



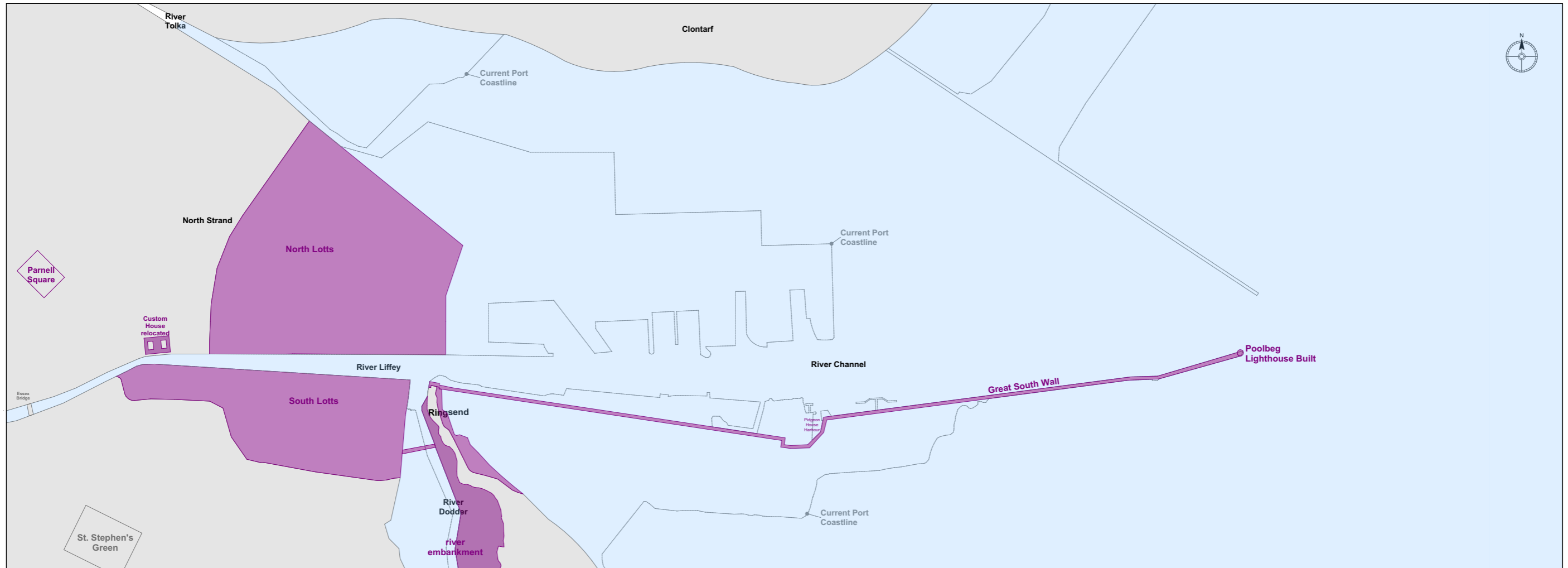







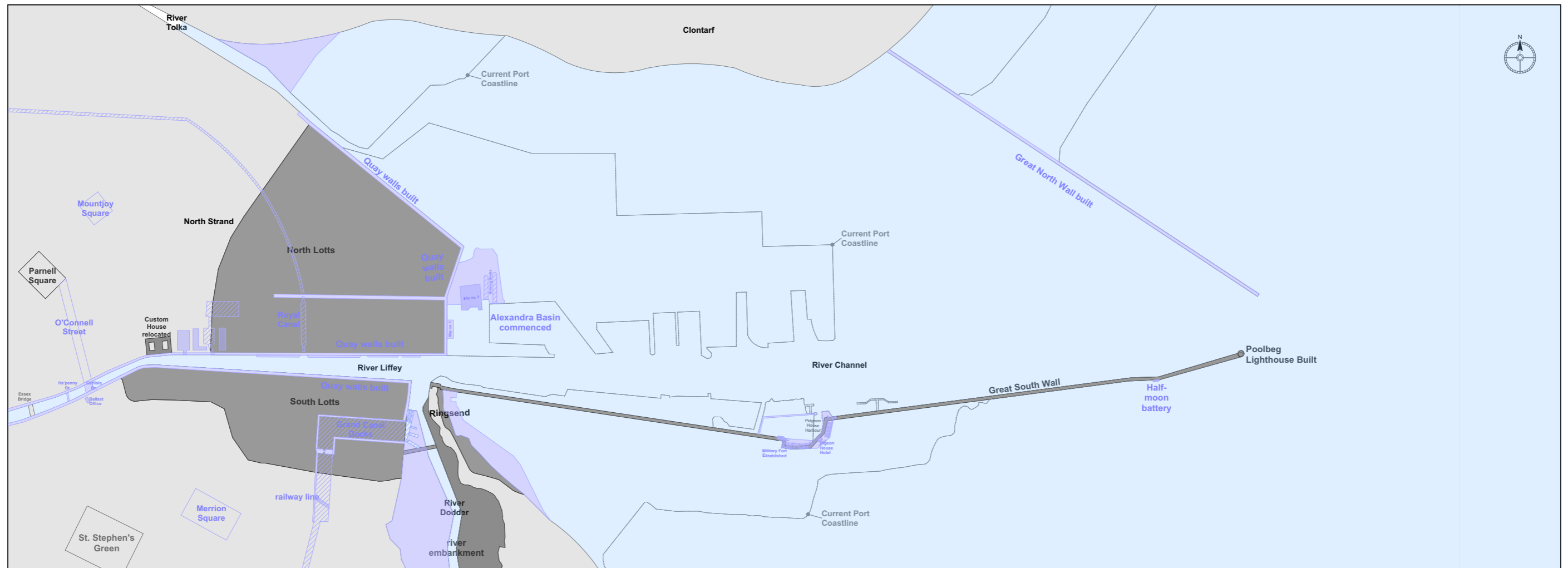
## 1664-1707 Timeline

1649 Cromwell lands at Ringsend	Bernard De Gomme Map of Dublin 	1704 Map of the Harbour of Dublin from Essex Bridge to the Barr 				
<b>1620-1653</b>	<b>1664</b>	<b>1673</b>	<b>1674</b>	<b>1693</b>	<b>1704</b>	<b>1707</b>
<p>1620 lease granted to build a custom house crane and wharf</p> <p>1644 Construction of new custom house (Essex Bridge)</p> <p>1653 Boate "with an ordinary tide you cannot go to the key of Dublin with a ship that draws 5 feet of water"</p>	<p>St. Stephen's Green established</p> 	<p>1674 Lord Major requests Andrew Yarrantown to survey the estuary</p>	<p>The Fitzwilliam Estate holds approximately 9 acres in Ringsend (Branagan)</p>	<p>In 1707, Thomas Burgh built a Custom House at Essex Quay. Engraving taken from 1728 Brooking map.</p>		



1707-1786 Timeline

<p>Ballast Office Liffey improvements commence, to include straightening of river channel</p>	<p>Sir John Rogerson's Quay under construction by 1716, foreshadowing reclamation and construction of the South Lotts from 1723</p>	 <p>Great South Wall, 1841, engraved by JC Bentley, drawing by William Bartlett</p>	 <p>Poolbeg Lighthouse opens</p>	 <p>Custom House, Dublin, 1841 engraved by JC Bentley, drawing by William Bartlett</p>			
<p>1707</p>	<p>1708</p>	<p>1717</p>	<p>1717</p>	<p>1761</p>	<p>1768</p>	<p>1778</p>	<p>1781</p>
<p>The Ballast Board is established under the Ballast Office Act. Their remit includes ensuring that sand is not removed from the port foreshores</p>	<p>North Lotts leasing begins reclaimed land</p> 	<p>1761: John Pigeon becomes caretaker of the blockhouse 1791: A harbour to be called Pigeon House Harbour or Dock is planned</p>		<p>The Ballast Office begins River Dodder embankment works. The Pembroke Estate's land increases as a result</p>			



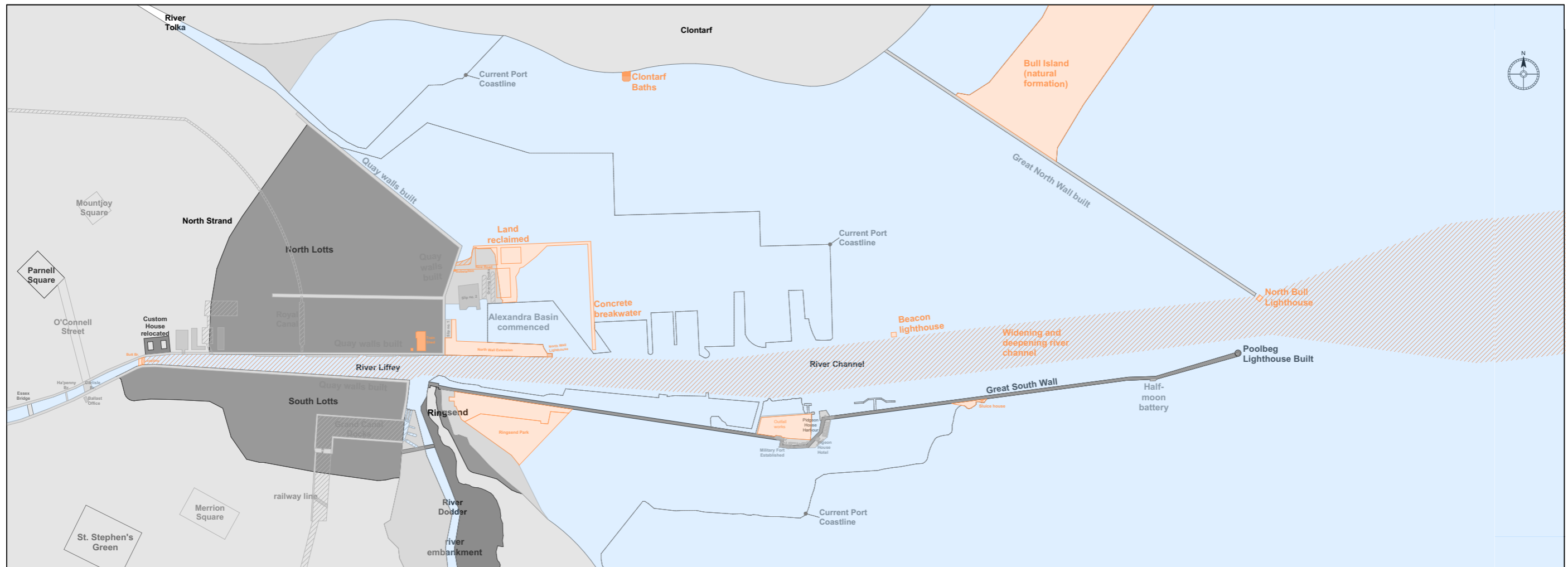
1786-1867 Timeline

1791	1792	1793	1795	1798	1800	1803	1812	1814	1815	1816	1819	1821-1834	1850	1863
Merrion Square established	1792 The Ballast Board establishes a committee to liaise with the Fitzwilliam Estate. Dublin Port then begins acquisition of foreshore north of the GSW, approved in 1800 after lengthy debate with the Pembroke Estate and the Dublin Corporation	Pigeon House Harbour completed	Pigeon House Hotel	Military fort established at Pigeon House Harbour	1800 The Fitzwilliam Estate owns approximately 150 acres in Ringsend. This substantial increase from 1693 (Branagan)	Napoleonic Wars (1803-1815)	Dublin Port acquires further foreshore adjacent to the 1792 lands. This is not developed until the 1950s	Steam shipping arrives to Dublin	The Fitzwilliam Estate passes to the Earl of Pembroke, becoming the Pembroke Estate.	1821 George's Dock Opens	1824 North Bull Wall completed	1834 First Railway Station in Dublin Opens (Westland Row)	Lands taken from the Vernon Estate allow Dublin Port to begin works for Alexandra Basin	1863 Pembroke Township Act
	Half-Moon Battery built by the Board of Ordnance. The name was derived from the gun turret shape		Grand Canal Dock works begin (completed 1800)	United Irishmen Rebellion	Captain Bligh makes the first proper survey of Dublin Bay	Lands taken from the Corporation of the Borough of Dublin allow Dublin Port to begin works for Alexandra Basin 1812	1814 Defence Act (the Ballast Board sells Pigeon House Harbour to the government, formalising the militarisation of Dublin port)							

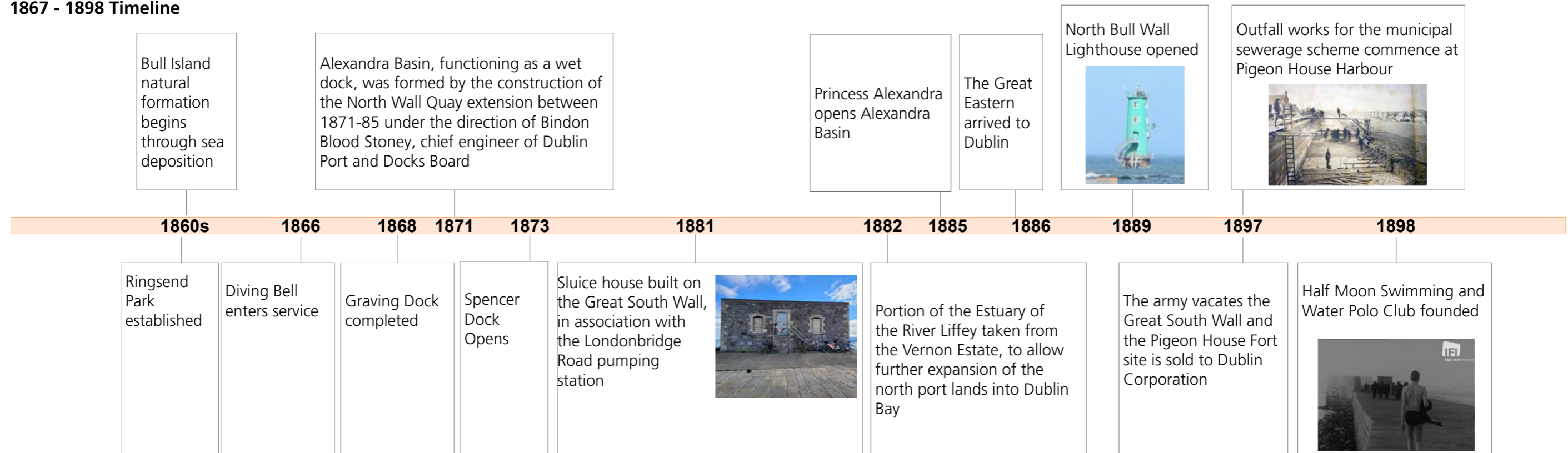
Merrion Square: Source 1822 J Roe Map (NAI)

Aerial image showing Grand Canal Docks Source: Dublin Port Archive, ref 5001 GDDOCKS

Francis Giles Survey 1818-1819 commissioned by Halpin

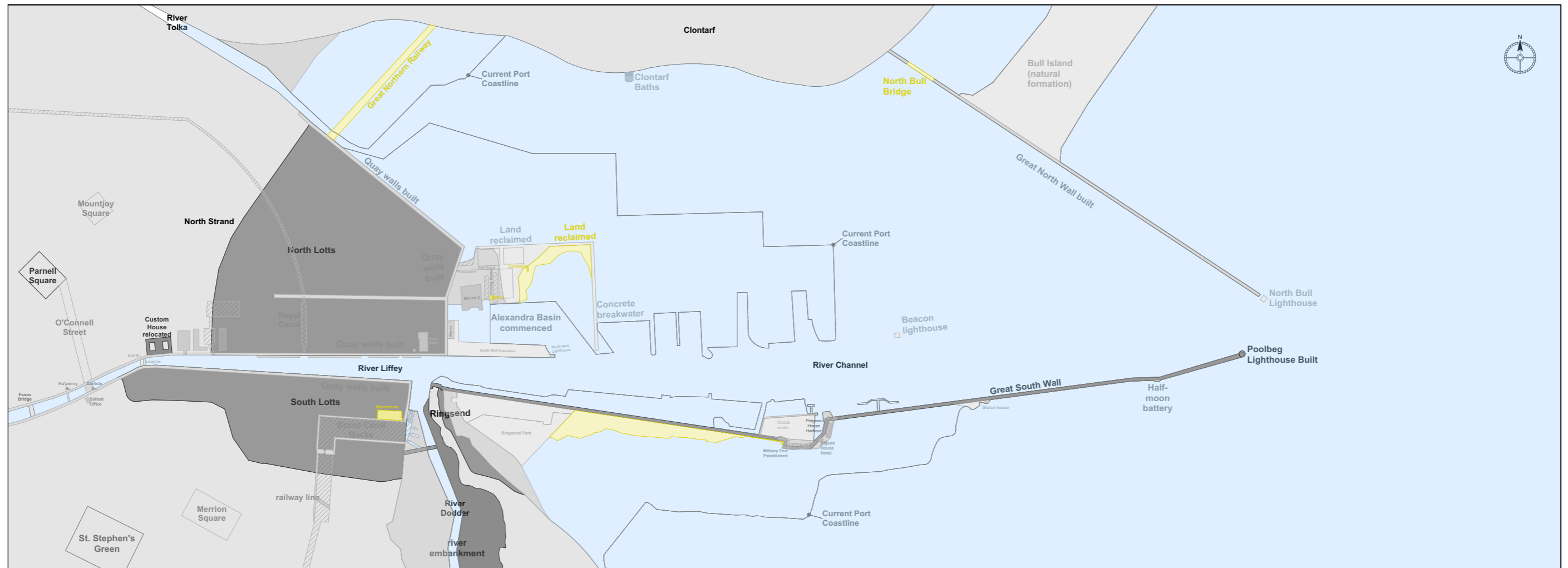


1867 - 1898 Timeline



Outfall works  
Source : SA Pigeon House Precinct

Source: 'Moonmen' 1965, Kierna Hickey Documentary, IFI [www.ifiplayer.ie/short-documentary-moonmen/](http://www.ifiplayer.ie/short-documentary-moonmen/)



**1898 - 1902 Timeline**

Further eastward reclamation at the north port lands

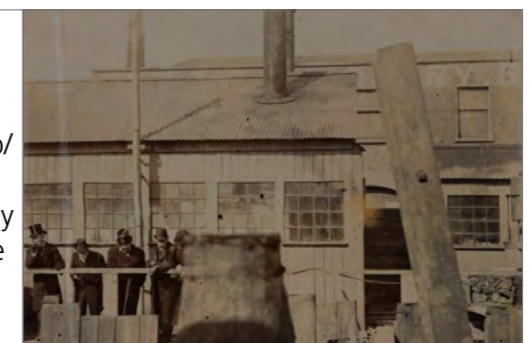
**1898-1902**

Great Northern Railway of Ireland (GNRI). At its height, prior to World War I, the GNRI covered a large area of Ireland between Dublin, Belfast, Derry and Bundoran

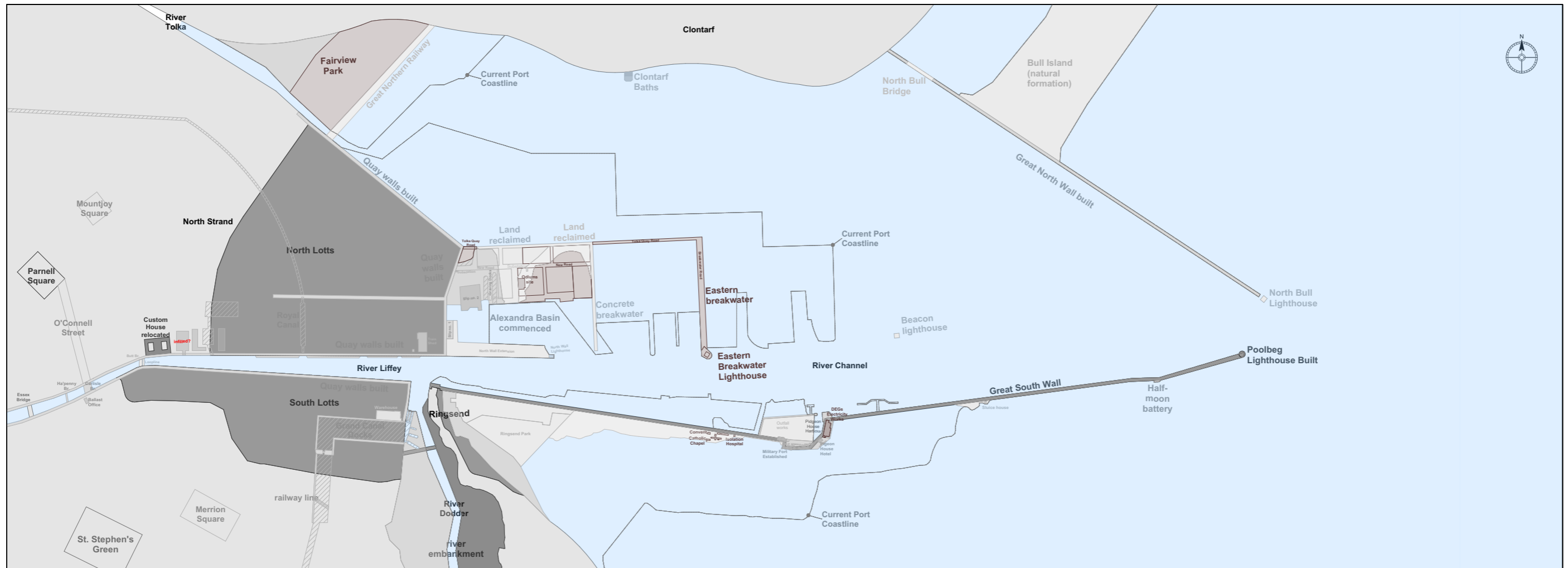
**1900s**

**1902**



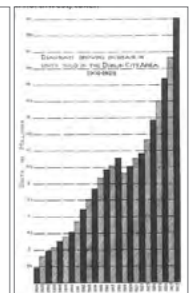


J.P. Griffith (Bindon Blood Stoney's successor) is key in port engineering history. He completed some BBS projects like North Wall Extension, advocated to develop/revive the shipbuilding industry in Dublin (indeed in 1902, Purser Griffith had become a Director of the newly formed Dublin Dockyard Company) and was responsible for the electrification of the Port

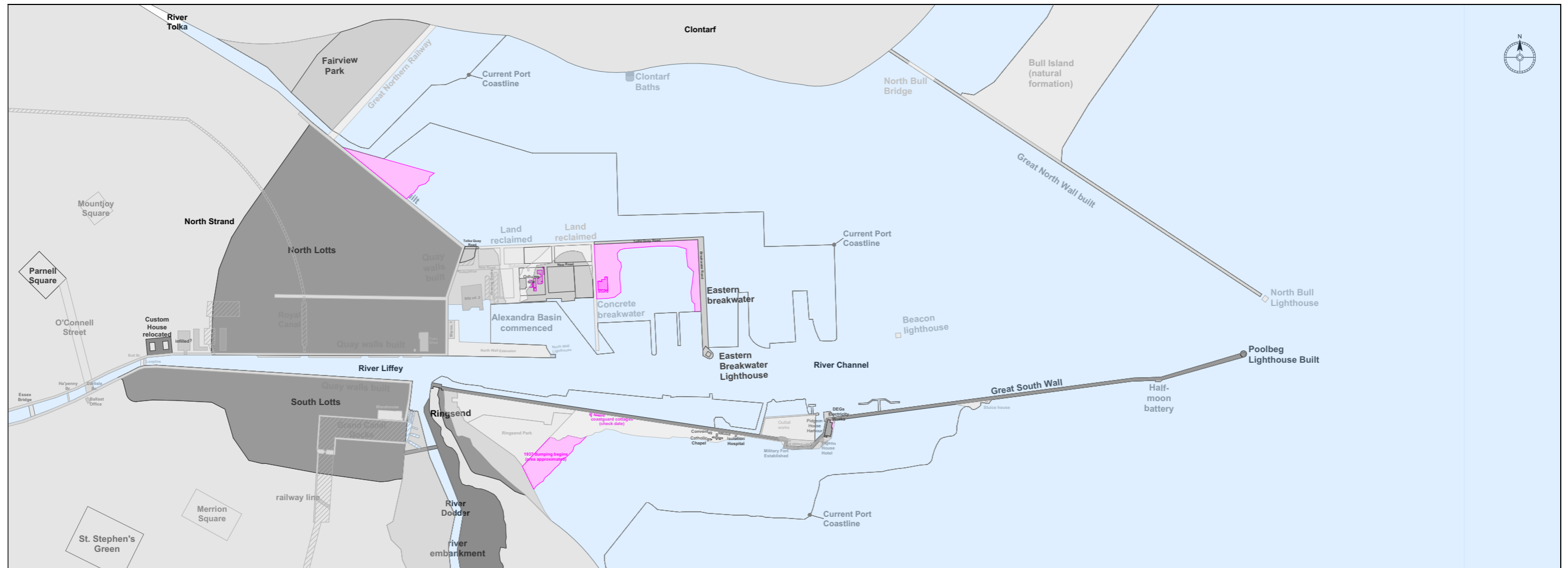


John Purser Griffith, Nicolas Proud and other Dublin Port and Docks Board members inspecting the North Wall Quay widening progress, c.1902  
Source: Dublin Port Archive



1902 - 1920 Timeline

<p>Dublin Corporation establish a smallpox isolation hospital at the former submarine station by Pigeon House Fort.</p> 	<p>1905 Electrification of Dublin Port and docks</p>	<p>The Women's National Health Association lease the Isolation Hospital and convert it into the Allan A Ryan Hospital for Consumption</p>	<p>Dublin Lockout</p>	<p>The Merchant's Warehousing Company Ltd. established on new reclaimed north port lands</p> 	<p>Electricity demands increase dramatically, resulting in extensions to the DEGS building. This graph shows the exponential increase of electrical units sold in Dublin from 1904-28</p> 	
<p>1902      1903      1903-1904      1905      1910      1910s or 1920s      1914      1913      1915      1916</p>						
<p>Pigeon House Power Station (Dublin Electricity Generating Station (DEGS)) works begin. Fleet Street power station is relocated to Pigeon House Harbour</p>	<p>Eastern Breakwater Lighthouse (now demolished) was built between 1903 and 1904 and first lit in August 1904.</p> 	<p>Ongoing reclamation at Alexandra Basin and areas to the north</p>	<p>Infilling of Fairview Park</p>	<p>WWI begins, ends in 1918</p>	<p>In 1915 three of the Dublin Dockyard Company directors formed themselves into the Dublin Dockyard War Munitions Company to erect a factory within the port shipyard.</p> 	<p>The Easter Rising</p>



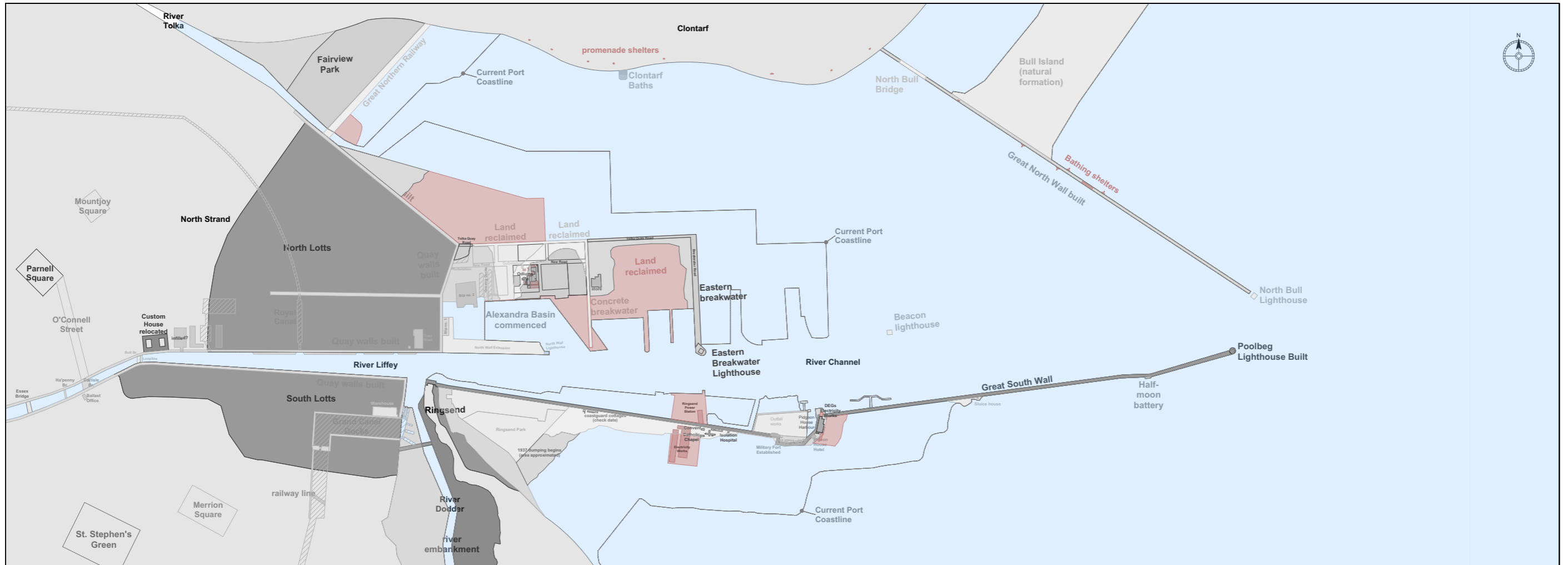
1920 - 1943 Timeline

<p>Irish War of Independence is resolved in the formation of the Irish Free State</p>	<p>01/04/1922: British government formally transfers power to the Provisional Government of Ireland</p>	<p>Odlums Mill's first building is completed at Dublin port</p>	<p>The ESB is established by the Irish Free State, taking over from the Dublin Lighting Committee</p>		<p>The DEGS (Dublin Electricity Generating Station) building is further extended. Diagram illustrates the various building phases.</p>				
1921	1922	1922-1931	1924	1927	1932	1937	1937	1939	1911-45+
	<p>01/04/1922, transfer of land from the Dublin Dockyard Company Ltd and the Dublin Port and Docks Board to Dublin Corporation in which to construct an electricity substation</p>	<p>1922 - 1931 Josph Mallagh, redevelopment of quay walls, replacing them by masonry quay walls, using a method inspired by Bindon Blood Stoney work.</p>	<p>1932 Eucharistic Congress</p>	<p>The Anglo-Irish Trade War (Economic War) 1932 - 1938 - shaped Port -</p>		<p>A dumping agreement is struck between Dublin Port, Dublin Corporation and the Pembroke Estate. Dublin Corporation deposit domestic waste on the southern foreshore of Ringsend, resulting in land reclamation</p>	<p>WWII &amp; 'The Emergency' begins</p>		

Electricity substation  
Source: Dublin Port Archive

Source: stellamarisrowingclub.com

Source: CHRONOLOGICAL MAP OF THE POWER STATION BUILDING Manning & Mc Dowell (1984),



1943 - 1955 Timeline

The 'Harbour Act' instigates further expansion



1957 Graving Dock No. 2 opening



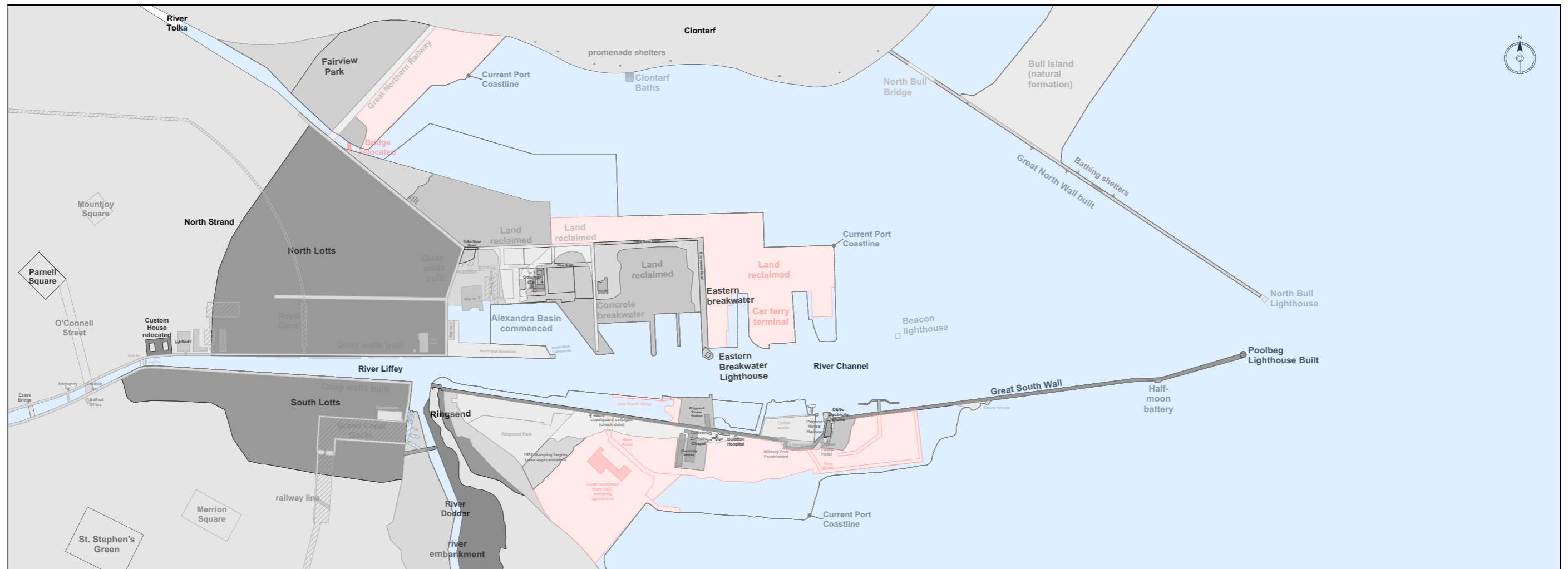
1945      1946      1950      1953-1959      1955      1957

WWII ends

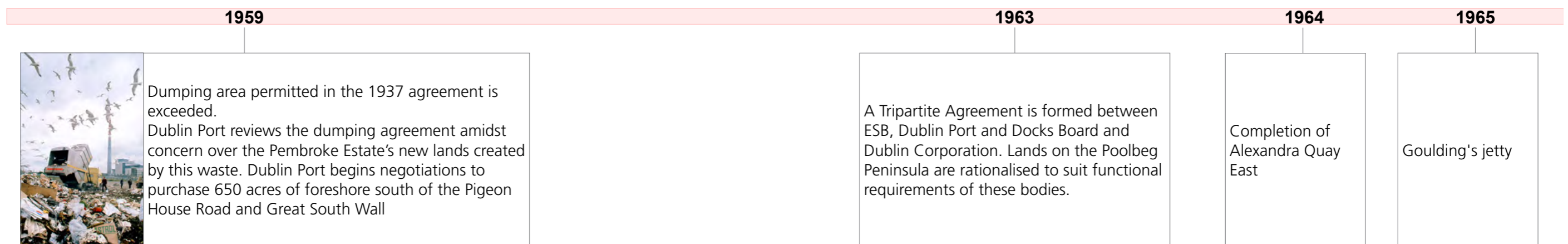
1950 Development begins on the foreshores north of the Great South Wall, as acquired in 1792-1814. Works include new South Quays and associated services

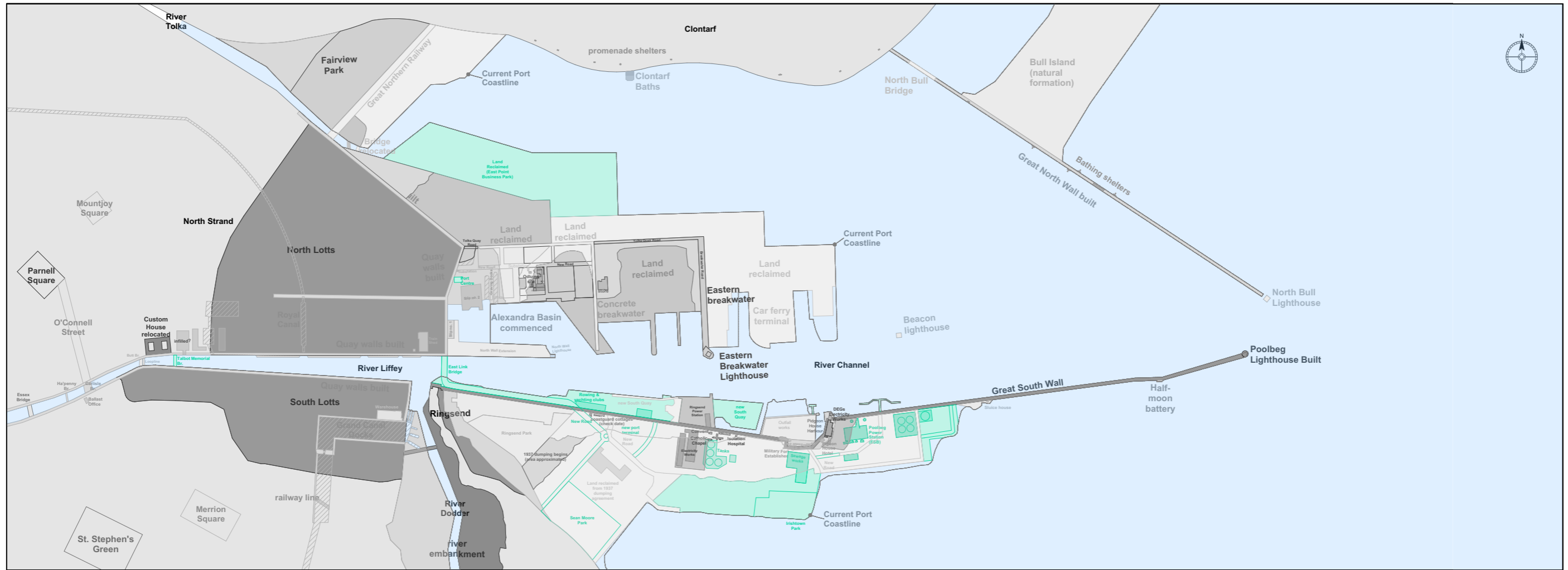
1953 - 1959 Ocean Pier development

Ringsend power station



1955 - 1968 Timeline





1968 - 1986 Timeline

Development of the new South Quay is completed

TICCIH (International Committee for the Conservation of Industrial Heritage) founded

1971

1973

1981

1984

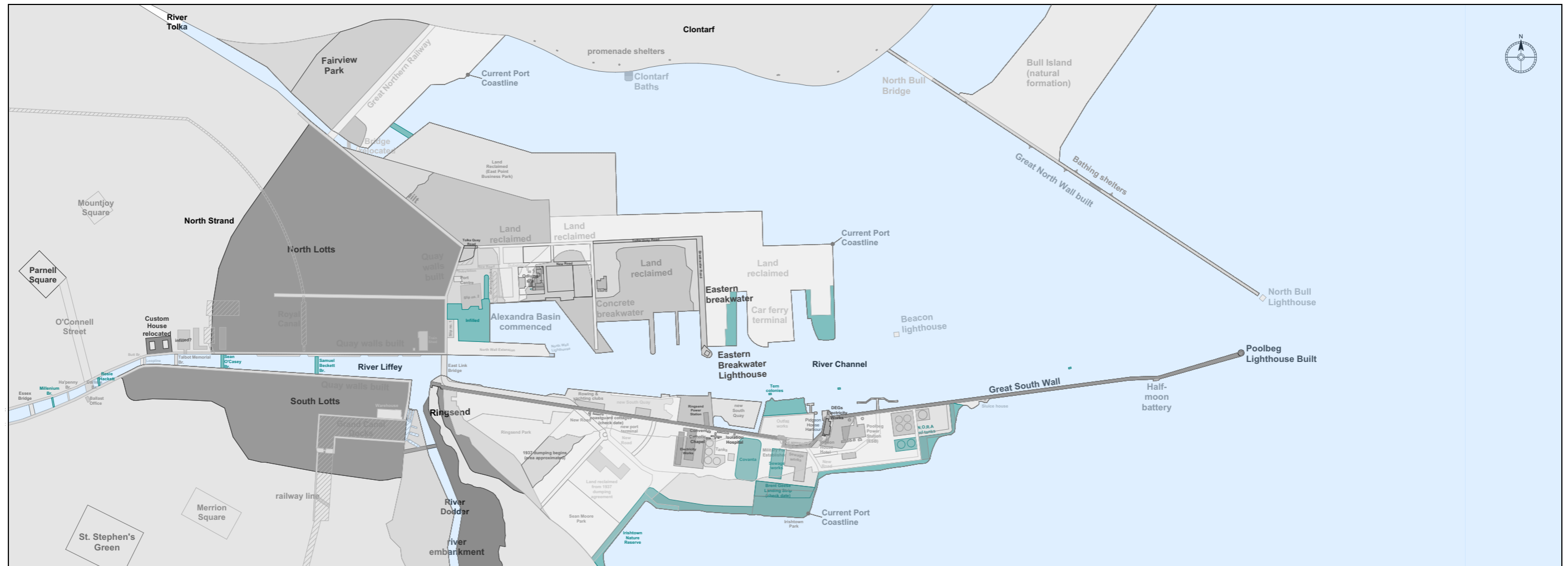


1971  
Oil-fired power station opened at Poolbeg. DEGS (Dublin Electricity Generating Station) ceases use as a power station

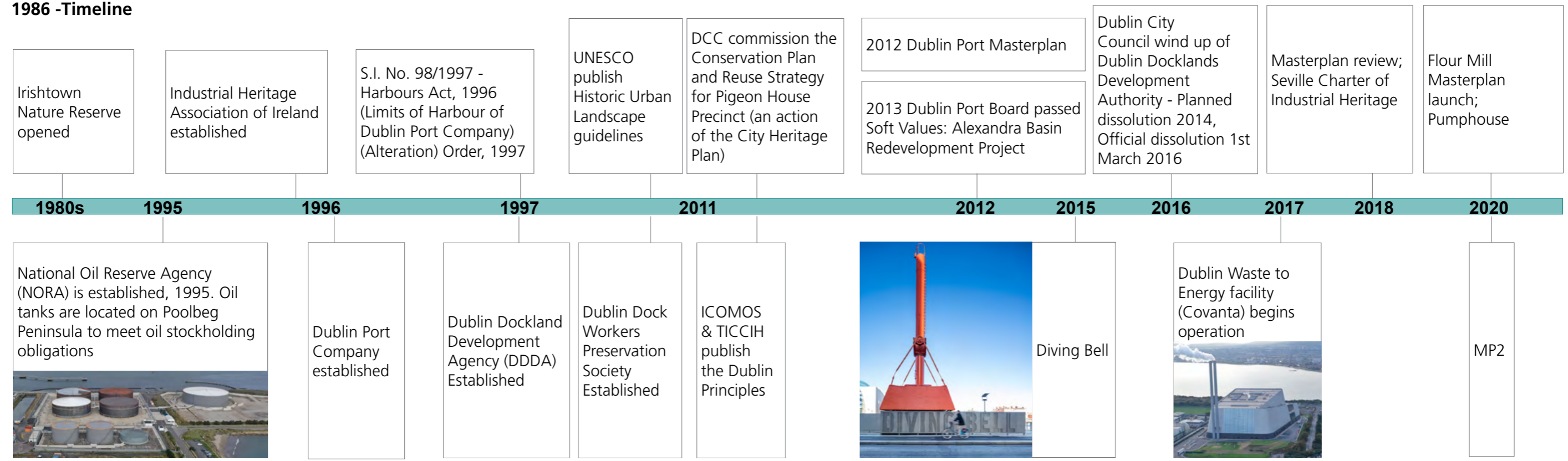
Scott Tallon Walker complete the Port Centre building



New East Link toll bridge opens



1986 -Timeline



NORA  
Source: RPS drone images

Waste to Energy  
Source: RPS drone images

## Dublin Port Distributed Museum



## 2.4 Current Context

### Dublin Port and the City

In a busy and dense Port with ever increasing demands, robust policies are required to ensure a policy of Port-City integration. In October 2013 the Board of the Dublin Port Company adopted a report entitled *The Soft Values Project: Strategic Framework* as an integral element of its planning and development policy.<sup>17</sup> The report outlined, at a high level, a framework that would underpin DPC's commitment to communicate, celebrate, conserve and promote the multi-layered connections between Dublin Port, Dublin City and the island of Ireland. The Board went further in June 2018 and noted the following: 'The vision is that within ten years, we will have transformed Dublin Port into a highly land efficient port, an attractive destination in its own right and permeable to the people of Dublin to enjoy and experience the Port's heritage in all its diversity from the natural environment, to arts, to local history'.

The term Soft Values has permeated Port management and practice in recent decades. The term is amorphous but relates to a recognition that intangible human attributes such as sociability, communication skills, empathy and emotional intelligence are, while not readily measurable or quantifiable, deemed essential attributes of a well-functioning organisation. In the context of DPC's masterplan policies, the term Soft Values can be seen as an homage to a seminal book entitled *Soft Values of Sea Ports* by the eminent Belgian marine lawyer Erik Van Hooydonk.<sup>18</sup>

Van Hooydonk's avocational passion for re-imagining and realigning the rich, complex and often paradoxical relationships between sea ports, their urban settings and the public has influenced the policies of bodies such as the European Sea Port Organisation (ESPO) of

which DPC is a member. The concept of Soft Values in *Masterplan 2040* has now been adopted as Port-City integration.

### Intangible assets

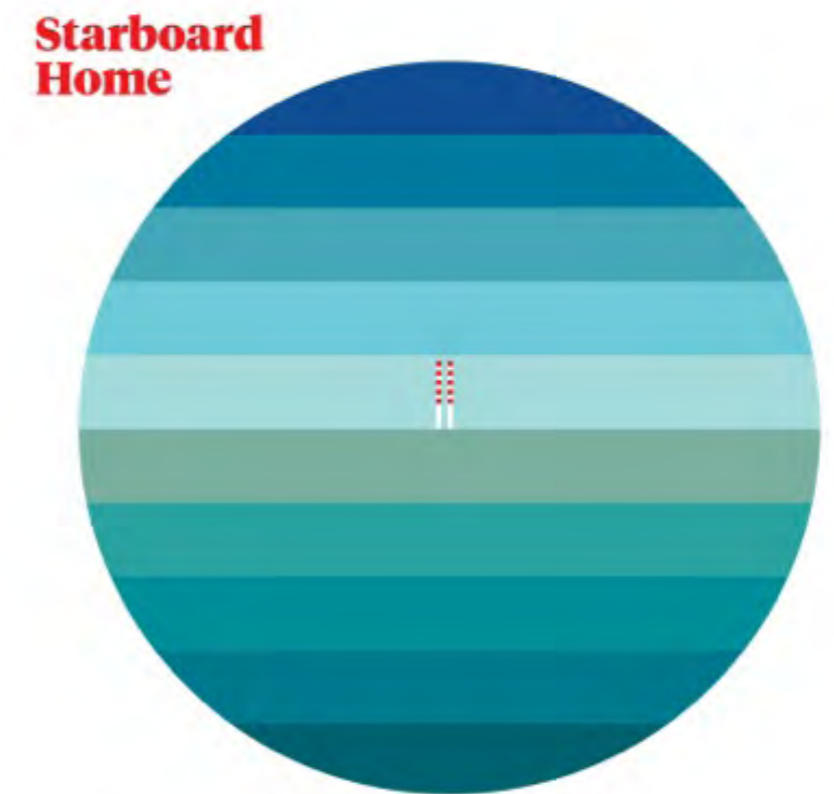
Van Hooydonk places the imperative to articulate and nurture the often intangible social, scientific, technological, cultural, economic, ecological and environmental attributes of sea ports - their Soft Values - in a strategic framework predicated on an analysis of the often paradoxical and contradictory relationship between the public and the ever-evolving nature and reality of sea ports globally.

His analysis presents historical testimony that portrays sea ports as the nexus of trade, commerce and transport with crime, warfare, invasion, immigration, corruption, prostitution and pollution, while equally providing testimony to the natural beauty of their settings, their intrinsic amenity value and potential, and legacy in the realms of architecture, engineering, literature, the visual arts, ecologies and community cultures.

### Threats of a hostile environment avoided

The threats to the significance of sea ports have undoubtedly been compounded in recent history by ever evolving developments in shipping, the mechanisation of cargo handling, containerisation and security imperatives, which have often rendered port landscapes as being soulless, hostile and inaccessible to the public.

What this highlights in the case of Dublin, along with the broader cultural heritage significance articulated in this Conservation Strategy, is the very small but highly important area of land that exists to protect and enhance the cultural heritage. The Conservation



Starboard Home CD Cover  
Source: Dublin Port Archive



Outrage by Fishamble  
Source: Dublin Port Archive



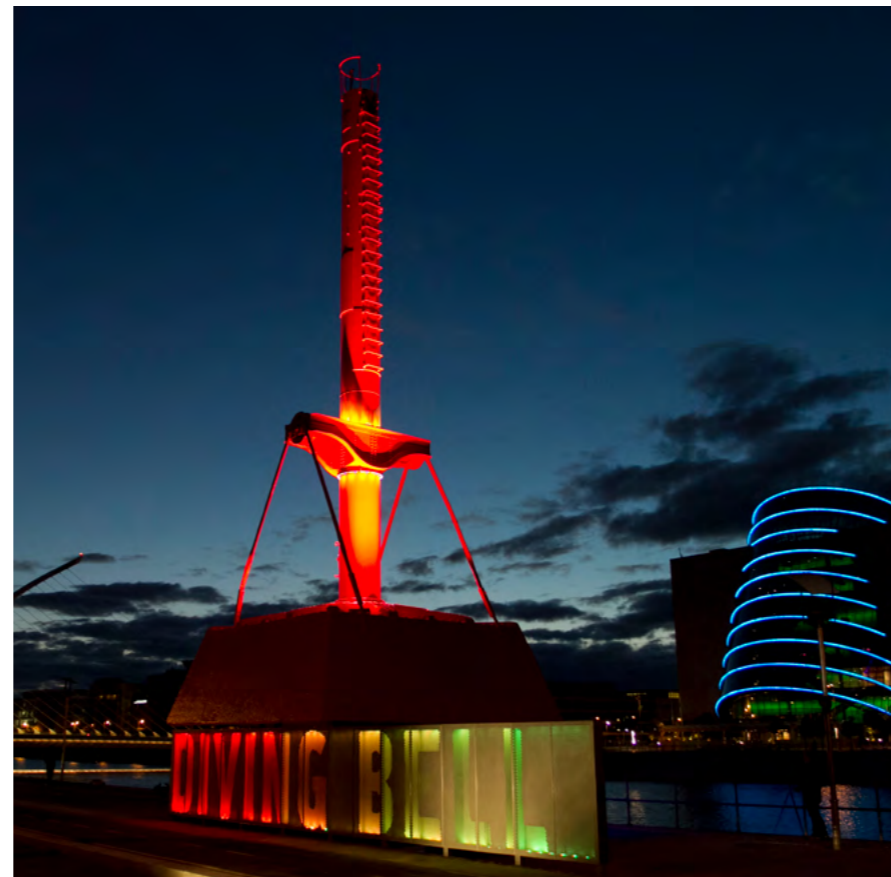
Séan O'Casey Community Centre in Dublin's East Wall, redesigned garden sponsored by DPC  
Source: Dublin Port Archive



Sylvia Loeffler, art piece from her Deep View exhibition at Dublin Port Company  
Source: Photograph from exhibition



Book of Names by ANU and Landmark  
Source: Dublin Port Archive



Bindon Blood Stoney's Diving Bell transformed into a walk-through museum  
Source: Dublin Port Archive

Strategy proposes the concept, or framework, of 'The Port City' as a way to plan and manage the protection and enhancement, while also enabling the Port-City integration objectives of the Masterplan, and allowing ongoing development of Dublin Port.

### Interpretation and public engagement

Recent epochs of change inevitably conceal layers of successive administrative and governance structures, redundant infrastructure, and critically generational memory of communal human endeavour, engagement and achievement. In Dublin, the very form, image and experience of the historical city is directly a function of the evolution of the Port, from its origins at Wood Quay to its current configuration.

Since 2015, DPC has engaged in multi-faceted initiatives reflective of its objectives to enhance public engagement with the legacy, heritage and future of Dublin Port and its intrinsic links with the city. These range from the visible and tangible, for example, the Dublin Port Diving Bell on Sir John Rogerson's Quay, to commissioned art installations, school art projects and innovative musical projects such as Starboard Home, a joint venture with the National Concert Hall.

DPC has supported and subvented research and publication of books relating to Port-City history and, through its ongoing series of public lectures and sponsorship of exhibitions and theatre, is committed to rendering its unique archives accessible to the public.<sup>19</sup> The recent award-winning enhancements of its headquarters building, Port Centre on Alexandra Road, and the rehabilitated Substation, are testimony to its commitment to inviting public engagement while heralding impending increased public access to the Port, which will become manifest over time with the completion of works currently in progress, including the Liffey-Tolka link and Greenway, the future Sea Organ and public space to be constructed at the new eastern breakwater as part of the MP2 project, and the future Odlums Flour Mill Project.

**Access**

Safe and meaningful public access to DPC lands and properties presents challenges. The Conservation Strategy articulates how such access could be enhanced and managed. It supports the current initiatives to integrate cycle and walking routes with existing and proposed cycle and walking networks at city and national scale.

**The Distributed Museum**

The *'Distributed Museum'* is the working title of an initiative by Dublin Port Company to promote awareness and public engagement with physical elements of Port heritage and amenity assets of the Port. The Dublin Port Diving Bell and reconfigured and publicly accessible DPC offices, noted in proposed visitor routes, represent visible testament to its commitment to celebrate and foster Port-City integration. Other projects, whether planned for or in the process of implementation, notably the Liffey-Tolka Project, the Flour Mill Project and the Tolka Estuary Greenway, will in time radically transform the perception and experience of the North Port particularly.

The Distributed Museum is conceived to finish at the Flour Mill, the working title for a project currently underway. This project, centred on the Odlums Flour Mill, will present the city with a unique resource and visitor destination. It will integrate Port operational uses, a National Maritime Archive, two 300-seat theatres, spaces for artists and exhibition spaces.

In summary, current plans and initiatives, when fully realised, can and will transform the perception and experience of Dublin Port and its interface with the city and beyond. (See Distributed Museum map on page 44 and selection of existing and projected Port City attractors map on page 45)

The concept of a Distributed Museum can be integral to the concept of the Port City offered in this document as a strategic planning framework embracing the heritage of the Port and its setting.

**Greenways**

The Royal and Grand Canals have fortuitously survived as integral and precious elements in the image and experience of Dublin. Both now form parts of Greenways facilitating east-west connectivity on foot or on bicycle, besides providing connectivity to the Shannon and beyond to the Atlantic for boating enthusiasts.

On foot of the MP2 project, a 4/5 km greenway to the North Port boundary will present citizens and visitors with a new and special amenity, offering vantage points over Dublin Bay and the 24/7 operation of the Port. In turn, the proposed Greenway will be integral to the proposed Liffey-Tolka Project, currently in planning.

It is envisaged that the Liffey/Tolka greenway will link to the South Port, via the proposed South Port Access Route (SPAR) Bridge, which will form a key element of the forthcoming 3FM Project.

It is envisaged that dedicated active travel routes will connect the existing (and proposed) pedestrian/cycle network, which will facilitate access to key heritage sites and facilitate access to the Great South Wall via the Nature Reserve.

**EuroVelo**

EuroVelo,<sup>20</sup> the European cycle network, is an initiative of the European Cyclists' Federation (ECF) in cooperation with national and regional partners. EuroVelo incorporates existing and planned national and regional cycle networks into a single European network. It currently comprises 17 routes totalling 90,000 kilometres. Dublin Port, and specifically its existing and planned Greenways and Active Travel Routes, offers a destination and point of embarkation on, for example, the cycleway linking Dublin and Galway, and other evolving routes. As a party to the EuroVelo project, DPC can assist in promoting cycling and sustainable travel in conjunction with national and regional governments, state bodies and NGOs.

**Tram system**

The 3FM Project proposed by Dublin Port Company will provide a reservation to facilitate a possible future LUAS connection to the Poolbeg Peninsula, which in turn will connect to the proposed network of active travel routes.

**Connectivity**

The legacy of connectivity by canal and rail to Dublin Port is indelibly imprinted in the form and experience of Dublin City, and on the form and character of the midland towns of Ireland. As Dublin Port Company commits to the phased delivery of its key Masterplan objectives, it will seek to integrate their evolution with public transport initiatives, cycling and walking networks, and use of the river channel to enhance the public's engagement with the Port's



Dublin Port entrance design  
Source: Dublin Port Company, copyright Enda Kavanagh



Concept re-design of East Wall Road at Dublin Port  
Source: Grafton Architects for DPC



Concept design for the Flour Mill Masterplan  
Source: Grafton Architects for DPC



Concept design for the Aeolian Harp and Sea Organ, as part of MP2  
Source: MOLA for DPC



Concept design for the North Port Greenway  
Source: ROD/ Redscape for DPC



Poolbeg West SDZ transport map  
Source: Poolbeg West Planning Scheme, DCC

cultural and natural heritage. Such transport tendrils create the links between the main features of the Port City that exist within and adjacent to the Port Estate.

Over time, the Poolbeg Peninsula hosted emerging energy generating facilities and sewage disposal infrastructure. It continues this role as Metropolitan Utilities Hub to the present day, with the upgraded sewage treatment plant and the recent Waste to Energy facility. A great deal of the land on the Poolbeg Peninsula is of recent vintage, with multiple ownerships. However, there are two significant heritage assets that form part of the 'Port City' concept - The Great South Wall and Pigeon House Precinct. Pigeon House Precinct is understood to be the area comprising the former Pigeon House Fort. This includes the surviving structures and form of the historic Fort, along with the later municipal outfall works and Pigeon House generating station. It can be expanded to include the 1970s Poolbeg Generating Station with its iconic chimneys. Much of this significant heritage lies outside the ownership of Dublin Port Company.

### Retaining the Significance of GSW as pedestrian amenity

The recent pandemic illustrated starkly how integral elements of the Port's heritage are to the recreational patterns of citizens of Dublin. Dublin Port Company recorded approximately 180,000 visitors passing the Half-Moon Battery over the 12-month period, March 2021-22.

The Port's aim is to facilitate recovery of legibility and public access to the GSW, recognising this is a long term strategy, potentially looking beyond the lifetime of the 2040 Masterplan. While full physical access across the full length of the GSW may be limited by existing constraints, future opportunities to improve access could be integrated within Port development at all scales with an aim to avoid further loss of access.

### Port City

The Port City concept, is offered by the consultants working on behalf of DPC as a strategic framework that is in line with ESPO policies to encourage good and sustainable port-city relationships. The Port City concept recognises the totality of Dublin Port's and Dublin Bay's rich culture, natural heritage, past present and future. It presents Dublin with an eastern 'Pole' counterpointing the Phoenix Park to the west. Within the lands owned by Dublin Port, heritage assets will be visitable by the public in an environment that also has

necessary restrictions for safety and operational reasons.

However, the Port City concept is offered to embrace not only the heritage and amenity assets of Dublin Port but also those of adjoining landholdings and Dublin City Council. In this context, the concept offers the potential for collaboration in protecting heritage while inviting stewardship and partnership in the development of safe active travel routes, canals and campshires that connect to the city and beyond, including the Royal Canal Urban Greenway.

The concept will offer other landowners, local authorities, operators and interest groups an opportunity to collaborate in maximising the quality of public access, engagement and enjoyment.

Creative and collaborative actions could over time nurture the Port City to become a destination of national and international significance, and an exemplar of sustainable development. The Port City concept considers cultural heritage not as a fossil, but as part of a dynamic port where the public can explore and understand the diverse heritage of 300 years of port history, particularly the engineering achievements of the past in the context of present and future environmental and technical challenges. Shared ownership of the concept should also induce collaboration and stewardship.

The concept presents itself as a means of protecting an important Heritage Urban and Maritime Industrial Landscape consistent with UNESCO principles. It is a robust policy for the protection of key heritage resources, an important objective in an expanding port that will deliver 73.8 million tonnes annually by 2040.

The Port City integrates the following policies and concepts:-

- Soft values identified in the *Masterplan 2040*
- The Dublin Port Distributed Museum
- The Pumphouse Heritage Area
- The Flour Mill Masterplan
- Greenways, Liffey-Tolka link – rail and cycle links and active travel routes
- The Aeolian Harp/Sea Organ
- The Pigeon House Precinct (not in DPC ownership)
- The Port Precinct (including The Substation)
- The Great South Wall

The concept is proposed to align with the Historic Urban Landscape approach, which derives from the 2011 UNESCO Recommendation on the Historic Urban Landscape (HUL). It also embraces the ICOMOS – TICCIH Principles for the conservation of Industrial Heritage Sites, Structures, Areas and Landscapes (the Dublin Principles).

Port City is in line with ESPO's initiatives to encourage Ports to be the managers around societal integration, advancing and maintaining good relationships between all stakeholders and creating a port culture of trust. Alongside the initiatives associated with cultural heritage that are the focus of this Conservation Strategy, DPC's environmental policy has invested in air quality monitoring, bird watch monitoring and marine monitoring buoys to better understand the dynamics of the Port's natural environment and to safeguard its heritage above and below the waterline.

DPC's approach to the 'Port City' concept is also in line with the goals of the Association of International Ports (AIVP) set out in AIVP Agenda 2030, which helps port and urban stakeholders to prepare projects and plans that contribute to sustainable development and port-city relationships, as summarised on pages 128-129 of this document. The AIVP topic on port city interfaces with the Sustainable Development Goals (SDG) of Quality Education (SDG 4) and Sustainable Cities and Communities (SDG 11).

A distinct and relatively small area has been identified as the 'Port City' together with appropriate policies to enhance the existing natural and cultural heritage of the Port. The proposed enhanced heritage landscape will provide a carefully designed, localised relaxation from development pressures which are required by the *Masterplan 2040* and give a greater understanding and enjoyment of a historic working port.

The proposal aims to acknowledge and interpret, through access, use, recovery and other mechanisms, the combined importance and influence of the many diverse forces which have shaped the Port and continue to do so.

These include:

- The geomorphology and hydrology of the bay, especially the role of the North Bull wall.
- The engineering achievements of Bindon Blood Stoney in creating the nineteenth-century 'Deep Water Port' and the achievements of the Ballast board in the eighteenth century in creating, at the time, the longest breakwater in the world.
- The achievements of electricity generation and usage, particularly at Pigeon House generating station which became a world model.
- The surviving built structures and infrastructure, including harbours; berths; basins; bridges; slipways; graving docks; warehouses, grain silos; military/defence structures; power stations; water and waste treatment plants; hospital; hotel.
- The economic role of Dublin Port to city and state including canal systems, rail networks, lighthouses, navigation aids and Liffey bridges.
- The cultural influences: trade, food, language, names, architecture, fashion, events and histories, industries and businesses.
- The activities on the Port Estate such as the Half Moon swimming club, the boat clubs, the walkers, together with the history of shipwrecks and other histories to be uncovered and spoken.

To counterpoint the Phoenix Park with the 'Port' and other land uses, prompts a concept that is offered as a strategic framework within which Port Development and public engagement can be reconciled and planned for.

The concept recognises that the unique cultural and natural attributes, history, heritage and amenity value of the Port and its setting in Dublin City and Dublin Bay offers citizens and visitors an eastern pole to the Phoenix Park.

The 'Port City' concept, underpins DPC's commitment to Port-City integration and will facilitate visits to certain parts of the Port, on a pre-arranged basis, which would not normally be accessible for operational and security reasons.

The 'Port City' concept will offer other landowners, local authorities, operators and interest groups an opportunity to collaborate in maximising the quality of public engagement and enjoyment, particularly on the Poolbeg Peninsula.

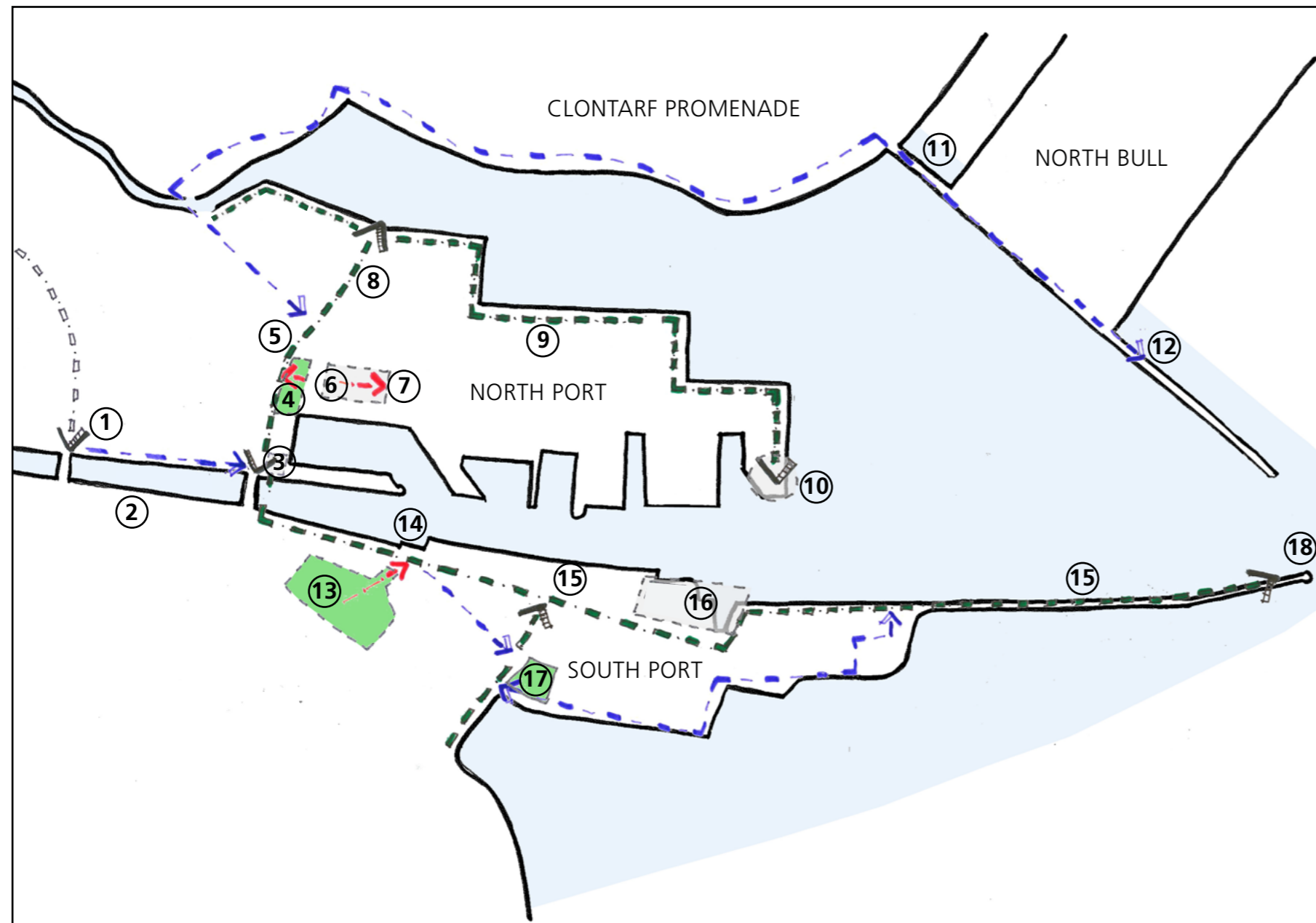
Creative and collaborative actions could over time nurture 'Port City', to become a destination of national and international significance, and an exemplar of sustainable development.

The threats to the cultural significance of sea ports, particularly taking into account the density of Dublin Port discussed in Chapter 1, have undoubtedly been compounded in recent history by ever-evolving developments in shipping, the mechanisation of cargo handling, containerisation and security imperatives, which have often rendered port landscapes as being soulless, hostile and inaccessible to the public. The 'Port City' aims to provide the public and tourists with a creative experience.

## Dublin Port Distributed Museum



SELECTION OF EXISTING AND PROJECTED PORT CITY ATTRACTORS



- |   |                           |  |
|---|---------------------------|--|
| ① SCHERZER BRIDGES (NOT DPC PROPERTY)                               | ⑦ FLOUR MILL MASTERPLAN   | ⑬ RINGSEND PARK                            |
| ② DIVING BELL   | ⑧ LIFFEY-TOLKA PROJECT    | ⑭ POOLBEG YACHT AND BOAT CLUB              |
| ③ NORTH WALL SQUARE   | ⑨ TOLKA ESTUARY GREENWAY  | ⑮ GREAT SOUTH WALL                         |
| ④ PORT CENTRE PRECINCT<br>(INCLUDING MARITIME GARDEN AND CRANE 292) | ⑩ SEA ORGAN/ AEOLIAN HARP | ⑯ PIGEON HOUSE PRECINCT (NOT DPC PROPERTY) |
| ⑤ THE SUBSTATION  | ⑪ WOODEN BRIDGE           | ⑰ PORT PARK                                |
| ⑥ PUMPHOUSE AND GRAVING DOCKS                                       | ⑫ NORTH BULL WALL         | ⑱ POOLBEG LIGHTHOUSE                       |



Scherzer Bridges



Diving Bell



North Wall Square



Port Precinct (Crane 292)



The Substation



Graving Dock No.1



Flour Mill Masterplan



Liffey-Tolka Project



Tolka Estuary Greenway



Sea Organ



Wooden Bridge



North Bull Wall



Poolbeg Marina



Pigeon House Precinct



Poolbeg Lighthouse



Land Connectivity to the Port- Existing and Planned

# 2.5 Cultural Heritage Policy Context- Statutory and Non-Statutory

## 1. Cultural Heritage Policy Context – Statutory and Non-Statutory

The primary focus of the Conservation Strategy is on the tangible archaeology and built heritage of Dublin Port. Intangible dimensions are also addressed in so far as they relate to, or are manifest in, the physical domain.

Development and management of this heritage is guided and governed within a policy context that includes both statutory and non-statutory components. The present section sets out the key policies that relate to the tangible archaeological and built heritage. The National context is described first as it contains the primary legislative provision for this heritage. It is followed by the local context – the Dublin City Development Plan being the relevant statutory document – but also includes the *Dublin Port Masterplan 2040*, which underpins this Conservation Strategy, along with other influencing non-statutory material.

Finally there are a number of international documents which, while principally voluntary in nature, set out best practice approaches to conservation management and planning and bear directly on this Plan and its implementation.

## 2. National

### National Monuments Acts 1930 to 2014, Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023

The National Monuments Acts and the Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 are designed to

provide statutory protection to archaeological features, structures and artefacts that exist above and below the ground, on land and under water. The National Monuments Service maintains the Sites and Monuments Record (SMR), the Record of Monuments and Places (RMP) and the Historic Shipwreck Inventory as the statutory registers for recorded archaeological sites, while recorded artefacts are registered in the Topographical Files of the National Museum of Ireland. It is a requirement of the National Monuments legislation that any works at or in relation to a Recorded Monument or a Registered Monument must be notified in writing to the Minister two months before commencing that work. This is to allow the National Monuments Service time to consider the proposed works and how best to proceed to further the protection of the monument. Such works, and proposed works in areas where there are no recorded monuments, may also be subject to archaeological licensing and other consent requirements that provide for the correct observation, recording and reporting of cultural heritage assets. The provisions under the National Monuments Acts support proposals where the mitigation strategy is to avoid and minimise impacts on and at recorded sites. The following guideline documents outline the manner in which archaeological assessment and mitigation is recommended under the existing acts. *Framework and Principles for the Protection of the Archaeological Heritage* (1999); *Advice to the Public on Ireland's Underwater Archaeological Heritage* (2023); *Archaeology and Flood Relief Schemes: Guidelines* (2023).

### Planning and Development Acts 2000 to 2021

Part IV of the Planning and Development Act 2000 provides for the statutory protection of structures, namely Protected Structures,

which are a reserved function of Local Authorities. Each Local Authority is required to have a Record of Protected Structures (RPS). Part IV also includes for the designation of Architectural Conservation Areas, again a reserved function. All archaeological sites are protected structures. However not all architectural heritage sites are protected, and nor are all industrial heritage sites.

The implications of protection are that planning exemptions which normally apply to non-protected structures, may not necessarily apply to a protected structure. Development that has the potential to materially alter the special interest character of a protected structure, its curtilage and/or structures within its attendant grounds, will require planning permission. Section 57 of the Act provides a mechanism for Local Authorities to declare those works that would materially alter the protected structure, and thus require planning permission, and those that would not materially alter the protected structure and do not require planning permission. A Declaration 57 application can be sought and issued without any specific development proposals. Clarity regarding exemption can also be sought under a standard Section 5 Exemption application, normally applied for in the situation of specific proposals.

Another notable aspect of this legislation is that demolition of a protected structure is only permissible in exceptional circumstances. It also places the responsibility for safeguarding the protected structure on the owner and/or occupier and gives powers to the Local Authority to issue an Endangerment Notice on the owner/occupier requiring specified safeguarding works to be carried out within a set time. Where this is not complied with, the Local Authority can carry out the works themselves and recover costs of same. The Act also grants Compulsory Purchase Order powers to

the Local Authority.

The Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999, sets out the mechanism for assessing a structure and identifies eight criteria of special interest that a protected structure, a specified part of a structure or a specified feature of the attendant grounds possesses that warrant statutory protection. These eight criteria are – Architectural; Historical; Archaeological; Artistic, Cultural; Scientific; Social and Technical.

This Act defines the importance ratings and how these are applied in the assessment of structures. The ratings comprise: International; National; Regional; Local; Record Only. Any structure rated as of regional or greater importance is automatically conferred with a Ministerial recommendation for inclusion on the Record of Protected Structures.

### **Architectural Heritage Protection Guidelines for Planning Authorities (2011)**

These statutory Guidelines were issued under Section 28 of the Planning and Development Acts and the latest update of the Guidelines dates to 2011. It is a comprehensive Guidance document which is primarily addressed at Planning Authorities – which include An Bord Pleanála, as well as Local Authorities.

### **National Planning Framework 2040**

A key future growth enabler for Dublin, which also aims to provide high quality international connections, the National Planning Framework (NPF) provides for:

*Facilitating the growth of Dublin Port through greater efficiency, limited expansion into Dublin Harbour and improved road access, particularly to/from the southern port area.*

One of seven National Strategic Outcomes is ‘*Enhanced Amenity and Heritage*’, and one of ten strategic investment priorities is ‘*Culture, Heritage and Sport*’. Arts, culture and heritage are listed as ‘*Elements Supporting Quality of Life*’.

Chapter 7: *Realising our Island and Marine Potential*, states the following:

*Our marine environment is a national asset that yields multiple*

*commercial and non-commercial benefits in terms of, for example, seafood, tourism, recreation, renewable energy, cultural heritage, and biodiversity.*

As regards energy strategy, the NPF 2040 highlights cultural heritage as a consideration, as follows:

*In the energy sector, transition to a low carbon economy from renewable sources of energy is an integral part of Ireland’s climate change strategy and renewable energies are a means of reducing our reliance on fossil fuels. The forthcoming Renewable Electricity Policy and Development Framework will aim to identify strategic areas for the sustainable development of renewable electricity projects of scale, in a sustainable manner, compatible with environmental and cultural heritage, landscape and amenity considerations. The development of the Wind Energy Guidelines and the Renewable Electricity Development Plan will also facilitate informed decision making in relation to onshore renewable energy infrastructure.*

### **National Landscape Strategy 2015-2025**

The National Landscape Strategy was developed and adopted following Ireland’s ratification in 2002 of the European Landscape Convention. Article 1.a of the European Landscape Convention defines landscape as meaning an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. As a reflection of European identity and diversity, the landscape is further defined as including living natural and cultural heritage, be it ordinary or outstanding, urban or rural, on land or in water. Landscape thus embraces towns, cities, villages and seascapes.

### **National Marine Planning Framework (Project Ireland 2040)**

This provides an integrated approach for planning the marine environment. It sits within the Harnessing our Ocean Wealth Maritime Policy, with cultural heritage an important component of this wealth. Established in May 2021 it situates heritage assets as part of the social infrastructure. Heritage Assets Planning Policy 1 states the following:

*Proposals that demonstrate they will contribute to enhancing the significance of heritage assets will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they*

*contribute to the policies and objectives of this NMPF. Proposals unable to contribute to enhancing the significance of heritage assets will only be supported if they demonstrate that they will, in order of preference: a) avoid, b) minimise, or c) mitigate harm to the significance of heritage assets, and d) if it is not possible to mitigate harm, then the public benefits for proceeding with the proposal must outweigh the harm to the significance of the heritage assets. (Public Benefits are defined in the NMPF Glossary).*

The NMPF provides a Seascape Character Area and Coastal Types appraisal of Ireland’s coast, describing Dublin Bay seascape as a ‘Modified Historic Urban Bay’.

### **Heritage Ireland 2030**

This provides a framework for the protection, conservation, promotion and management of Ireland’s heritage that is built on three over-arching themes: Communities and Heritage; Leadership and Heritage, and Heritage Partnerships.

### **Built and Archaeological Heritage, Climate Change Sectoral Adaptation Plan**

Prepared in 2019 under the National Adaptation Framework, the strategy aims to: build adaptive capacity, reduce the vulnerability of built and archaeological heritage to climate change, and identify and capitalise on the the various potential opportunities in the sector.

### **Natural Heritage Policy**

While the Conservation Strategy does not deal directly with the natural heritage aspects of Dublin Port, it is recognised that there is a substantial statutory framework for protection of natural heritage (wildlife and biodiversity) applicable within Dublin Port. This sits within the EU Directives (Habitats, Birds) and National Wildlife Acts 1976-2021, which provide for the Special Areas of Conservation, Natural Heritage Areas, and Special Protection Areas within and adjacent to the Dublin Port Area. These are set out further in Section 2.7.

In some instances there can be perceived conflicts between the objectives of the cultural heritage and natural heritage policy. However, it should also be observed that the interaction between nature and culture has shaped the character of Dublin Port. Many sites of cultural heritage significance within the Port also

support natural heritage. Therefore, in considering Dublin Port as a 'landscape' (cultural, maritime), it is possible to address its management in a holistic, integrated approach. Such an approach is in keeping with the direction in which heritage policy is moving internationally.

### 3. Local

#### Dublin City Development Plan 2022-2028

The key statutory policy at the local level is the Dublin City Development Plan, excerpts of which are referenced in the following pages.

While Chapters 11 Built Heritage and Archaeology and 12 Culture, address cultural heritage directly, the Plan contains other relevant Objectives and Policy. The following sets out in sequence those that are of greater relevance to this Conservation Strategy.

#### Chapter 4: Shaping the City

Dublin City Council fully supports and recognises the important national and regional role of Dublin Port in the economic life of the region and the consequent need in economic competitiveness and employment terms to facilitate port activities. Dublin Port will have a significant role to play in the future development and growth of the city and it is considered prudent to plan the structure of this part of the city, including the proposed public transport network, to fully integrate with the developing city structure and character, while having regard to the *Dublin Port Company Masterplan 2012-2040*.

*SC7: states It is the Policy of Dublin City Council to support and recognise the important national and regional role of Dublin Port in the economic life of the city and region and to facilitate port activities and development, having regard to the Dublin Port Masterplan 2012-2040.*

#### Chapter 6: City Economy and Enterprise

Here Dublin Port is recognised as a particularly important element of the city's transportation and logistics infrastructure, captured in Policy CEE35, which states:

*It is the Policy of Dublin City Council to recognise that Dublin Port is a key economic resource and to have regard to the policies and objectives of the Dublin Port Masterplan including the reintegration of the Port with the City.*



Survey of the Bay of Dublin by Captain William Bligh, 1800  
Source: Dublin Port Archive

### *Chapter 10: Green Infrastructure and Recreation*

Objective GI033 sets out the objective for Dublin City Council to liaise and work with other state agencies responsible for the city's waterways, including Dublin Port.

This section also addresses the Dublin Bay UNESCO Biosphere, designated in 2015. There are several Objectives (GI135; GI 136; GI137; GI138, & GI139) and Policies (GI037; GI038, & GI039), aimed at protecting, managing, interpreting, promoting and enabling public engagement with the Dublin Bay Biosphere, some of which involve Dublin Port.

### *Chapter 11: Built Heritage and Archaeology*

This section contains specific measures which directly relate to Dublin Port, and several relevant objectives and policies which more generally relate to archaeological, built and industrial heritage.

Policy BHA33 *Dublin Port Heritage Quarter*, is to support the vision of the Dublin Port Company for the Flour Mill and surrounding heritage assets of the Port to deliver a new cultural heritage quarter and maritime museum for the city, that documents Dublin's rich maritime history and the social history of the dock workers.

The following objectives and policies, while generally applicable, are relevant to the Conservation Strategy:

BHA1; BHA2; BHA3; BHA4; BHA5, and BHA6 all address protected structures, or structures recommended for protection, and address aspects such as their development and restrictions on demolition. Dublin Port Estate has a rich collection of recorded monuments and structures of archaeological, architectural and industrial heritage interest. The registers are continually being updated.

Objective BHA1 states that Dublin City Council will maintain and proactively manage a Buildings-at-Risk register of Protected Structures considered endangered or with potential to become so.

BHA9 defines the Policy for Conservation Areas. These are locally designated areas as distinct from the statutory Architectural Conservation Areas provided for within Part IV of the Planning and Development Act. Dublin Port contains areas with such designation – the eastern section of the Great South Wall (the section currently publically accessible); the Pigeon House Harbour and former Power Station area (not in DPC ownership); the Liffey entrance to

Grand Canal Dock (the entire dock area is designated) (not in DPC ownership). While just outside Dublin Port, the Liffey Quays and campshires running west from Thomas Clarke (East Link) bridge are also designated Conservation Areas.

Policy BHA11 sets out policy seeking retention and, where appropriate, rehabilitation of existing older buildings/structures/features which make a positive contribution to the character of an area – preferring retention rather than demolition.

BHA 12 and 13 set out policy relating to industrial, military and maritime heritage, and maritime villages. There is further policy regarding industrial heritage in BHA16 and BHA17, with an objective (BHA08) to add industrial heritage sites to the RPS.

Policy BHA15 addresses twentieth-century buildings and structures:

*(a) To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised.*

*(b) To encourage the retention and reinstatement of internal and external features that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures and fittings (including furniture and art work) considered worthy of retention.*

This Policy is supported by BHA06 an objective to identify and protect exemplar buildings of the twentieth century, including where appropriate, to add to the RPS and to produce guidelines and advice for their protection and appropriate refurbishment.

Historic ground surfaces, street furniture and public realm are considered under Policy BHA18 which refers to the national Advice Series on 'Paving. The Conservation of Historic Surfaces' (2015). BHA20 is a policy aimed at retention and maintenance of heritage signs and advertising (Ghost Heritage Signs).

There are several objectives and policies aimed at reuse, refurbishment, retrofitting and measures to address sustainability and enhance energy efficiency of built heritage – BHA21, BHA22, BHA23, BHA24.

Chapter 11 also sets out objectives and policy relating to archaeological heritage.

Of these, BHA26-Archaeological Heritage is key in setting out statutory policy relating to the sites and zones of archaeological interest identified in the Record of Monuments and Places and the Historic Environment Viewer (ref [www.archaeology.ie](http://www.archaeology.ie)). This policy adopts a priority for protection of archaeological material *in situ* by ensuring that only minimal impact on archaeological layers is allowed; to seek preservation *in situ* where possible; to consult with the City Archaeologist; carry out archaeological assessment, and have regard to national policy documents and guidelines relating to archaeology and best practice. It also requires development in marine, lacustrine and riverine environments and areas of reclaimed land to have regard to the Historic Shipwreck Inventory (Dept of Housing, Local Government and Heritage).

### *Chapter 12: Culture*

Chapter 12 refers to the above Policy BHA33 as it relates to the Plan's vision to add to existing cultural venues within the Docklands area. In addition Chapter 12 contains the following objective for the Poolbeg Harbour and Power Station Complex (part of the area described as the Pigeon House Precinct in the Conservation Strategy, and within the ownership of Dublin City Council):

*Objective CU020 Poolbeg Hotel, Harbour and Power Station Complex*

*Support the development of the historic Poolbeg hotel, harbour and power station complex for an innovative cultural enterprise that will provide a sustainable future for these historic riverside buildings and provide a range of new facilities for this area of the city.*

Chapter 12 contains a number of other policy and objectives which have relevance to Dublin Port Conservation Strategy:

*CU12: Cultural Spaces and Facilities: To grow the range of cultural spaces and facilities in tandem with all new developments and across existing developments to meet the needs of an increased population within the city.*

*CU16: Temporary Use for Cultural Provision: To facilitate the temporary use of underused sites or buildings for artistic or cultural provision.*

*Objective CU027: Artist Studios: To further develop and provide spaces for artist studios within the city and avail of opportunities for utilising underused buildings within communities for artistic and cultural purposes.*

*Objective CU031: Music Venues: To encourage the development of new music venues that will provide opportunities for music artists to perform at a range of venue sizes.*

#### Chapter 13: Strategic Development Regeneration Areas

This chapter again acknowledges the Masterplan 2040 – To recognise the significance of Dublin Port Company’s non-statutory 2040 Masterplan, and related updates/reviews, as an important guiding document for the future of Port lands, as well as the Dublin Port lands which form part of the 2019 Poolbeg West Planning Scheme.

The Dublin City Development Plan 2022-2028 also sets out development standards to be applied to any new development. It lays down the land-use zoning objectives for the Dublin Port area, including those owned by Dublin Port Company and others, along with the uses that these zonings permit. Within the Dublin Port area there are a number of designated Seveso Sites. Seveso Sites are defined as industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under Council Directives 96/82/EC and 2003/105/EC, commonly referred to as the Seveso II Directive. Certain uses, such as residential type uses, within a defined distance of these sites will not be permitted.

#### The Dublin Port Masterplan 2040

This non-statutory plan underpins and guides the ongoing management and development of Dublin Port across its historic footprint and is a key policy document which frames the Conservation Strategy. The Masterplan provides the mechanism for accommodating the increase in port capacity by modernising land use. It also ensures the reintegration of the Port with the City and with Dublin Bay by means of projects and initiatives based on the Port’s heritage and on the natural environment. The maritime industrial use of the Port lands over several centuries provides the natural historical context and narrative, and DPC’s initiatives continue to celebrate and make known these often hidden and forgotten histories that remain at the core of Dublin’s identity, past, present and future. Where operational considerations from

the late nineteenth century created boundaries between Port and City, current port policy celebrates the connectivities in line with international best practice, and the Masterplan is instrumental in acknowledging how DPC can play its role in reintegrating Port and City, by acknowledging, protecting and celebrating its tangible and its intangible heritage assets. Refer to section 2.4 for examples of these initiatives.

The Masterplan aligns with sustainable development principles and practice, and includes the following key environment and heritage objectives:

*Ensure a development framework that is compatible with adjoining areas; integrate new development with the adjacent built and natural heritage; promote sustainable development; secure the preservation of all protected structures within the Port Estate; Promote accessibility; achieve excellence in quality design.*

The Dublin City Development Plan also has regard to the Dublin Port Masterplan, explicitly within Chapter 4, 'Shaping the City', and Chapter 5, 'City Economy and Enterprise', thus embedding it within statutory local planning policy.

#### Fáilte Ireland

Fáilte Éireann has developed a plan, 'Docklands Experience Development Plan', 2020, to promote the diverse attractions of the Docklands and Dublin Port as an integral element of Dublin’s attraction to domestic and international tourists. The plan is ambitious and anticipates the promotion of such attractions as the Flour Mill project. Continued dialogue and collaboration between DPC and Fáilte Éireann is recommended.

#### Dublin City Industrial Heritage Record (2006, 2009)

The DCIHR identified a number of existing and former structures within Dublin Port areas being of industrial heritage significance and these are set out in Chapter 3.2. While these are not statutory designations, nonetheless Policies BHA16-Industrial Heritage and BHA17-Industrial Heritage of Waterways, Canals and Rivers of the Dublin City Development Plan 2022 endows some status of protection.

## 4. International Guiding Policy

Essentially voluntary in nature, there is a raft of significant international text – charters, conventions, principles, guidance, recommendations – that provide an important guiding platform for the management and development of places of cultural heritage significance and establishing accepted best practice internationally and nationally.

The more directly applicable of these are listed below under themes of relevance to Dublin Port.

#### Foundational Charters

- 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 (The Washington Charter) - 1987
- Charter for the Protection and Management of the Archaeological Heritage - 1990
- Charter on the Protection and Management of the Underwater Cultural Heritage - 1996
- UNESCO Convention on the Protection of the Underwater Cultural Heritage - 2001

Other Guidance relevant to Dublin Port as Cultural/Historic Urban Landscape; as Industrial Heritage

- 2011 UNESCO Recommendation on the Historic Urban Landscape (<https://whc.unesco.org/en/hul/>)
- The Nizhny Tagil Charter for The Industrial Heritage (<https://www.icomos.org/18thapril/2006/nizhny-tagil-charter-e.pdf>)
- Joint ICOMOS – TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes (the 'Dublin Principles'), 2011

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Guidance on Conservation Strategies for Places of Cultural Heritage Significance

- The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - (The Burra Charter) (Australia ICOMOS)- 1981, updated in 2013

Charters and Conventions relating to Intangible Cultural Heritage

- UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage, 2005 (<https://ich.unesco.org/en/convention>), ratified by Ireland in 2015

The Sustainable Development Goals 2030

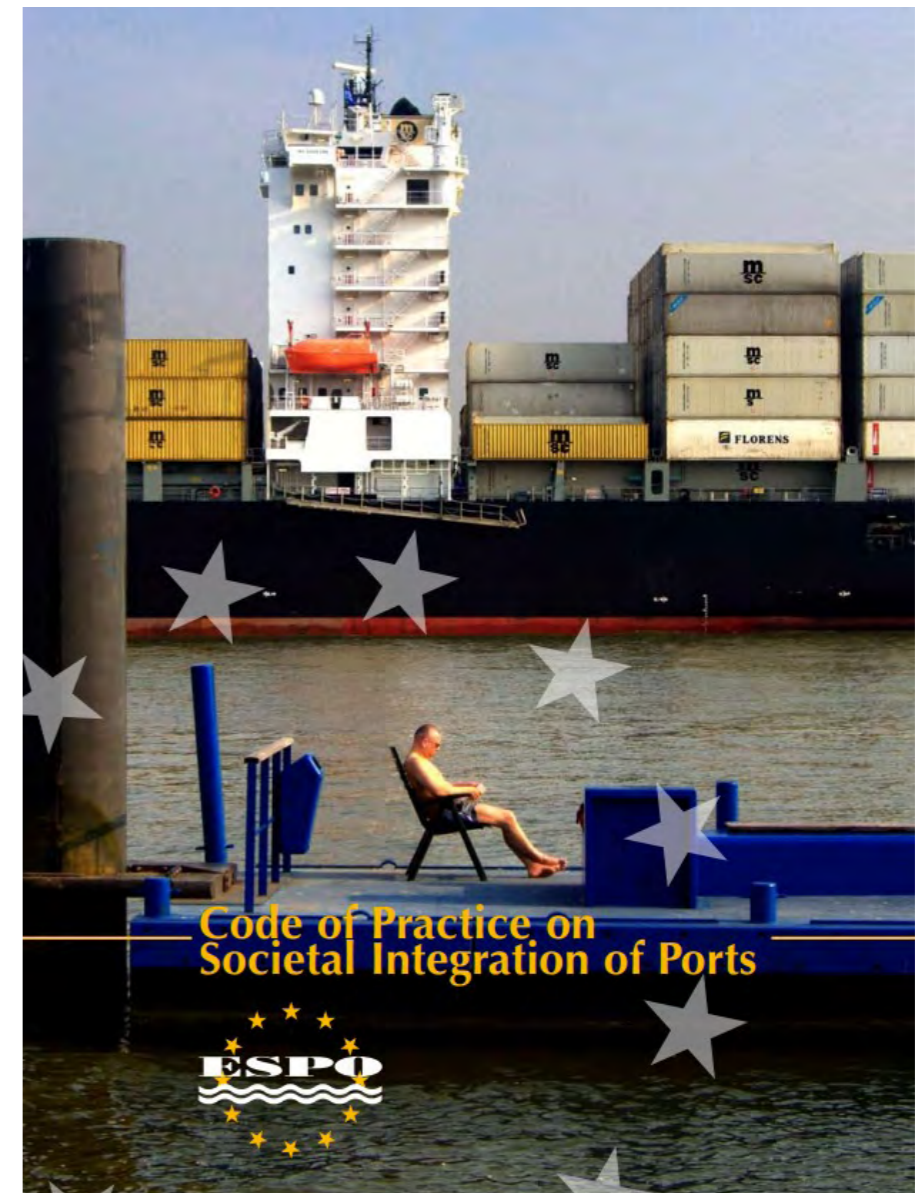
- Developed by the United Nations and in force since 1st January 2016, the Sustainable Development Goals (SDGs) are 17 interlinked global goals designed to be a blueprint to achieve a better and more sustainable future for all. They are a means of guiding all plans and actions towards this objective.

The European Sea Ports Organisation (ESPO) ensures that sea ports have a clear voice in the European Union, and supports its sustainable development committee that considers Climate Change; Energy Transition; Environmental Management in Ports; Port development/planning and nature conservation; Pollution, and Ecoports. DPC's environmental management of the ABR project has created a robust and comprehensive baseline monitoring programme of the natural heritage resources that exist within the Liffey channel and out into Dublin Bay, and these studies are continuing through MP2 and form integral elements for 3FM, ultimately providing a wealth of information that will be useful to the scientific community for decades to come and will inform local, national and international studies on environmental health and well-being. DPC's commissioning of this Conservation Strategy will support Port development/planning in providing a framework for incorporating the Port's significant cultural heritage assets in its development projects and day-to-day port management.

The AIVP is an NGO that focuses on bringing together urban and port stakeholders and their partners around the world. Dublin Port Company represents Irish ports. Among AVIP's ten commitments for sustainable action are: Port culture and identity, which promotes the specific culture and identity of port cities and encourages residents to develop a sense of pride as part of a city port community; and

Port City interface, which supports initiatives to provide citizens living in proximity to port activities with housing, recreational and cultural amenities in the city port interface zones. This includes revising the status of port heritage to properly reflect the site's historical significance.

DPC has created an important walk-through maritime museum by adaptive reuse of the Bindon Blood Stoney Diving Bell, now standing on Sir John Rogerson's Quay. It is facilitating the re-integration of Port and City by creation of the open entrance plaza at Port Centre, imbued with strong maritime themes in its architecture and design. The Tolka Greenway, when linked to the Liffey-Tolka Project, will allow pedestrian and cycle access along the edges of north Port lands, and promote access into the Port itself where the repurposing of Pumphouse No.1 as an artistic and cultural venue located in the heart of Alexandra Basin is the first stage in adaptive reuse of the former graving dock precinct, and will be augmented by the significant repurposing of the adjacent historic granary silos – the Flour Mill project. Cultural reflection and revitalisation will sit alongside the operational activities of one of the city's principal economic hearts.



## 2.6 Dublin Port Masterplan and Rising Tides

*Dublin Port Masterplan 2040's* vision is to transform Dublin Port into a highly land efficient port, an attractive destination in its own right and permeable to the people of Dublin to enjoy and experience the Port's heritage in all its diversity, from the natural environment, to arts, to local history. The *Dublin Port Masterplan 2040*, revised 2018, sets out Dublin Port Company's (DPC) approach to achieving this vision. At its core, the Masterplan aims to maximise the throughput on the Port's fixed brownfield land area before seeking to develop additional port capacity at another east coast location. DPC has published the detailed thinking behind this approach in *The Dublin Port Post 2040 Dialogue Papers*.<sup>21</sup>

DPC is in the process of bringing forward a number of projects to planning from its Masterplan to achieve the Port's ultimate capacity of 73.8 million tonnes of cargo throughput *per annum* by 2040. This development has focused, to date, on the north side of the River Liffey and at Dublin Inland Port.

On the north side of Dublin Port:

- The ABR Project is largely completed and works on the final stages are underway.<sup>22</sup>
- The MP2 Project has commenced.<sup>23</sup>
- The project to redevelop the Port's internal road system is largely completed and work is underway to complete a network of cycle and pedestrian routes throughout and on the periphery of the Port.<sup>24</sup>

At the 44 hectare Dublin Inland Port:

- Full planning permission has been granted for one site of 22 hectares.<sup>25</sup>

- The first of nine plots has been developed and is in operation to provide capacity for port-related but non-core activities which have been removed from Dublin Port to meet one of the objectives of DPC's Franchise Policy.<sup>25</sup>
- Plans for the development of the second 22-hectare site for the transit storage of trailers and containers are in preparation.

DPC's focus of attention now is to plan for the completion of the *Dublin Port Masterplan 2040* by bringing forward the 3FM Project, the Third and Final Strategic Infrastructure Development project, to:

- Provide c. 20% of the capacity for freight required in the unitised modes (Ro-Ro and Lo-Lo) that will be needed by 2040 on the almost one fifth of Dublin Port's lands located on the Poolbeg Peninsula.
- Complete the development of Dublin Port's overall road network to remove much of the traffic from East Wall Road and Tom Clarke Bridge.
- Complete a series of public realm, heritage and active travel projects on the Poolbeg Peninsula which mirror similar developments on the north side of the port to meet the *Dublin Port Masterplan 2040's* second objective to integrate Dublin Port with Dublin City.

In developing the strategic infrastructure developments outlined above, climate change adaptation is at the core of providing sustainable development in a world that is witnessing unprecedented global temperature and sea level rises.

A significant portion of the additional heating of the planet has been taken up by the world's oceans, leading to a noticeable change in the global weather systems, leading to:



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- Changes in rainfall patterns
- Higher category hurricanes, typhoons and storms
- Melting of sea ice, particularly in the North Polar region, which increases the heat absorption by the sea in this region
- Possible reduction in ocean currents such as the Gulf Stream due to increase in fresh water from melting ice
- Significant increases in sea level and wave activity

The Office of Public Works (OPW) recommends two future climate scenarios with respect to increasing tidal levels:

- Medium Range Future Scenario +0.50m by 2100
- High End Future Scenario +1.00m by 2100

Measurements undertaken by Dublin City Council in recent years suggest Dublin will need to adapt to the High End Future Scenario of a one metre sea level rise by the year 2100. Towards this end, DPC has been planning for this eventuality, building flood adaptation and flood resilience measures into infrastructure design and Port operations.

Notably, DPC is aware of the inevitable impact of sea level rise on the Port's primary flood defence breakwaters, the Great South Wall and the North Bull Wall. Among the measures being considered to protect them, plans are being advanced at an early stage to potentially raise the height of these historic structures at some point in the future to ensure their continued function while maintaining their integrity, heritage status and a place of heritage value for the people of Dublin to walk and enjoy.



*The Harbour of Dublin from the Lighthouse to the city, 1792, Fisher  
Source: Dublin Port Archive*