

Diagram of existing arrangement from Brian J. McCann's report for the Transactions of the Institution of Engineers of Ireland, Volume 114, 1989 - 1990

An intermediate mezzanine level was introduced within the front range, creating new bars and a pair of centrally positioned service cores and vertical circulation routes. The original complex of small office spaces on the first floor was replaced with a large inter-linked bar-restaurant area with excellent view south across the River Liffey.

17.4.4 Building Condition

The overall building fabric is in reasonable condition overall, although some features have suffered damage over time, including chipped arrisses to the stone nosings and column bases on the south elevation in particular. Damage has also occurred to the stone gate piers on North Wall Quay. The coursed rock-hewn limestone walls are in need of re-pointing, particularly in the northeast and northwest corners, where later metal corner ties are corroded in places. Localised staining has occurred in areas penetrated by ventilation ductwork, and some water penetration has occurred through the profiled metal roof coverings, particularly in the central valley areas.

The robust and honest detailing and finishes of the interior spaces and features were appropriate at the time of the 1988 conversion, but the interior is now in need of overall upgrading, to enhance the overall quality of the experience of the concert goer.

17.4.5 Building Setting

The historical and geographical significance of the site upon which The Point is located, contributes to its overall landmark presence on the northern shore of the River Liffey. With the exception of the 'set piece' of the front block, the remainder of the building does not demand to be viewed 'in the round'. The existing carpark to the north of the building is to be replaced with a new urban space 'Point Square', which will include the new Luas terminus serving the proposed Point Village Quarter. The heavy traffic of the busy East Wall Road to the east of the building is currently separated by the carpark. However, the effect of the proximity of this busy thoroughfare will require careful consideration in all new proposals for the building.

17.5.0 METHODOLOGY AND REFINEMENT OF THE BRIEF

17.5.1 Inspection of the building

In order to formulate an understanding of the current operation of the building, Paul Arnold Architects and Horan Keogan Ryan carried out an inspection of the building, accompanied by the Clear Channel Entertainment Maintenance Manager, Mr Pdraig Grant on the 22nd February 2005. The information ascertained during this visit was augmented by a further inspection on the morning of and during an REM rock concert on 26th February 2005. The unloading operations and 'striking' of the stage set and lighting rig were observed on the morning of the 26th, and crowd arrival and dispersal were viewed on the evening of the 26th.

17.5.2 Current Operations

(I) Front Range

The box office is currently located to one side of the forecourt to the river front. The formal front range accommodates the VIP members' club facilities at the upper level, which includes the members' bar and wcs, fitted out to a high specification. The bar is serviced by a small kitchen which serves finger food only. VIP members gain access to the upper seating level. The ground floor bar in the south west corner currently serves the staff members, but this arrangement is likely to change with the instigation of new proposals.

(II) Main space

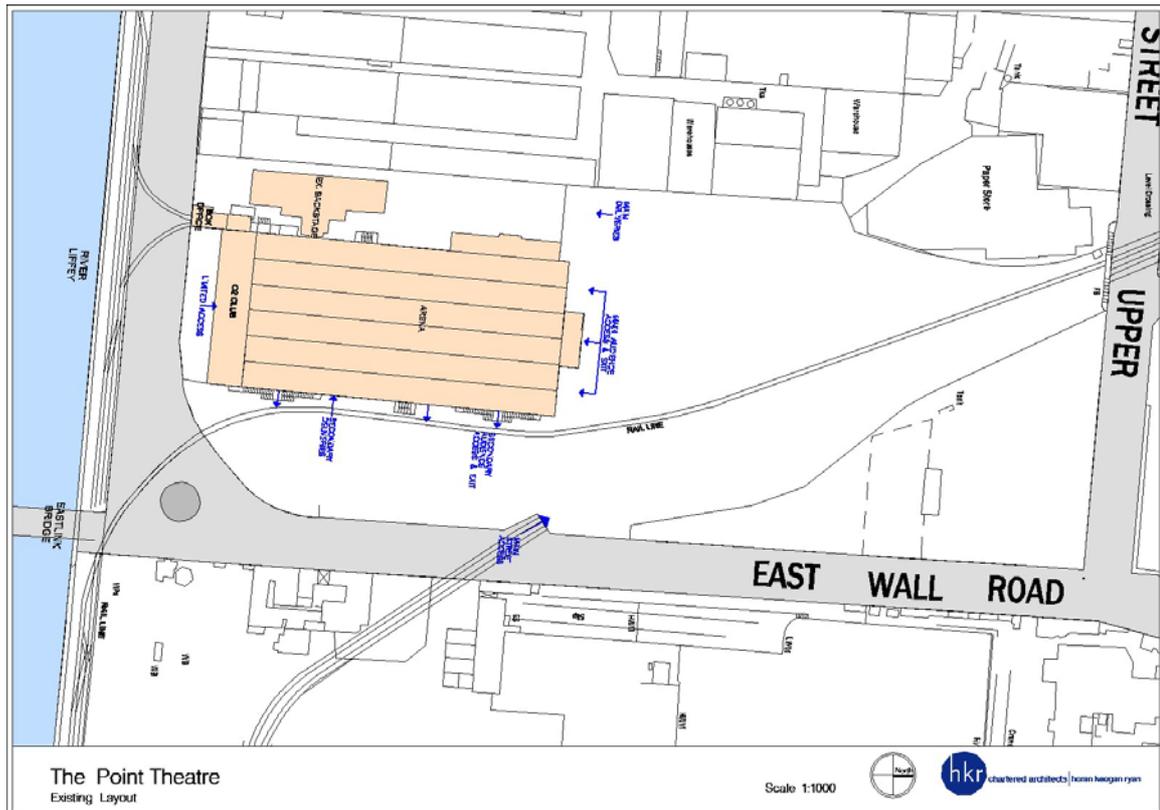
Concert goers enter the building through the north entrances, which are controlled by security staff. The facility can currently accommodate a maximum number of 8,500 people seated (3,500) and standing (5,000). Entrance to the foyer area is not possible without a ticket. Further security staff are positioned in key locations in the entrance foyer to direct concert goers to their seating areas. Bars and merchandising sales points are located at ground and upper floor levels in the northern section of the building. Sanitary facilities are located on ground and upper levels within the new structure added on the west elevation during the 1988 alterations.

(III) Backstage Operations

Unloading of all stage equipment takes place on the western side of the building. As many as nineteen truckloads of equipment may be required for a large concert such as Rod Stewart. Only two trucks are unloaded/loaded at any one time in the order of lighting, sound and set. All items are checked as they are unloaded prior to installation.

Current backstage facilities are considered satisfactory for standard shows, although extra temporary facilities are provided when necessary for larger shows. Loading and unloading operations take place early in the morning and late at night.

17.6.0 PRELIMINARY ASSESSMENT CARRIED OUT ON CAPACITY AND EGRESS ISSUES.



17.6.1 Current Building configuration

The arena is configured at present to focus principally on the stage area at the south (riverside) end of the building. The maximum audience capacity is circa 8,500 in a mixed seating/standing configuration. Some lateral seating is provided which focuses on the centre of the arena rather than on the stage area. The principal foyer spaces and allied facilities are located on two levels at the northern end of the building. There are corporate bar facilities with a capacity for circa 400 guests linked to the auditorium at the southern end of the building.

Backstage facilities are located principally along the western side of the building, with limited facilities for loading/unloading on the eastern side of the building adjacent to the stage area.

(I) Capacity and internal circulation

The building configuration appears to operate satisfactorily for the maximum capacity identified of 8,500. Some pinch points exist at ground level, principally at the access from the ground level foyer to the general standing area where difficulties with the narrowing of the route are compounded by queuing at the adjacent ladies toilet.

Egress capacity appears satisfactory in that a full capacity audience can egress the building comfortably within circa 10 minutes of the completion of a performance, and the building can be secured within 20 –30 minutes after a performance. Note however that the majority of the egress routes are located at the northern and eastern elevations, where dispersal is possible across the existing car park area.

(II) External access and circulation

The principal means of access to the facility is via a single access gate off East Wall Road. This entrance caters for pedestrian access and vehicular access (both cars and commercial vehicles). On-site parking is provided for circa 750 cars. Egress at the end of an event for cars is also currently available at a temporary exit at the eastern boundary onto Mayor

Street Upper.

The principal point of guest access to the building is at the northern end, directly into the foyer. There are separate staff and VIP guest entrances located off the North Wall Quay. Parking for commercial vehicles is in the general area of the public car park at the northern side of the complex.

The current size and configuration of the external area around the building is such as to permit relatively easy pedestrian egress from the site. Vehicular egress is somewhat constrained and traffic management is required to facilitate safe egress from the site onto East Wall Road. However, it is still possible to clear a full capacity car park within 30 minutes of the end of a performance.

17.7.0 ARCHITECTURAL HERITAGE IMPACT ASSESSMENT OF THE PLANNING SCHEME RELATED TO THE POINT DEPOT

17.7.1 Excerpt from the Amended Planning Scheme

CONSERVATION OF ARCHITECTURAL HERITAGE

In addition to having regard to the Architectural Heritage Guidelines, conservation principles detailed in this section have been devised specifically for the Point Depot.

The following principles will be applied in the assessment of any Section 25 application relating to the development of the Point Depot.

1. The existing use should be maintained or another major public/civic use should be facilitated.

The conservation of the Point Depot has been secured since 1988 through the introduction of a new use as an entertainment venue for the building. This new use has become synonymous with the building. The Authority's principal objective is the public accessibility of the Protected Structure in any beneficial use.

2. The original form should be legible following any intervention.

The Point Depot originally comprised two main components: the masonry arcaded block to the riverfront and the train shed to the rear. The train shed was of significance because of its scale, its tripartite form of 'nave' and galleried 'aisles' and its wrought iron trussed roof, together with the rubble walls and arcaded north façade.

3. Interventions should retain the greatest amount of fabric possible.

With the exception of some roof trusses, some small amounts of masonry, and flooring removed in the 1980's, all of the primary fabric persists.

4. Where material is removed from its original location, it should be reused on site and only in default of this, re-used elsewhere.

Any intervention will inevitably generate unwanted material.

5. This block should generate and form the basis of an enlarged composition, which should have regard to the ordering devices of the original and providing an appropriate setting and presentation to the river.

The building presents a classical two-storey façade to the river, with three arcades separated by Doric doorcases.

- 6. Flank walls should be retained where possible. New ones should be in a more considered manner. The walls need not be seen in a single prospect.**

The calc walls with brick trim are of modest architectural significance.

- 7. On the northern elevation the relationship between new fabric and the existing should follow an ordering system using devices of separation, change of material and plane.**

This façade is to face onto a new public square.

- 8. New development should have regard to the volumetric constraints outlined in the accompanying three dimensional diagrams. Where the quality of the proposal is of a demonstrably high order, the interpretation of the parameters should facilitate it.**

The enlarged venue will be in a new urban context of seven-and eight-storey high buildings.

Diagram 4 of Proposed Amendment: Indicative View

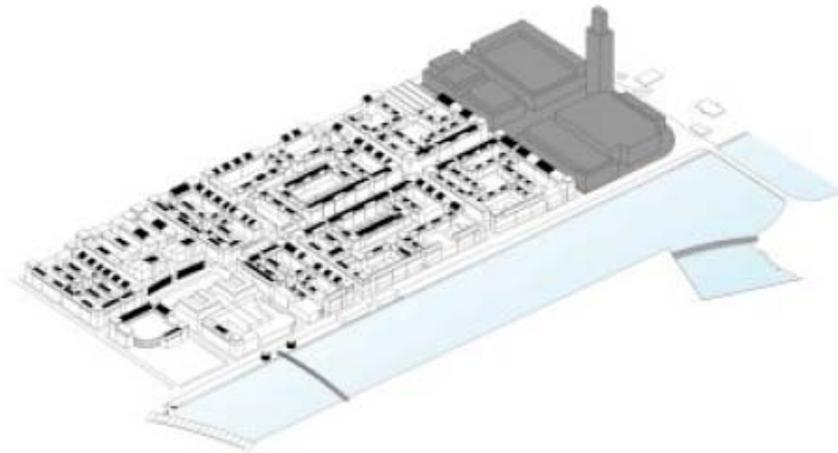
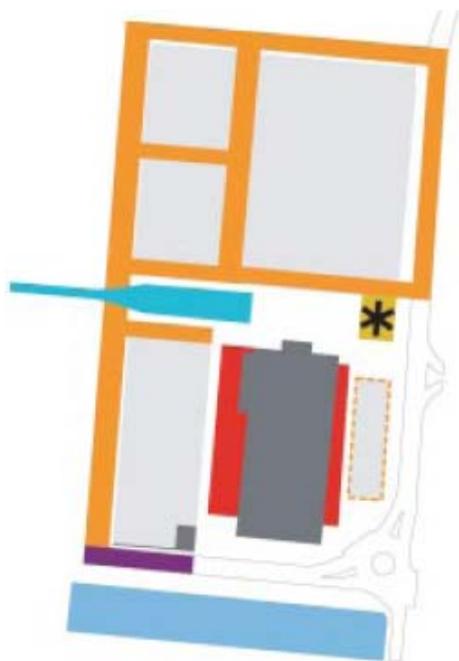


Diagram 5 of the Proposed Amendments: Building Heights



17.8.0 DESIGNS FOR INCREASING CAPACITY

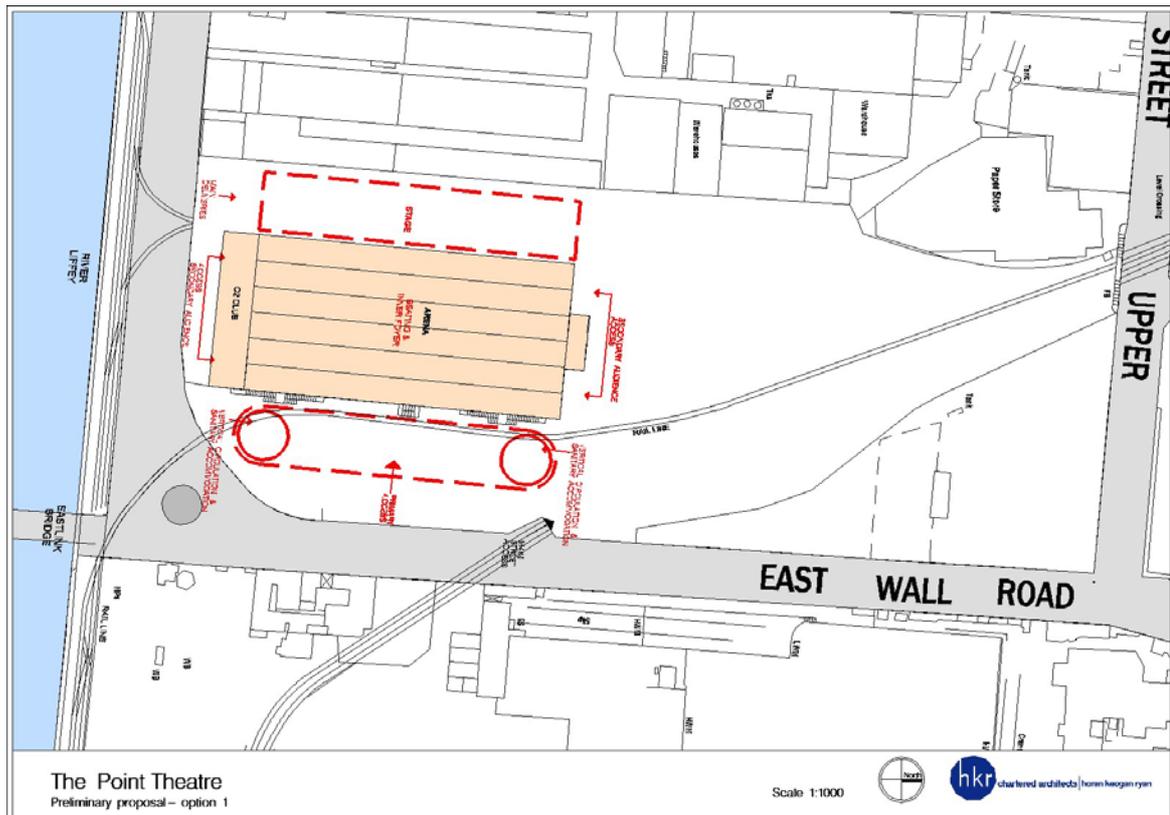
Following detailed analysis of current audience numbers, the Clear Channel Entertainment Management Team and their consultants have identified the imperative to increase the current audience capacity of The Point Depot, if it is to continue to attract world-class entertainment acts.

In order to sustain current audiences and to compete with larger British and European concert venues, it will be necessary to increase audience capacity by 50% to 12,000 people and increase the stage width to 60m and clear height to 20m to accommodate a variety of performance types. A number of scheme designs have been produced on behalf of the building owners which address the increased capacity requirements.

17.8.1 Consideration of possible alternative layouts for achieving increased capacity at The Point.

Issues arising in the realm of capacity and circulation arising from the proposed increase in capacity to a maximum of 12,500 were reviewed. The proposed capacity increase, allied to an improved seating layout, gives rise to a requirement to relocate the stage and backstage areas externally on either the western (Option 1) or to the eastern (Option 2) elevations.

Option 1



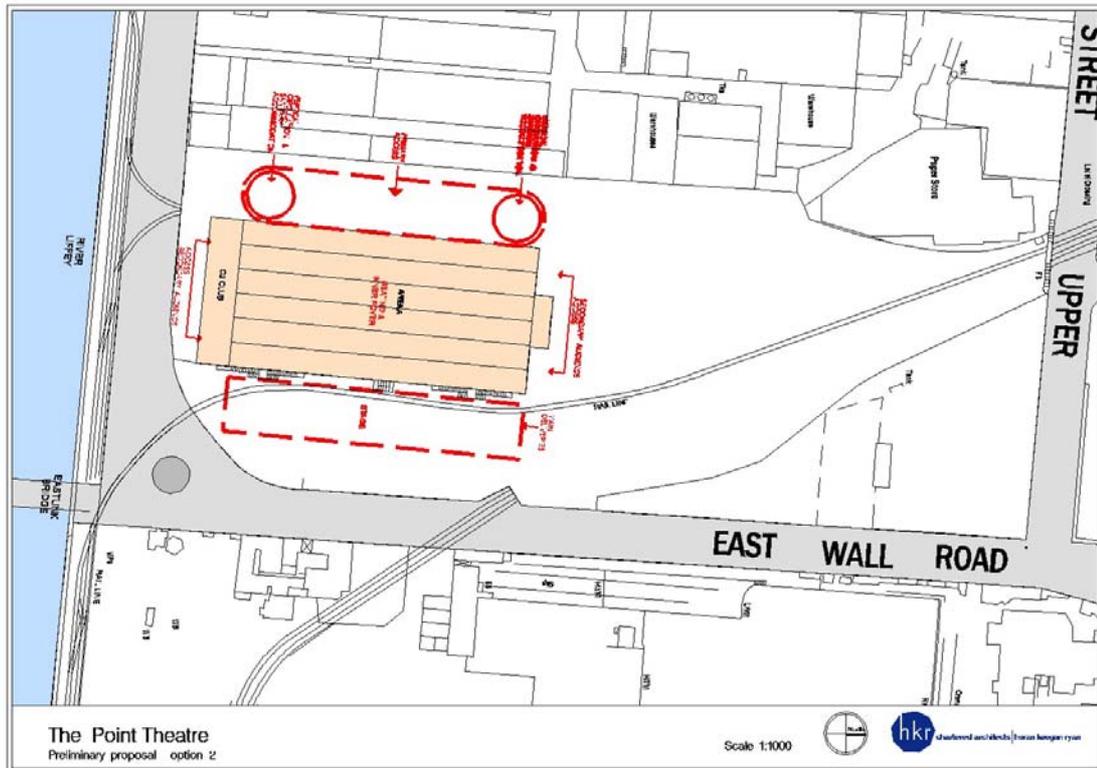
The area required for the seating layout occupies a substantial part of the volume of the existing building. It may be possible to accommodate the seating, and foyer spaces (including retail and sanitary accommodation) within the existing envelope. However the resultant foyer spaces would be limited and would arguably result in severe pressure on circulation and static spaces within the foyer.

In light of these concerns, we would advocate that additional foyer space should be provided. This space could accommodate functional elements of the foyer including vertical circulation elements and sanitary accommodation. The inner foyer space within the original building would be dedicated to “static” foyer use allied to the facilities.

In terms of access and circulation, this strategy would allow for access to the building along three facades, principally via the east façade. Access from the south (riverfront) would be constrained by the proximity of the façade to the roadway. Access from the north would be possible on a scale similar to that existing, subject to any constraints which might arise due to the development of the proposed public square at this location.

Difficulties which might arise with this option include the difficulties with access for large vehicles to the backstage area.

Option 2



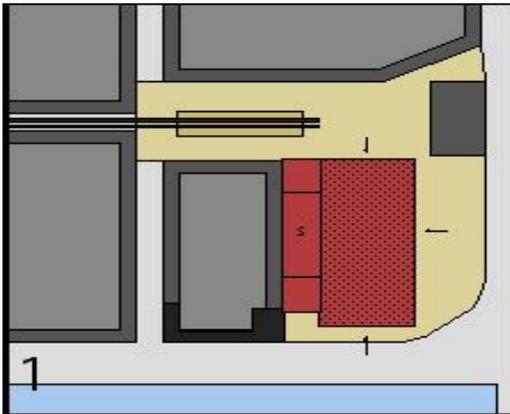
Option 2 is strategically similar to Option 1 in terms of layout. However, it seeks to overcome the difficulties with backstage access inherent in Option 1 by locating the stage on the eastern elevation, with the public facilities being located at the western side of the site. The proposal to locate the main access on the western facade would require in turn the development of a commensurate public space outside and alongside the main western entrance.

Another issue engendered by this proposal is that arguably the most visible view of the complex from the Eastlink Bridge would focus on a backstage area which may not be visually coherent.

Option 3

Consideration was given to the possibility of excavating downwards within the volume of the train shed in an effort to avoid extending above the height of the existing building. However, this offered few advantages when weighed against the considerable risks associated with proximity to the flood level. Such an intervention would also necessitate the provision of alternative means of support for the existing roof structure.

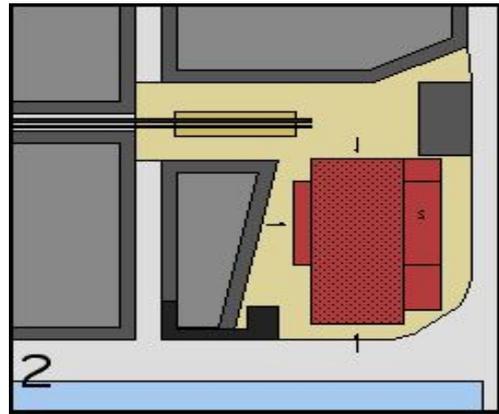
17.8.2 Thumbnail diagrams of alternative approaches to Options 1 & 2



1 Stage located on the western front

Entrances located on the north, east and south elevations, providing animation to the facades

Crowd egress may be problematic onto East Wall Road.

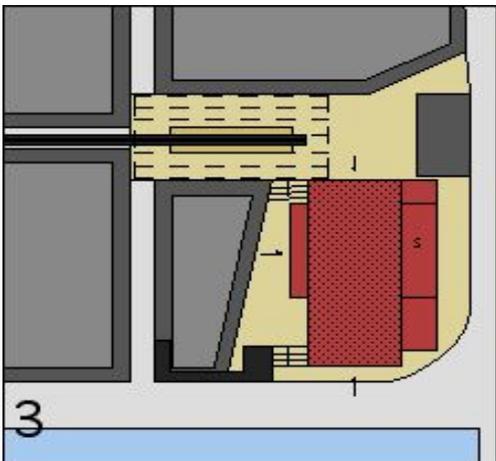


2 Stage and associated facilities located on the east

New main entrance off a new Theatre 'Square' linked to Point Square, and opening the southern vista towards the river

Booking office located on the north elevation to retain animation

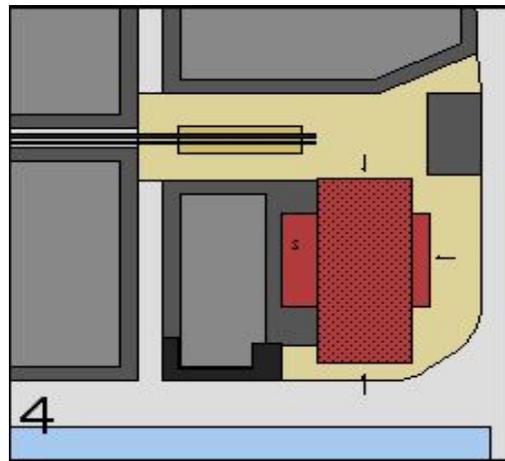
Location of back-of-house façade on East Wall Road may be hostile and lacking in animation, and encounter difficulties with truck access



3 Creation of raised podium and main entrance off New Theatre 'Square' to the west, with wcs and services located below

Relocation of The Point roof trusses to form glazed canopy above Luas terminus in Point Square

Location of back-of-house façade on East Wall Road may be hostile and lacking in animation and encounter difficulties with truck access as option 2



4 Stage and associated facilities located on the west enclosed within new urban block

Create a significant new entrance onto East Wall Road

Crowd egress may be problematic onto busy East Wall Road

17.8.3 Appraisal of previous schemes

A previous scheme prepared by HOK architects demonstrates that it is possible to accommodate the required audience capacity in an elliptical seating arrangement providing optimum sight lines within the footprint of the existing train shed. This requires the raising and removal of the roof as it exists, and the removal of the galleried mezzanines. Notwithstanding some reservations, notably the restricted area devoted to foyer space, the hemispherical theatre is an optimum arrangement which almost fits within the existing masonry shell. However, the architectural treatment of the exterior results in the protected structure being overwhelmed.

17.8.4 Worked example

Paul Arnold Architects prepared an outline scheme to demonstrate achievement of the brief requirements in compliance with the principles set out in the proposed Planning Scheme Guidelines.

These diagrams illustrate an approach to meeting the accommodation and other requirements. The principal features are:

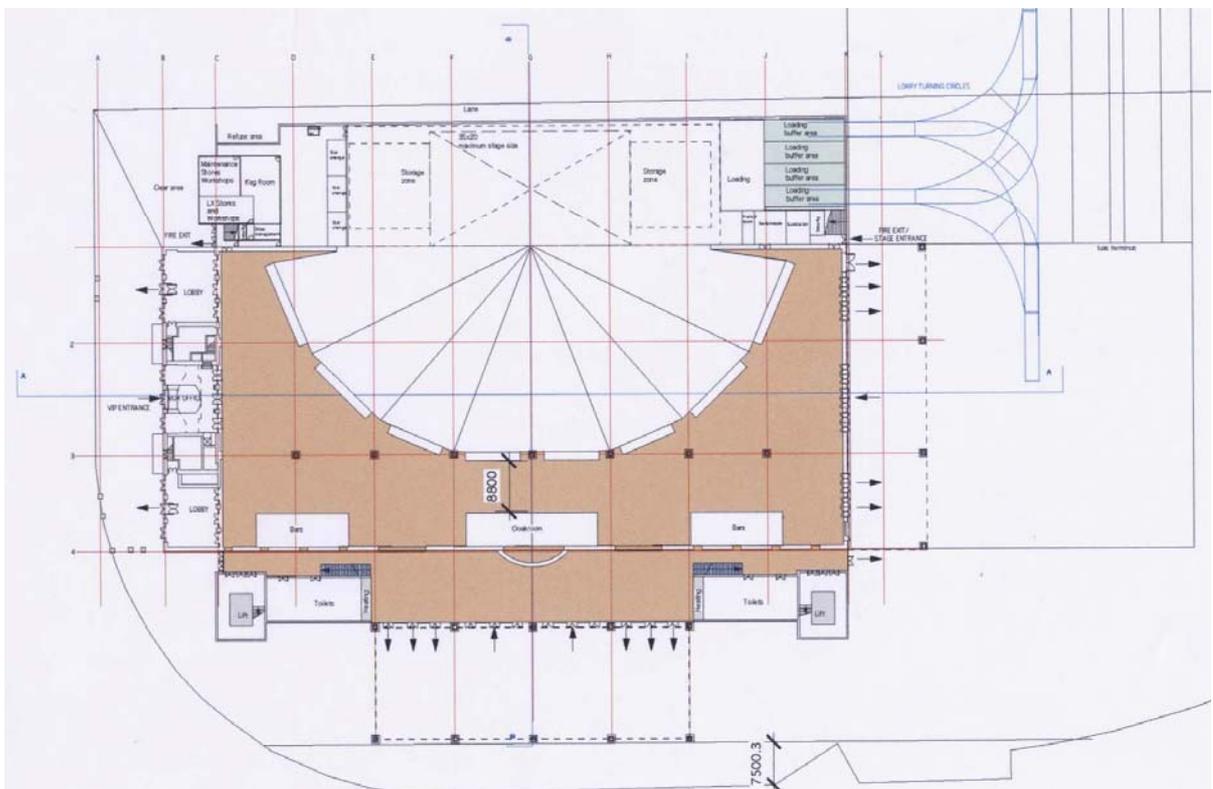
The stage and theatre are re-oriented, with the enlarged stage occupying a central position on the west wall.

A new portico is placed on the east side utilising some of the cast iron columns and some of the trusses from the existing building. This opens into a new circulation zone running the full length of the east façade on different levels. Towers at each end enclose stairs and lifts, with toilet provision alongside.

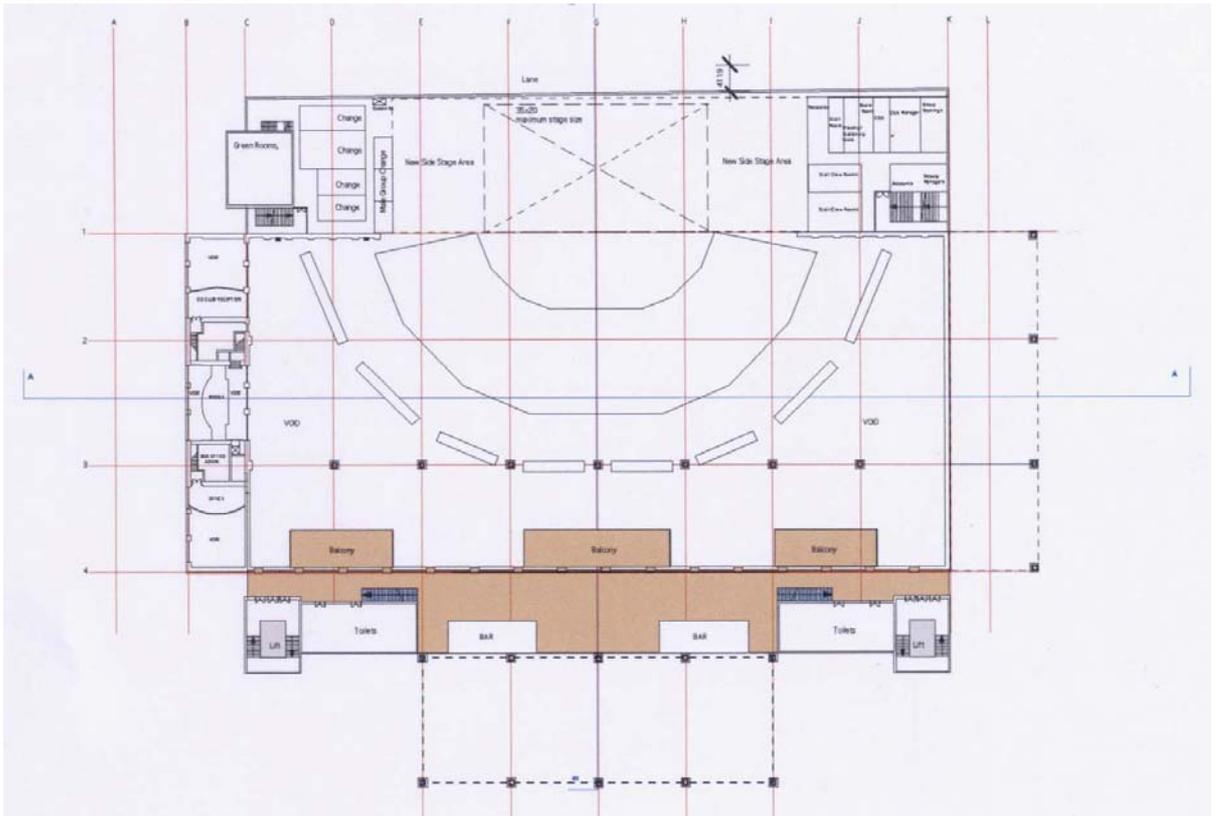
A further portico is erected on the north façade.

Truck deliveries are from the north west side, with further truck parking on the south west. A private lane runs the length of the west boundary.

Foyer space, shown shaded, is enlarged, with bars and merchandizing kiosks at each level.

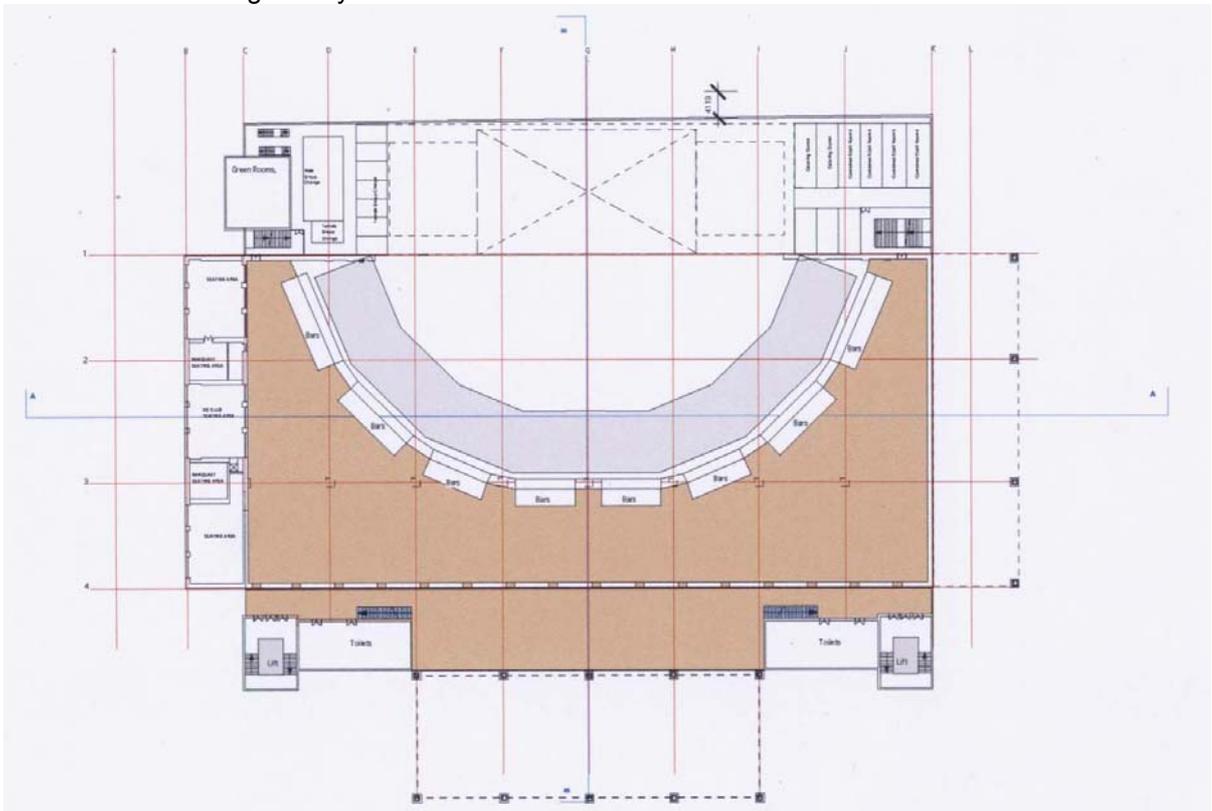


Ground Floor Level



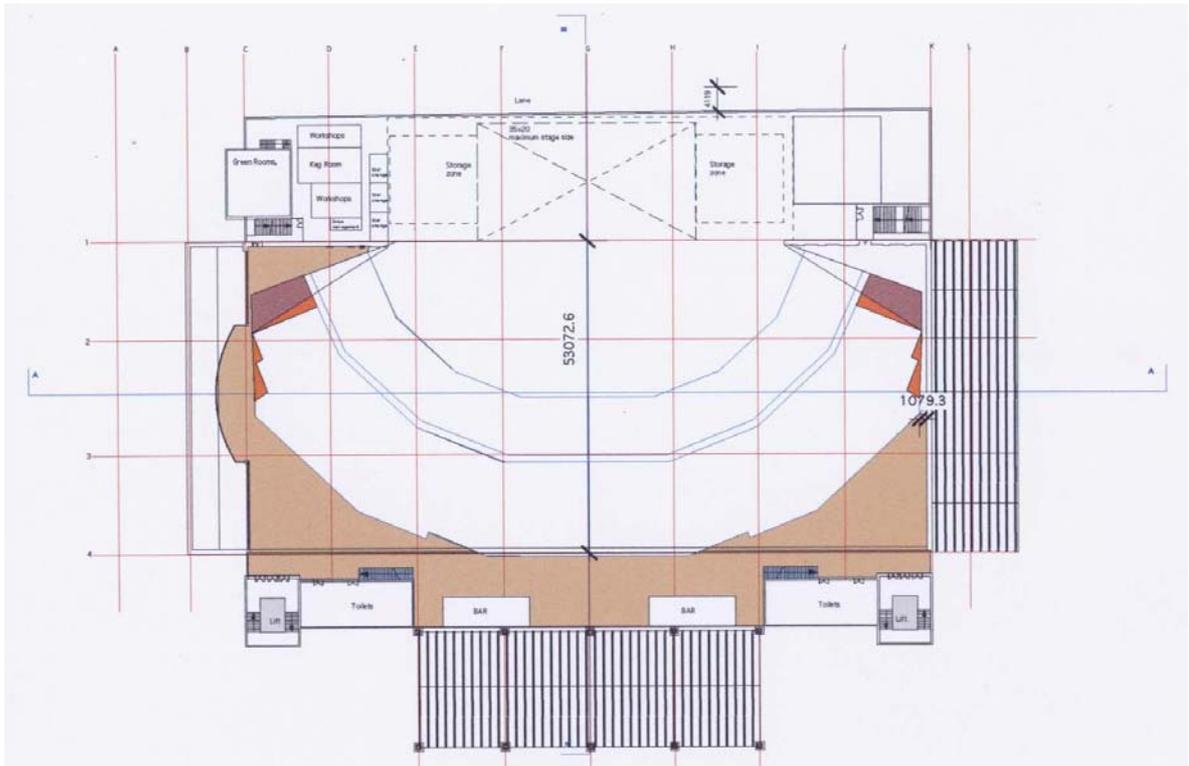
Mezzanine level

Backstage facilities are provided at this level, in addition to a pair of bars and off-circulation balconies overlooking the foyer void below.



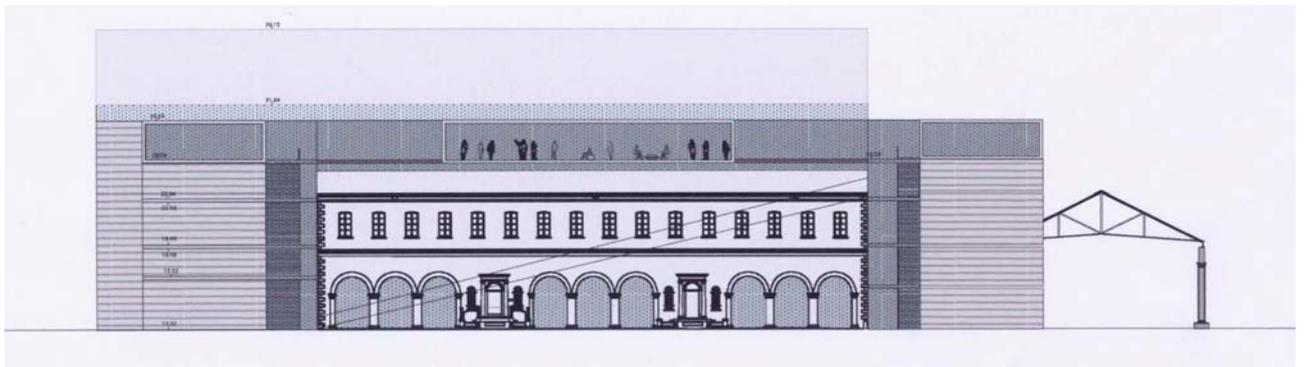
First Floor level

Further backstage accommodation is provided and an extensive foyer space. Private club accommodation is provided in the existing south block.

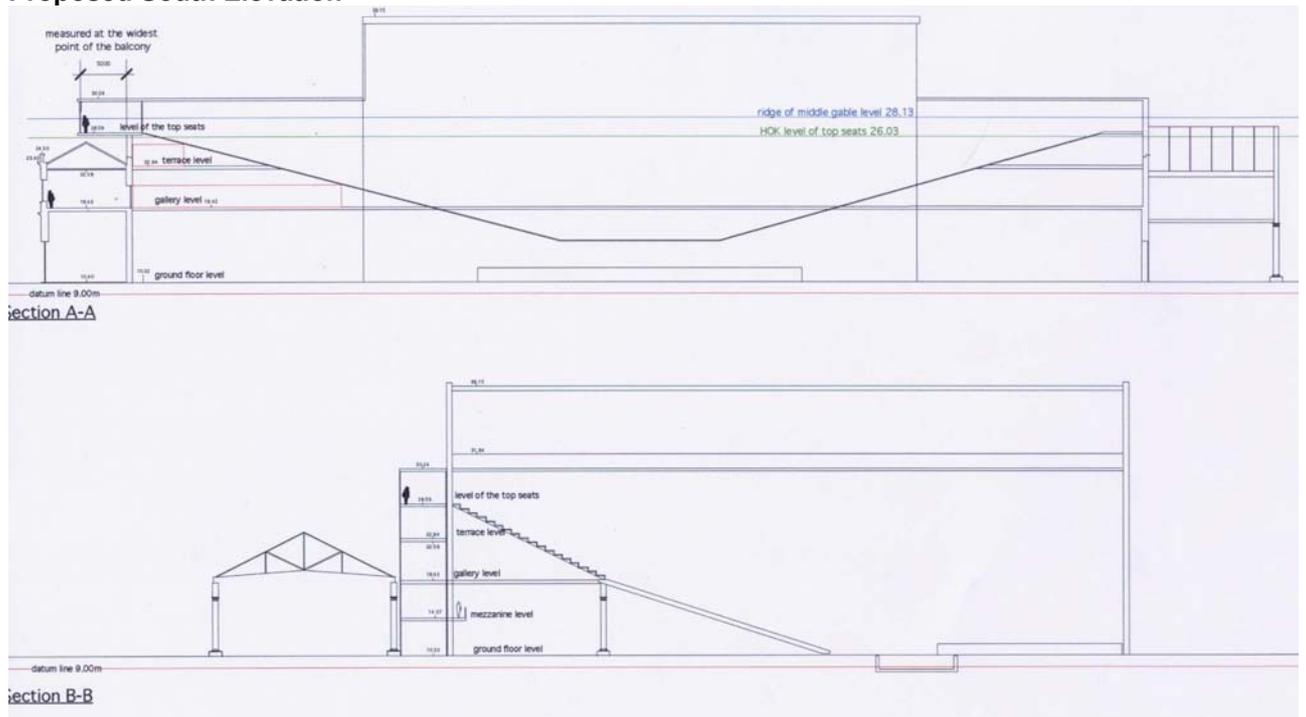


Top Floor Level

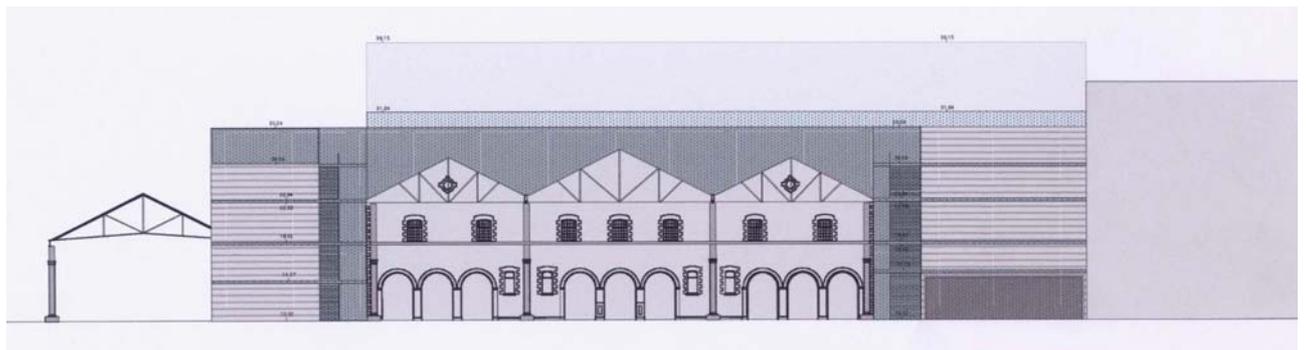
Above the level of the existing walls, the seating is accessed from a foyer which includes a galleried viewing area facing over the river to the south.



Proposed South Elevation



Diagrammatic Sections



Proposed North Elevation

17.8.5 Heritage Assessment of the Planning Scheme

The reader is referred to Section 17.7.0 above.

The existing 1878 building fabric is still substantially intact, despite the modifications carried out in the 1980s. A significant amount of the original flanking stone walls and structural columns, beams and roof trusses have survived, as has the building's fine arcaded façade to the riverfront. The building is significant for its architectural, technological and rarity values, and is a fine example of the industrial and railway architecture of the late 1800s.

Although the building has many 'parasitic' additions necessary for its functions including toilets, offices and backstage facilities, the original volumetric forms of the formal front range and train shed behind are still legible. It is imperative that the present legibility of the existing form and fabric of the building is maintained internally and externally in any future proposals.

17.8.6 Conservation Issues

This Architectural Heritage Impact Assessment identifies the key issues associated with the proposed enlargement of The Point Depot, and generates guidance which would allow the modification and extension to the venue, while respecting the heritage and architectural value of the existing building. This guidance in the form of Conservation Principles is to be included in the proposed amendment to the Docklands North Lotts Planning Scheme. These Conservation Principles have been drawn up following a detailed assessment of the existing building and review of other landmark venues, the review of a number of alternative design proposals for the expansion of the venue and included the provision of a worked example. This worked example demonstrated the scale of intervention likely to be necessary to accommodate the augmented use of the building and allowed architectural issues and issues of setting to be explored. The Architectural Heritage Protection Guidelines published by the Minister for the Environment were taken into consideration in reviewing the Planning Scheme.

Whereas it is clear that increasing the capacity and stage provision to the brief requirement is not possible without substantially altering the building, the building owners are obliged to preserve the character of the Protected Structure. This character grows specifically out of the surviving fabric and its interior and exterior expression. Such significant alteration amounting to a partial demolition of a Protected Structure can only be permitted under exceptional circumstances in accordance with The Planning Act Section 57.10.b. Consideration of what constitutes 'exceptional circumstances' will include the parameters which facilitate the sustained use of The Point Depot as the largest internal entertainment and concert venue in the inner city.

17.8.7 Architectural Heritage Protection Guidelines

The issue of use is addressed in §7.3.1 of the AHP guidelines: *It is generally recognized that the best method of maintaining a historic building is to keep it in active use. Where a structure is of great rarity or quality every effort should be made to find a solution which will allow it to be adapted to a new use without unacceptable damage to its character and special interest. Usually the original use for which a structure was built will be the most appropriate, and to maintain that use will involve the least disruption to its character. While a degree of compromise will be required in adapting a protected structure to meet the requirements of modern living, it is important that the special interest of the structure is not unnecessarily affected. Where a change of use is approved, every effort should be made to minimise change to, and loss of, significant fabric and the special interest of the structure should not be compromised.*

As an overlay on its primary set of values, the building has acquired new social and cultural values (AHPG §2.5.1.3 and 2.5.1.6). The amended planning scheme has been devised to give support to the continuation of these social and cultural values in the context of a projected significant alteration to the building.

The Planning Scheme and the worked example set out to perpetuate and facilitate the enhancement of the present use, albeit not the original use, and to that extent a fundamental principle of conservation is being addressed.

However, the scale of change indicated in the worked example and anticipated in the Planning Scheme implies significant loss and disruption to character and to that extent would not be in compliance with the AHP guidelines.

17.9.0 CONCLUSIONS

- 17.9.1 Increasing the capacity of the Point to the necessary extent is not possible without significant alteration to the building.

- 17.9.2 The Planning Scheme sets out to favour the retention of the building fabric while acknowledging that the proposed augmented use would involve a significant alteration to the building and seeks to establish volumetric guidelines and mitigatory measures in parallel with encouraging the continuation of the existing use.
- 17.9.3 Interventions of the order indicated in the worked example would only be justified in the context of retaining and enhancing the existing use.
- 17.9.4 Other major public or civic uses could be accommodated without intervention of this scale or could be accommodated elsewhere. Consultations with heritage organizations were based on the concept of sustaining the existing use. Alternative locations for the existing use were also discounted, having been explored by DDDA. Alternative uses for the Point Depot in the event that the existing use is terminated have not been identified.
- 17.9.5 Excepting the latter portion of Principle 1, adherence to the Guiding Principles will generate the necessary architectural composition and will allow the impact of a large expansion to be mitigated.

17.10.0 RECOMMENDATIONS

Principle 1 of the under Planning Scheme § 3.3.2 should be amended to omit *..or another major public/civic use should be facilitated*

Diagram 4 lacks clarity and is not sufficiently explicit to fully convey the volumetric parameters. The volumetric diagram to which Principle 8 refers should be detailed and explicit.

Diagram 5: the note concerning commercial retail is ambiguous and should be clarified.

17.11.0 CONSULTATIVE PROCESS: A SUMMARY

Dublin City Council City Planner and City Architect

Meeting on 2nd March 2005 – City Planner and City Architect, prior to planning scheme being developed.

Main concerns: Monumentality should be achieved. Point Square must be significant. Views from across the river important. Building should not turn its back on East Wall Road. Circulation and movement issues important: parking

An Taisce

Meeting with An Taisce representative on Friday 22nd April and letter received by e-mail from An Taisce of 28th April 2005

An Taisce is most happy with provisions as outlines in principles 1 to 8, except provision in Principle 8 which would allow for construction to the flanks of the façade. An Taisce would wish to see these areas kept free from development in order to maintain the volume, legibility and integrity of the riverfront block within the enlarged venue composition.

The Irish Georgian Society

Meeting with IGS on Monday 18th April 2005 and formal letter received 6th May 2005

Any proposal to materially alter the building should be approached with caution. The proposal to remove the wrought iron trussed roof is unacceptable. Additional space should be provided through excavation.

Eastern elevation: works should be justified.

No specific concerns on works to west.

The Industrial Heritage Association of Ireland

IHAI unable to attend site visit arranged by PAA but formal letter of 5th May 2005 received:
The main points are:

1 The Point is important architecturally and as part of our industrial heritage. Change should be approached with caution.

2 Proposal to remove roof is unacceptable. Accommodation should be provided through excavation.

The Society is not concerned with proposed extension to the west (the stage). The Society would have considerable objection to any proposal that would diminish the character and distinguishing qualities of the building.

The Heritage Council

Meeting on site 10th May 2005 –no formal response received. Generally favourably disposed to proposed scheme.

Note Consultations were based on the Conservation Principles and diagram set out in the accompanying Appendix 17.1, which have been subsequently modified to allow for other uses within the Point Depot.

17.12.0 ARCHITECTURAL HERITAGE IMPACT ASSESSMENT ON NOS. 91 – 94 NORTH WALL QUAY, DUBLIN 1

17.12.1 PROPOSAL FOR NOS. 91 – 94 NORTH WALL QUAY

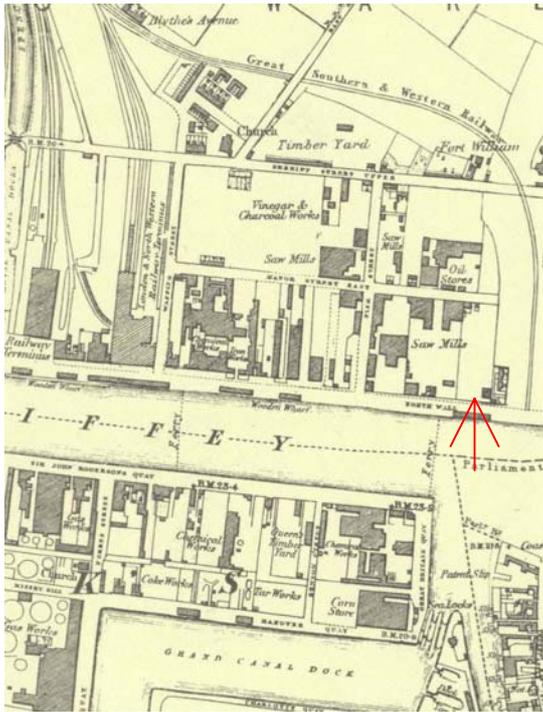
It is proposed to demolish a portion of Nos. 91-94 North Wall Quay, Dublin 1, a protected structure.

Excerpt from Draft Amended Planning Scheme

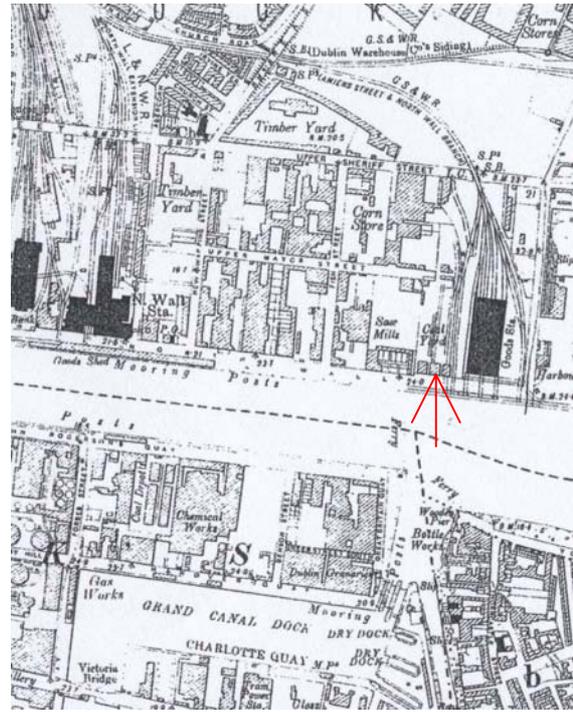
'3.3.2 The Authority will permit the demolition of the freestanding façade of Nos. 91-94 North Wall Quay. The exceptional circumstance justifying its removal is the construction of the new north-south street serving the area.'

17.12.2 DESCRIPTION

Nos. 91-94 North Wall Quay is a late nineteenth century commercial warehouse with two storey office block at the east end of the site. The structure appears first on the 1907 O.S. map and is described as a Coal Yard. However, a structure similar in form and size to the two storey office block does appear on the 1876 O.S. map and it is possible that the office building was in existence by that date and the screen frontage to the adjoining warehouses or sheds was completed subsequently.



Extract from 1876 O.S. Map



Extract from 1907 O.S. Map

The office building is a two storey three bay building with a central pedimented breakfront. The elevations are rendered in what is probably a Roman cement render and is framed at the corners by channelled strip pilasters. The ground floor elevation is also channelled to the height of the impost to the arched door and window openings at that level. The arches to the windows are round headed and have vermiculated rusticated plaster faux key stones. The entrance door has a segmental headed arch with vermiculated plaster faux key stone and imposts. The window to the west has been modified to serve as a door ope. The first floor windows have modern aluminum windows with cills supported on console brackets and simple architrave surrounds to the opes. Above these windows are plain rectangular recessed panels. The roof is set behind a low parapet wall with a moulded plaster cornice. The roof has profiled sheet roof coverings, which may have an asbestos content. There are rendered stacks on the side elevations. The front site is enclosed by elaborate cast-iron railings set on rendered plinth walls with gates having open cast-iron piers. Access to the interior was not obtained.

Adjoining this structure is a long single storey structure fronting the former coal sheds. This is detailed in a similar manner to the office block with rendered walls and plaster ornament. The structure comprises of eight bays (formerly nine), with bays containing vehicular openings alternating with bays having blind recessed arches. Three of the vehicular openings have been modified and enlarged, while the eastern opening retains its shallow segmental headed opening. The façade has a boldly modelled plaster cornice with a parapet wall above articulated with recessed panels. Over the second and sixth bays (from west-east) are further shallow pediments in the same manner as that found on the office building. The western most bay of the building has been demolished and the ope is now closed by large metal gates. The structures to the rear of the screen wall have been largely removed, although some roofs (covered with asbestos sheeting) are visible. Please note that full access to the site was not possible.

17.12.3 PROPOSED WORKS

In order to accommodate a new street running north south with the North Lotts, Dublin Dockland Development Authority have compulsorily purchased a portion of this property. The proposed works include the demolition of the entire single storey facade of the warehouse.

17.12.4 PURPOSE

In fulfillment of its statutory function, DDDA have begun to implement the 2002 North Lotts Planning Scheme. In relation to block patterns, Paragraph 5.1.2 (page 38) states: 'the area is characterised as having a strong orthogonal grid that clearly defines the pattern of blocks and buildings in the area (diagram 10). Although the grid is discontinuous, largely as a result of the railway infrastructure, an opportunity exists to reinstate the historic connections in the area and provide a logical framework of major development blocks. These blocks form the basis for the detailed layout of internal blocks and plots within the Area. In this respect the proposal to reinstate Mayor Street as the central spine, provide additional north-south streets on the line of historic streets improves links to surrounding areas'.

The proposal consists of a new north – south street to serve the eastern end of the North Lotts. The street is 15metres wide and is aligned to avoid a building in use to the west (Tilestyle).

17.12.5 IMPACT

The architectural heritage impact of the demolition of the entire single storey façade which forms part of Nos. 91-94 North Wall Quay would be negative in terms of the loss of fabric from a structure of architectural interest and the loss of an element of streetscape.

The Architectural Heritage Protection Guidelines states that 'The demolition of a protected structure, or of elements which contribute to its special interest, may only be permitted in exceptional circumstances.' It also states that 'Where the dismantling or demolition of all or part of a protected structure is permitted, it may be a condition of permission that a record be made of the structure prior to the commencement of any works.'

17.12.6 ALTERNATIVES CONSIDERED

In the submission to the An Bord Pleanála Oral Hearing, the DDDA Planning Officer stated that the road had been aligned to avoid unnecessary purchase of lands, (e.g. Tilestyle on North Wall Quay). This is understood to mean that the impact on the existing business being conducted on the alternative site for a road would be unacceptable.

17.12.7 JUSTIFICATION

A new street is a significant piece of urban infrastructure. The making of such a street could be said to constitute the sort of 'exceptional circumstances' envisaged in the Planning and Development Act in regard to the demolition of Protected Structures.

17.12.8 MITIGATION

It would be possible to achieve the objective of making a new street without the demolition of the entirety of the single storey façade. Instead it would be possible to demolish the first, second and third bays of the surviving structure (from west to east), thus achieving the required roadway, while retaining a significant portion of the existing structure.

One bay of the western end of the original structure has previously been demolished in the past to facilitate the opening of a large vehicular entrance into the complex. This has directly impacted upon the original architectural integrity of the building and has diminished the significance of the structure. While the demolition of further portions of the structure will further impact on the integrity of the building and result in loss of fabric it can be seen that the retention of the office building and a representative and architecturally complete and coherent portion of the building would minimise the negative aspects of the proposal.

17.12.9 RECOMMENDATION

The Planning Scheme should be revised to read: The Authority will permit the demolition of up to half of the existing single storey façade of Nos. 91-94 North Wall Quay.



1. Two storey office building.



2. Side elevation of office building



3. Partial view of single storey screen to warehouses.



4. Partial view of single storey screen wall to warehouses.



5. View of portion of building, which it is suggested could be demolished.

APPENDIX 1

Paul Arnold Architects' Conservation Guidelines for expansion of the Point Depot as discussed in the consultative process with the Heritage Bodies

- **includes worked example and 3D diagram.**



PAUL ARNOLD
ARCHITECTS

Conservation guidelines for expansion of the Point Depot: Draft II for Discussion April 5th 2005

Use

The conservation of the Point Depot has been secured since 1988 through the introduction of a new use as an entertainment venue for the building. This new use has become synonymous with the building.

Principle 1

The existing use should be maintained

Plan Form

The point depot originally comprised two main components: the masonry arcaded block to the river front and the train shed to the rear. The train shed was of significance because of its scale, its tripartite form of 'nave' and galleried 'aisles' and its wrought iron trussed roof, together with the rubble walls and arcaded north façade.

Principle 2

The original form should be legible following any intervention.

Fabric

With the exception of some roof trusses, some small amounts of masonry, and flooring removed in the 1980's, all of the primary fabric persists.

Principle 3

Interventions should retain the greatest amount of fabric possible.

Salvage

Any intervention will inevitably generate unwanted material.

Principle 4

Where material is removed from its original location, it should be reused on site and only in default of this re-used elsewhere.

Setting

Presentation to River

The building presents a classical two storey façade to the river, with three arcades separated by Doric doorcases.

Principle 5

This block should generate and form the basis of an enlarged composition which should have regard to the ordering devices of the original.

Presentation to the flanks

The calp walls with brick trim are of modest architectural significance.

Principle 6

These walls should be retained where possible. New opes should be mannered. The walls need not be seen in a single prospect.

Presentation to the north

This façade is to face onto a new public square.

Principle 7

The relationship between new fabric and the existing should follow an ordering system using devices of separation, change of material and plane.

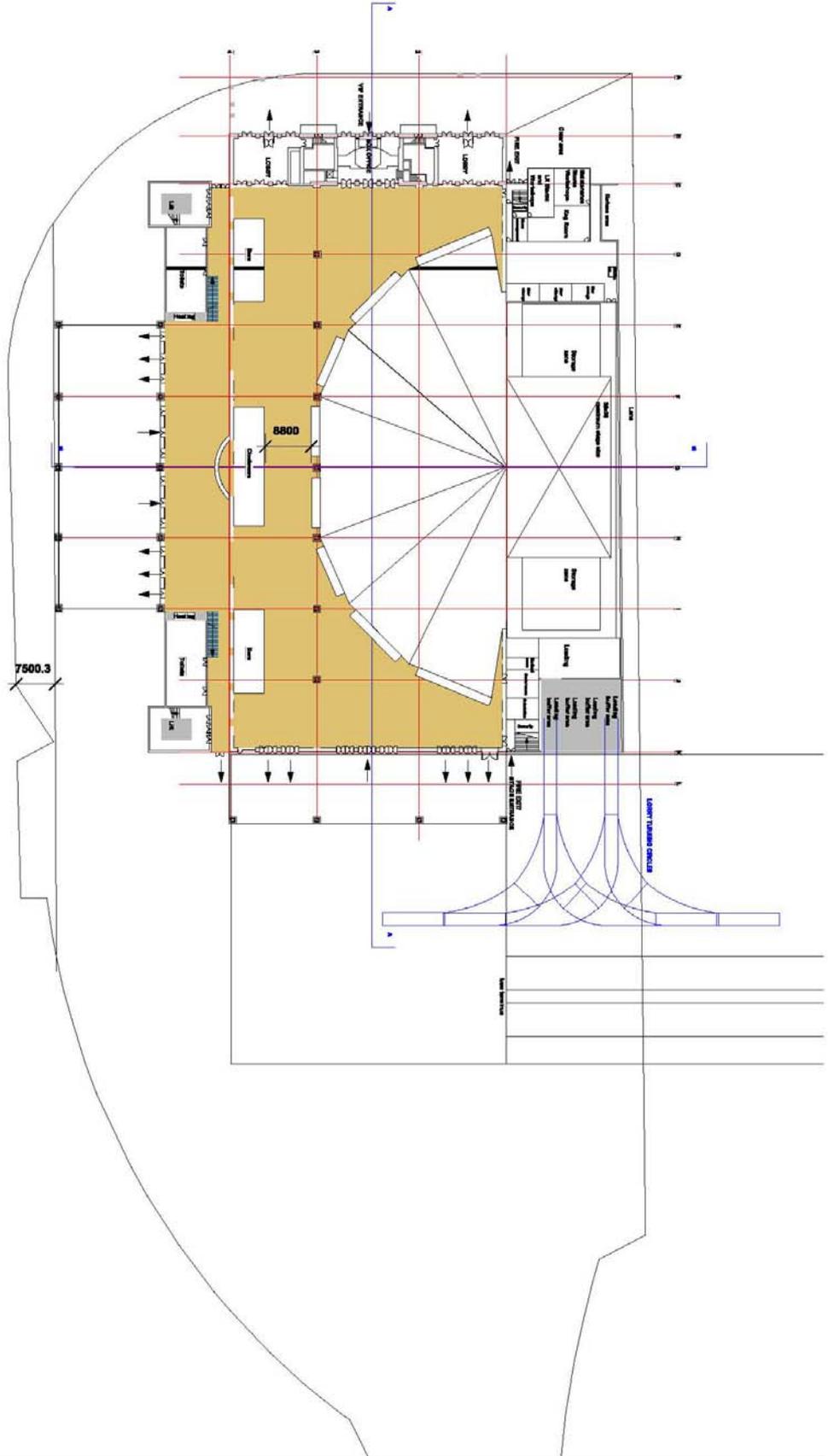
Volumetric Constraints

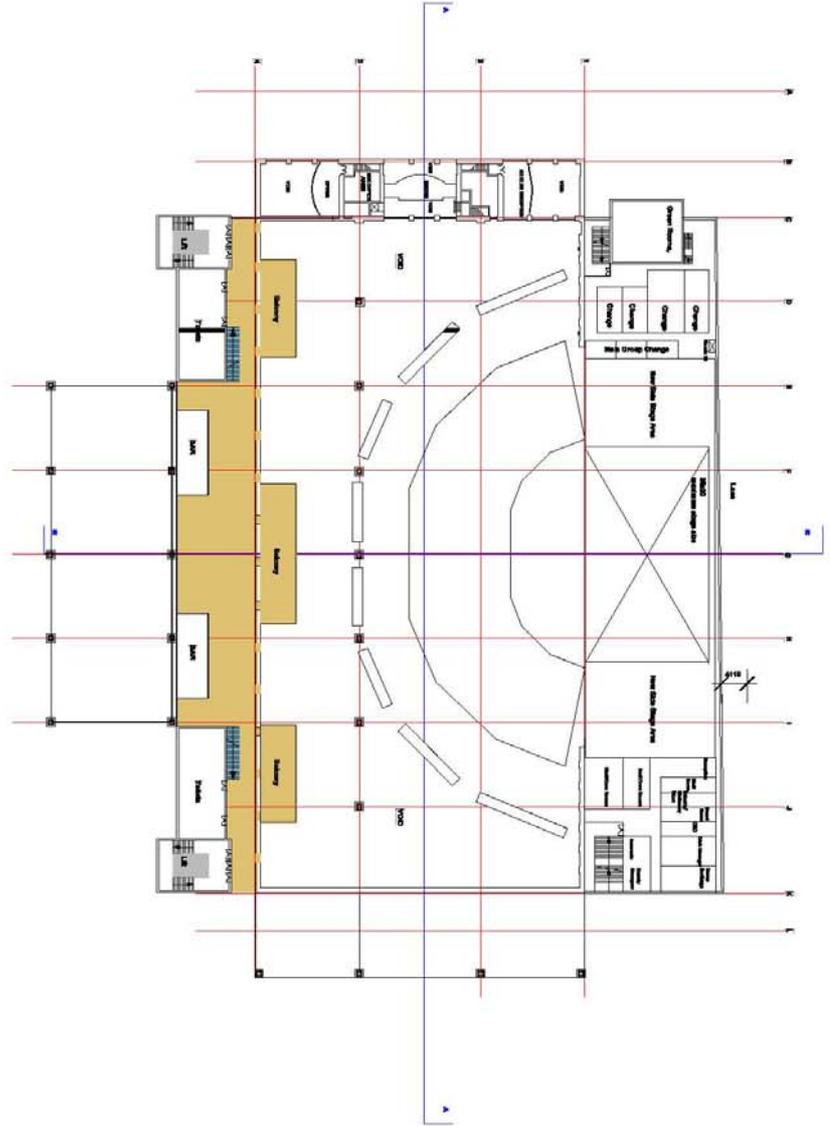
The enlarged venue will be in a new urban context of seven-and eight-storey high buildings.

Principle 8

New development should have regard to the volumetric constraints outlined in the accompanying diagrams. Where the quality of the proposal is of a demonstrably high order the interpretation of the parameters should facilitate it.

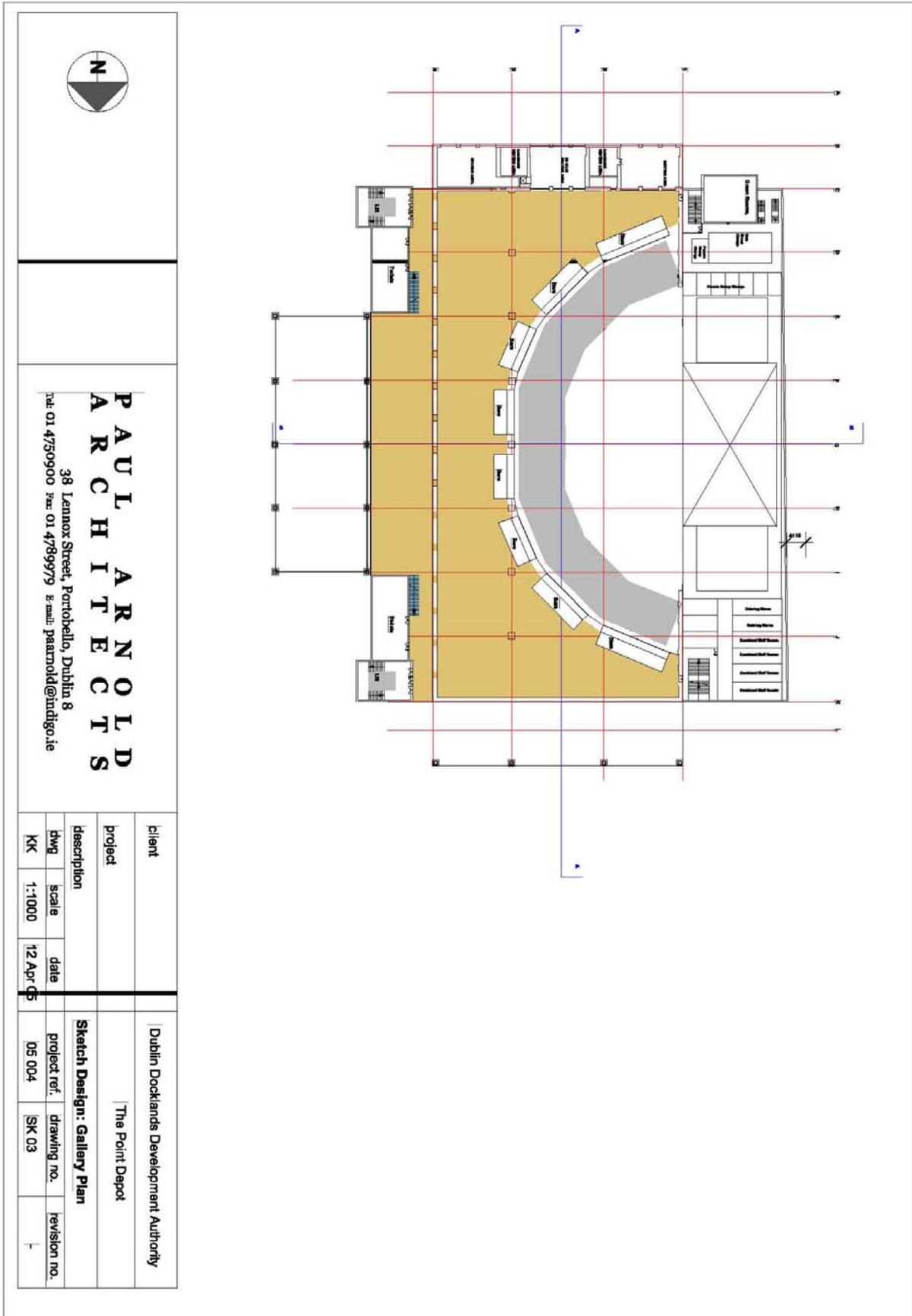
		<p style="text-align: center;">PAUL ARNOlds ARCHITECTS</p> <p style="text-align: center;">38 Lennox Street, Portobello, Dublin 8 Tel: 01 4750900 Fax: 01 4789979 E-mail: paularnold@indigo.ie</p>		client	Dublin Docklands Development Authority		
				project	The Point Depot		
description		dwg	scale	date	Sketch Design: Ground Floor Plan		
		KK	1:1000	12 Apr 05	project ref.	revision no.	
					05 004	SK 01	

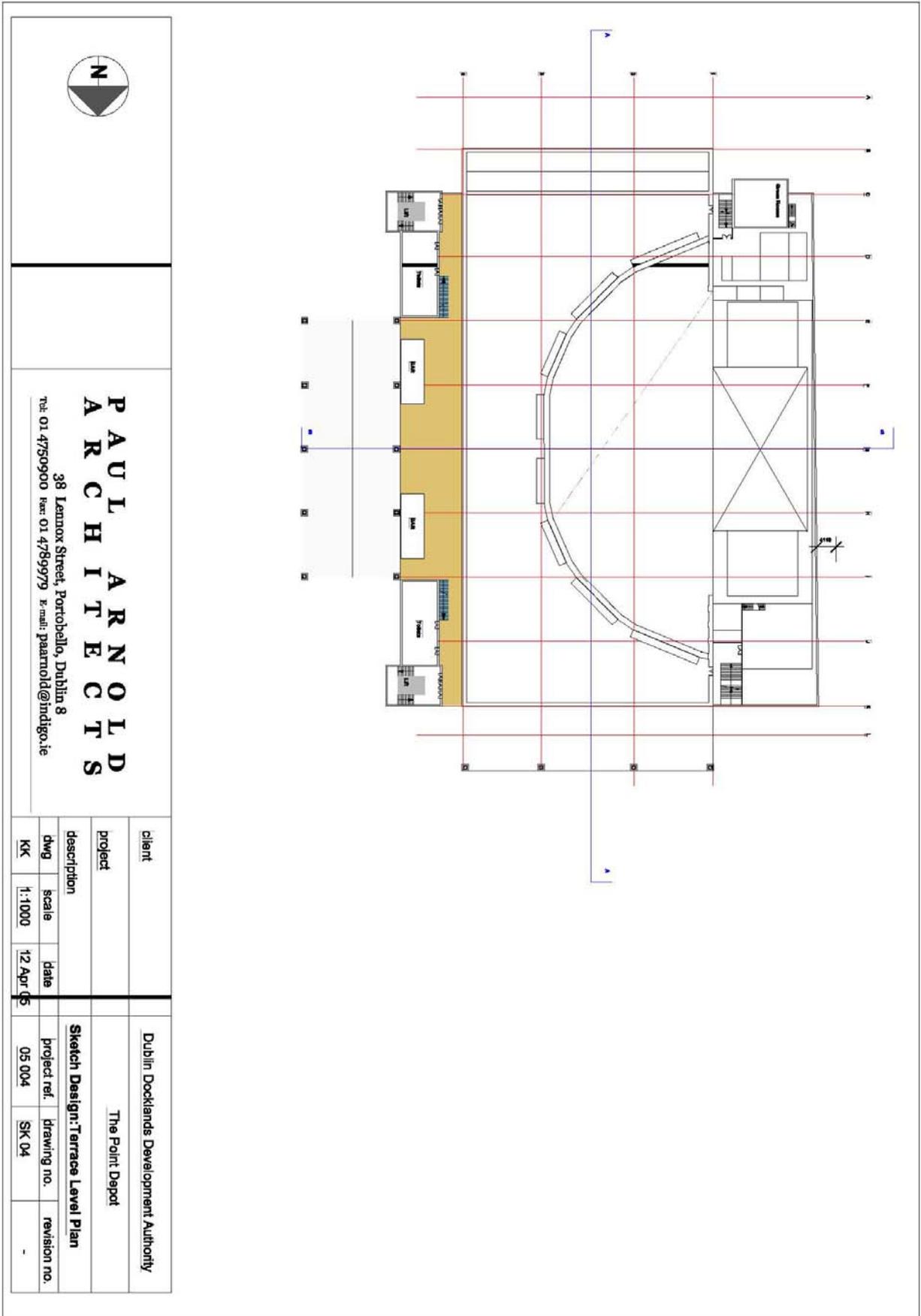




PAUL ARNOLD ARCHITECTS
 38 Larnox Street, Portobello, Dublin 8
 Tel: 01 4750900 Fax: 01 4789979 E-mail: paularnold@indigo.ie

client	Dublin Docklands Development Authority		
project	The Point Depot		
description	scale	date	Sketch Design: Mezzanine Plan
	1:1000	12 Apr 05	
dwg	project ref.	drawing no.	revision no.
KK	05 004	SK 02	1



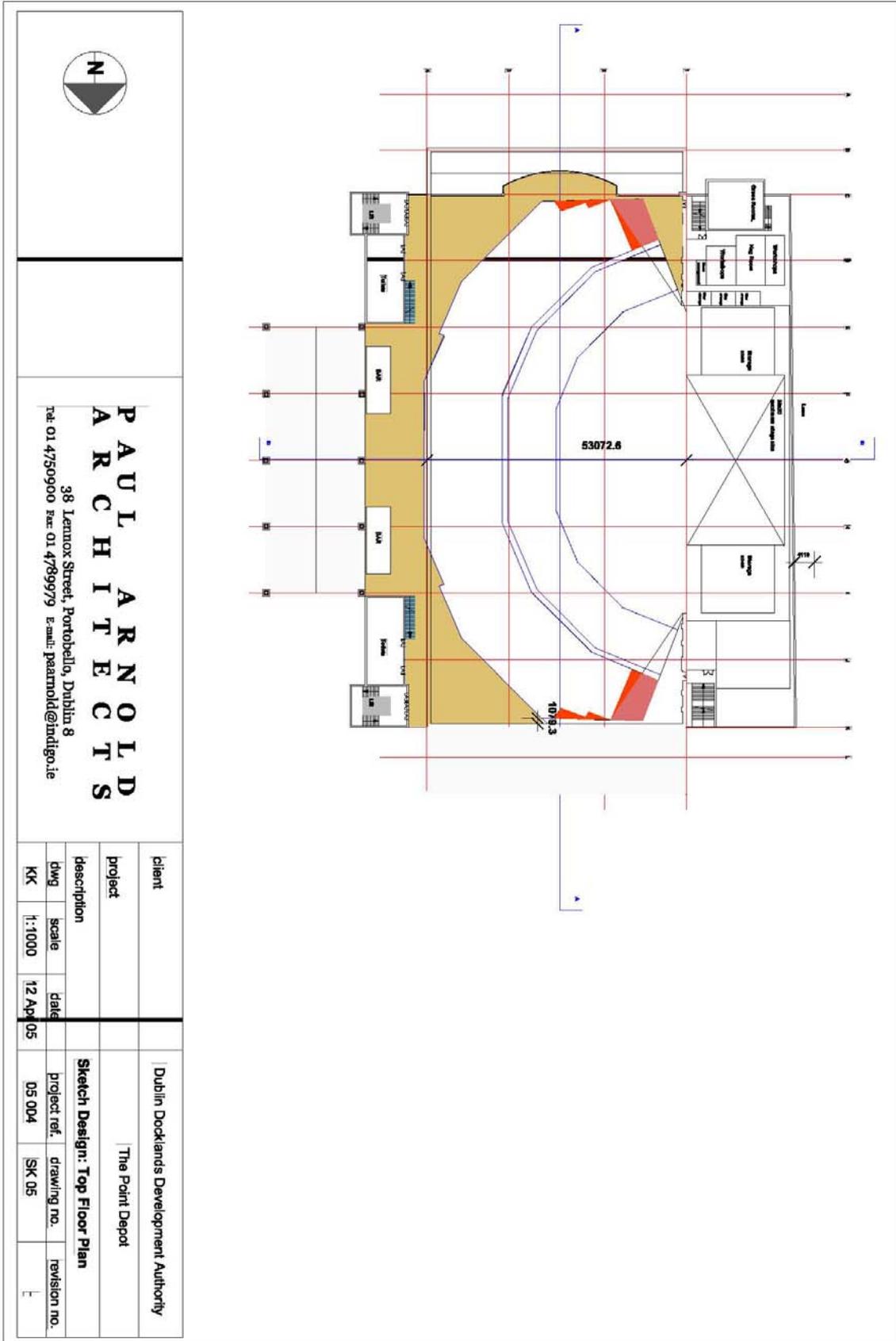




**PAUL ARNOLD
ARCHITECTS**

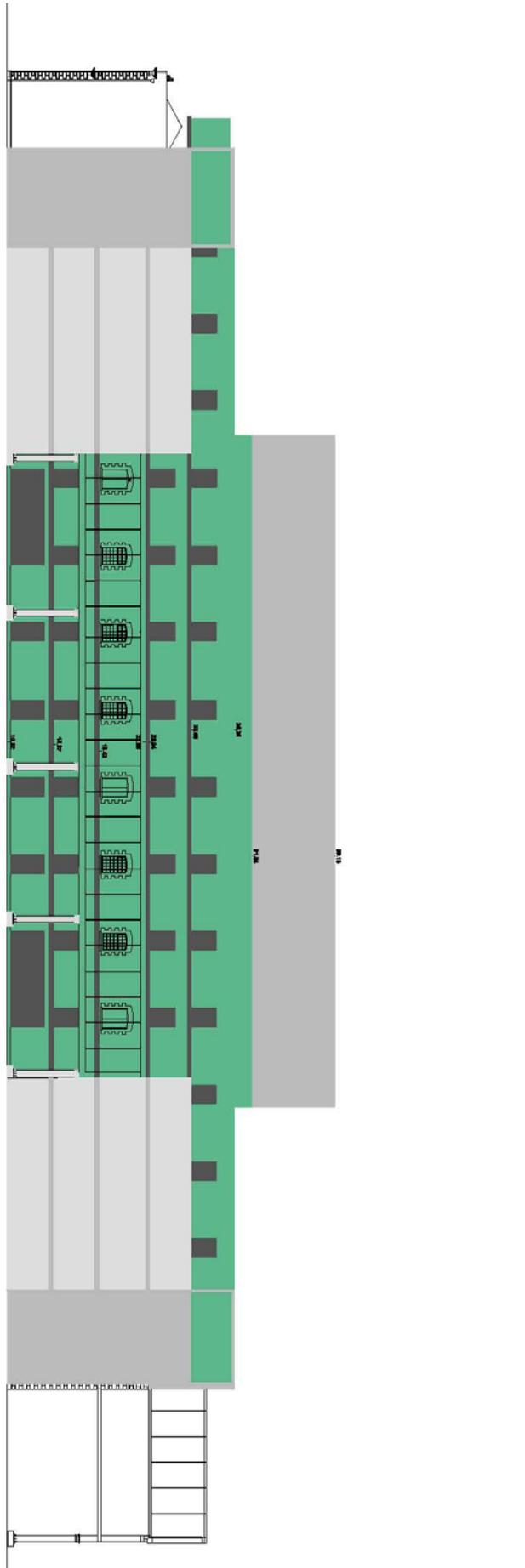
38 Lennox Street, Portobello, Dublin 8
 Tel: 01 4750900 Fax: 01 4789979 E-mail: paularnold@indigo.ie

client	Dublin Docklands Development Authority		
project	The Point Depot		
description	scale	date	Sketch Design: Terrace Level Plan
	1:1000	12 Apr 05	
dwg	05 004	SK 04	revision no.
KK			-

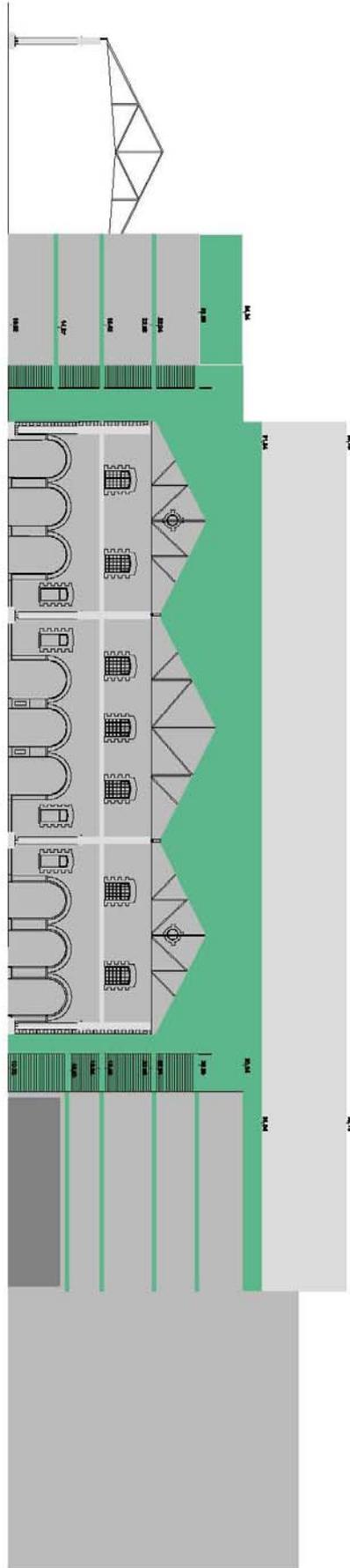



PAUL ARNOLD ARCHITECTS
 38 Lennox Street, Portobello, Dublin 8
 Tel: 01 47509000 Fax: 01 4789979 E-mail: paularnold@indigo.ie

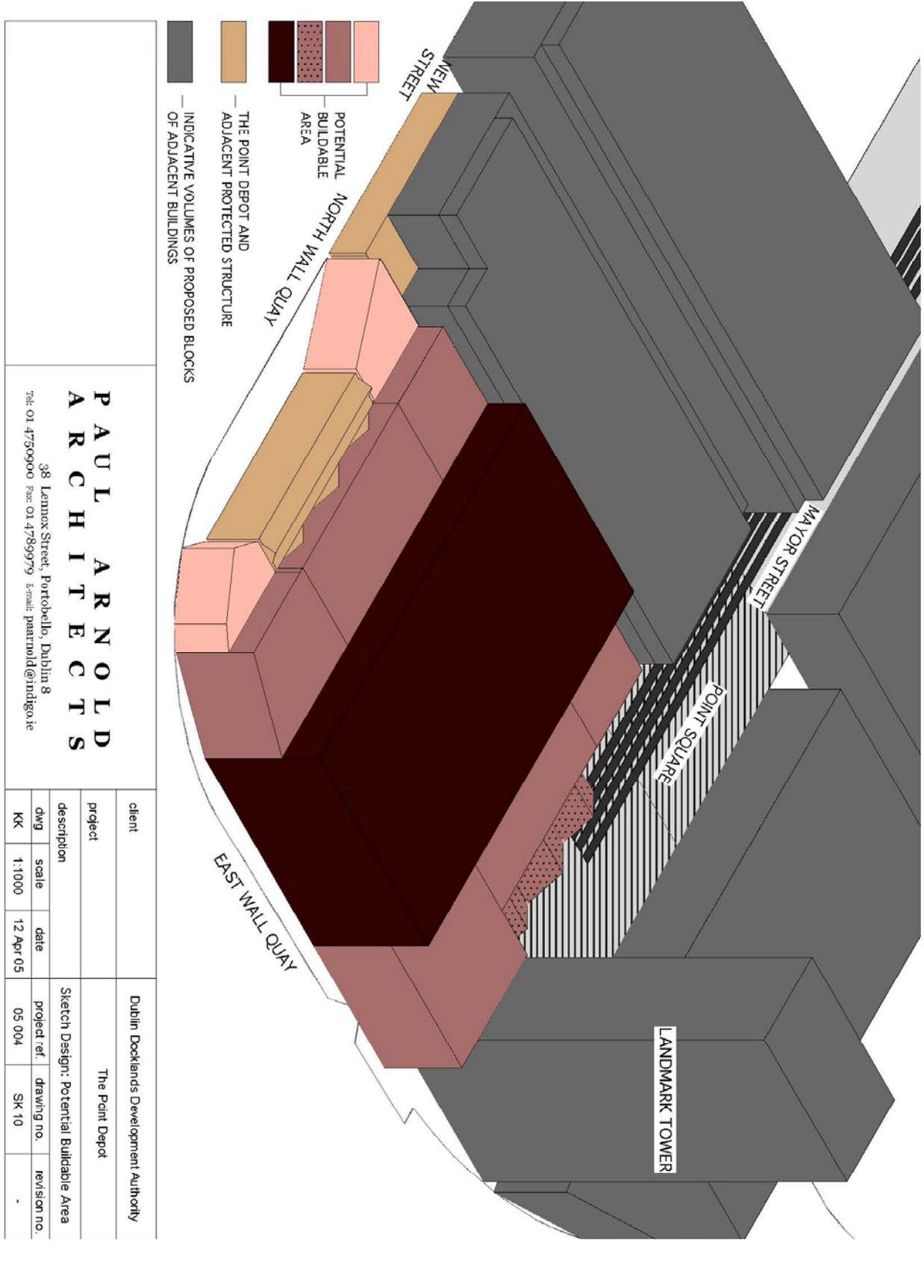
client	Dublin Docklands Development Authority		
project	The Point Depot		
description	dwg	scale	date
	KK	1:1000	12 Apr 05
Sketch Design: Top Floor Plan	project ref.	drawing no.	revision no.
	05 004	SK 05	E



<p style="text-align: center;">PAUL ARNOLD ARCHITECTS</p> <p style="text-align: center;">38 Leannox Street, Portobello, Dublin 8 Tel: 01 47509000 Fax: 01 4789979 E-mail: paularnold@indigo.ie</p>		client		Dublin Docklands Development Authority	
		project		The Point Depot	
description		date		Sketch Design: East Elevation	
dwg	scale	12 Apr 05	project ref.	drawing no.	revision no.
KK	1:500		05 004	SK 06	1

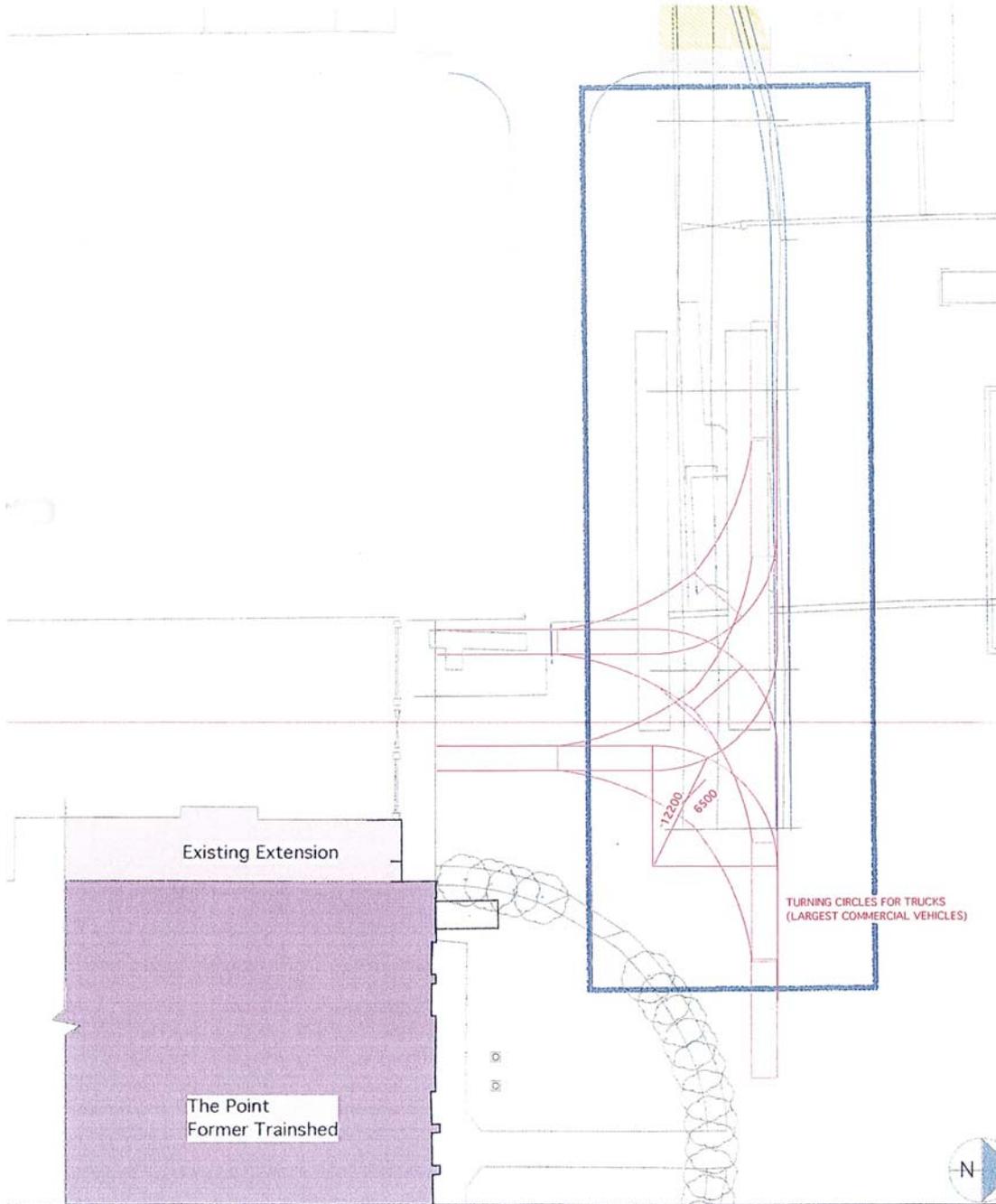


<p style="text-align: center;">PAUL ARNO LD ARCHITECTS</p> <p style="text-align: center;">38 Lennox Street, Portobello, Dublin 8 Tel: 01 4750900 Fax: 01 4789979 Email: paularnold@indigo.ie</p>		client		Dublin Docklands Development Authority	
		project		The Point Depot	
description		date		Sketch Design: North Elevation	
dwg	scale	12 Ap	05	project ref.	revision no.
KK	1:500			05 004	SIC 08

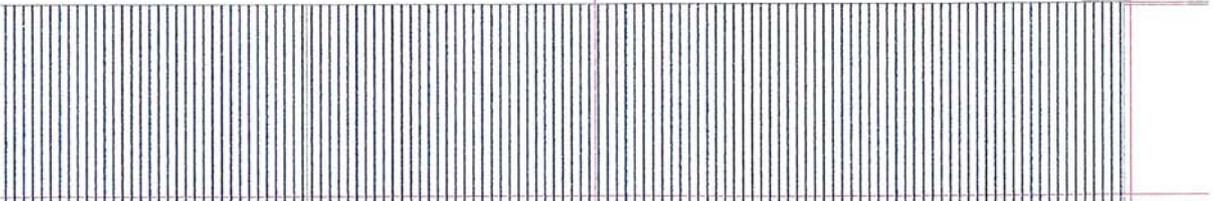
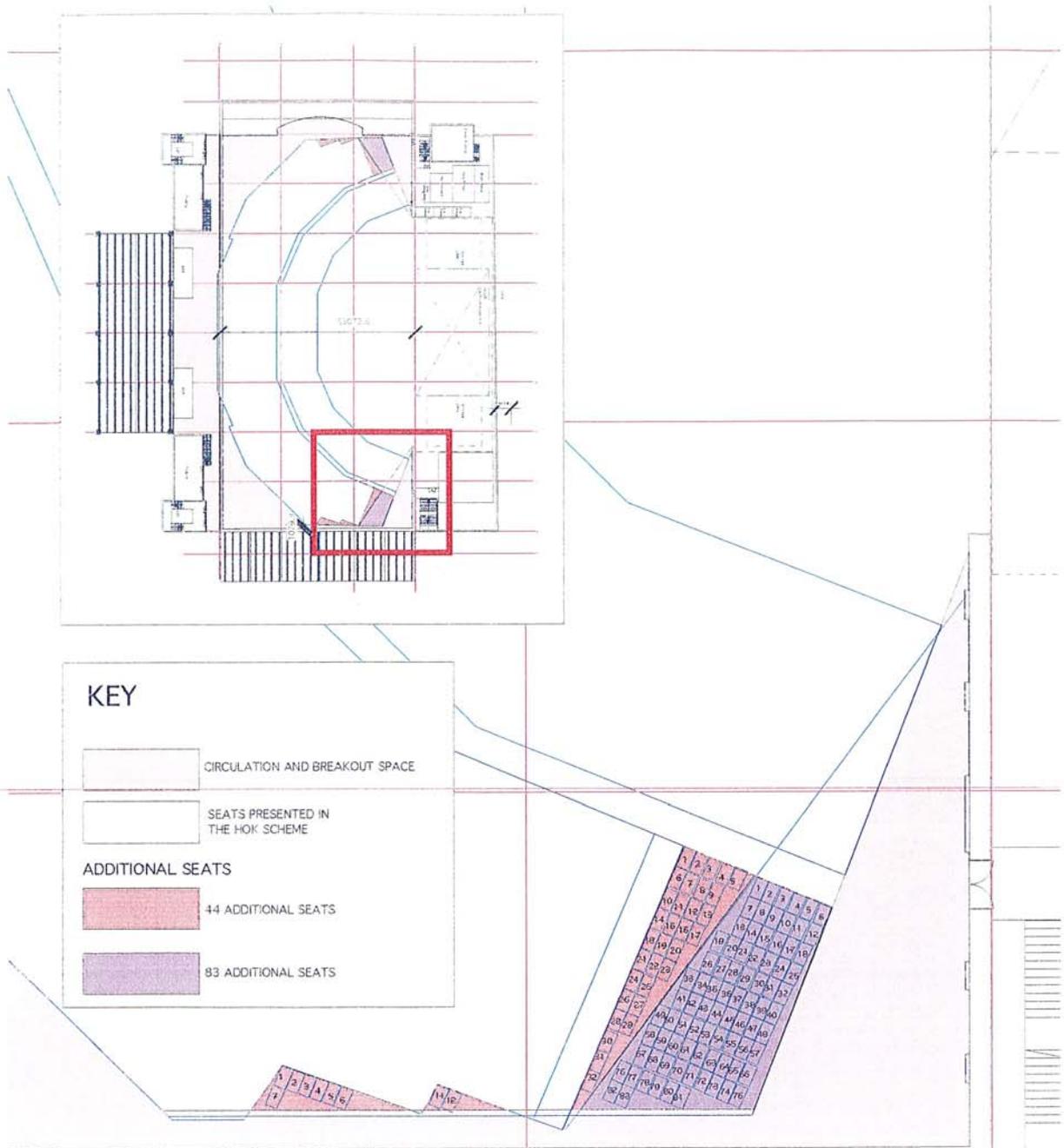


APPENDIX 2

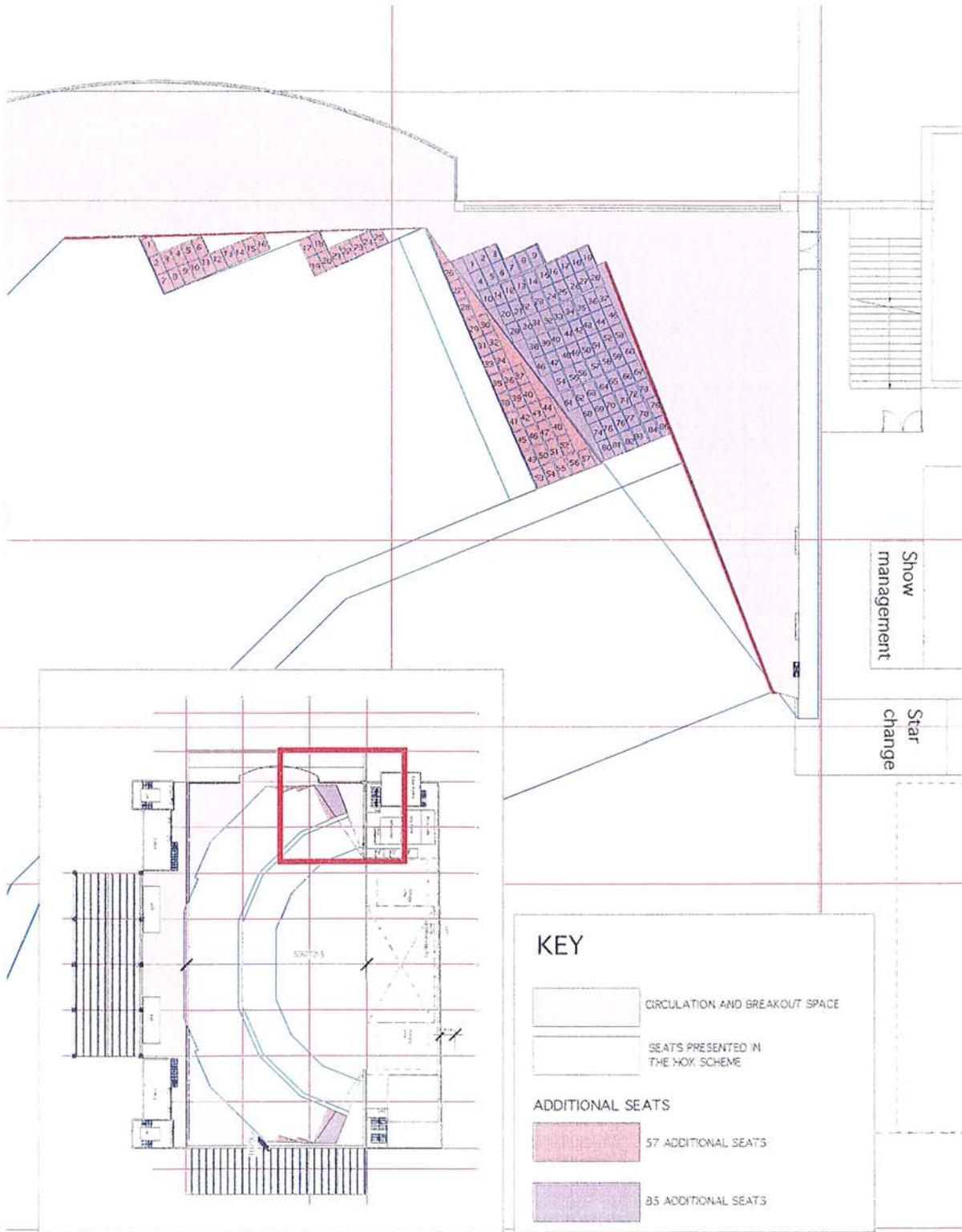
Turning circle diagram, additional seats diagrams and approximate schedule of areas, based on worked example.



PAUL ARNOLD ARCHITECTS 38 Lennox Street, Portobello, Dublin 8 Tel: 01 4750900 Fax: 01 4789979 E-mail: paarnold@indigo.ie			client		Dublin Docklands Development Authority	
			project		The Point Depot	
			description		Sketch Design: Trucks Turning Circles	
			dwg	scale	date	project ref.
KK	1:1000	Apr 05	05 004	SK 11	-	



PAUL ARNOLD ARCHITECTS		client		Dublin Docklands Development Authority		
38 Lennox Street, Portobello, Dublin 8 Tel: 01 4750900 Fax: 01 4789979 E-mail: paarnold@indigo.ie		project		The Point Depot		
		description		Sketch Design: Additional Seats Diagram		
dwg	scale	date	project ref.	drawing no.	revision no.	
KK	1:200/1:1500	Apr 05	05 004	SK 12	-	



PAUL ARNOLD ARCHITECTS

38 Lennox Street, Portobello, Dublin 8
Tel: 01 4750900 Fax: 01 4789979 E-mail: paarnold@indigo.ie

client	Dublin Docklands Development Authority					
project	The Point Depot					
description	Sketch Design: Additional Seats Diagram					
dwg	scale	date	project ref.	drawing no.	revision no	
KK	1:200/1:1500	Apr 05	05 004	SK 13	-	

THE POINT DEPOT – AREAS		06-04-05
	PAA proposed design	HOK proposed design
	Ground Floor:	
Foyer area inside existing building (excluding front block):	2687 m2	1725m2
Foyer area outside existing building:	909 m2	0 m2
Merchandising area:	186 m2	404 m2
Cloakrooms:	133 m2	NONE
Toilets:	250 m2	454 m
Audience:	2490 m2	2490 m2
	Mezzanine:	
Foyer area inside existing building (excluding front block)-:	319m2 (balconies)	1512 m2
Foyer area outside existing building:	980 m2	0 m2
Merchandising area:	140 m2	190 m2
Toilets:	272 m2	306 m2
Audience:	1028 m2	1028 m2
	Gallery:	
Foyer area inside existing building (excluding front block):	2671 m2	1580 m2
Foyer area outside existing building:	1009 m2	0 m2
Merchandising area:	262 m2	222 m2
Toilets:	272 m2	454 m2
Audience:	1127 m2	1127 m2
	Terrace:	
Foyer area inside existing building (excluding front block):	0 m2	-
Foyer area outside existing building:	986 m2	-
Merchandising area:	140 m2	-
Toilets:	272 m2	-
Audience:	-	-
	Top Seats:	
Foyer area inside existing building (excluding front block):	895 m2	-
Foyer area outside existing building:	921 m2	0 m2
Merchandising area:	140 m2	-
Toilets:	272 m2	-
Audience:	3227 m2	3173 m2

Comparison of areas		
	PAA	HOK
Bar	868 m2	816 m2
Counter space	330 m	205 m
Toilet	1338 m2	1214 m2
Foyer inside	6572 m2	4817 m2
Foyer outside	4805 m2	-
Foyer (including merchandising facilities)	12245 m2	6847 m2
Audience	7872 m2	7818 m2

APPENDIX 3

Bibliography and sources

General References

Brady, Joseph and Simms, Anngret, *Dublin Through Space and Time* (Four Courts Press, 2001)

Biographical Dictionary of Civil Engineers, ed. By Prof. Sir Alec Skempton (2002)

Department of the Environment , Heritage and Local Government, *Architectural Heritage Protection – Guidelines for Planning Authorities*, (Dublin 2004)

Planning and Development Act 2000

Dublin Docklands Development Authority, *Docklands North Lotts Planning Scheme* (Dublin 2002)

Dublin Docklands Development Authority, *Master Plan and Maps* Dublin (2003)

Dublin City Council Development Plan 1999 and 2005 - 2011

Gilligan, H.A., *A History of the Port of Dublin* (Dublin, 1989)

Hamond, Fred and McMahon, Mary, *Recording and Conserving Ireland's Industrial Heritage* (The Heritage Council, 2002)

Rowan, Ann Martha, *Biographical Index of Irish Architects*, irish Architectural Archive

School of Architecture, UCD, *Inventory of the Architectural and Industrial Archaeological Heritage – Dublin Docklands Study Vol 1* (Dublin 1996)

School of Architecture, UCD, *Dublin City Quays Projects* (Dublin 1986)

Historic Dublin Maps, *The National Library of Ireland, Historical Documents*

Articles

McCann, Brian, 'The Point - Theatre Conference Centre and Exhibition Centre' *Transactions of the Institution of Engineers of Ireland*, Vol 114, 1989 – 1990

Powell, Kenneth, 'House Style' *The Architect's Journal* 29 December 1999 (Royal Opera House Covent Garden)

O'Muire, Toal, 'Point Depot' *Irish Architect* January February 1989

Theses

O'Reilly, Brenda Rose, *An introduction to Victorian Railway Architecture in Ireland* BA - 1983

Reports

Gibney, Arthur FRIAI, *Architectural Heritage Assessment – The Point Theatre*

Other references

Irish Railway Record Society, Mr Brendan Pender - Archivist

National Civil Engineering Heritage Database – Trinity College Dublin

The Railway Preservation Society of Ireland' www.irishrailana.com

APPENDIX 4

Letters from Heritage Bodies following the Consultative Process

From: <coord@antaisce.org>
Date: 28 April 2005 09:05:25 IST
To: <paarnold@indigo.ie>
Subject: Comments on Point Depot

Attn. Mary McDonald, Paul Arnold Architects

Re: Comments of An Taisce in regard to proposed expansion of Point Depot

Dear Mary,

Further to our meeting of 22nd April, An Taisce supports the Docklands Authority's plans to upgrade the Point Depot by increasing its capacity by 50%, in order to consolidate its status as a major city centre entertainment attraction and ensure its appropriateness to the wider Docklands regeneration.

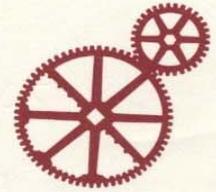
We are mostly happy with the provisions being made for conservation within these plans, as outlined in principles 1 to 8 of your notes 'Conservation guidelines for expansion of the Point Depot'. We would however have a slight reservation in regard to one aspect Principle 8, which refers to the volumetric diagram.

While this diagram indicates spaces to each side of the formal masonry riverfront block where construction "should be avoided if possible", we feel that there is an imperative to keep these spaces free from development, in order to maintain the volume, legibility and integrity of the riverfront block within an enlarged venue composition.

Yours sincerely,

Kevin Duff (Dublin City Association Planning sub-Committee)

The **Industrial Heritage Association of Ireland**



Mary McDonald
Paul Arnold Architects
38 Lennox St
Portobello
Dublin 8



5th May 2005

Dear Ms McDonald

The Point Depot

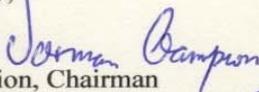
With reference to your letter regarding the above development, we would like to thank you for inviting us into the process of consultation on the conservation issues raised by the DDDA's proposals for the Point Depot and welcome the opportunity to have our comments noted.

The IHAI considers the Point Depot complex to be a significant landmark industrial heritage site and is concerned at the impact of an increase in capacity of 50%. The removal of features during conversion of the building into a theatre in the 1980s, makes the retention of any surviving industrial heritage components of paramount importance.

The basic requirement of creating a detailed record of all surviving features, including railway related features, tracks, etc. should be carried out prior to any development work and lodged with the Irish Architectural Archive.

However, in order to be in a position to make informed observations on the proposals, could you please forward us a copy of the conservation architect/industrial heritage consultants report which will have established the significance of the industrial heritage of the complex, assessed the impact of the proposed development, and included mitigation proposals.

Yours sincerely,


Norman Campion, Chairman

c/o Centre for Civil Engineering Heritage, Museum Building, Trinity College, Dublin 2



IRISH GEORGIAN SOCIETY
Ireland's Architectural Heritage Society

74 Merrion Square, Dublin 2
tel: 353 - 1 - 6767053 fax: 353 - 1 - 6620290 web: www.igs.ie e mail: info@igs.ie

Mr. Paul Arnold
38 Lennox Street
Portobello
Dublin 8

RECEIVED

- 9 MAY 2005

6th May '05

Re. The Point Depot

Dear Paul

Thank you for sending me the following information for comment by the Irish Georgian Society:

- Proposed 'Conservation Guidelines for the expansion of the Point Depot'
- Drawings illustrating a worked example of a proposal
- A volumetric diagram defining the horizontal and vertical extremities within which building could be permitted

I have discussed the documents with members of the IGS board and wish to make the following comments:

1. The Point Depot is a building of considerable importance by reason of its architectural and industrial heritage significance, values which have contributed to its inclusion on the Record of Protected Structures. For this reason any proposal to materially alter the building must obviously be approached with caution. In this regard, the Society is of the opinion that the proposal to largely remove the wrought iron trussed roof, a distinguishing characteristic, to be unacceptable. The call for this upward expansion is also deemed inappropriate as, with a suitable engineering approach, the additional space required could also be provided through excavating downwards.
2. The eastern elevation of the Point Depot is not without architectural interest though clearly is not of comparative merit to the principal south facing elevation. The Society is of the opinion that clear justification should be given to any proposed alterations to this wall and that such works seek to enhance the character of the space lying before it.
3. From the information provided to us, the Society does not have any specific concerns about the proposed extension of the building to the west.

Founder: Hon. Desmond Guinness

President: Desmond FitzGerald Knight of Glin Vice President: Prof. Kevin B. Nowlan

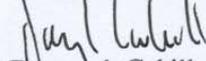
Directors: Frank Carr, Rose Mary Craig, Sir David Davies, Desmond FitzGerald Knight of Glin, David Griffin, Hon. Desmond Guinness, Christopher Moore, Prof. Kevin B. Nowlan, John R. Redmill

The Society aims to encourage an interest in and the conservation of distinguished examples of architecture and the allied arts of all periods in Ireland.

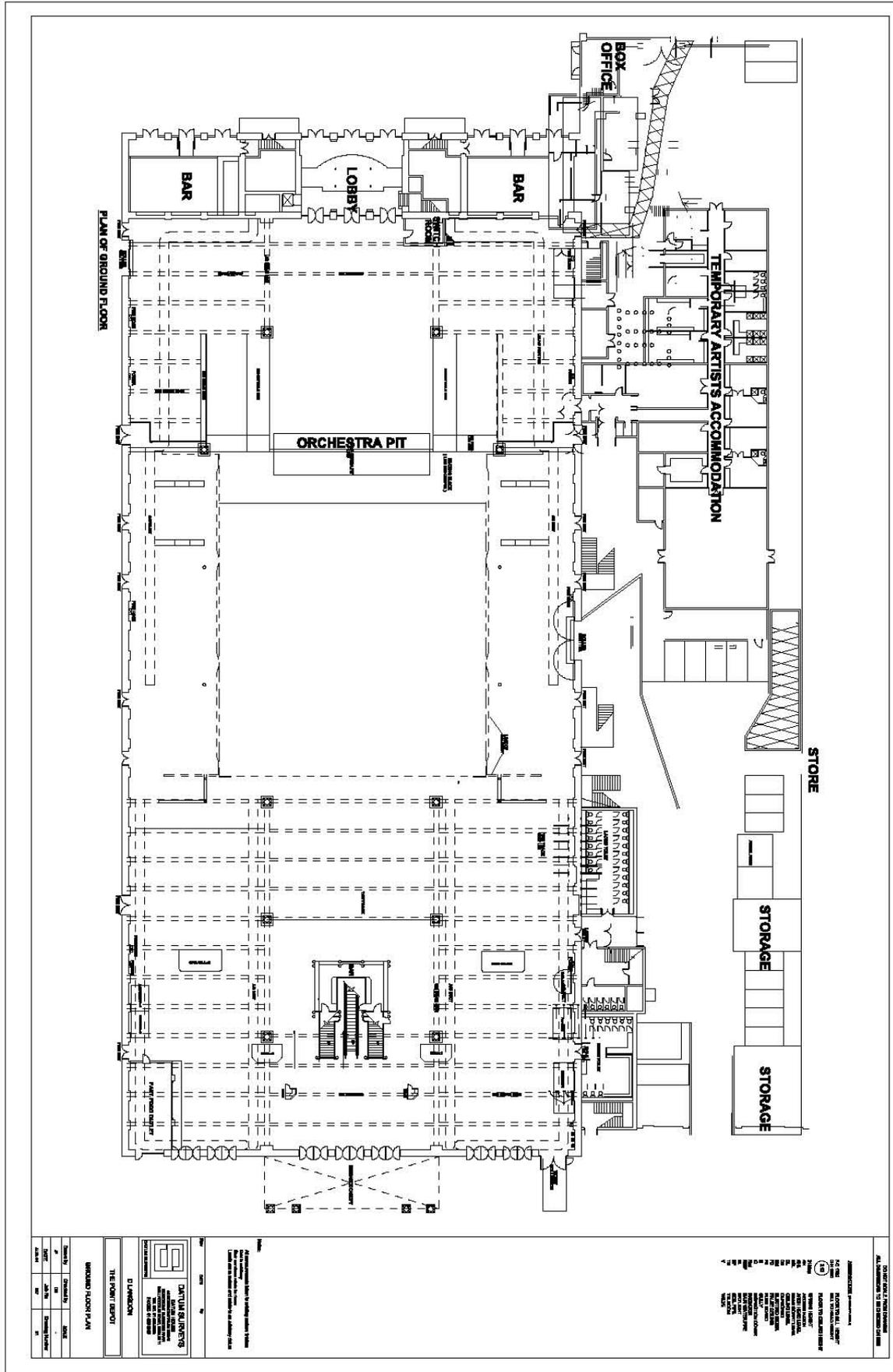
Any proposed extension to the Point Theatre must work to enhance not only the general amenities of the area but also to preserve the special character of the building itself. The Society would have very considerable objections to any proposal that would diminish the character and distinguishing qualities of this very fine example of Victorian industrial architecture.

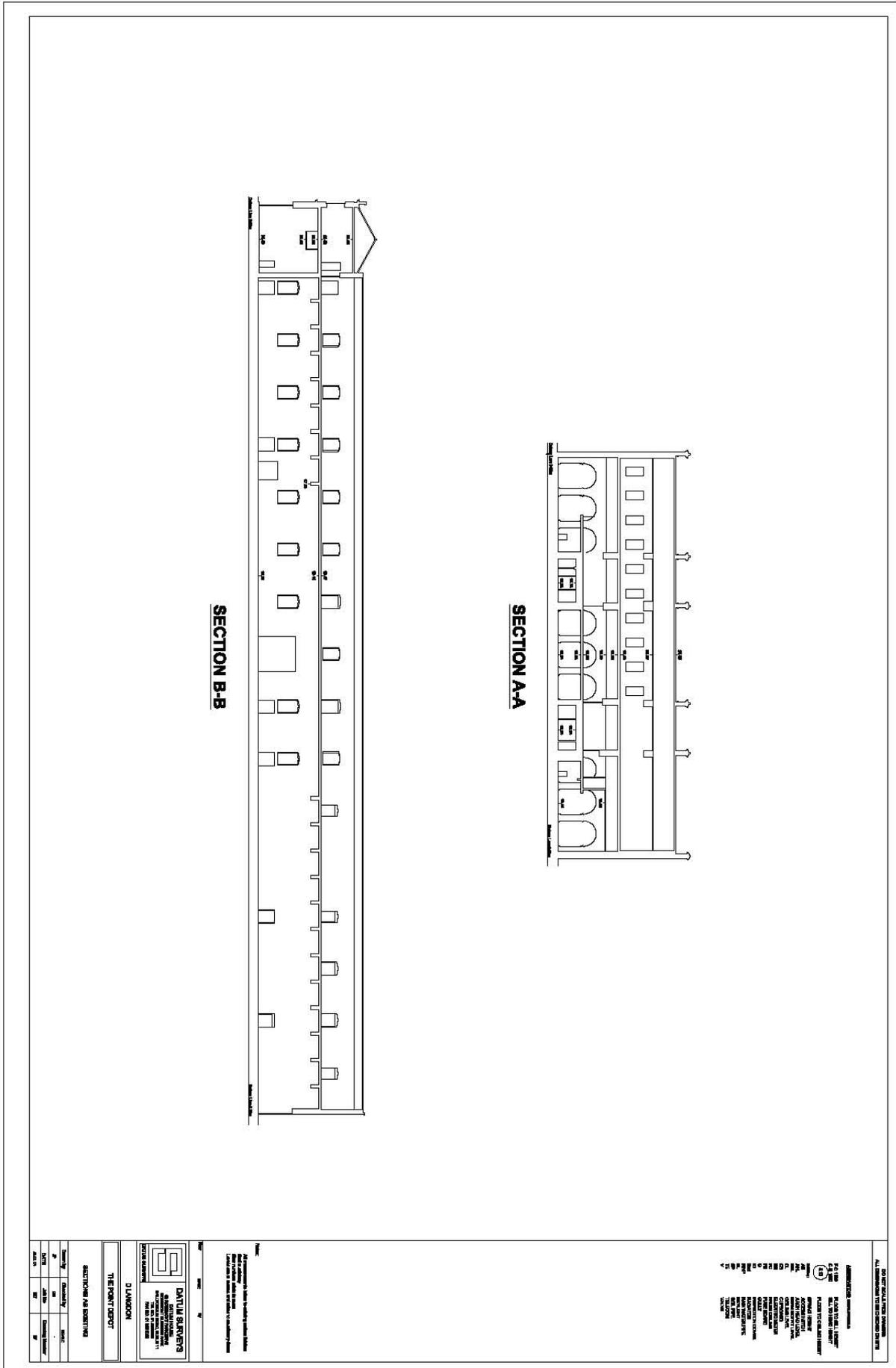
I do hope that this clarifies the Society's opinions.

Yours sincerely



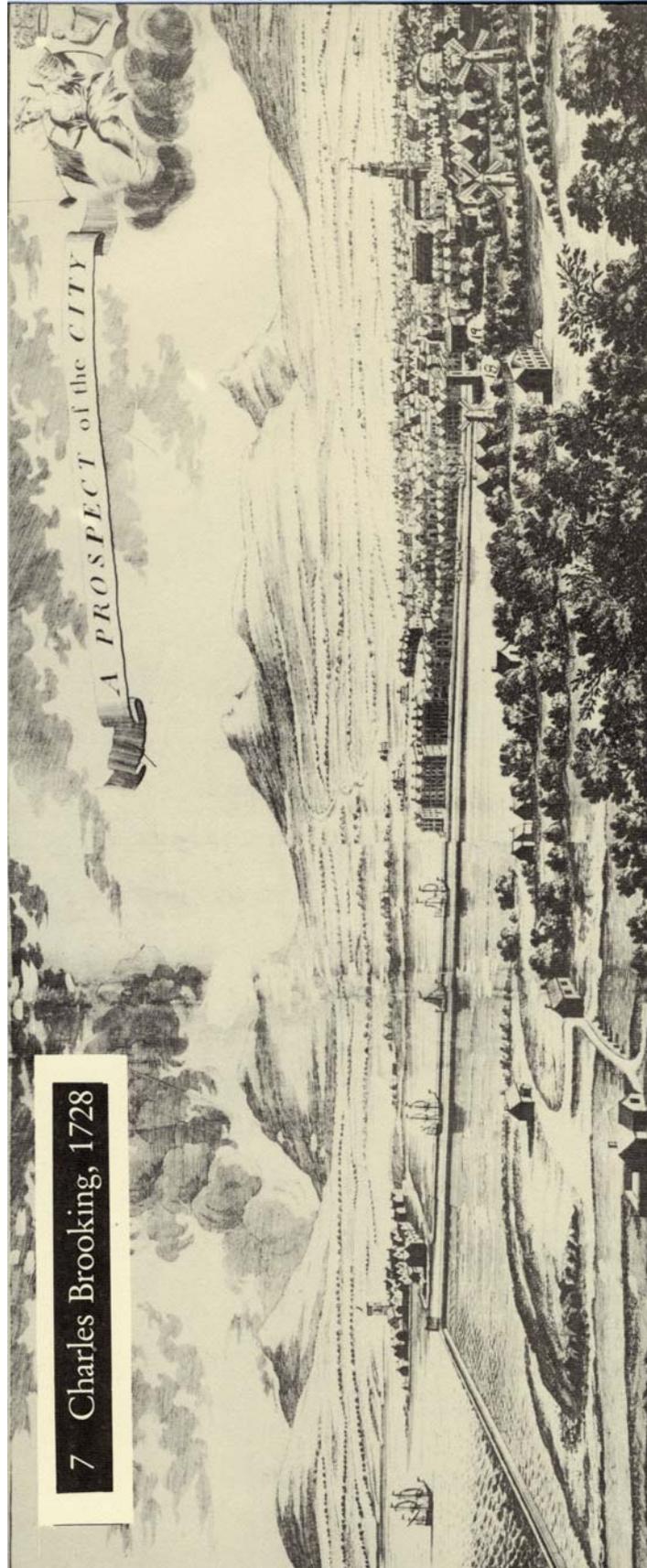
Donough Cahill
Planning Officer IGS





APPENDIX 6 Historic Maps

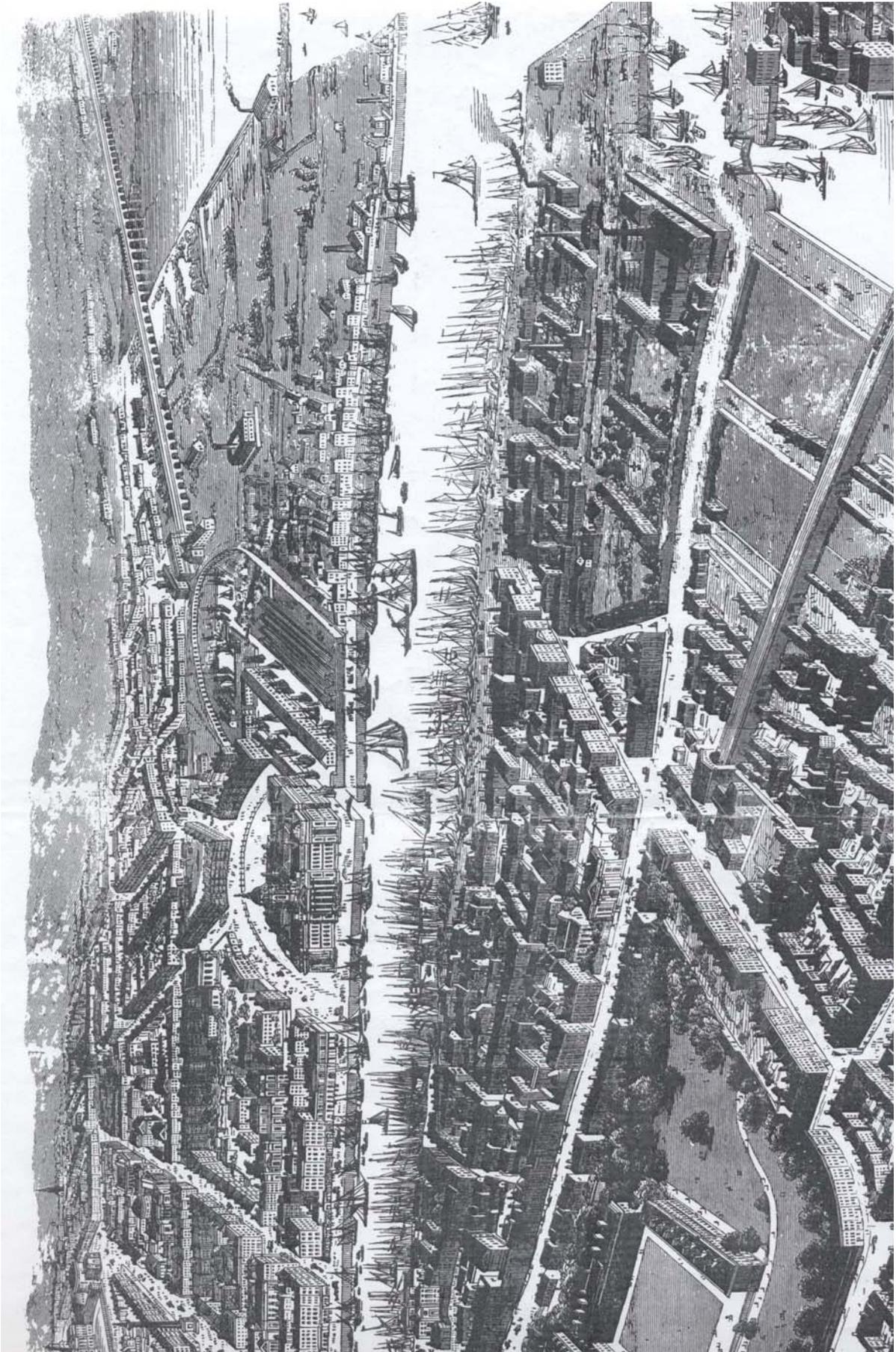
Extract from map of Charles Brooking, 1728: The National Library of Ireland, Historic Dublin Maps



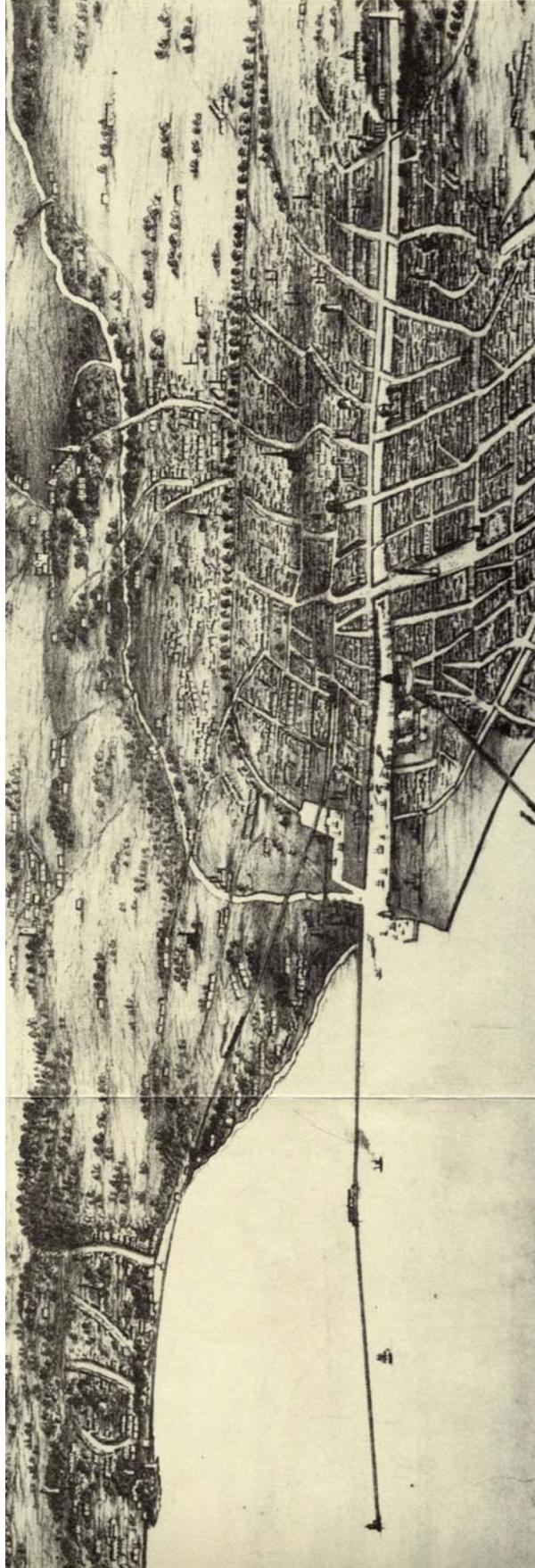
Extract from map of William Duncan, 1821: The National Library of Ireland



Aerial view of Dublin from the illustrated London News, 1846



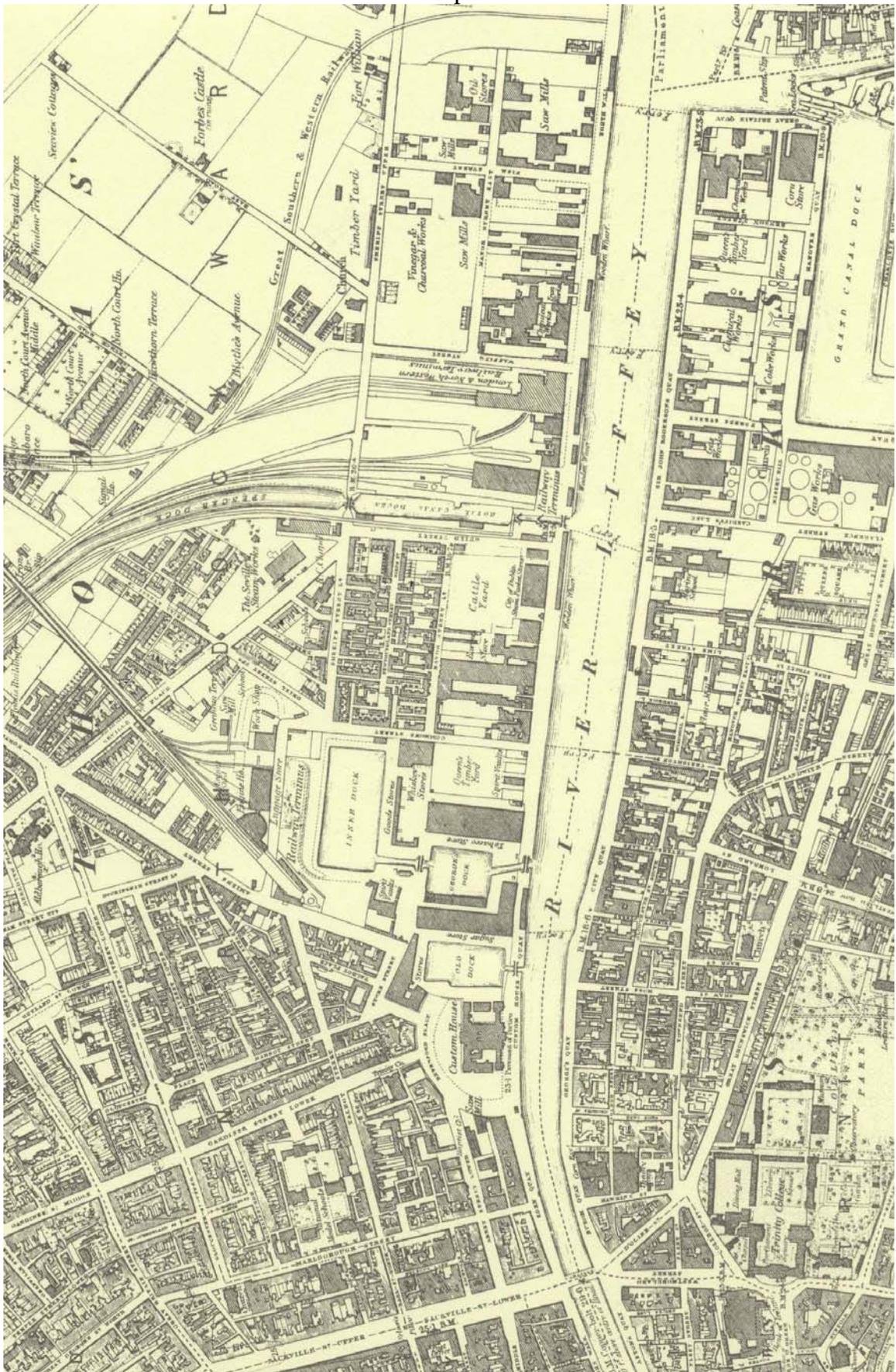
Extract from T. R. Harvey's '*Panoramic View of the County of Wicklow and of The City and County of Dublin*', 1850: The National Gallery of Ireland, Historic Dublin Maps



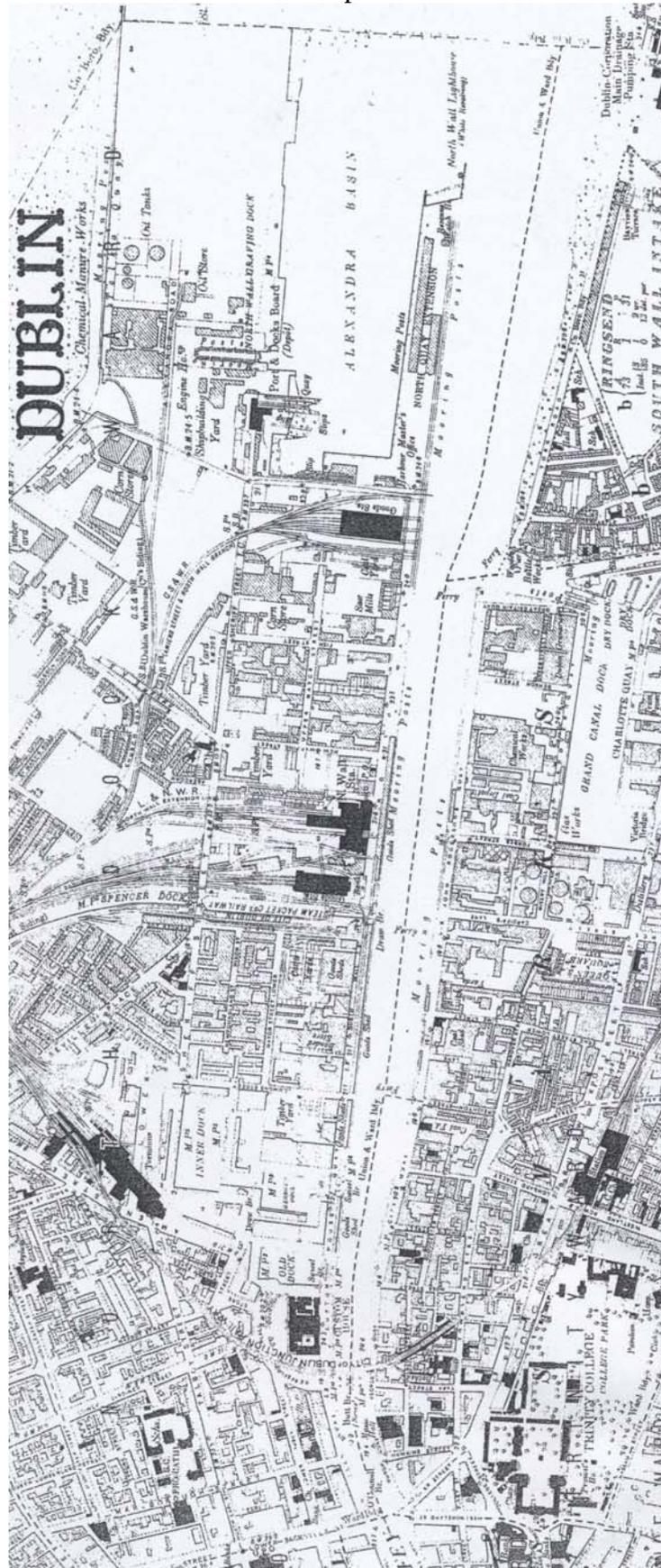
Extract from the 1st Edition Ordnance Survey Map of 1837: Archinfo



Extract from Ordnance Survey Map of 1876: The National Library of Ireland, Historic Dublin Maps



Extract from Ordnance Survey Map of 1907: The National Library of Ireland, Historic Dublin Maps



18.0.0 INTERACTION OF THE FOREGOING

18.1.0 HUMAN BEINGS / MATERIAL ASSETS - RETAIL

The proposed amendment would substantially improve the level of convenience retail facilities for the existing population and the population generated in the substantial residential development proposed in North Lotts of approximately 20 – 25,000 people. The proposed comparison retailing would also appreciably add to the level of comparison retailing in this part of the city centre.

The proposed retail component of the amendment would assist in making this area self sufficient in retail terms and would not have a negative impact on other district centres within the retail catchment of the North Lotts area.

18.2.0 HUMAN BEINGS / MATERIAL ASSETS - TRAFFIC

18.2.1 There will be a certain amount of construction traffic generated during the construction phase but restricting the hours of construction activity will minimise any negative effects on the local residential community.

18.2.2 The Transport Assessment shows that the development of the amendment area will occur in tandem with and will indeed justify significant improvements in public transport. For example, a significant component of proposed Amendment No. 1 is the extension of the Luas line.

18.2.3 There will be relatively little traffic generated by the proposal and a minimum amount of car parking proposed will ensure that the emphasis is placed on public transport. Changes in road width, turning restrictions and junction improvements will occur over time to ensure that there will be no negative impact from traffic generated by the proposed amendments to the original planning scheme approved.

18.2.4 A strong emphasis is not only placed on providing public transport infrastructure but on improving pedestrian and cycle access.

18.3.0 HUMAN BEINGS / NOISE

18.3.1 Noise will be generated by the proposed development both during construction and operational phases.

18.3.2 During the construction phase, activity will be limited to business working hours to minimise the potential for disturbance to adjoining residence. The construction phase will, in any case, be temporary.

18.3.3 During the operational phase noise from the development will be at acceptable levels.

18.4.0 HUMAN BEINGS / VISUAL IMPACT

18.4.1 The proposed amendment will result in a single tower 120m tall. This will represent a significant presence on the landscape but one that cannot be considered negative.

18.5.0 HUMAN BEINGS / SUNLIGHT / DAYLIGHT

18.5.1 The proposed amendment will result in a relatively tall buildings including the 120m tall tower. The shadow assessment undertaken shows that the impact of shadows will be within acceptable levels for all parts of the year and times except for a brief period in December

when shadow will likely be cast over a part of property currently owned by the Port of Dublin. In any future development of that particular site the future design of buildings should take this into account and dual aspect residential units be provided.

18.6.0 HUMAN BEINGS / AIR, DUST AND CLIMATE

18.6.1 The construction phase would generate a certain level of dust emissions. However, this temporary impact would be reduced by the use of appropriate methods such as wheel washes and filtration measures.

18.6.2 The emphasis placed on public transport and restricting car parking as a result of the proposed amendment would substantially reduce exhaust emissions from cars. There would be no adverse impact from the proposed Amendment in this regard.

19.0.0 THE CONSTRUCTION PHASES

Construction associated with the amended scheme would be broadly consistent with the original scheme approved in 2002.

Construction phases are set out below as follows:

19.1.0 TIMESCALE

Development associated with the proposed amendments and the rest of the approved scheme are likely to be carried out over an extended period of time. Substantial development is however likely to take place within the next 5 years.

19.2.0 CONSTRUCTION METHODS

General methods of construction will include foundations which will be pile driven but may also involve the provision of deep pads and raft foundations, the use of load bearing concrete blocks and poured concrete flooring, in addition to frame structures and hybrids. A number of existing buildings will be demolished or partially demolished during the course of development. It is proposed to erect a full security screen around each single building phase.

19.3.0 TRANSPORTATION OF THE BUILDING MATERIALS

An estimate of the amount and volume of building material that will be brought onto the site will only be possible when detailed proposals emerge. The likely level of traffic generated would be consistent with that of a vibrant inner city area.

19.4.0 ENERGY AND WATER DEMANDS

The level of energy likely to be used during the construction phase would be consistent with other similar developments in the city. It is anticipated, as with the originally approved scheme, that no excessive demands will be made in this particular regard.

19.5.0 HEALTH AND SAFETY

Developers and contractors carrying out any proposed development consistent with the proposed amendment will be required to fully meet their obligations under the relevant acts and in particular comply with the Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2003.

19.6.0 BUILDING MATERIALS

Materials used in development associated with the proposed amendments shall conform with the relevant health and safety specifications laid down by Forbait (formerly Eolas) and the relevant Codes of Practice. A large amount of the building materials including sand, concrete and timber are readily available in the local and national economy.

19.7.0 PERSONNEL RESOURCES AND EMPLOYMENT

The development of the overall approved scheme, as well as Amendment No. 1, offers significant opportunities for local employment during the construction phase. Local employment opportunities can be greatly enhanced by structured liaison between the Dublin Docklands Development Authority, developers and the local communities. The DDDA will itself use, and will seek to ensure that all developers use the Local Labour Initiative/Charter which has successfully operated in the IFSC.

19.8.0 CONSTRUCTION TRAFFIC NOISE

During the construction and site clearance phases, there will be additional noise due to increased numbers of heavy and light vehicles using the local road network. The DDDA will ensure that the routing of traffic will be planned to minimise the noise impact on established commercial and residential elements.