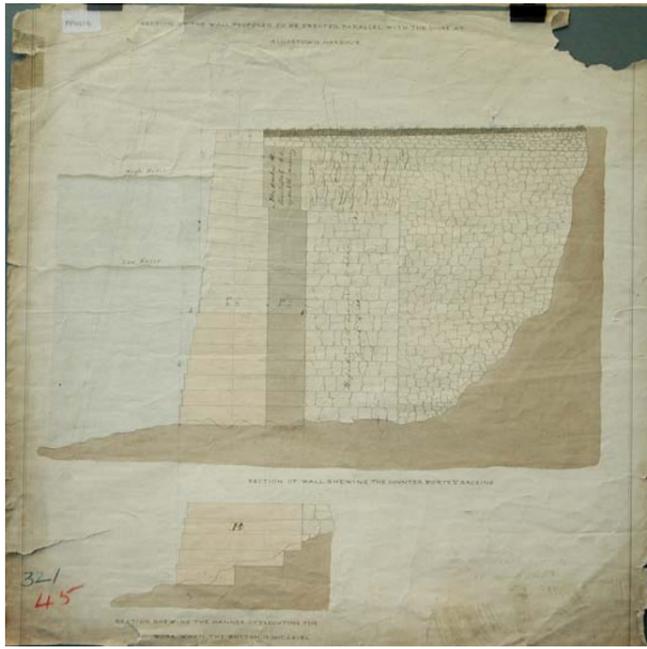


Fig. 5.42 (above): A drawing from the archives of Dún Laoghaire Harbour Company of a wharf wall.
SOURCE: Dún Laoghaire Harbour Co.

5.3 Research, Records, Archives: presentation, dissemination and interpretation:

Publication of research gathered to date – website; book; phone apps.—consider all users/visitors.

Dun Laoghaire Harbour Archive—policy towards formalising this important archive, and establishing and maintaining it in line with recognised archive standard.

Keeping Records: All structures should be fully recorded in photographic and drawing format prior to any development works. Ongoing records of works carried out to be maintained, in accordance with recognised conservation guidelines, e.g. RIAI Conservation Guidelines. These records should be held by Dun Laoghaire Harbour Company within their building archive and copies issued to the Irish Architectural Archive.

MP 42: Subject to available resources, implement a programme of managing and maintaining the important Dún Laoghaire Harbour archive in line with current nationally adopted standards for archives. As part of this to continue to make this historic material available publicly, through the website, and to explore other potential means of disseminating the wonderful collection of knowledge of the harbour, to the public. These may include phone apps; display boards; publications.

MP43: To require, as part of a development project brief, records be kept and copies lodge in the Dún Laoghaire Harbour archive. Well established standards for keeping records can be used, e.g. RIAI Guidelines on recording of historic buildings.

1859.] COMMISSIONERS OF PUBLIC WORKS, IRELAND. 19

A supplemental award has been made during the year, by the direction of your Lordships, on the recommendation of the Commissioners of Special Inquiry for one district, the amount remitted being as follows:—

District	Date of Supplemental Award.	Amount remitted.
		£ s. d.
Sow,	23 March, 1859,	1,909 16 4

The whole expenditure charged against the different undertakings commenced under the Arterial Drainage Acts, including £70,201 for works chargeable to counties, amounted at the end of 1859 to £2,376,572, of which £25,580 is due to the expenditure during 1859, the sum of £18,342 being included in the last-mentioned amount for interest on the loans obtained for the districts not completed. Of the total expenditure £1,919,690 may be considered to have been on the completed districts, of which £746,604 has been remitted, and £456,881 to have been on districts not yet closed.

The repayments in respect of the completed districts amounted to £360,168, including £64,038 for works charged to counties, and also the interest included in the instalments paid by the proprietors charged by the awards.

The usual returns connected with the expenditure on these works, and the usual extracts from the reports of the Engineers in charge of them, are appended to this Report.

PIERS AND HARBOURS.

Kingstown Harbour.

The new Steam Packet Pier which is now exclusively used for landing and embarking Passengers and the Mails, and which has fully realized our expectations, is completed, with the exception of the shed for the shelter of passengers, which is in progress, and we expect will be finished by the 1st July.

The following is a return of the Vessels that have used the Harbour during the last year—Mail and Passenger Steamers excepted:—

	Number.	Tonnage.
To and from the port of Dublin, waiting wind or tide, sailing vessels,	651	95,462
To and from the port of Dublin, waiting wind or tide, steamers,	16	4,729
From English, Irish, Scotch, and Foreign ports, to Irish ports,	238	16,373
From English, Scotch, and Foreign ports to English and Scotch ports,	145	15,891
From Irish ports to English, Scotch, and Foreign ports,	234	16,109
From English and Scotch ports to Foreign ports,	70	11,776
For orders,	28	5,524
To Kingstown,	298	31,050
Men-of-war and Cruisers,	14	—
Total,	1,694	197,514

In the previous year the numbers were 1,820 226,037

Haueth Harbour.

The sea slopes of the Breakwater have been, during the past season, strengthened with new material and repaired, but they will require a further expenditure during the coming summer to sustain them.

Dunmore East.

The works of this Harbour will only require ordinary maintenance for the ensuing year.

Donaghadee.

The works designed and sanctioned for the improvement of this Harbour, in order to suit it for the Steamers proposed to be employed in the Postal communication with Port Patrick, are being carried out, and we expect considerable progress will have been made by the end of the coming Summer.

Fig. 5.43 (above): An extract from the records of the Commissioners of Public Works regarding the harbour.
SOURCE: National Archives

5.4 Public Art and Commemoration

Take expert advice—commissions should be of a high standard; care should be taken not to clutter the environment; explore range of approaches (temporary, festivals, poetry, music, collaborative, literature); commemoration need not be by permanent sculpture; support percent for art scheme.

MP 44: The harbour has been a site of public art projects, permanent and temporary, for many years. In supporting and commissioning future public art projects, expert advice will be taken to ensure the artwork is of a sufficient standard and public benefit. Opportunities for a diversity of artforms to be explored, including creative collaborations.

MP45: In response to the requests to commemorate people who have used the harbour, Dún Laoghaire Harbour Company will prepare a policy for commemoration. This policy will set down guidelines for what/who might be acceptable for commemoration as well as a consistent modest approach which is compatible with the cultural heritage character of the harbour.

5.5 Maintenance

Conduct a “quinquennial” inspection (or, say every 5 to 7 years) which will include review and update of Inventory.

MP 46: Dún Laoghaire Harbour Company will implement a regular inspection regime for the harbour, similar to the great cathedral quinquennials. The Harbour Inventory will form the basis for this review and following review a works repairs programme will be prepared with priority projects targeted. This will assist in any applications for external funding. As part of this Heritage Management Plan process, the Harbour Inventory has been reviewed.

5.6 External drivers of change

Climate Change—impacts of sea level rise; alternative energy level sources—may all lead to fundamental change in how places of cultural heritage significance are managed. In planning for climate change need to ensure an holistic and integrated approach is taken.

MP 47: The potential impacts of climate change on Dún Laoghaire Harbour will be monitored. This may be best integrated within the maintenance review (policy 46 above). However it will also be addressed in any proposals to adapt to renewable energy sources which seek to avail of the existing resource potential of the harbour itself. The impacts and opportunities of these types of project on/for the cultural heritage will be monitored.

Works carried out by bodies other than DLHCo.—develop an agreed protocol which allows for pre-planning consultation and can also allow for implementation of some agreed standard infrastructure as highlighted elsewhere in this Plan (e.g., boundary railings).

6.0 IMPLEMENTATION and REVIEW

In implementing the above policies regard will be had to the existing Declarations of Exemption issued by Dún Laoghaire Rathdown County Council under Section 57 of the Planning and Development Acts 2000-2010, which acknowledge the ongoing need to carry out repair and maintenance works in this working harbour. Further declarations and, where necessary, planning permissions will be sought as the Heritage Management Plan is implemented. Further, the Heritage Management Plan recommends setting up some agreed protocols with relevant harbour stakeholders, including Dún Laoghaire Rathdown County Council on matters such as iron-works/railing enclosures; external lighting; parking management; pre-planning consultations

The Heritage Management Plan itself will be subject to regular review.

In order to implement the policies it is recognised that resources and inputs external to Dún Laoghaire Harbour Company will be necessary.

Appendix A

Report on documentary sources and bibliography

The following report on the documentary sources relating to the historic development of Dún Laoghaire Harbour was first commissioned to accompany the Inventory of Structures, Buildings and Elements and was prepared by the architectural historian Dr. John Montague.

PREFACE

The purpose of this report is to give an overview of all documentary resources relating to the building of Dún Laoghaire Harbour, and an outline of where these are located. With regard to the conservation of the Harbour, it is of equal importance that all associated manuscripts - hand-drawn plans, maps of the Harbour in all of its phases, as well as manuscript documents, memorials, correspondence and minute books - should also be preserved. The establishment of their existence and whereabouts is a first step in this process. There is also a considerable quantity of original printed sources, such as for example the official inquiry chaired by Daniel O'Connell in 1833 that examined the viability of a Ships Canal connecting the Harbour to Dublin Port, or a report commissioned on behalf of the Department of the Marine in 1988 into the future development of the Harbour. These will be listed and a short summary of their contents given. Finally there are a number of good secondary sources i.e. narrative accounts of the history of the Harbour from its inception to the present day. These are also encompassed here. A brief chronology of the Harbour from its beginnings in the early 19th century through all its different phases to the present day, with an outline of the reasons why it was first built, will serve as a preliminary introduction.

1. MANUSCRIPTS: PLANS, DRAWINGS AND MAPS.

Perhaps the most significant, although not the largest, collection of original drawings and manuscript documents connected with the construction of the Harbour, especially in its earliest phases, is that associated with the Office of Public Works, or Board of Works as it was then known. This collection is now housed in the National Archives in Bishop Street, Dublin. According to *A Guide to the Archives of the Office of Public Works*, there are 2228 items relating to Kingstown Harbour. This is in a category, known as OPW 8, that contains materials relating exclusively to the five so-called Royal Harbours i.e. Kingstown, Howth, Donaghadee, Dunmore and Ardglass. The full contents are currently listed and briefly described on a set of index cards corresponding to each document. These are currently being entered on a computer data-base, and there are plans that this data-base will be published eventually on the World Wide Web.

The documentation preserved in OPW 8 relates back to the period from 1801 onwards and includes correspondence as well as a number of technical documents, plans and drawings, and reports from the directing and resident engineers, John Rennie and John Aird. There are also surveys and other details of the quarries at Dalkey and Glasthule, and details of the railway. Also featured are documents relating to the controversy regarding the size of the opening to the Harbour that was not resolved until 1841. A number of other reports are included regarding the staff at the Harbour, and their management. Details relating to the health and welfare of the workmen and disputes between them and the contractors about working conditions are also featured. A good example of the high quality of the drawings that have survived, - a watercolour drawing of proposed alterations to the mouth of the Harbour by Sir John Rennie in 1829 - is reproduced in colour in the *Guide* as well as some architects' plans for the construction of the then Harbour Master's house, now known as Moran House in Moran Park (pp 116 & 35).

However the largest collection of associated manuscript plans and drawings is in the possession of the Harbour Company itself and is located at their offices on Crofton Road. It is estimated that there are over 3000 drawings kept in this archive. The majority of these relate to later developments, especially since the 1960s, with the building of Car Ferry terminals and proposed marina developments from the 1980s to the present day. These are contained in two metal cabinets. Two wooden map cabinets hold a large number of Admiralty charts and surveys. There are some drawings in Drawer 8 of the wooden cabinets that are of an older vintage. They include quite a number of Ordnance Survey maps which have been marked with proposed or extant sewerage and water works, and also a number of built additions to the wharves and piers during the late 19th century and in the earlier years of the 20th century. There are, for example, sectional design drawings of iron bollards sunk deep within the masonry of the piers, some section and plan drawings relating to the construction of Carlisle pier that were based on other original drawings dated 1857, and some interesting design drawings of the ironwork sheds of Carlisle pier. There is a folder of drawings related to some minor utility buildings on the pier in Drawer 10 of the same cabinet and some materials related to the Commissioners for Irish Lights.

A computer data-base archive of all plans, maps and drawings located in this office was created by Arcline Ltd on behalf of the Harbour Company in 1999. A CAD system was developed which will incorporate all future plans and drawings and together with the data base of existing materials it is hoped that 'such a system ... will result in an integrated approach to the storage of and access to the Company's plans and drawings'. (*Arcline proposal for the maps, plans and drawings of Dun Laoghaire Harbour Company*, April 1999, p. 1).

Another important collection of plans and drawings related to the Harbour are those in the possession of the Commissioners of Irish Lights, Pembroke Street, Dublin. The Commissioners hold up to 26,000 drawings, plans etc. of all the lighthouses around the coasts of Ireland, including original plans for the lighthouse and battery on the East Pier and the lighthouse and lighthouse keepers house on the West Pier. As well as hard copies of these materials many drawings have been stored on microfilm. The *Feasibility Study on the East Pier Battery* commissioned by the Office of Public Works, which is considered below, includes amongst other things, reproductions of the original watercolour drawings dated to 1861 for the scheme there, which are located in the Commissioners headquarters. In order to access these materials it is necessary to seek permission from Dr. Stuart Ruttle, Engineer in Chief, Commissioners of Irish Lights, 16 Lower Pembroke Street, Dublin. However information on these materials can also be had from Mr Jim Pickett of the Drawings Office, whose immediate responsibility they are.

The last significant holding of manuscript drawings relating to the Harbour are located in the National Library, Kildare Street, Dublin. These are in a package known as Ms. 16E. 31. The materials here are of varied quality, with the majority of the contents (approximately 10 separate documents in total), relating to the building of the railway in 1834. However there is one very large scale hand-drawn linen-backed map of the area in the immediate vicinity of the Harbour at the base of the piers, not dated but probably originating in the period between the beginning of the West Pier and its completion, i.e. during the 1820s or slightly later. Besides these, there are a number of Ordnance Survey maps of the area with either rail lines indicated or in other cases details of planned underground waterworks inked in.

The National Library also has a small quantity of original topographical drawings and prints of Dún Laoghaire and a number of the Harbour in particular. These are listed in full in Elmes, *Catalogue of Irish topographical prints and original drawings* (Dublin, 1975). There are twelve images in total in the collection. The earliest view included is an aquatint by F. Jukes of the 'pier at Dunleary 5 miles from Dublin' which was produced in 1799. Seven of the images are line engravings made after original drawings and these range in date from 1820 to 1849, a period that nicely covers the era when the Harbour was in construction. In fact three of these were made in 1842 the year the Harbour was completed. Of the rest there is a pencil sketch made in 1830 when construction was well under way, as well as a woodcut image from 1834 that is one of thirteen views of the new Dublin to Kingstown railway. To complete this collection of early images of Dún Laoghaire Harbour, there is an undated aquatint as well as a chromolithograph made some time between 1850 and 1870. It is important to note that there are many more such images of the Harbour and its environs in private collections, especially of people who live in the area. Most that are known were reproduced in Pearson's *Dún Laoghaire-Kingstown* or De Courcy Ireland's *History of Dun Laoghaire Harbour* albeit without full reference to sources or their present whereabouts.

Another important source of historical and topographical information regarding the harbour is the large number of related photographs taken during the course of the later 19th century and the early years of the 20th century. Besides those that remain in private collections, and there must be hundreds, there is a representative and important quantity available in the larger collections held by the National Library, now housed in the National Photographic Archive, Meeting House Square, Temple Bar, Dublin.

Most important amongst the collections in the Archive perhaps is the Lawrence Collection. There are c. sixty-nine photographs of the Harbour in what has been indexed as the First Series, and possibly more than one hundred in the so-

called Second Series, ranging in index numbers from 5100 to 6051. The majority of these photographs were taken around the turn of the 20th century. Another offshoot of the Lawrence Collection is the one known as the Eblana Photographic Collection, that is made up of images owned by the Lawrence Company, but not actually taken by their photographers. These range in date between 1870 and 1890. There are nine photographs of the Harbour in this collection. Another possibly useful group of images is to be found in the Morgan Photographic Collection. This is a set of high-resolution aerial photographs taken all over the country between 1954 and 1957. There are about twenty-three of these related to the Harbour and the area immediately around it. Finally there are two important collections of images for postcards – The Valentine Collection whose photographs were taken from 1903-60, and the Eason Collection which dates from 1901-40. There are between forty and fifty images of the Harbour in the Valentine Collection and about sixteen related plates in the Eason Collection.

Finally the manuscript volume in the National Library, known as Ms. 217, also contains some original hand-drawn plans and schemes but these shall be considered in the next section that deals with other manuscript documents.

2. MANUSCRIPT DOCUMENTS OTHER THAN MAPS AND PLANS.

The most important manuscript documents surviving, that relate most directly to the Harbour, its construction from the earliest date, and its management and upkeep, are the *Kingstown Harbour Commissioners Minute Books*. For the most part these are located in the National Archives. The five volumes that cover the period between 25 September, 1815 and 1 August, 1832 include considerable details regarding the initial plans for the construction of the Harbour, as well as the details relating to the period of the construction proper, and much else besides. A sixth volume which is also in the National Archives and that brings proceedings as far as January 1836 could not be found when these others were consulted during August 1999.

Other Minute Books may be located in OPW 5 in the National Archives. This section of the Archive contains materials relating to the Board of Works between the years 1855 and 1935. However these may only be located through a lengthy consultation of the longwinded and difficult register system which was operated by the Board of Works during the 19th century. The relevant register volumes are OPW 5/4/12 - OPW 5/4/87 (The different registration systems that were used by the Board of Works throughout these years is explained fully in Rena Lohan's *Guide to the archives of the Office of Public Works*, see bibliography). Finally there is one single manuscript volume of the *Minutes* in the Library of the present Office of Public Works, 51 St Stephen's Green, that covers the years 1897 to 1923.

The Commissioners Minute Books, are perhaps the most important source documents for the early history of the Harbour's construction. They contain a copy of all correspondence between the commissioners and the engineers, landowners and anybody else connected to the Harbour's construction. They also record all resolutions carried by the Commissioners, a record of the changing personnel, and payments and all costs related to the Harbour. They offer an insight into the social conditions of the time, for example the hiring of a physician to tend to the workers, the setting up of a dispensary and cholera hospital and various compensations paid out for injury and for loss of life. Full record numbers and locations for these and for all other documents can be found in the bibliography. It is also worth reiterating that a considerable quantity of manuscript materials that are not maps and plans, i.e. letters, memorials etc. will be found amongst the files located at OPW 8 as described above.

Three manuscripts relating to Dún Laoghaire Harbour are to be found in the National Library. Ms 5217, known as *A report respecting Kingstown Harbour*, is a hand-written letter bound into a volume, made by Sir John Rennie in 1835. It relates to the controversy that raged at that time over the completion of the Harbour mouth. Rennie still maintains that the Harbour should be finished as it was originally envisaged by his father, with a small opening of 450 ft. He cites Donaghadee and Whitehaven Harbours as examples of other successful harbours built by Rennie senior along similar lines. Included in the volume is a hand-drawn diagram of the alternative proposals being debated, those of Rennie, and the plan with a breakwater out to sea, by Cubitt and Walker. At the end of this volume there is a second letter in a different hand but also signed John Rennie. This was probably the handwriting of Rennie senior and was probably dated to 1820.

Another manuscript volume, Ms 217, contains a number of copied letters of petitions to landowners and politicians, seeking the construction of a harbour at Dún Laoghaire. A number of these are copies of letters sent by Captain Toutcher between the years 1807 and 1815. Pearson has pointed to the similarity between these and the *Considerations for a harbour*, by A. Seaman in 1811, and has plausibly suggested that the author of the latter was Toutcher him-

self. Also included is a petition of consent from all those who held rights of Commonage in Dalkey, that stone may be quarried there free of charge for a harbour at Dún Laoghaire. There is a letter from Toutcher to Lord Viscount de Vesci, seeking 'perpetual tenure of the ground' in question. A petition from merchants and shipmasters contains an estimate for the works at £392,266, i.e. £472,266 minus £80,000 for the cost of the stone which is free.

A number of drawings are also included. There is a diagrammatic drawing of two proposals for the Harbour not unlike the ones contained in the Rennie manuscript report (no. 5217, as above) dated however to 1835. There is a copy of an etched plan (without titles) of a harbour with a single pier that was located at the Churl Rocks. The latter can be identified today by the obelisk monument on the promenade that was first erected to commemorate the laying of the first stone of the Harbour and the visit by King George IV in 1821. A copy of the same plan with titles is housed in the Maritime Museum in Dún Laoghaire, and this copy indicates that the plan is by John Rennie directing engineer and John Aird Resident Engineer, and that it was made in 1817. It shows that at this stage the scheme was still for a single pier only: the West Pier would only be agreed to by Parliament in 1820. Finally there is a hand-drawn map of a field called Spy Rock on the coast between Dún Laoghaire and Bullock, which indicates the properties there and their owners.

Also held at the National Library, is a microfilm copy of a series of letters known as the *Colvill Papers*, which are the preserved correspondence between a Major-General Charles Tarrant of England and a William Colvill of Bachelors Walk, Dublin between the years 1802 and 1820. This correspondence is on a huge scale, and seems to relate both to the building of the Harbour at Dún Laoghaire and to the Barrow navigation scheme. Colvill had been on the Board of Commissioners for Howth Harbour and had a landed interest in the area. This may partly explain his political opposition to the development of the Harbour. The Mail Packet service had originally been located at Howth and some had argued that the asylum harbour itself should also be built at this location.

3. PRIMARY PRINTED SOURCES.

A large number of publications, agitating for the building of an asylum harbour in Dunleary, was printed around the turn of the 19th century. Amongst these were a number of official reports that considered the matter in the broader context of a solution to the problem of Dublin Port. Principal amongst the latter is Sir J. Rennie et. al., *The directors general of Inland Navigation in Ireland, to whom, in pursuance of the Act of the 40th year of His Majesty's reign, the improvement of the harbour is committed, have caused the following reports to be printed*, (Dublin, c. 1800-1803). This publication contained reports from a number of significant authorities on the problem of the inaccessibility of Dublin Bay and how this could be overcome. Each report was accompanied by a printed map of the bay, upon which proposed structures were delineated in red. Amongst those who entered reports were Captain William Bligh (with an address in Dawson Street, Dublin), Thomas Hyde Page, Henry R. Paine, Captain Daniel Corneille, Richard Broughton, John Rennie and J. Huddart. Rennie's proposals at this date (he offered two similar ones, but each placed at different points along the south bay) both included a double armed harbour, with a rectangular 'sea lock'. Ships would enter the sea lock at Dún Laoghaire and proceed by canal to Dublin Port gaining access there through the Grand Canal Docks.

One of the most important amongst the texts which agitated for the building of an asylum harbour at Dún Laoghaire was the one written by A. Seaman (probably Captain Toutcher, as Pearson has suggested), namely *Considerations for a harbour*, (1811). As has been noted the arguments in this were closely related to those in MS 217, already outlined above. Included was a mapped proposal for a pier built to the east of the Old Pier, as well as an appendix which included copies of petitions addressed to the then Lord Lieutenant, the Duke of Richmond. The final section of the volume contained a wry commentary on the building of the harbour at Howth, with the implication that its *rationale* may have been more political than practical.

Another contemporary publication that agitated for an asylum Harbour was W. Dawson's *Plan for three harbours: Howth, Dunleary and Holyhead*, (1809). As the title suggested this was a less prejudiced examination of the question and included suggestions for possible harbours in each of three different locations. However the harbour which he proposed at Howth was south of the Head and he criticised strongly the one already begun on the north side of the promontory. It is interesting that for the East Pier at Dún Laoghaire he suggested a bridge to the pier so that a strong tide would wash the alluvium from the Harbour through the gap between land and pier. This same device was later used on the North Bull Wall with great success.

The decision by the government in 1815 that a Commission for the building of a Harbour 'eastward of Dunleary' should be set up is recorded in the act 55 Geo. III, Cap. 191. This and all other Parliamentary Acts from the 19th century related to Dún Laoghaire Harbour are recorded in Appendix 1, at the end of this report.

The question of a ships canal connecting Dún Laoghaire to Dublin raged on until the 1830s however. *A report of the committee appointed at a meeting of gentlemen, merchants and traders; held in Dublin, on the 11th August, 1833, with a view to promote and ensure the construction of a ship canal from Kingstown Harbour to Dublin* advocated, as its typically longwinded title suggests, the construction of the canal. That the Harbour at Kingstown was considered one of the finest docks in Europe, it argued, and yet was not connected to the Port of Dublin just a few miles away, which in turn was connected through the canals to the Shannon and Lough Erne and so to almost the whole of Ireland, was an indefensible waste of resources and a lost opportunity on an enormous scale. The report correctly pointed out that the

proposed railway would never have been suitable for the transport of goods (at least it proved never to have been used extensively for the purpose). The report also cited the authorities of Rennie, and Mr Nimmo amongst many others, who supported the proposal.

A detailed and closely argued critique of the proposed canal appeared in H.E. Flynn's, *A glance at the question of a ship canal connecting the asylum harbour at Kingstown with the river Anna Liffey at Dublin &c &c &c*, (Dublin, 1834). He analysed, with the aid of detailed plans, the different proposals of Cubitt, Killaly and Nimmo. On the basis of engineering and mechanical realities associated with a close reading of the topography of the region and an understanding of the Liffey and its tides he rejected each scheme as physically impossible. Based also on the belief that the Port of Dublin had been vastly improved by the building of the North Bull Wall he concluded "Kingstown, as an Asylum Harbour, is nearly perfect; and Dublin, as a Trading Port, is in a state of rapidly progressive and successful improvement; - alter the one, and protract, or rather *discontinue* the other, and the destruction of both is inevitable".

However an official inquiry upon the merits of the ships canal, that was chaired by Daniel O'Connell the previous year, did not concur. The *Report from the select committee on Dublin and Kingstown ship canal: with the minutes of evidence*, (London, 1833), chaired by O'Connell, sat between June 26th and July 22nd. Many, including William Cubitt, James Pim (responsible for the Dublin to Kingstown railway), and John Rennie appeared before the tribunal. Of interest is John Rennie's description of the problem of Dublin Port, "... the harbour of Dublin being formed by a river which discharges itself into a deep bay, the consequence is, that the alluvium brought down by the river from the interior of the country necessarily forms a bar at the mouth of the harbour.' Although Rennie did not see much hope of the situation changing, he did explain that the purpose of the Clontarf wall which was being built was to increase the rate of flow of the river and increase the efficiency of its discharge. Rennie, then and later, supported the development of the ships canal.

However the railway to Kingstown was completed the following year, that is in 1834. The railway seemed to put an end to the possibility of a canal linking the Harbour to the Port of Dublin, as much by its physical existence than by its efficacy as a goods link between Dún Laoghaire and the capital.

An important printed resource, which provides a parallel to the manuscript Harbour Commissioners Minute Books, are the sections relating to Dún Laoghaire Harbour in each of the annual reports of the Commissioner for Public Works. These were in print from 1831, and some details of the annual upkeep of the Harbour were recorded therein. For example in 1883 the following statement on Dún Laoghaire Harbour was made: "The works of this harbour, including the piers, sea slopes, parapets, slips, bollards, jetties, wharves, buildings, fences, roads, lamps, and sewers have been maintained in good order, and the roads lighted; and in addition a quantity of boulder stones has been removed from the bed of the coal harbour. Chains and posts to protect the Inner Harbour, additional lights and urinal for Mail Packet Pier, a large quantity of concrete was set in the sea slopes of the east and west piers to repair the damage of the previous year, water and ballast have been supplied to ships, and 25,300 tons of mud and sand have been dredged out of the harbour."

Another interesting document is the small pamphlet publication by J.J. Healy, *Dún Laoghaire Harbour: instructions for harbour constables*, (Dublin, 1925). A simple two-page document, it described the duties of the harbour constables, watchmen and police who patrolled the Harbour. The document sought to ensure that no damage was done to associ-

ated buildings and that infringements of the bye-laws might be discouraged or prevented. Constables were also to maintain order when boats arrived or departed and while passengers were embarking or disembarking.

Other contemporary commentary on the early history of the Harbour can be found in a number of articles in the *Dublin Builder* and the *Irish Builder* as well as the *Dublin Historical Record* which are listed in the bibliography. One article of note was by a G.H. Kinahan in an issue of the *Dublin Builder* of 1902. This was a complicated but informed discussion of the effects of tides, 'inshore', 'onshore', and 'offshore', and other sea behaviour, on the coasts and ultimately on the harbours and piers. Regarding the Harbour at Dún Laoghaire he concluded that 'if a curved pier (which he argued was more responsive to the laws of nature and the working of the tides and less open to destruction by them) had been ran out from Sandycove head, enclosing Scotchman's Bay, there would now be a better harbour at half the expense'.

Finally amongst contemporary commentary on the Harbour as it was built is the chapter dealing with Dún Laoghaire Harbour in Sir John Rennie's *The theory, formation and construction of British and foreign harbours*, (London, 1854). These two enormous volumes, the first of text, the second of high quality engraved plates, gave a summary of the works of the Rennies, including their many harbours, canals, bridges and other civil engineering work at the beginning of the 19th century. Regarding Dún Laoghaire the plans supplied indicate the Harbour as Rennie had envisaged it, after it was decided in 1820 that two piers should be built. However the plan does not represent the Harbour as it appears today nor when the book was published some twelve years after the Harbour was completed. This is because of the compromise harbour opening which was built instead of that suggested by John Rennie Senior. Rennie alluded to this controversy again and pointed to the consequent difficulty of access to the Harbour during Easterly gales. The account he gave of the building of the Harbour is valuable especially for the record he supplied of some of the constructional details. For example he explained that the Harbour was built of rubble masonry using the technique of throwing down the original stones *à pierre perdue* and allowing the action of the waves to consolidate the pile. He also recorded that the rubble blocks varied from one quarter to ten tons or more in weight; that the outer slope of the pier was 5 1/2 to 1 and that the inner slope was 1 to 1. While stone from Runcorn near Liverpool was used at Howth, all of the stone for Dún Laoghaire was mined locally. Finally in a summary of its qualities, he noted that the Harbour entrance was in deep water, free from shoals, protected from prevailing winds and sufficiently far to seaward to allow ships to leave with ease.

It is disappointing to note that in Rennie's *Autobiography* (London, 1875) there is no reference to Kingstown. Perhaps this is an indication of the huge range and number of commissions which John Rennie and his son Sir John undertook throughout their working careers.

There are two modern printed reports on Dún Laoghaire Harbour, which should also be considered here in this section on primary sources, as well as a CD Rom published in 1999 by the Marine Institute, which may be a partial aid to the study of the area. In 1988 a report was published by the Department of the Marine entitled *Dún Laoghaire Harbour, report of the planning review group*. Amongst other things it is a response to the proposal for a new marina by Marina Developments (Ireland) Ltd and included a 'preparation of an outline management plan for the Harbour as a whole'. Consideration was given, for example, to the development of the entire Harbour, the commercial use of the Harbour, the development of the Ferry Terminal, the Marina Development proposal itself, and issues regarding the use of the Harbour as an amenity and as a leisure facility. A copy of the summary of its recommendations is included here as

Appendix 2, at the end of this report.

A more recent report is that carried out by the Office of Public Works in 1996, entitled *Feasibility study: the East Pier Battery, Dún Laoghaire Harbour, proposals for its conservation and future use*. The purpose of the report was to consider and set out proposals for the use of the Battery and Lighthouse after the reduced operations of Irish Lights resulted in a reduced space requirement. Keeping in mind issues of conservation, the feasibility of opening the facility to the public and developing it for commercial purposes was considered. The report included an historical introduction to the battery as well as a detailed description of the building accompanied by photographs and ground plans. Of particular interest are the colour reproductions of original architects' drawings for the scheme. These drawings are in the collection of the Commissioners for Irish Lights, Pembroke Street, as outlined in an earlier section of this report.

Finally an original resource of limited use is the CD Rom edition of aerial digital images of the coastline of some eastern counties in Ireland. This was published in 1999 by the Marine Institute in Dublin. While the system has a reported resolution of up to 30 cm, it is disappointing to note that despite images extending inland 450 yds, they do not extend seawards to reach the ends of the piers of the Harbour at Dún Laoghaire. As a result these are cut off from view and the resource is rendered considerably less useful for the purposes of the Harbour than it could have been.

4. SECONDARY SOURCES: NARRATIVE ACCOUNTS.

There are a number of quite useful summary accounts of the building and general history of Dún Laoghaire Harbour. Probably the most comprehensive, and the most recent, is the book just published by John de Courcy Ireland, *History of Dun Laoghaire Harbour*, (Blackrock, County Dublin, 2001). This is a very comprehensive and detailed history of the Harbour from its earliest development to the present day, which includes an outline of future plans for the Harbour. It was published after the present report was first researched and written. Especially useful are the series of reproduced lithographs, paintings and other drawings, as well as facsimiles of some of the important original documents associated with the Harbour. De Courcy Ireland has also included in his text a long series of appendices on various aspects of the subject. He includes, for example, statistics on the use of the Harbour during the 19th century, comparative figures from the 1970s, and statistics for present day tourist and container traffic. Other subjects covered by the appendices include activities of the British Navy in the Harbour during the 19th century, an account of the activities and careers of the Harbour Masters, and various other accounts and statistics to do with shipping issues. These appendices end with a series of statements about the original rationale for the building of the Harbour, its continued function as an asylum harbour, its value culturally, aesthetically as well as commercially to the people of the state, and to Dún Laoghaire in particular, and the need for the establishment of a Dún Laoghaire Harbour authority which is democratically representative of the interests of the people of Dún Laoghaire.

An earlier, but almost equally useful, history of the Harbour and its environs is that found in Peter Pearson's *Dun Laoghaire-Kingstown*, (Dublin, 1981). As well as giving a general account of the building of the Harbour with interesting insights into the social and political events of the time, the book places the Harbour within the context of the development of Dún Laoghaire, and gives proper emphasis to the part that the Harbour played in establishing Dún Laoghaire as the important suburban town it is today. To this end considerable emphasis is placed upon the architectural development of what remains, despite serious losses, one of the finest Victorian towns in these islands. For this reason the book is also a good reference source for the different fine buildings which are dotted over the whole of the Harbour itself, including the superbly detailed cut-stone granite Coastal Station now being used by the FCA, or the noble granite cottage of the Lighthouse keeper at the end of the West Pier. Pearson also included descriptions of many of the fine buildings which are no longer in existence such as the Sailor's Reading Room once on St Michael's Wharf.

J. O'Sullivan and S. Cannon's *The book of Dun Laoghaire* (Blackrock, County Dublin, 1987) is another very well researched and important resource on the town in general as well as the Harbour. It comprises a very thorough study of the locality with chapters on the area's geology, flora and fauna, the history of the town as well as its pre-history. There also are sections on the town's maritime history as well as a history of the railway linking it to Dublin. It has a very fine section on how the locality was mapped through the century and includes good illustrations of a representative number of these. A section on planning issues includes a discussion of the Harbour as a public amenity and how best this might be enhanced and best utilised.

Another interesting and important secondary source dealing with the Harbour at Dún Laoghaire is Manning Robertson's *Dun Laoghaire, the history, scenery and development of the district* (Dún Laoghaire, 1936). This book was prepared in connection with a town planning survey carried out for the borough council by the author. It contains a history of the growth and development of the area as well as accounts of the physical features of the district. This includes a geological survey map which gives the concentrations of granite and other stone deposits in the area. There is a

good collection of photographic views of the town, which includes some important views of the Harbour taken during the 1930s. In relation to the planning survey, to which this book is a more general narrative accompaniment, the economic development of the town is outlined for the years prior to 1908 and the years from 1908-36. The amenities of the area were mapped, and suggestions for their development, including the associated amenities of the Harbour, were given.

The only other text of concern to us here, which deals exclusively with Dún Laoghaire and goes into considerable detail about the building and general history of the Harbour, is D. O'Suilleabhain's Irish text *O Kingstown go Dun Laoghaire* (Dublin, 1977). The chapters dealing with the Harbour, *an caladh*, go into considerable detail on the political circumstances which pertained at the time of its building. The associated controversies and related political machinations are covered very closely. A happy inclusion, as introduction to the chapter on the Harbour, is the quote from Joyce's *Ulysses* in which Stephen Dedalus defines a pier "Kingstown pier, Stephen said. Yes, a disappointed bridge".

There are a number of summary accounts of the Harbour's history to be found in for example the Department of the Marine's *Report of the Planning Review Group* referred to earlier, as well as in Rena Lohan's *Guide to the Archives of the Office of Public Works* also referred to. Another good summary source, albeit in the main based on Pearson, is in R.C. Cox & M.H. Gould *Civil Engineering Heritage Ireland* (London, 1988), which is an excellent source book for all civil engineering constructions in Ireland. An important associated resource is the Centre For Civil Engineering Heritage, in the Museum Building in Trinity College, Dublin which is managed by the author of the above-mentioned publication Ronald Cox. A record form on all civil engineering works in the country has been prepared in association with the above publication and this includes a full summary listing of Dún Laoghaire Harbour, with a number of associated plans, photographs and drawings. A copy of this record, which the centre kindly supplied, is included as Appendix 3 at the end of this report.

Finally for an understanding of the broader context of the Harbour, H.A. Gilligan's *A history of the Port of Dublin* (Dublin, 1988) is very helpful regarding the development of Dublin Port from the Viking era until the present, and the part Dún Laoghaire Harbour played in this development.

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Images and photographs:

Photographic acknowledgements are due to the National Library of Ireland and to Peter Pearson (some of the images reproduced here are taken from the Dun Laoghaire Harbour Company calendar 2008 which features images from his glass plate collection), for the historic images of Dún Laoghaire Harbour.

Historic maps are reproduced with acknowledgements to the OSI, Archinfo, the archive of Dun Laoghaire Harbour Company, the National Maritime Museum, Greenwich, Trinity Map Library

Other sources for images:

- National Archives
- National Library of Ireland
- OPW Library
- Irish Architectural Archive
- Dun Laoghaire Rathdown County Council
- Peter Barrow (aerial photographs)
- ADCO Ltd.
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All other images are by the authors of the Heritage Management Plan, Shaffrey Associates Architects.

Section 57 Declaration: The Harbour (dated 2002)



**Economic Development
& Planning Department**

Comhairle Chontae Dhún Laoghaire - Ráth an Dúin

Halla an Chontae, Dun Laoghaire, Co. Átha Cliath

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FREY ASSOCIATES

23 AUG 2002

Job Ref.

27th August, 2002

Grainne Shaffrey
Shaffrey Associates
29 Lower Ormond Quay
Dublin 1

Local Government (Planning and Development) Act, 1999 Section 8 Declaration

Re: **Dun Laoghaire Harbour
Dun Laoghaire
Co Dublin**

Dear Ms Shaffrey,

I enclose herewith a Declaration in respect of works would not materially affect the character of the above structure.

Yours faithfully,

Senior Administrative Officer
Economic Development & Planning Department

Enc



**DUN LAOGHAIRE RATHDOWN COUNTY COUNCIL Planning Department
DECLARATION**

In accordance with Section 57(2) of the Planning and Development Act, 2000

This Declaration clarifies what works would materially affect the character of the Structure and as a result would require planning permission. Changes of use or intensification of the current use, inter alia, may require planning permission notwithstanding this declaration. If in doubt, please consult Dun Laoghaire Rathdown County Council for further advice before commencing any works. The legal protection afforded by the Act extends to the whole of this Structure including the interior and the land lying within the curtilage of the Structure. The protection also extends to any other structures lying within that curtilage, to their interiors and to all fixtures and features that form the interior or exterior of any structure within the curtilage, and, where specified in the Record of Protected Structures, to attendant grounds. This may include aspects of the Structure that seem unremarkable, or that are hidden. Any person who without lawful authority causes damage to a Protected Structure shall be guilty of an offence.

Declaration Reference DEC.29/01	Date of Request 03.08.01
Previous Declaration None	Date of Issue 09.07.02
Address of Structure Dun Laoghaire Harbour Dun Laoghaire Co. Dublin	Applicant Shaffrey Associates on behalf of Dun Laoghaire Harbour Company Dun Laoghaire Harbour Dun Laoghaire Co. Dublin
Map Reference D.P. List 1 Map 3 O.S. 3330-25, 3331-16, 3331-17, 3331-21, 3331-22, 3393-05, 3394-01, 3394-02	Date of Inspection August 2002
R.P.S. Reference R.P.S. 514,515,516,517,518	Documentation Method Statement/Schedule for Ongoing Repairs Drawing 48138/501

Brief Description of Structure

Dun Laoghaire Harbour, a Protected Structure, was previously listed in the 1998 County Development Plan Under List 1 Map 3 as :

<u>Location</u>	<u>Description</u>
Dun Laoghaire Harbour East Pier	Pier, Bandstand and Shelter, Lighthouse Complex, Lifeboat House, Victorian Chain Fencing and Bollards from the RNLI Lifeboat House to the Bandstand
West Pier	Pier, Lighthouse and Light Keeper's House
Traders Wharf	Wharf and Boat House
Old Pier/Coal Pier	Pier/Quay and
Coastguard Station (former).	

The entire harbour area was a designated Conservation Area with the boundaries of this area marked on Map 3.
The following declaration relates to the entire harbour area (boundaries outlined in blue on Drawing 48138/501 as Existing Harbour Layout and Limit of DLHC Land Ownership) which includes the above named Protected Structures, their associated curtilages and any other structures lying within those curtilages.

Declaration Reference Dec 29/01
NIAH Registration Number (if applicable) N/A

- Works which would affect the character of the structure**
- Works which would result in the loss of or damage to the internal or external physical historic fabric of any of the structures.
 - Extensions to, demolition of, and/or any development to any of the buildings/structures.
 - Reinstatement works following damage by fire or explosion of any of the structures.
 - Any works not outlined below.

- Works which would not affect the character of the structure**
- General repairs as outlined below.
 - Any works authorised by an extant planning permission.

STRUCTURE TYPE	ELEMENT	REPAIR METHOD
BUILDINGS	EXTERNAL WORKS	
	ROOFS:	<ul style="list-style-type: none"> • Repair roof surfaces using original materials where sound and using matching material for any necessary replacements - e.g. natural Blue Bangor slates, ridge tiles, copper and lead coverings and flashings, etc.; • All sound timbers to be retained - where sections are decayed these can be cut off and sound, treated, new or salvage timber spliced on as a replacement; • Iron roof structures to be maintained and repaired; • Rainwater goods to be repaired using cast iron where replacement sections are necessary - profiles to match original; • Timber fascias, barge boards, soffit boards, etc.; any replacement sections required to be made up using matching timber or good quality treated softwood or sound salvage timbers. Decorative profiles to be matched; • Repairs to chimneys to use matching materials where replacement is necessary, e.g. matching salvage bricks; renders and pointing with lime (using hydraulic limes or lime putties as appropriate) mixes. Avoid taking down and rebuilding chimney stacks, if necessary for structural reasons, ensure stack is rebuilt to correct size and profiles and as much original material is reused.

BUILDINGS: (contd.)	WALLS: (contd.)	<ul style="list-style-type: none"> • Retain stone where structurally sound. If replacement stone is needed, use native stone (Wicklow granite). Sizes, profiles, surface dressing and coursing pattern should match original. Where possible, using pinning/piecing in repairs rather than replacing stone; For granite repairs it is generally preferable to re-dress granite surface or piece in replacement section rather than use repair mortar; • Lime mortars to be used for bedding and pointing; • A programme for removal of earlier stone repairs and pointing where incorrect conservation methods and materials were used, and replacing these with current practice conservation methods, to be implemented on a phased basis in conjunction with the overall building maintenance programme; • Brick details to be retained - e.g., window and door surrounds, eaves details, etc. Matching salvage brick to be used for any replacements required; • Decorative wall elements such as cast iron vents, louvers, balconies, etc., to be retained. Any replacement sections required as part of repairs to use matching materials and profiles.
	WINDOWS AND DOORS:	<ul style="list-style-type: none"> • All sound timbers to be retained - decayed sections can be cut off and sound, treated, best quality softwood or salvage timber used for splicing repairs; • All windows and doors should be made operable, including shutters; • Any surviving original glass should be retained (use lamp burner to remove putty and retain glass if paint is being stripped); • Matching profiles and pane arrangement to be used for replacement sections/windows/doors. Sound original ironmongery to be retained; • Alterations to original single glazed windows to incorporate double glazed units to be avoided. Proprietary perimeter seals to be used instead and, if appropriate, secondary glazing may be fitted; • A programme of reinstating original matching windows where these have been previously replaced is to be implemented in conjunction with other repairs being carried out.
BUILDINGS	INTERNAL WORKS:	<ul style="list-style-type: none"> • As part of ongoing maintenance and repairs, no alteration to original plan form and room volume of protected structures will be carried out; • Surviving original plaster - wall and ceiling - to be retained where sound. Plaster repairs to external walls and masonry partitions to use lime plaster;

BUILDINGS: (contd.)	INTERNAL WORKS: (contd.)	<ul style="list-style-type: none"> Decorative wall and ceiling plasterwork to be retained and repaired where necessary; Timber treatment to use conservation practice methods, i.e. only affected timbers to be removed and treated with proprietary preservatives, fungicides and insecticides to be kept to a minimum; Original floor finishes to be retained and repaired - use salvage matching floorboards and tiles for replacement, where necessary; Where upgrading for fire - original fabric to be retained and upgraded where possible, e.g., doors, ceilings/floors. Original joinery to be retained and repaired - skirtings, architraves, panelling, stairs, internal doors, picture and dado rails, etc., - replacement sections, where necessary to match in profile and timber species.
	SERVICES:	<ul style="list-style-type: none"> Ongoing maintenance to ensure services are not in danger of causing damage to fabric of protected structures; Installation of new services to avoid alteration of fabric of protected structures; Any historic services elements of architectural value, e.g. cast iron radiators, are to be retained; As part of maintenance programme, fire detection and prevention systems to be installed where risk of fire would cause unacceptable damage to historic fabric. Any such system to involve minimum intervention to original fabric.
PIER STRUCTURES ABOVE HIGH WATER LEVEL:	STONEMWORK:	<ul style="list-style-type: none"> Retain all sound stone; Replace like with like; Use local granite for replacements - tooling, sizes and profiles to match original; Where stone has become dislodged from piers, stone should be reset in its original position; Earlier stone repairs carried out in concrete should be removed and redone using matching stone - this can be implemented on a phased basis to an agreed programme and in conjunction with structural repairs and any ongoing maintenance works; Specifications for cleaning of stone, e.g., removal of differing types of graffiti, to be developed in conjunction with analysis of stone composition, to enable cleaning to be carried out when necessary.
	POINTING:	<ul style="list-style-type: none"> Pointing is one of the major ongoing maintenance procedures in the harbour. Training in the use of lime mortars and correct pointing methods to be carried out; Analysis of historic mortars to be carried out to enable appropriate materials to be sourced and compatible

PIER STRUCTURES ABOVE HIGH WATER LEVEL: (contd.)	POINTING: (contd.)	<p>mixes to be specified;</p> <ul style="list-style-type: none"> All sound historic pointing to be retained; A programme of raking out and repointing walls where pointing has failed or has been carried out incorrectly to be implemented on a phased basis; No pointing should be carried out at temperatures below 5° Celsius. <p>Weatherstruck and ribbon pointing to be avoided. Pointing to be finished to stone arrises and mortar tamped back to expose aggregate in accordance with detailed specifications.</p>
STREET FURNITURE ELEMENTS	IRONWORKS	<ul style="list-style-type: none"> A schedule of historic railing types to be prepared; A programme of repairs for railings to be implemented - all sound original fabric to be retained, matching profiles and materials to be used for replacement sections; Due to maritime location, ironworks require more regular inspection and painting. All rust should be removed before painting. Suitable primers to be used to take account of maritime location; A programme of replacing previous inappropriate repairs and replacements with ironworks matching original type to be implemented on a phased basis.
	BOLLARDS	<ul style="list-style-type: none"> A schedule of bollard types to be prepared; All historic bollards to be retained and maintained.
	LIGHTING	<ul style="list-style-type: none"> All lighting in the harbour is modern (20th Century). Some cast iron gas lamps remain as part of non Harbour Company structures.
	GROUND SURFACES	<ul style="list-style-type: none"> Granite copings, kerbs, etc., on the piers to be retained - repairs to be as that for the pier structures. The West Pier surface will remain as is, with regular maintenance including filling of uneven surfaces with loose, pea gravel type chippings, including a percentage of granite chip; The East Pier surface will be retained as concrete. Repairs to damaged or decayed surface to be carried out to match existing. Footpaths throughout the harbour area: where granite kerbs and paving exist these will be retained.
	HISTORIC MARINE ENGINEERING MACHINERY	<ul style="list-style-type: none"> An inventory of surviving historic marine engineering machinery to be prepared and a programme of repairs for this machinery to be prepared and implemented; Where possible, machinery should be restored to working condition as part of a permanent display of the harbour's working history.

PIER AND BERTH STRUCTURES BELOW HIGH WATER LEVEL	STONEMWORK ABOVE LOW WATER	<ul style="list-style-type: none"> Retain all sound stone; Voids in face of pier stonework to be faced/filled with stone (local granite); Voids behind existing some facing of piers to be filled with concrete. Concrete mix to be suitable for use in marine environment; Where necessary, to hold granite stone facing in place, non-corrosive metal dowels to be used to tie facing stone to concrete filling behind.
	STONEMWORK BELOW LOW WATER	<ul style="list-style-type: none"> Retain all sound stone; Voids in pier to be repaired by the most appropriate practical method. Repairs will generally be carried out under water; Preference to be given to the replacement of granite facing stone where this is feasible.
	POINTING	<ul style="list-style-type: none"> Pointing work to the pier structures below high water level will be in the inter-tidal zone. While every effort will be made to develop and specify a mortar mix that is compatible with that used in the original construction, it will be necessary to use a mix with rapid hardening properties to avoid the freshly placed mortar being washed out by the tide; All sound historic pointing to be retained; A programme of raking out and repointing walls where pointing has failed to be implemented on a phased basis; No pointing should be carried out at temperatures below 5° Celsius.
	CONCRETE AND STEEL STRUCTURES	<ul style="list-style-type: none"> Repair of concrete and steel structures to be carried out using best practical methods;
	WORKING BERTH FURNITURE e.g. BOLLARDS, FENDERS	<ul style="list-style-type: none"> Historic bollards to be retained and maintained; Existing timber fender piles to be retained where possible; Where replacement of existing timber fender piles is necessary, replacement fender system to be of greenheart or similar hardwood timber suitable for use in a marine environment, or, where functionality requirements dictate, an alternative, suitably discreet, modern fendering system may be adopted.
	EAST AND WEST PIERS SEAWARD FACES	<ul style="list-style-type: none"> Repair to concrete aprons to be to best practical methods, and will generally require mass concrete filling; Repair to rock armour toe (below low water), where necessary, will be carried out by the importation and careful placement of additional armour rock in layers

PIER AND BERTH STRUCTURES BELOW HIGH WATER LEVEL: (contd.)	EAST AND WEST PIERS SEAWARD FACES: (contd.)	<p>over existing toe;</p> <ul style="list-style-type: none"> Loose rock armour protection above low water will be repaired, where necessary, by the importation of matching rock armour, of the same size, shape and composition as the existing and its careful placing to replace missing stone from the existing armour layer; Where cut stone has become displaced from the pier, the stone will be reset in its original position or, where the original stone cannot be located, it will be replaced by suitable local granite.
PIER STRUCTURES ABOVE HIGH WATER LEVEL REPAIRS	STONEMWORK:	<ul style="list-style-type: none"> Retain all sound stone; Replace like with like; Use local granite for replacements - tooling, sizes and profiles to match original; Where stone has become dislodged from piers, stone should be rest in its original position; Earlier stone repairs carried out in concrete should be removed and redone using matching stone - this can be implemented on a phased basis; Specifications for cleaning of stone, e.g. removal of differing types of graffiti, to be developed in conjunction with analysis of stone composition, to enable cleaning to be carried out when necessary.
MONUMENTS AND PLAQUES		Monuments and plaques throughout harbour comprise of stone and bronze materials. Repair works to these will generally be carried out by specialists to detailed specifications. Where cleaning of graffiti and pointing of stonework is to be carried out by Harbour Company maintenance staff, these operations will be carried out as per methods outlined above under Stonework and Pointing headings.
<p>Special Remarks</p> <p>General Principles to repair and maintenance:</p> <ul style="list-style-type: none"> All work should be carried out in accordance with D.o.E. "Conservation Guidelines" and best conservation principles; All repairs should be carried out by a skilled practitioner; Repair rather than replace; Where replacement is necessary, replace like with like; Implement maintenance programme for all protected structures including regular inspections; Analysis of original mortars, core composition and stone composition to inform specifications for repointing, grouting and stone repair; 		

- Training in use of lime mortars and correct methods for stone repair/building and pointing;
- Preparation of exemplars for varying repair types to agreed standard of repair;
- Small test samples of repair/cleaning materials to be provided to ensure compatibility with fabric;
- A supply of regularly used building materials (including sound salvage material), e.g. lime (hydraulic and putty) sand and aggregates, made up mortars, slates, copper nails, new and salvage timber (denailed and sorted by size), rainwater goods, lead, etc, to be kept in a compound by the Harbour Company for use when carrying out repairs;
- Cleaning of historic fabric, e.g. stone, should only be carried out where surface contamination is causing damage, e.g. graffiti, organic growth, and harmful pollutants. Non-abrasive cleaning agents to be used - specifications for suitable agents to follow geological/chemical analysis of surface being cleaned. Small sample sections to be treated first to assess performance;
- Proprietary surface treatments, e.g. water repellents are to be generally avoided.
- Before and after records, photographic, drawn and written, to be kept of all works;
- All replacement repairs to be programmed to avoid unsuitable weather conditions, e.g. pointing to be carried out between April and October and never when temperatures are below 5° Celsius.

Majella Walsh
Conservation Officer

10th July 2002

S. Walsh
Senior Executive Planner

28-8-02

[Signature]
Senior Executive Officer

26/8/02

Shaffrey Associates Architects
29 Lower Ormond Quay
Dublin 1

9th February 2010

RE: Proposed works to East Pier Battery Complex

Dear Gráinne,

Further to your submission of 26th January with regard to proposed works at the East Pier Battery Complex. In reviewing the Schedule of Works, Outline Specifications and Methodologies I can confirm that the following are considered to be covered by the existing Section 57 Declaration Ref 29/01 issued by the planning authority on 57th August 2002.

- Proposed works as outlined to
 - Magazines 1 & 2
 - Open Magazine
 - Guard Room & Officer's Quarters - With the exceptions of those works at points 7 and 9 which are to the subject of a separate Section 5 Declaration.
 - Soldier's Quarters - With the exceptions of those works at points 7 and 9 which are to the subject of a separate Section 5 Declaration. With regards to the ceiling to Room 2, in the event that the existing lath & plaster ceiling cannot be retained, this will be replaced on a like-for-like basis as opposed to plasterboard as stated in point 13 of your schedule.
 - Out-house and coal store

- Examination & Analysis of Building Fabric and Contaminants
To inform decisions on the type of materials to be used including stone repairs, cleaning techniques, mortar/pointing mixes, timber treatment, existing windows and associated joinery.

- Demolitions of modern accretions
While not specifically mentioned in the Section 57 Declaration 29/01, it would be the view of the planning authority that the removal of these elements (such as the entrance lobbies in the area shown as the Soldiers Quarters in Drg. No. 10 01-001 and concrete support walls and pipework from Magazine 2), will not materially affect the architectural character or appearance of the Protected Structures and are therefore considered exempted development. Provided that the works do not alter the original plan form and room volume, or involve the demolition of any part of the Protected Structure.

Yours faithfully,

Julie Craig
Acting Conservation Officer

c.c. Ken O'Sullivan, Port Maintenance Manager, Dun Laoghaire Harbour Company
Margaret Madigan, Personnel & Administration Manager

26 January 2010

Julie Craig
Conservation Officer
Dun Laoghaire Rathdown County Council
County Hall
Marine Road
Dun Laoghaire
Co. Dublin

Dear Julie

Re Proposed Works, Battery complex, East Pier Dun Laoghaire Harbour, a protected structure

Further to our recent Section 247 pre planning consultation meeting (held on 18th January 2010) and site visit held on 20 January last, with regard to the above proposed works, I set out below the works which Dun Laoghaire Harbour Company propose to carry out under the current Declaration 57 issued on 27 August 2002 for Dun Laoghaire Harbour and for which we hereby seek confirmation from Dun Laoghaire Rathdown County Council.

By way of background context, Dun Laoghaire Harbour Company wish to proceed with the works as soon as possible as part of a larger restoration and reuse project for the Battery complex, for which it is intended to lodge a planning application shortly.

I attach to this letter a plan of the Battery complex (Drg. No. 10 01-001) and outline specifications, to which the following list of works refers:

Location	Proposed Works
General	<ul style="list-style-type: none"> • Clear out all loose material and debris. Note any sound loose material which may have formed part of the historic fabric of the Battery will be retained for re-use, where possible, storage, or display. • Localised cleaning of historic surfaces of iron staining, calcite build up, over painting and vegetation/algae. In accordance with attached specification and methodology • Localised stone repairs – note these will be required to stone steps and upper level railing plinth where corrosion of iron railings has caused severe damage to stonework. In accordance with attached specification and methodology.
Magazines 1 & 2	<ul style="list-style-type: none"> • Clear out all loose material, debris and water ponding. Note any sound loose material which may have formed part of the historic fabric of the Battery will be retained for re-use, where possible, storage, or display. • Clean down walls, ceilings and floors of loose material. • Make good any loose mortar as per attached specification for repointing. Walls to be limewashed

	<ul style="list-style-type: none"> • Clear out oil tank and associated concrete block support walls and pipework from Magazine 2. Drain any residue oil. • Remove concrete blocks at base of entrance door to Magazine 2 (which formed bund for oil tank)
Open Magazine	<ul style="list-style-type: none"> • Form exploratory opening in blockwork infill to former gun ope in external wall to Battery – note no historic fabric to be affected by this exploratory opening which is to establish nature of infill and allow for design of new window section. • Clean off any loose material from walls and ceiling vault and make good any loose mortar with lime mortar as per attached repointing specification. It is proposed to retain historic finishes patina which survives in this area.
Guard Room & Officers Quarters	<ul style="list-style-type: none"> • Repair Roof as per attached methodology and specification • Renew external render to sea wall with associated repairs to brickwork, as per attached specification • Repair masonry to existing chimney stacks and renew render as per attached specifications • Remove modern linings to ceiling, floor covering, walls (plaster and studs to modern drylining in Guard Room, modern plaster finish in Officers Quarters) • Lift timber floorboards for repair and inspection of floors • Repair floorboards where decayed • Install services duct in floor void to facilitate later services runs (to be subject of separate Section 5 Declaration of Exemption application or planning application) – note this will not materially impact on historic floor structure) • Insulate floor void and relay timber floor boards using matching boards (species and sizes) where replacement boards are necessary. • Lime plaster finish to internal walls as per attached specification (<i>note it is proposed to provide a breathable internal insulation layer to the external walls to improve insulation performance – a Section 5 application for exemption will be applied separately for this</i>) • Remove modern services installations and fittings • Remove modern inner porch structures which date to the modernisations works carried out in the latter part of the 20th century • Repair existing windows as per attached specification with any necessary repairs to window heads also. Insulate around window/jamb junction with hygroscopic insulation and maintaining protection zone around pulley and weight mechanism to allow for full operation of window sashes. • Repair external doors as per attached specification

	<ul style="list-style-type: none"> • Provide linings to chimney flues as per attached specification • Paint finish to all internal and external surfaces.
Soldiers Quarters	<ul style="list-style-type: none"> • Clear out structure of debris and pigeon guano • Repair Roof and rainwater goods as per attached methodology and specification • Renew external render to sea wall with associated repairs to brickwork, as per attached specification • Carry out crack repairs to external and internal brick walls as per attached methodology • Repair masonry to existing chimney stacks and renew render as per attached specifications • Remove existing timber sheeting from walls, storing sound timbers for re-use. Remove bolst/decayed wall plaster. • Finish to internal walls to be renewed using lime plaster and timber sheeting. (Note: it is proposed to apply a breathable insulation board to the external walls for improved thermal efficiency and this will form part of a separation Section 5 Declaration of exemption application) • Lift timber floorboards for repair and inspection of floors • Install services duct in floor void to facilitate later services runs (to be subject of separate Section 5 Declaration of Exemption application or planning application) – note this will not materially impact on historic floor structure) • Repair floorboards where decayed • Insulate floor void and relay timber floor boards using matching boards (species and sizes) where replacement boards are necessary. • Provide new plasterboard ceiling to underside of ceiling joists in Room 1 where original ceiling has been removed • Room 2 ceiling – where found to be sound, retain section of existing lath and plaster ceiling and make good missing section with matching timber lath and lime plaster. Where wholesale removal of existing ceiling is required due to decay, renew full ceiling with either timber lath and lime plaster or plasterboard to match Room 1. • Remove modern services installations and fittings • Repair existing windows as per attached specification with any necessary repairs to window heads also. Insulate around window/jamb junction with hygroscopic insulation and maintaining protection zone around pulley and weight mechanism to allow for full operation of window sashes. • Repair external doors as per attached specifications.

	<ul style="list-style-type: none"> • Provide linings to chimney flues as per attached specification • Paint finish to all internal and external surfaces
Out house and coal store	<ul style="list-style-type: none"> • Roof, external wall repairs as described for Soldiers Quarters building above and as per attached specification • Clean down internal brick walls and make good any loose mortar using lime mortars • Repair cracks to brick walls as per attached methodology

With regard to installation of new services, these will either form part of the planning application or a separate Section 5 Declaration of Exemption application.

I trust the above and attached documentation is clear and acceptable. Please contact me if you need any further clarification or information.

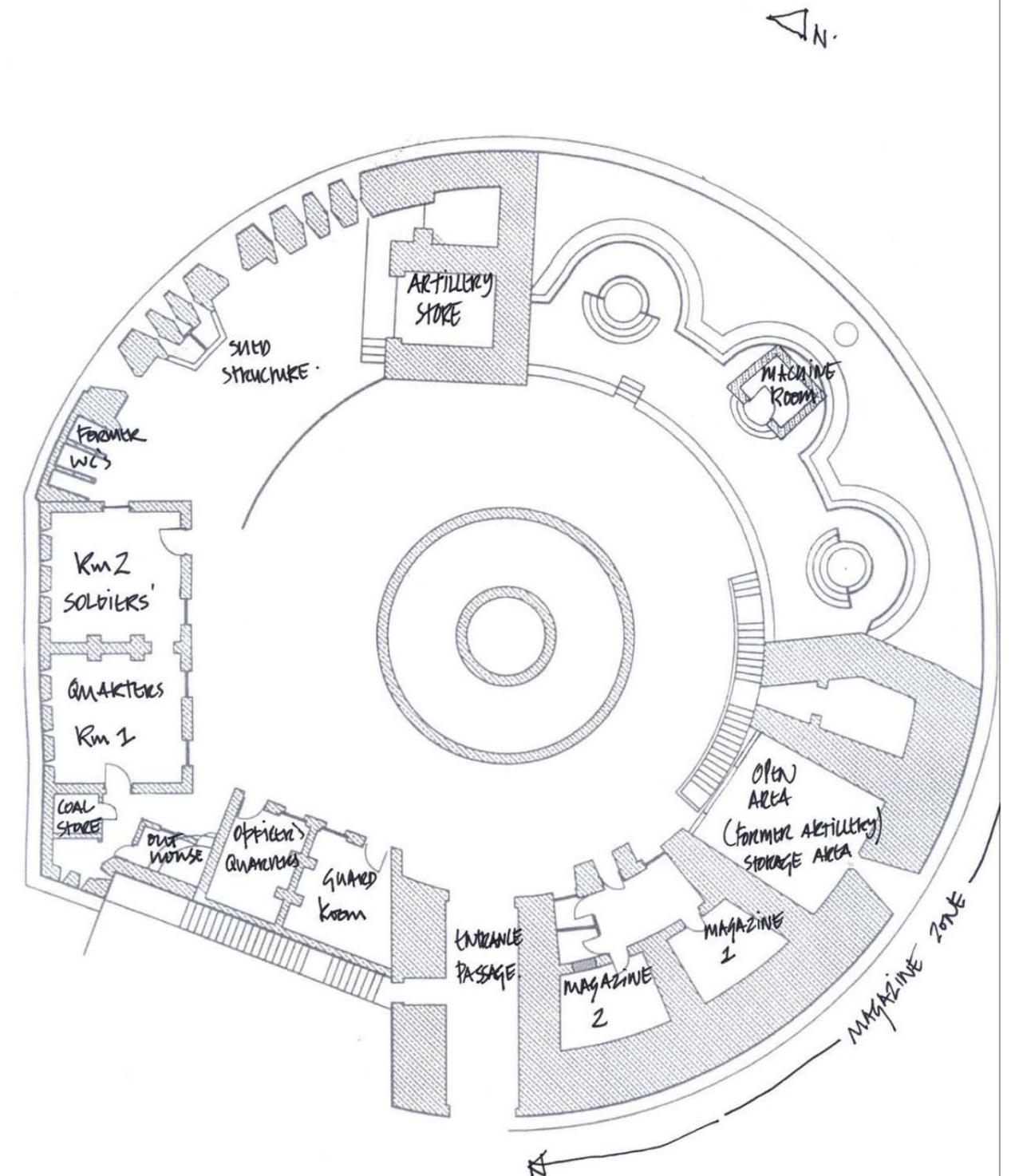
Dun Laoghaire Harbour Company is anxious to commence these works as soon as possible as they have resources available now and hope to have the Battery buildings open for public use in the coming summer season. Therefore an early reply would be greatly appreciated.

Kind regards

Yours sincerely

Gráinne Shaffrey

c.c. Ken O'Sullivan, Port Maintenance Manager, Dun Laoghaire Harbour Company
 Margaret Madigan, Personnel and Administration Manager, Dun Laoghaire Harbour Company



: KEY PLAN
 EAST PIER BATTERY LIGHTHOUSE COMPLEX.
 Drawing No. 1001-001.

26.01.10

SHAFFREY ASSOCIATE ARCHITECTS