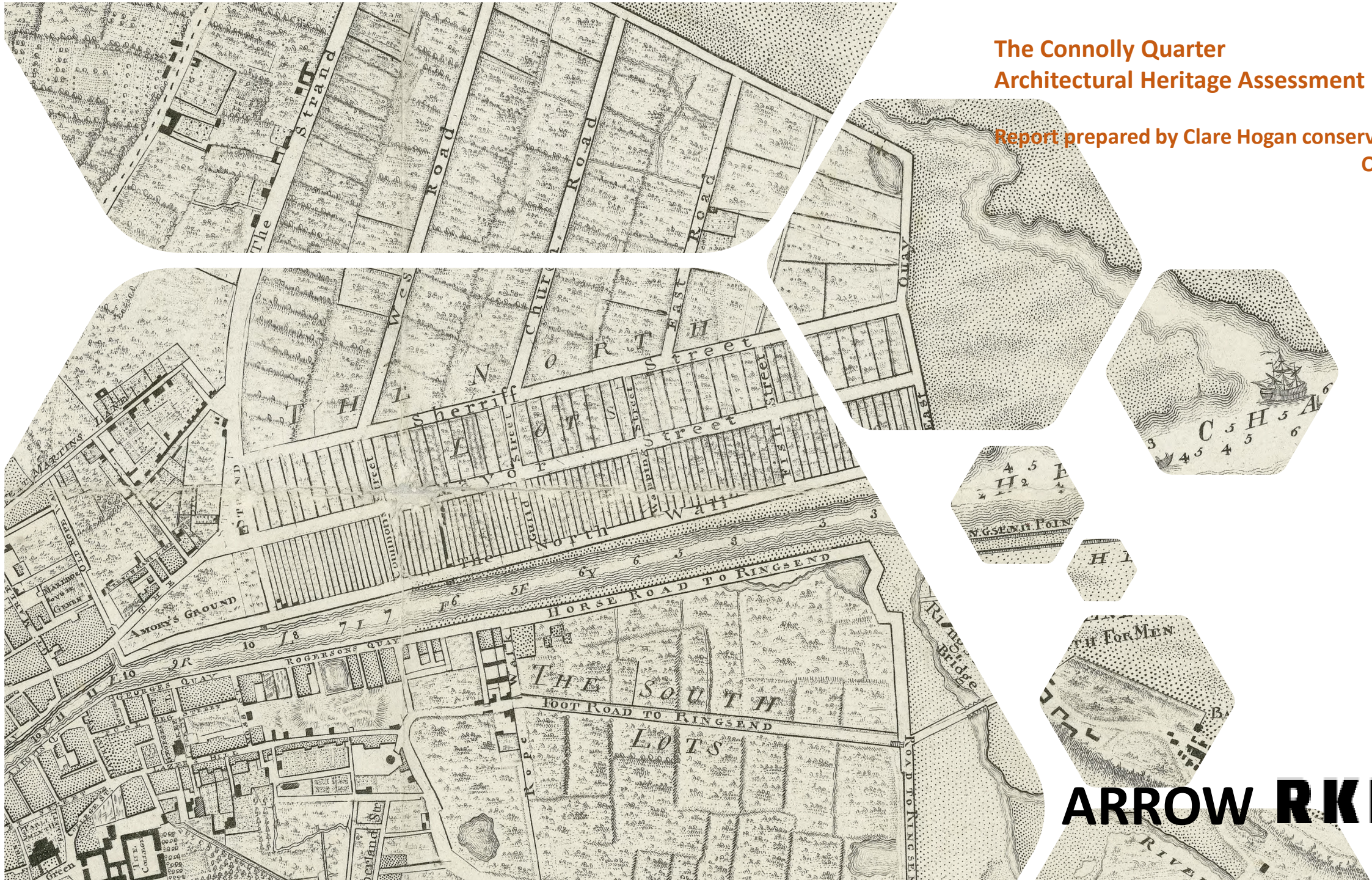


The Connolly Quarter
Architectural Heritage Assessment Report

Report prepared by Clare Hogan conservation architect
October 2019



ARROW RKD

CONTENTS		page	CONTENTS		page
1.0	ARCHITECTURAL HERITAGE ASSESSMENT REPORT		6.0	CONSERVATION STRATEGY	
1.1	Introduction	3	6.1	Connolly Quarter Masterplan conservation strategy	38
1.2	Description proposed development	5	6.2	Connolly Quarter implementation conservation strategy	39
1.3	Scope of report	5	6.3	Development Proposals	39
1.4	Study methodology	6			
1.5	Policy, provision and legislation	7	7.0	PROPOSED PHYSICAL INTERVENTIONS	40
			7.1	Site excavation	40
2.0	DESCRIPTION AND HERITAGE CONTEXT		7.2	19 th century boundary wall	40
2.1	Description of site and environs	12	7.3	End walls Luggage Store and Workshop	42
2.2	Historic Development of Connolly Station.	14	7.4	Vault at Seville Place	42
2.3	Twentieth century advances	14	7.5	Block D elevation to to Oriel Street Upper	43
2.4	Cathedrals of the nineteenth century	15	7.6	Proposed demolition Oriel House	45
2.5	Amiens Street Station	15	7.7	Precedent demolition permission	46
2.6	Sheriff Street Lower and Oriel Street Upper.	15	7.8	Oriel House proposed mitigation measures	46
2.7	Conservation Area	16	7.9	Heritage status Oriel House	47
2.8	Cultural heritage St. Laurence O'Toole GAA club	16	7.10	Special interest criteria	47
			7.11	Assessment of the special interest of Oriel House	48
3.0	PROTECTED STRUCTURES WITHIN CONNOLLY STATION COMPLEX		7.12	Evaluation	51
3.1	Protected structures within Connolly Station complex	17	7.13	Demolition 20 th century buildings	52
3.2	Protected Structures in vicinity of Connolly Station	20	8.0	IMPACT OF PROPOSED DEVELOPMENT	
4.0	PROTECTED STRUCTURES WITHIN DEVELOPMENT SITE		8.1	Site excavations	53
4.1	Context	23	8.2	Impact on protected structures within site	53
4.2	Vaults at Seville Place	24	8.3	Impact on Connolly Station complex	54
4.3	19 th century limestone boundary walls	26	8.4	Impact on adjacent streetscapes	55
4.4	Workshop, Sheriff Street Lower	28	8.5	Visual impact on historic city vistas	57
4.5	Luggage Store	30	8.6	Verified views	59
5.0	SIGNIFICANCE		8.7	Visual impact on significant protected structures	59
5.1	Special interest key criteria	33	8.8	Views and vistas change	60
5.2	Luggage Store Assessment	33	8.9	Proportionate decision taking	61
5.3	Workshop assessment	34	9.0	CONCLUSION	62
5.4	Seville Place vault assessment	35		Resource bibliography	64
5.5	Flanking wall Sheriff Street Lower assessment	36		Appendices	65
5.6	Boundary wall Oriel Street Upper	37			

1.0 INTRODUCTION

The following Architectural Heritage impact Assessment report is prepared at the request of Oxley Holdings Ltd in relation to a Strategic Housing Development application for the residential element of a proposed new quarter at Connolly Station. The planning strategy for the Connolly Quarter development entails two separate planning applications. The residential content of the site is the subject of a Strategic Housing Development determination by An Board Pleanala. In addition it is proposed to submit the commercial content of the site through the planning application process under S34 of the Planning and Development Act 2000 to Dublin City Council for the non-residential component proposed for Block A, Block D and Block E.

The development site is of a relatively modern date, coinciding with the advent of the railway to Amiens Street in the mid nineteenth century and has retained elements of transport heritage reflecting the great period of railways at that time. It has considerable historic and industrial heritage significance as part of the city's first main railway terminus. Artificially built up and infilled to a level matching the railway tracks and the main station, the lands originally provided space for much of the necessary ancillary buildings required for the running of the railway lines and was crossed by tracks to various utilitarian buildings. Today the site is mainly in use as surface car parking and a delivery/fire escape route to the station and contains modern buildings associated with the running of the railway system.

The site contains 19th century elements of heritage interest, listed on the Record of Protected Structures (Dublin City Development Plan 2016-2022 ref. 130). Whilst elements of protected structures will form part of both submissions, the proposed works to the Luggage Store and Workshop will be comprehensively dealt with during the course of the Dublin City Council planning application as it is proposed to integrate the vaults as a significant part of the development proposals in line with the Masterplan objectives of place making and connectivity.

The report will provide a baseline upon which to assess the proposed works to protected structure on site including the 19th century boundary wall, a vaulted structure on Seville Place and the end walls of the Luggage Store and Workshop flanking newly introduced gateways to the development. It will examine the potential physical and visual impact of the proposed development and consider the visual impact on Oriel Street, the existing streetscapes and wider historic city views.

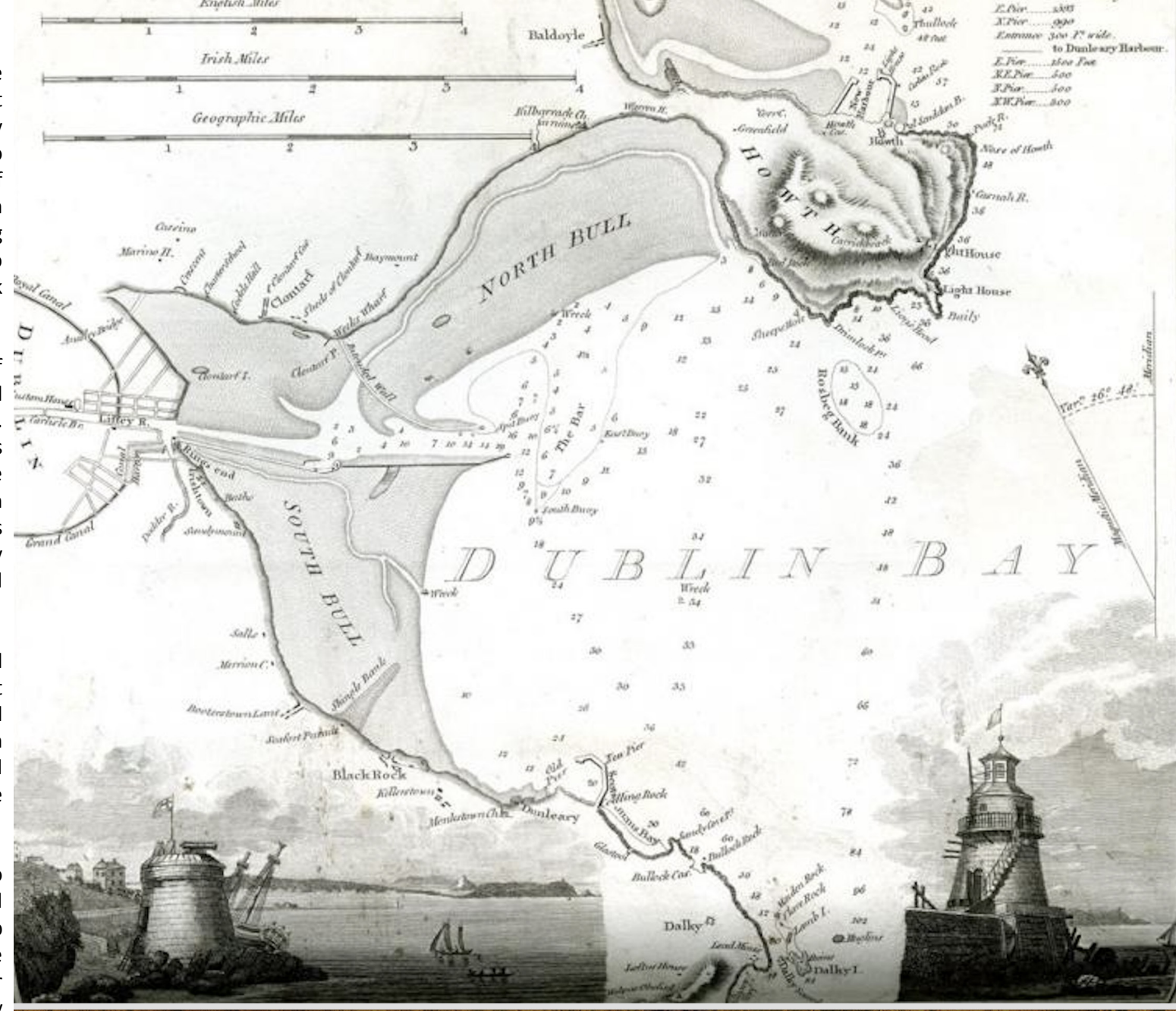


Fig. 1: Captain Bligh's Map of Dublin Bay

The conservation and adaptive use of the 19th century buildings and boundary walls are an intrinsic element of the architectural designs and urban place making and are considered essential to delivering the industrial heritage character of the site within both residential and commercial schemes. The affected heritage is of a robust industrial character and construction.

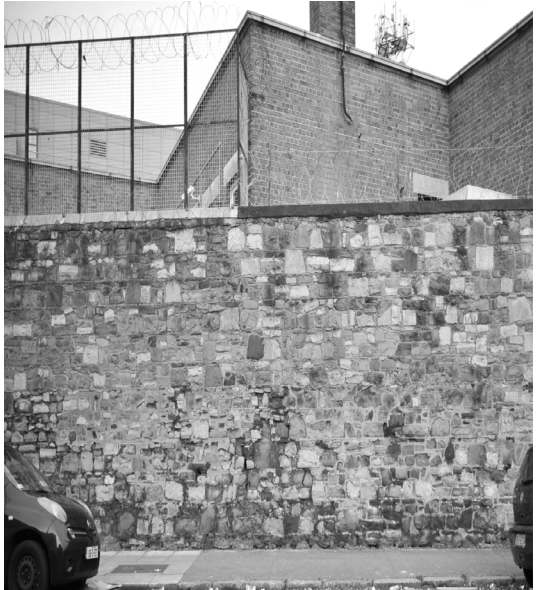
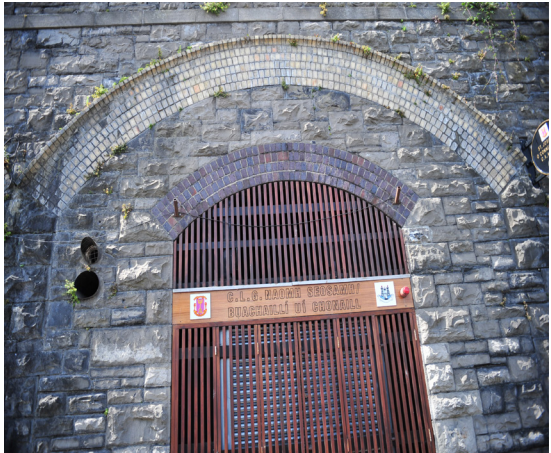
The site is approached from Amiens Street under a railway bridge where the north bound railway tracks are supported on a double colonnade of cast iron columns. High limestone walls form the site boundaries to Sheriff Street Lower and Oriel Street Upper. These will be retained and integrated within the proposed development. Otherwise the lands are bounded by railway tracks and modern office buildings. The walls dating from the 19th century are protected structures and will be impacted upon by the proposed development. The site is also located in proximity to significant protected structures, in particular the Custom House, Busarus and the warehouse, Stack A (the CHQ building).

The report is based on a desktop study, site inspections with a visual survey of the streetscape context and the building fabric that remains on the site.

Report author

The report was prepared by Clare Hogan B.Arch MUBC RIAI Grade 1 conservation architect. A graduate of the school of architecture UCD and with a Master’s Degree in Building and Urban Conservation (2003), she also holds a Master’s degree in Spatial Planning from Bolton Street.

She is a member of the Royal Institute of the Architects of Ireland with experience as a conservation architect both in the private and public service, specialising in surveying and evaluating historic buildings, sites and landscapes for the purposes of conservation works, environmental impact assessment, management and development control.



Protected structures clockwise from upper right

1. Infilled segmental arch of the flanking wall
2. Vault 9 Workshop
3. Oriel Street Upper boundary wall
4. Entrance to vault at Seville Place

1.2 DESCRIPTION PROPOSED DEVELOPMENT

The proposed development is for the construction of 741 build to rent residential units in eight apartment blocks ranging in height from four storeys to twenty three storeys with lower height buildings located to the north east and east site boundaries.

The main physical interventions of the proposal relating to the protected structures are their conservation as part of the industrial heritage of the site and this concept arises from the belief that heritage forms an important part of place making for the future and is consistent with the master planning objectives for the site. The removal of the present infill of the arches located on Sheriff Street Lower, the proposed connection through the vault to Seville Place and the provision of openings to the boundary wall at Oriel Street Upper in order to permit public access and circulation will signal entrance and activity within its public gathering spaces and connecting streets.

The proposed development is described in detail in the accompanying planning report. Briefly, the heritage element consists of :

The removal of all twentieth century buildings and site levelling and the re-opening of three built up arches on Sheriff Street Lower in order to provide access between the Luggage Store and Workshop buildings leading into the proposed development's Connolly Square.

Openings in the boundary wall to Oriel Street Upper.

A new access route through the vault located on Seville Place to provide access to the proposed development.

The construction of modern blocks of accommodation, including Block D which integrates a section of the boundary wall at Oriel Street Upper.

The residential scheme Includes extensive public realm, connecting streets, landscaping works that reinterpret the historic origins estuarine origins, semi-private roof gardens and soft landscaping. A Highline walkway, positioned approximately at the original first floor level of the Luggage Store, connects and links the buildings and landscaped outdoor spaces.

The building height strategy involves a stepping down in height towards the eastern boundary and the smaller scale and grain of the residential units on Oriel Place and adjoining streets. The construction materials have been selected to reflect industrial characteristics in materiality and mass production.

The removal of the site infill level reintegrates the levels of the surrounding streets and facilitate integration with the local community and the wider dockland area.

5. The Five Lamps with Aldborough House in the background



1.3 SCOPE OF REPORT

The Architectural Heritage Assessment Report consists of a visual survey, a historical background of context and an architectural appraisal of the historic building fabric remaining on the Connolly station complex. This understanding informs the preparation of a statement of heritage significance that assesses the special interest of the protected structure. Based on the information gathered it will identify appropriate interventions and remedial works to the 19th century building fabric. It is accompanied with photographs of the context and site.

The report considers :

- Extent of historic building fabric remaining along the 19th century boundary walls.
- Proposals for the creation of opening to the boundary walls at Sheriff Street Lower and Oriel Street Upper
- Visual impact of proposed Block D on Oriel Street Upper, and residential row housing of heritage interest.
- Potential impact the proposed development of the protected structures of Connolly Station.
- The visual impact of the design proposals on composed views from the historic core, in particular from the Gardiner Estate.

The Architectural Heritage Assessment Report (AHAR) identifies and assesses the significance of the architectural environment of the site and describes and evaluates the potential impacts within the site and its wider urban context that the proposed development may have on the architectural heritage. It outlines the conservation strategy to be applied.

The architectural and landscaping designs articulate and give architectural, urban design, public realm and landscaping expression to the objectives, principles, and recommendations of the conservation strategy devised for the proposed development at Connolly station

The Architectural Heritage Assessment Report has been undertaken following research of known architectural, historical and mapping resources and the acquisition of new information arising from site inspection. It includes a review of historic mapping that reveals the development of the urban landscape over time. Appendix C provides site specific advice on materials and methods for conservation of relevant historic building material.

The desk top study has reviewed available sources of architectural heritage information including a previously commissioned Architectural Heritage Impact Assessment by Shaffrey Associates for the site carried out in 2011, archival material, publications on local history, commissioned reports and articles.

The protected structures along Sheriff Street Lower have been described variously as Former Luggage Store and Workshop or Warehouse. For convenience within this report they are described as simply as Luggage Store and Workshop.

The 19th century walls that are the subject of this assessment are Protected Structures described in the Record of Protected Structures as

Connolly Station : All 19th century portions of main railway station complex. (RPS ref : 130) Dublin City Development Plan 2016-22).

- 6. Great Northern railway poster
- 7. Platform at Amiens Street station train shed
- 8. The 'Monto ' district



The Architectural Heritage Assessment Report includes the following appendices :

- Appendix A Historic Maps
- Appendix B Photographs
- Appendix C Method statements
- Appendix D Verified Views

The following sources and archives have been consulted:

- Railway Records Society
- Dublin City Public Libraries archives.
- Irish Architectural Archives

The report has been prepared in accordance with the Department of the Arts, Heritage and Gaeltacht *Architectural Heritage Protection Guidelines for Planning Authorities 2011.*



Connolly Station is a Protected Structure. The Record of Protected Structure of the Dublin City Development Plan 92016-2022) has identified 19th century elements within the associated railway complex as having special interest. The Dublin City Development Plan provides the statutory context for assessing new developments within the city. It has been clarified that the site is located within this complex (Architectural Heritage Impact Assessment carried out by Shaffrey Associates).

Planning and Development Act 2000

The Planning and Development Act 2000 is the primary legislation governing the conservation principles of care and protection of the architectural heritage. Section 51 (1) requires each Planning Authority to include in their Development Plan objectives for the protection of structures, or parts of structures, which are of, special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest. It is Dublin City Council policy to include those structures that possess such special interest in the Record of Protected Structures, presently there are circa 8,500 structures listed.

The Dublin City Development Plan 2016-22 includes Connolly Station in the Record of Protected Structures (ref 130) Volume 3 described as :

‘Amiens Street, Dublin 1, Connolly Station : All 19th century portions of main railway station complex’

The National Inventory of Architectural Heritage

The *National Inventory of Architectural Heritage* compiled by the Department Arts Heritage and the Gaeltacht (now the department of Culture, Heritage and the Gaeltacht) provides an online register of historic buildings and features/street furniture that have been identified as having architectural interest, and is maintained by the DAHG’s architectural section. Buildings identified on the inventory are not necessarily included on the current Record of Protected Structures.

The National Inventory of Architectural Heritage website includes entries for the Luggage Store and the twentieth century Oriel House.

Dublin City Council Development Plan 2016-2022

The Dublin City Council Development Plan 2016-2022 is the operative plan for the area and the built heritage strategy provides the following strategic approach to protecting and enhancing the built heritage of the city that Dublin City Council will follow:

‘In accordance with the core strategy, Dublin City Council will take the following approach to protecting and enhancing the city’s built heritage..... Strategy 6 ‘The strategic approach to the protection and enhancement of the city’s built heritage shall be guided by the recommendations on the Historic Urban Environment adopted on 10 November 2011 by UNESCO’s General Conference, providing for the historic urban landscape approach that sees urban heritage as a social, cultural and economic asset for the development of cities, with tangible and intangible urban heritage as sources of social cohesion, factors of diversity and drivers of creativity, innovation and urban regeneration.’

The Development Plan refers to the task of

‘Ensuring that new investment, regeneration and intervention acknowledges and respects the significant archaeological and architectural heritage of the city is a key challenge that can be pursued through appropriate objectives for the protection, enhancement and management of the built heritage, while encouraging regeneration and change.

The necessity to manage change when dealing with heritage in order to retain its significance is well established conservation practice and is the driving force behind the listing of buildings of special interest. The Dublin City Development Plan includes the following relevant policies and objectives :

‘The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character.’ And furthermore ‘Changes of use of protected structures, which will have no detrimental impact on the special interest and are compatible with their future long-term conservation, will be promoted.’

Policy CHC2 To ensure that the special interest of protected structures is protected. Development will conserve and enhance Protected Structures and their curtilage and will:

- (a) Protect or, where appropriate, restore form, features and fabric which contribute to the special interest
- (b) Incorporate high standards of craftsmanship and relate sensitively to the scale, proportions, design, period and architectural detail of the original building, using traditional materials in most circumstances
- (c) Be highly sensitive to the historic fabric and special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural details fixtures and fittings and materials
- (d) Not cause harm to the curtilage of the structure; therefore, the design, form, scale, height, proportions, siting and materials of new development should relate to and complement the special character of the protected structure
- (e) Protect architectural items of interest from damage or theft while buildings are empty or during course of works
- (f) Have regard to ecological considerations for example, protection of species such as bats.

Policy CH6 To ensure a sustainable future for historic and other buildings subject to heritage protection.

The City Council will encourage and support works to upgrade the environmental performance of the existing building stock that incorporates good standards of design and appearance. Where these works involve historic buildings subject to protection (this includes buildings referenced on the Record of Protected Structures and non-protected structures in an Architectural Conservation Area), the works shall not adversely affect the special interest of the structure and thus a sensitive approach will be required, taking into account:

- The significance of the structure, and
- The extent of intervention, including impact on historic fabric, traditional construction, visibility, siting and design.

The installation of renewable energy measures and equipment will be acceptable where sited and designed to minimise the visual impact and does not result in any significant loss of historic fabric or otherwise affect the significance of the structure.

The relevant policies and objectives provided within the operative Development Plan are :

Policy CHC1 To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.

Objective C010

- (6) To have regard to the city’s industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this chapter.

Objective 14

To implement and promote The Dublin Principles (ICOMOS, 2011) as guiding principles to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of Dublin and Ireland.

Architectural Heritage Protection Guidelines for Planning Authorities (2011)

The statutory *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* and the *Advice Series* issued by the Department of Arts Heritage Gaeltacht under Section 28 and Section 52 of the Planning and Development Act 2000 offers guidelines for planning authorities concerning development objectives and also contains detailed guidance to support them in protecting the architectural heritage. Policy relating to development proposals affecting the setting of protected structures is included in Chapter 13 Curtilage and Attendant Grounds, section 13.8.2.

Government Policy on Architecture 2009-2015

Government Policy on Architecture Implementation Programme

The Government Policy on Architecture as launched in 2009 provides the appropriate framework for architectural policy up to 2015 and beyond and is led centrally by Built Heritage, Architectural Policy and Strategic Infrastructure Section. The policy places an emphasis on sustainable development of the environment and urban design, incorporates architectural heritage in a holistic, integrated manner, and encourages and supports high quality modern architecture.

Under the Government Policy on Architecture 2009-2015 (GPA) implementation programme, a number of key policies have been developed to align the objectives of heritage led regeneration with that of spatial planning. Publications such as *Shaping the Future* – case studies in adaptation and reuse in historic urban environments (Department Arts Heritage Gaeltacht) illustrate the possibilities.

Industrial Heritage:

Industrial heritage is a relatively new area that refers to industrial activities of the past and associated infrastructure and includes a range of buildings, artefacts, features and ancillary features. Regard for industrial heritage is an important issue for future planning and development.

‘Dublin City Council will implement and promote The Dublin Principles adopted jointly by The International Committee for the Conservation of Industrial Heritage (TICCIH) and the 17th ICOMOS General Assembly on 28 November 2011 as guiding principles to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of Dublin and Ireland. The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the Plan and should be consulted prior to the lodgement of any planning application.

A review of the DCIHR will be undertaken for the Kilmainham and Inchicore areas, together with the unique maritime heritage of the North and South Docklands, and the full DCIHR will be published online as soon as resources permit and within the period of this development plan. Dublin City Council will promote best practice surveying of industrial heritage sites and will engage with local communities in this regard.’

ICOMOS

ICOMOS (the International Committee on Monuments and Sites) working with TICCIH (the International Committee for the Conservation of the Industrial Heritage), has developed principles of best-practice for the conservation of industrial heritage.

The Dublin Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes were the result of this collaboration. Their adoption by ICOMOS International at their General Assembly in Paris in December 2011 was a major step in the recognition of the significance of industrial heritage, and the need for its conservation, protection and enhancement.

'B. Built Heritage and Architectural Policy

Cities and their qualities in terms of the urban environment have become a key element in competitive advantage and in driving economic investment and progress. Irish cities and towns have perhaps always ensured, in part, that investment in continued urban regeneration, in public realm improvements, transport, and in the appropriate reuse of our built environment plays a key factor in promoting and investing in place. It is now widely acknowledged that place has become a key element of the economic proposition for urban regeneration and consolidation. '

International Charters and Conventions

The Venice Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964). Granada Convention 1984 Charter for the Conservation of Historic Towns and urban areas (*Washington Charter - 1987*). Valetta Convention on the Protection of the Archaeological Heritage, 1992 . The International Council on Monuments and Sites (ICOMOS), advisory body to UNESCO concerning protection of sites and recommendation, 1992. The Burra Charter for Places of Cultural Significance, 1999 . Council of Europe Convention on the Protection of the Architectural Heritage of Europe ratified by Ireland 1997. Riga Charter 2000. Joint ICOMOS-TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes (The Dublin Principles), 2011.

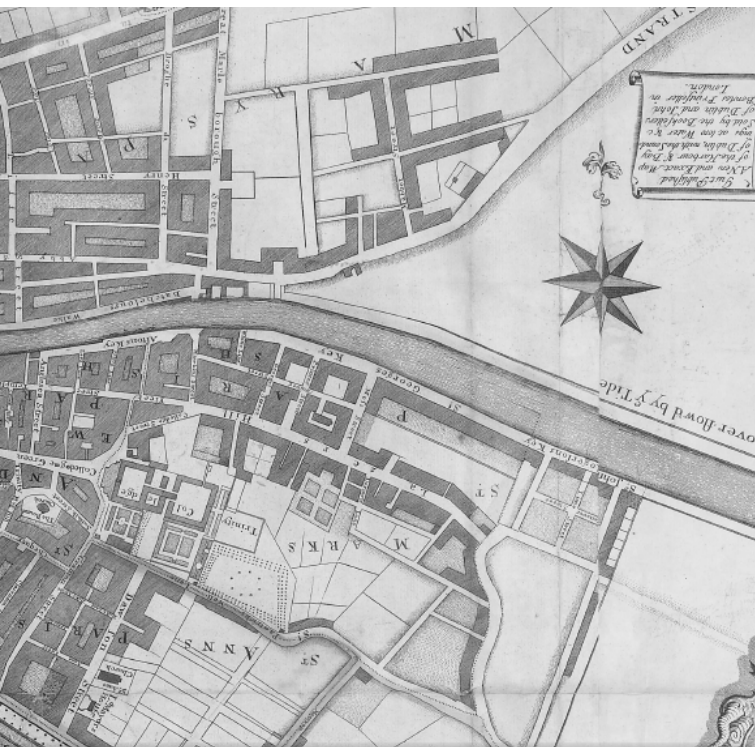
Burra Charter

Conservation philosophy has been somewhat changed by the emergence of the unifying concept of cultural significance initially suggested by the Burra Charter as places 'likely to be of significance are those which help an understanding of the past or enrich the present, and which will be of value to future generations'. Establishing cultural significance enables decisions to be taken following catastrophic damage and the appropriate level of repair or reconstruction.

Riga Charter

Testing against the Riga Charter (2000) which has been used by English Heritage in the consideration of appropriate measures to be taken after severe fire damage it is clear that whilst the façade walls of the Luggage Store and the Workshop are not monuments of outstanding significance, appropriate historical documentation is available and the reconstruction of missing elements of the buildings would be possible without causing further damage to the building fabric.





The sea wall is shown built at this stage with the Strand road heading on a north easterly direction

MIS EN SEINE

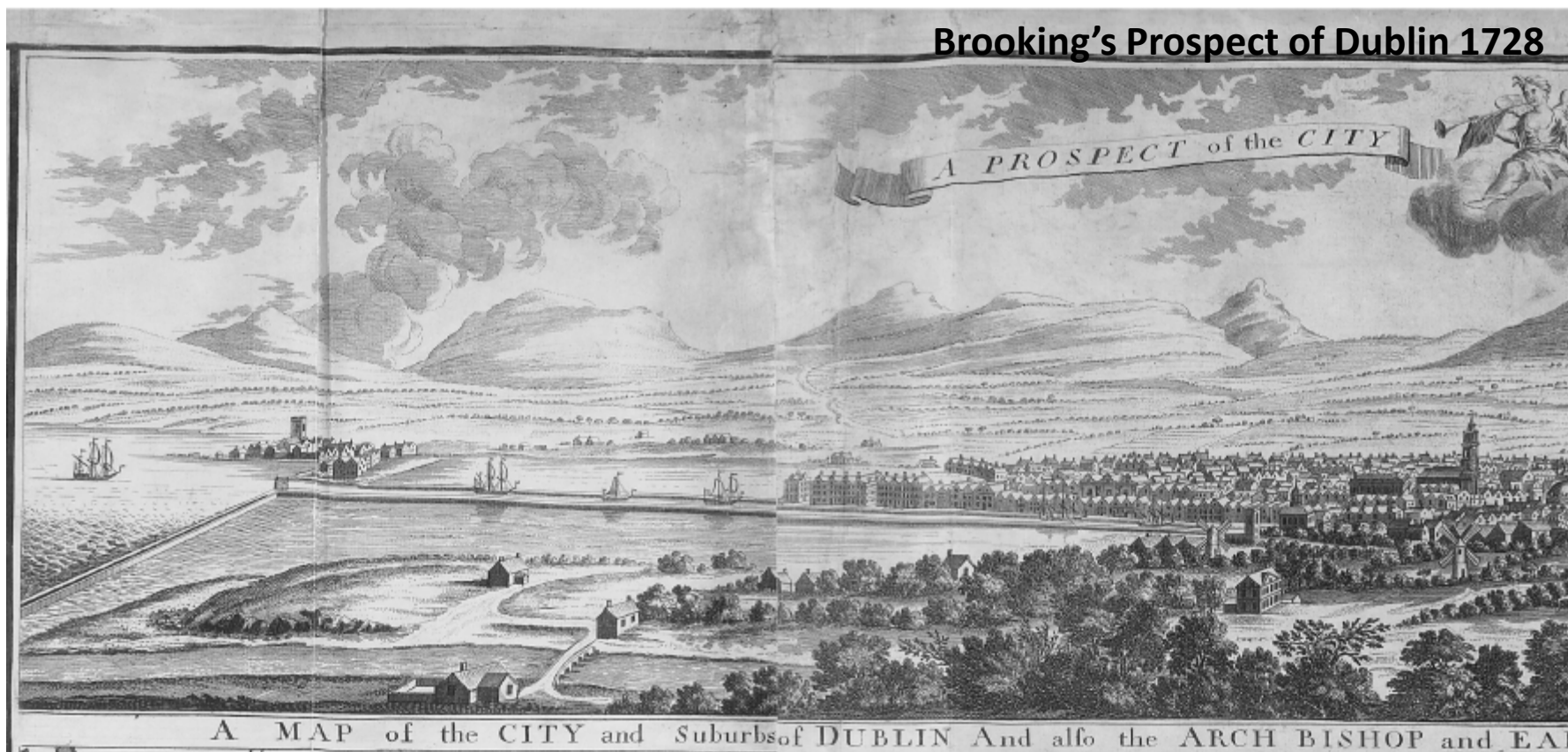


Fig. 2 Details from Brooking's Prospect of Dublin 1728

The Brooking map is unusual in that it is orientated to the south with the Dublin mountains in the background. It shows the compact city and the efforts made to construct a safe and convenient port with the canalisation of the river. A note on the map says that the sea still comes in over the wall in the area where Connolly station is presently located.

2.0 DESCRIPTION AND HERITAGE CONTEXT

2.1 Description of site and environs

In 1682, following a survey carried out by Dublin's City Assembly, the division of a slob land area into 152 lots was granted to the mayor, recorder, aldermen, sheriffs and the remaindecouncil. The lands were described as 'the strand between Mabbot's Mill (in the area of the present Connolly Station) and the Furlong of Clontarf', The obligation 'to take in and improve' the plots does not appear to have secured the new land from the sea, as four years later the assembly annulled the granting of the strand 'forasmuch as there were great disorders in doing the same'. It is possible that such a huge reclamation undertaking was beyond the efforts of the individual leaseholders and a more systematic effort was necessary to save and reclaim the area from the sea. The North Wall Quay was begun in 1717 and by the late 1750s the North Lotts and East Wall area had been reclaimed and laid out in a distinctive grid pattern. These reclaimed lands included Sheriff Street and Seville Place.

Commencing in the 1720s a large portion of the north side of the city had been laid out and extensively developed by the Gardiner family. As long as The Strand (Amiens Street) was located on the seashore it effectively corralled this Georgian development to its west. Land for eastern expansion was reclaimed by the canalisation of the Liffey. The intentions of the City Assembly is illustrated just as the reclamation project neared completion in Rocque's *Plan of the city of Dublin and the environs* (1756)). The lands included the long Sheriff Street. The plots between Mayor Street and Sheriff Street were wider than those on the waterfront and were possibly laid out to accommodate the larger houses of new inhabitants.

It has been suggested that a prison was located on Sheriff Street, housing French prisoners captured during the Napoleonic wars. These men are believed to have worked on the construction of the wall surrounding the bonded warehouses of the Custom House docks.

The relocation of the Custom House in 1791 towards the river mouth and on the north bank of the Liffey attracted the port traffic and associated development towards the North Lotts. However until the mid nineteenth century, maps still show very little development progressing apart from some scattered industrial uses. With the arrival of the railway significant new building finally proceeded eastwards of the city transforming a vast expanse of featureless unproductive land into a thriving industrial district. In the early years of the nineteenth century, a hotel, warehouses and cattle yards were constructed. By mid century the penetration of the railway line and its associated buildings were to change the area dramatically. The railway arrived on an arched viaduct over Seville Place considered 'one of the boldest and most magnificent works of the line'. (D'Alton) and the area began to develop in residential use. The Roman Catholic Church and schools began construction in 1844.

Fig. 3
1836 map shows the proposed line of the Dublin Drogheda railway line and little development apart from a grouping of houses on Seville Place.
In contrast to the grid lining the Liffey, North of Sheriff Street the streets are laid in a roughly north easterly direction.



The Christian Brothers established a boys school on Seville Place in 1866 which, along with Coburg Place became residential areas. Commons Street attracted hotels and boarding houses while Sheriff Street provided greengrocers, butchers, a dairy, newsagents, a station and a post office. By 1876 new streets had been laid out, houses built, churches, warehouses, three railway stations and numerous new industries including saw mills, oil stores, charcoal works and iron works established. The population was considerably swelled by the massive influx of men, women and children from the Irish countryside in following devastating potato famines.

Located on undeveloped land between the historic city and the port the area, Amiens Street provided the perfect site for a railway station. Effectively it had been a boundary line between the port and industrial functions to the east and commercial and residential development of the north Georgian city. As early as the mid nineteenth century much row housing had begun their slide into slum conditions and the tenements of the Monto district beside Amiens street had become notorious as a red light district. It was conveniently positioned next to Dublin port, with a military barracks garrisoned at Aldborough House and the station delivering young women from the countryside looking for work.

Development associated with the railway was to have a profound impact on the area with employment rising between the port, dock and industrial activities. This resulted in a densely populated residential area with small scale terraced accommodation built on tight plots. Churches and schools were constructed and a strong community developed. Brickwork houses dating from this period and built in traditional style can be seen in Oriel Street Upper alongside the modern twentieth century council terraced houses and flats.

Talbot Street, originally called North Cope Street, appears on William Duncan's map from 1821. When Amiens Street station was built its elevated central campanile could be viewed along the length of Talbot Street from the junction with O'Connell Street. This view was curtailed with the building in 1891 of the loop line railway bridge.

The early nineteenth century was not a great period for the railways in Ireland. The Great War, the Irish civil war, strikes and lockouts saw a reduction in passengers and the it was the livestock trade that provided much of its income. Much of this was transported to ships through the docklands area.

By 1913, one third of Dublin's population were living in slums. 26,000 families lived in 5,000 tenements and many of these were located in the North Wall area. To alleviate this between 1930 and 1952 the Sheriff Street flats were built to accommodate large numbers of dockers, stevedores, cattle drovers and their families. Eighteen four-storey flat blocks housed 445 units and was still a vibrant and thriving community in the 1960s. However the subsequent decline of the docks and the closure of local businesses led to considerable unemployment and Sheriff Street developed a reputation as a run-down area with a high crime rate that peaked during the heroin epidemic of the 1980s and 1990s. In 1998 the Sheriff Street flats were demolished.

The Gregory Deal

In 1982, in return for lending his support to Charles J Haughey as Taoiseach, a local politician negotiated a massive cash injection for his Sheriff Street inner-city constituency then beset by poverty and neglect. The agreement included commitments to nationalise a 27-acre (110,000 m²) site in Dublin Port and Clondalkin Paper Mills. Millions were to be allocated to employ 500 extra people in the inner city, while 3,746 jobs were to be created over three years. State funding would have been provided to build 440 new houses in the constituency and another 1,600 in the rest of Dublin. In the event the government was short lived and the Gregory Deal did not materialise.



10. The U2 boys were still in town when they played a gig on the rooftop Sheriff Street Community Centre

<https://youtu.be/SHLRnwZojPo>



2.2 Historic development of Connolly Station (Amiens Street Station)

The Dublin and Drogheda Railway was incorporated by an Act of Parliament on 13 August 1836. Construction began on the railway in 1840 and the line was opened for business on 24 May 1844. This made it the second completed railway in Ireland. The engineers had a number of features to contend with before accessing the city. Approaching from the north, it was necessary to construct a long causeway across the bay at Fairview. Bridges were constructed over the River Tolka and the Royal Canal with a viaduct negotiating level changes. Whilst the line was open in 1844 the actual station building was not yet completed. Almost on axis with Talbot Street, the terminus was built at Amiens Street. It was not the preferred option. An attempt was made by the company to insert the railway into O'Connell Street at the site of the present Cleary's shop but the expense and opposition of the established traders stopped this plan and difficulties with acquiring land resulted in the selection of an alternative site towards the east and the port.

Railways require straight lines, restrained curves and minimum gradients with bridging, tunnelling and excavation works to overcome the topographical features of the city. The insertion of the railway was an aggressive event in the city's development, imposing urban change on an unprecedented scale. At the outset lines tended to halt at the edge of built up areas to avoid disruption but this meant that they were not developing their full potential - to deliver their passengers right to the centre. The Dublin and Drogheda Railway was able to approach the city, crossing the Clontarf estuary into the underdeveloped North Lotts district thus avoiding any built up areas. The commissioners gave their consent and the line was extended as far as the north-east corner of the Custom House yard.

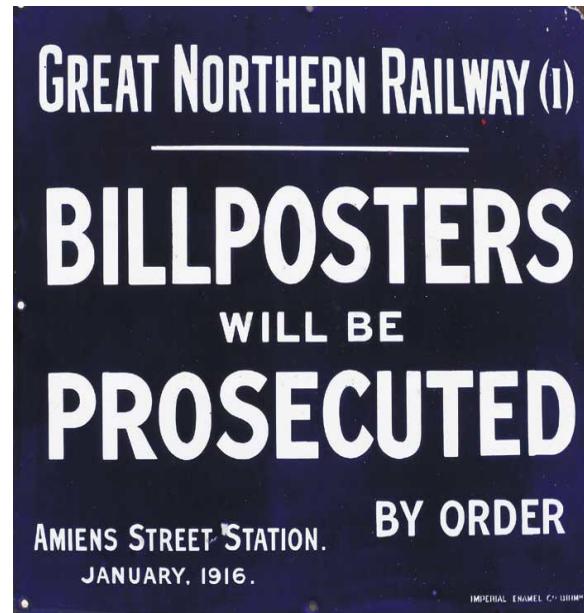
On 22 July 1843, Peter Eckersley, managing director of the Dublin and Drogheda Railway Company, applied for the consent of the Commissioners of Wide Streets to cross Sheriff Street *'by an arch or platform on a level with their railway now erecting over the north lotts, for a purpose of making a communication with the corner of the Custom House Yard....'* In this letter Mr Eckersley explains to the commissioners how the railway company was enabled to purchase the lands of the Custom House yard at a low price because of the potential improvement their terminal building would bring to the area: *'As the directors propose to erect a handsome building on this site by which the appearance of that part of the city will be greatly improved and the access to their station made more convenient to the public than if erected on the site originally intended...'*

The line from Dublin to Belfast was finally completed throughout in 1855 and in 1876 the three railways were amalgamated into the Great Northern Railway. Although the Dublin and Drogheda Railway came closer to the port than the other four railways, it still lacked a direct connection to the Liffey quays which was branched into the area at a later date.

2.3 Twentieth century advances

The Great Northern Railway was dissolved by Government decree in 1958 and its assets divided between the political administrations in Dublin and Belfast. At this point Connolly came under the control of the state owned Córas Iompair Éireann. Today the station provides main line services to Belfast and Sligo together with intensive suburban operations. Additional platforms, electrification for the Dublin suburban DART and new infrastructure for the 1990's Belfast – Dublin upgrade project has changed Connolly internally in recent years. Now operated by CIÉ's successor Iarnród Éireann (IÉ), the station sees main-line services to Belfast and Sligo together with intensive suburban operations.

In the 1960s the station was renamed Connolly in 1966 after James Connolly, a trade union leader in the Irish Transport and General Workers Union and participant in the 1916 Rising.



2.4 The 'cathedrals' of the nineteenth century.

Railway termini are unique spaces within a city, enduring monuments of Victorian confidence and buildings of high architectural quality. The location of the classically designed station terminus with its campanile and towers closed the vista from Talbot Street. The impact of this relationship was reduced by the non-alignment of Amiens Street and then further compromised and obscured by the construction of the loop line in 1891 connecting the station to the southern network.

On 24 May 1844 (the same day as the railway opened for business), building commenced on the Dublin and Drogheda Railway Terminal with Earl de Grey, the Lord Lieutenant of Ireland, laying the first stone. This '*exceedingly beautiful*' building was ideally situated within a few minutes walk of the General Post Office, the Bank of Ireland, Trinity College, the Theatre Royal and the Quays.

2.5 Amiens Street station

Railway terminals fulfilled an important urban role in cities by reinvigorating run down districts in the nineteenth century. The Amiens Street terminal brought much change to a previously underdeveloped district by attracting new development such as hotels, boarding houses, cafes and cab stands, a complementary side of the railway experience. The subsidiary areas of the station complex was dominated by the noise, steam and dirt associated with engine sheds, carriage sheds, coal depots, boiler houses, steam works and all other manner of ancillary development. The range of buildings and lines of tracks connected with the delivery of the railway can be seen on the historic maps.

During the early twentieth century the railway system at Amiens Street continued to develop with the connection to Sligo and the west transferred from Broadstone in 1937. In the 1970s the western connection was moved to the south city's Westland Row.

2.6 Sheriff Street Lower and Oriel Street Upper

The context and setting of Sheriff Street Lower and Oriel Street Upper altered radically when the railway company began developing the station and its ancillary buildings. On the historic maps Sheriff Street Lower can be seen running along the northern boundary of the bonded warehouses at the Revenue Dock before making sharp turns to divide the North Lotts as it followed an east to west direction. The relocation of the Custom House eastwards had moved the port's centre of gravity to the north wharfs. Warehouses were located close by, flanking the Custom House Dock and George's Dock. As they were frequently targeted for break-ins a high stone security wall surrounded these buildings.

In 1925, the cement and plaster manufacturer Chadwicks leased buildings including the Luggage Store and Workshop from the Great Northern Railway and established extensive storage and stabling facilities on Sheriff Street Lower.

The most radical changes to the area in the latter half of the twentieth century was the replacement of obsolete building stock with social housing housing and more recently office and apartment developments.



12 & 13. Connolly station façade, Amiens Street.



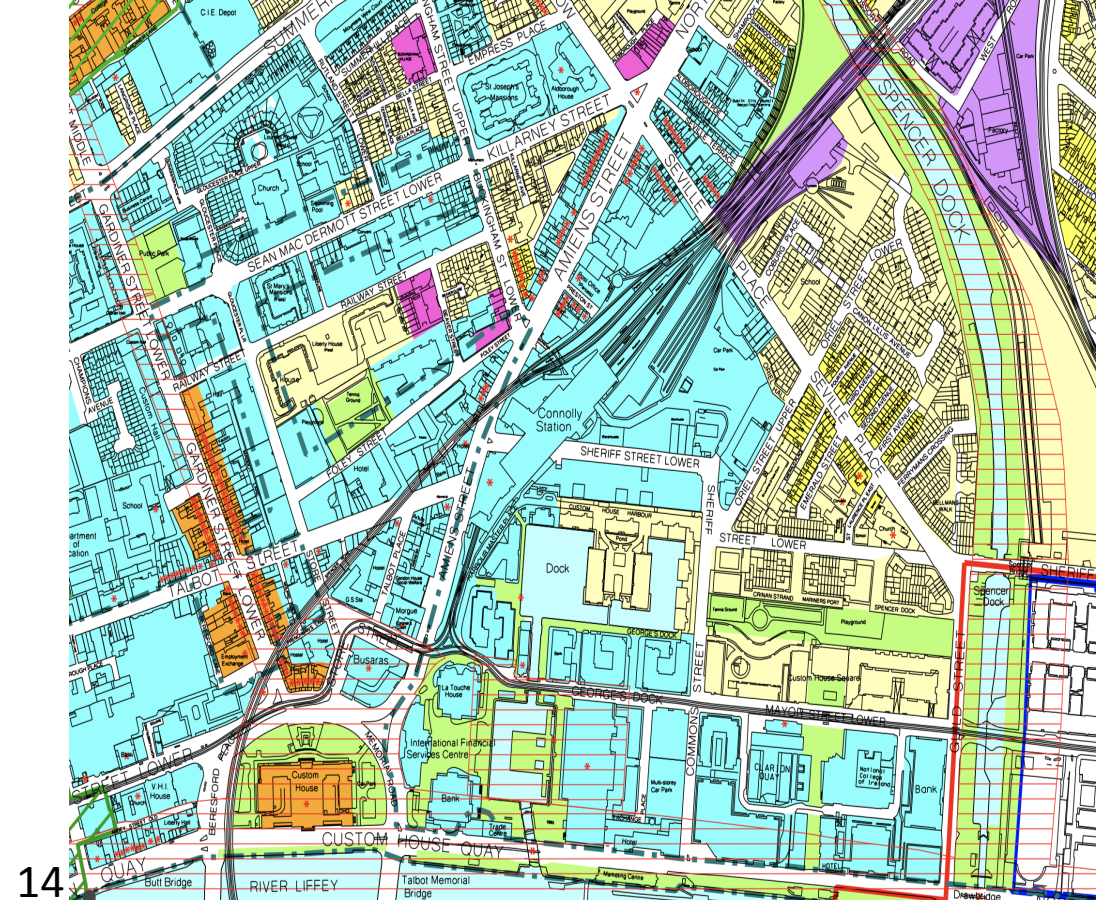
2.7. Conservation Area

The site, with its special interest as an important collection of railway buildings that represent many facets of early train transport is also located in an area that contains significant protected structures, in particular the Custom House. The Conservation Area of the Liffey, to the south includes the elegant terrace at Beresford Place, Stack A (now called CHQ) and Busarus.

2.8. Cultural heritage Saint Laurence O'Toole G.A.A. club

The Saint Laurence O'Toole G.A.A. club was founded on Seville Place in 1888 and from then on was associated with the Gaelic League. It became one of the most iconic clubs in the city. During the 1916 rebellion over seventy members of the O'Toole's club joined the city garrisons to fight and Tom Clarke, President of the Saint Laurence O'Toole Pipers, was amongst those who was executed after the Rising.

Nine of the Dublin footballers playing at Croke Park during the infamous Bloody Sunday massacre were from O'Toole's club. After fleeing from the shooting Tipperary players were taken to houses of team players to be hidden.



- 14. Dublin City Development Plan (2016-22)
- 15. Malton print of the Custom House

3.0. PROTECTED STRUCTURES WITHIN THE CONNOLLY STATION COMPLEX

3.1. Protected structures

There are a number of other protected structures contained within the Record of Protected Structures definition of 19th century buildings within the complex that are not physically affected by the development proposals but that that may be visually impacted. These are principally the main station terminus building and the attached train shed.

Connolly Station (Amiens Street Station)

Railway station buildings are not exactly rooted in antiquity. The 19th century was the great age of the railway. It was a new type of building called into being by fresh circumstances and richly decorated palazzos were constructed as the city's railway termini. The power and prestige of a public transport system was expressed in the ambitious buildings and structures that were needed to handle ever-increasing business. They were designed to reflect lofty intentions and durability by eminent architects and engineers. The Amiens Street station building was designed by William Deane Butler and Sir John Mc Neill as the terminus for the Dublin & Drogheda Railway and built 1844-46 by Messrs Williams and Sons, Talbot Street. The terminus was constructed in Italianate style with the principal facade of granite from the quarries of Golden Hill in County Wicklow. At the time it's construction cost was seven thousand pounds.

The design consists of an advanced central campanile over a triumphal arched entrance. This is the focal point of the porticoed building, crowned with a pyramidal roof and lining up with a view down Talbot Street. At thirteen bays long, the ends are terminated with miniature campaniles. The building front consists of coursed granite ashlar walls with raised moulded plinth course, frieze and deep moulded cornice over each floor. The lower stage has rusticated quoins and round-arched window opening set within voussoir arched recess with six-over-four pane timber sliding sash windows and panelled aprons. The undercroft of the station consists of a series of interconnected vaults supporting the buildings and the tracks above.

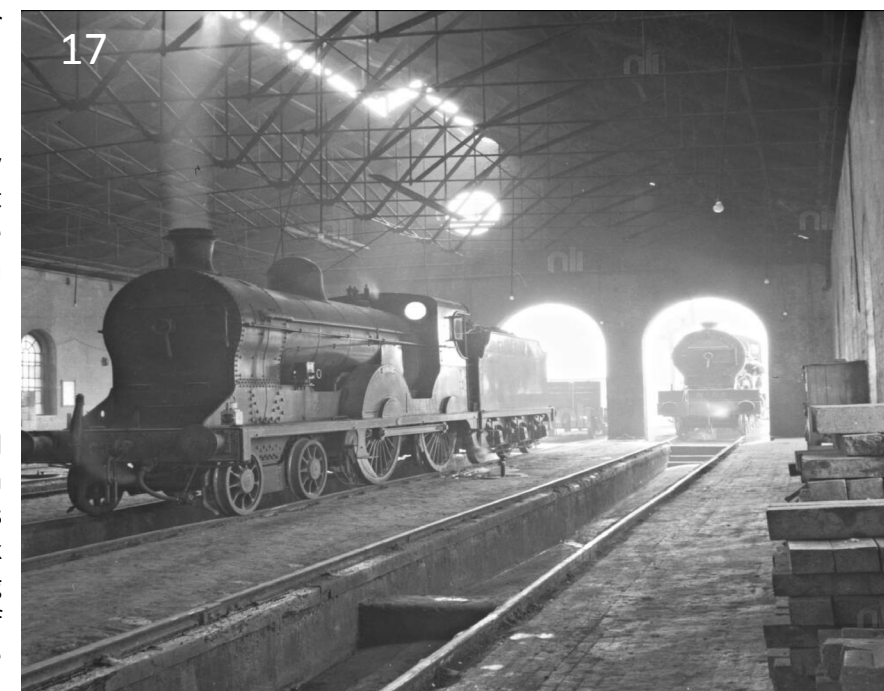
Still in its original use, the building forms part of an impressive collection of railway structures. The interior has been extensively remodelled however the building continues to make a strong impression on the streetscape. As it follows the line of Amiens Street it is placed at an angle to the view along Talbot Street. Opinion is divided on the architectural quality of the architectural quality of the station building that the eminent architectural historian, the late Maurice Craig described as 'coarse in detail and poorish in conception.'

Railway terminus shed

From the station building the public concourse led to the railway tracks and a covered area of platforms. This railway terminus shed (train shed) was built c.1850 on land adjoining the rear (northeast) elevation of Connolly Station with two tracks and a central platform similar to King's Cross, London. It was substantially remodelled by Mills, the railways Engineer in 1884. It consists of a corrugated-iron and glazed M-profile pitched roof, supported by steel trusses and central cast-iron arcade. It features red brick walls were laid in Flemish bond with masonry coping to parapets. A blind arcade on the southeast elevation comprises gauged brick round-headed arches with moulded red brick surrounds, flanked by red brick engaged pilasters with yellow brick capitals supporting yellow brick engaged arches. Yellow brick string course to base of arch and masonry plinth course. The walls are constructed of squared snecked limestone with red brick voussoirs to round arches, blocked or with modern windows inserted. Yellow bricks were almost a signature of the engineer Mills work.



16 the railway terminus shed
17 the small locomotion shed





18 Amiens Street station c1900

19 Connolly station 2018

Great Northern Rail Headquarters

Forming an integral part of the station complex in 1879 John Lanyon's brick and sandstone Great Northern Rail Headquarters was constructed with a corner campanile echoing the architecture of the Amiens Street station. The building was designed with an Italianate tower which ties in with the architecture of the earlier building. The interior has a fine central top-lit hallway with a cast-iron balustraded staircase and a board room was located on the first floor. It was extended around 1884 with a long building.

"The ground floor on level with the vestibule has a large central hall, 20 ft. square, open to roof, and having an open gallery round on first floor. The staircase opens off this hall, and is beautifully and skilfully arranged. The massive iron balusters have a handsome capping of walnut. The walls round the central hall, the stairs, vestibule and corridors, have arched recesses with pilasters and arches executed in Keene's cement, and ornamental caps. The effect of the continued series of pilasters and arches present a rich and pleasing effect. The recesses in hall have circular medallions, which are intended to be filled with carved subjects. A massive lamp-post stands in centre of hall, and the roof light is of coloured glass." Published in The Irish Builder, May 15 1882.

Bridge at Sheriff Street

The implementation of the railway system required permission to construct a railway bridge spanning Sheriff Street. Consent from the Wide Street Commissioners was applied for in 1843 in order to provide *'by an arch or platform on a level with their railway now erecting over the north lotts, for a purpose of making a communication with the corner of the Custom House Yard...'*

The cast iron Doric double colonnade was built by Courtney, Stephens and Bailey (who also built the loopline bridge) c.1884. It recreates the interior character of a Greek temple more closely than St Mary's Pro Cathedral. Steel girders span under the carrying platforms located across Sherriff Street supported by a double row of eleven cast-iron Doric columns and rusticated snecked limestone abutments. The makers insignia 'Coalbrookdale 1844' is stamped on the columns. Red brick walls form the interior with yellow brick eaves course, cornice and eaves brackets, blind arcades comprising red brick engaged pilasters supporting yellow brick engaged arches, having recessed and yellow brick plinth course.

- 20 Great Northern Railway drawing Archives
- 21 Underpass at Sheriff Street junction with Amiens Street

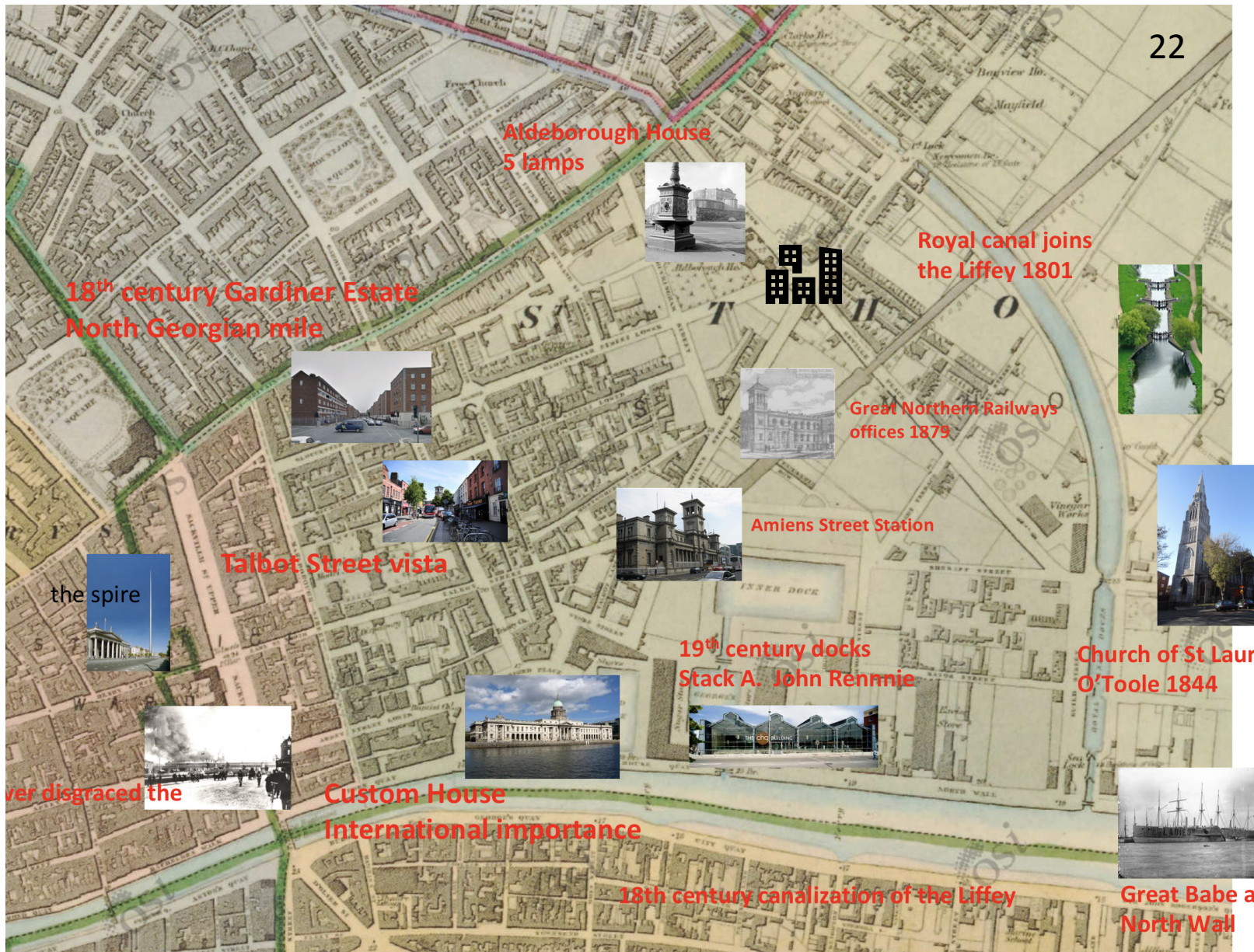


20



21

- 22 Map indicating protected structures in vicinity of the site
- 23 Busarus in background of Custom House
- 24 curtain wall detail CHQ by engineer Peter Rice
- 25. Aldborough House



22

24

25

Custom House

Completed in 1791, this was James Gandon's first large scale commission before tackling the House of Lords extension and the Four Courts. The architectural historian Dr Christine Casey. asserts *'Trophy buildings come no finer than this In quality of execution, the Custom House is unrivalled among the Neoclassical buildings of the city.'* It is a building of international importance

A very large building was required in a difficult site reclaimed from slob lands and sitting on sand. Yet time has proved the ingenuity of Gandons' building solution. it was designed with three principal two storey ranges. The chief architectural emphasis is on the long river frontage and its composition is a beautiful study in overlapping symmetries. This plan was quite common in 17th century palace design and the central block links to end pavilions with seven bay arcaded ranges. The result is feminine in feeling and predominantly horizontal. It's beauty is in the surface modelling. The front range contained storage and administrative offices accessed directly from the quaysides in a building entirely clad with Portland stone.

In 1921 the IRA set fire to the building gutting the dome and destroying the central and north ranges. Four years later 1920s the Irish Free State government chose to rebuild it although the internal central block was not rebuilt and Ardbraccan stone was used in the dome to the detriment of the building but satisfaction of the nationalists.

Busarus

The central bus station and government offices building is amongst the the modern classics of Irish architecture. Busáras is one of the first post Second World War examples of the International Modern style in Europe. It was designed by Michael Scott and his team of young architects and designers between 1945 and 1953 and was built against a background of public opposition which centred on the external appearance, function and excessive cost. The starting point for Scott's design was Corbusier until it morphed into a more mid century style as the Modernist forms were softened with colour and pattern. The architectural design of Busáras was influenced by the Salvation Army hostel in Paris in scale and the Maison Suisse in detailing. It was designed by a group of architects who, apart from Robin Walker, had never seen a Corbusier building.

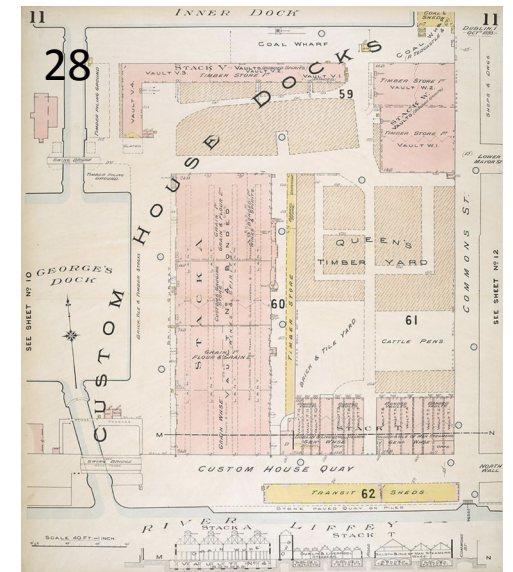
Working with Ove Arup structurally it was at the cutting edge of design for that time pointing towards the shell concrete that characterises 1950s International architecture. Two office blocks of unequal height form an L shape with rippled concrete canopy roofing the concourse between them. There was a lot of facilities provided within the building including a creche, restaurants, bar and the Eblana theatre which had no back stage. The top floor restaurant was originally meant to be a public space, a restaurant during the day and a night-club in the evening. *'There used to be telephone booths in the basement – I don't know if they are still there but the country people used to come down stairs and think they were toilets and pee in them.'* one of the architects Patrick Scott reminisced in 1991. *'The building had awful problems after completion. I remember after the Department of Social Welfare moved en masse in to the building. After six months there was all these complaints from the welfare women that their hair was falling out in lumps.'*

Stack A the former Tobacco Warehouse c1820 (now CHQ)

To the south of Sheriff Street the largest and most impressive warehouse in Dublin was built by John Rennie sits alongside Georges Dock and the inner Revenue dock and now forms the focal point of the new Financial Services centre as the newly successful CHQ (Custom House Quay). It wonderfully conveys the grandeur of industrial building. Built of cast iron and masonry structure it is top lit. Built as a single storey building over a vaulted basement and possessed the largest clear floor area of any building in pre 20th century Dublin. Its design is a simple brick perimeter envelope with three internal cast iron colonnades supporting the roof. Quoined breakfronts and doorcases are located at either end of the building. Underneath are 56 basement vaults dimly illuminated from above through glass lenses. More recently a sheer glass front to the river was designed by the eminent engineer of the Centre Pompidou structure, Irishman Peter Rice



- 26 roof trusses of Stack A (CHQ)
- 27 Busarus and dock warehouses
- 28 Goad's insurance plan of the City of Dublin



St Laurence O'Toole Boys National School,

The school built at Seville Place in 1936-8 in the 'International' style is a very accomplished building to designs of architects Robinson and Keefe and aptly has many nautical references. It emerges from the ground as a single volume of white, like a ship with an external projecting stairs leading to a playground at roof level. The strong horizontal lines, external staircase, flat roof, and white exterior exemplifies many characteristic features of the this style.

The building is a detached three-bay, three-storey construction with cement rendered walling over a red brick plinth course laid down in stretcher bond. The flat roof is contained by a parapet with cast-iron downpipes to the north elevation. The elevations feature square-headed window openings with rendered reveals, continuous sills and lintel courses. A square-headed door recess to the front elevation is obscured by a modern porch. To the street a low plinth boundary wall is surmounted by wrought-iron railings features round gate piers with a crucifix motif that support a pair of wrought-iron vehicular gates.

This building was selected as one of ninety eight representative buildings of the 1900-1940 period, for inclusion in Dublin City Council's publication *More than concrete blocks- Dublin City's twentieth century buildings and their stories*.

Row houses Amiens Street, Seville Place and Oriel Street Upper

Following the building of the North Quay wall from 1710, the development of the North Strand Road, originally known as the Strand, and Amiens Street began. This was an important thoroughfare, and in 1717 the Corporation recommended that 'the road or strand leading from the Abbots [Mabbot's] Wall toward Ballybough Bridge be all eighty feet wide' (De Courcy 1996, 270). There had been virtually no building along the North Strand during the eighteenth century; however, with the development of the port and railway complexes it commenced in the mid 19th and continued steadily.

The Ordnance Survey map of 1838 shows the west side largely complete, although the east side was undeveloped apart from in the vicinity of modern Seville Place. The use of the name, Amiens Street, had been adopted by the Wide Streets Commission, and applied to that portion of the North Strand from the junction of Portland Row and Seville Place to the city. It was renamed after Viscount Amiens, created Earl of Aldborough in 1777, who in 1796 built Aldborough House on Portland Row.

The residential development along these streets followed the typical terraced row house typology with mannerly brick fronts, simple door cases accessed by steps and basement areas railed off from the street.



29

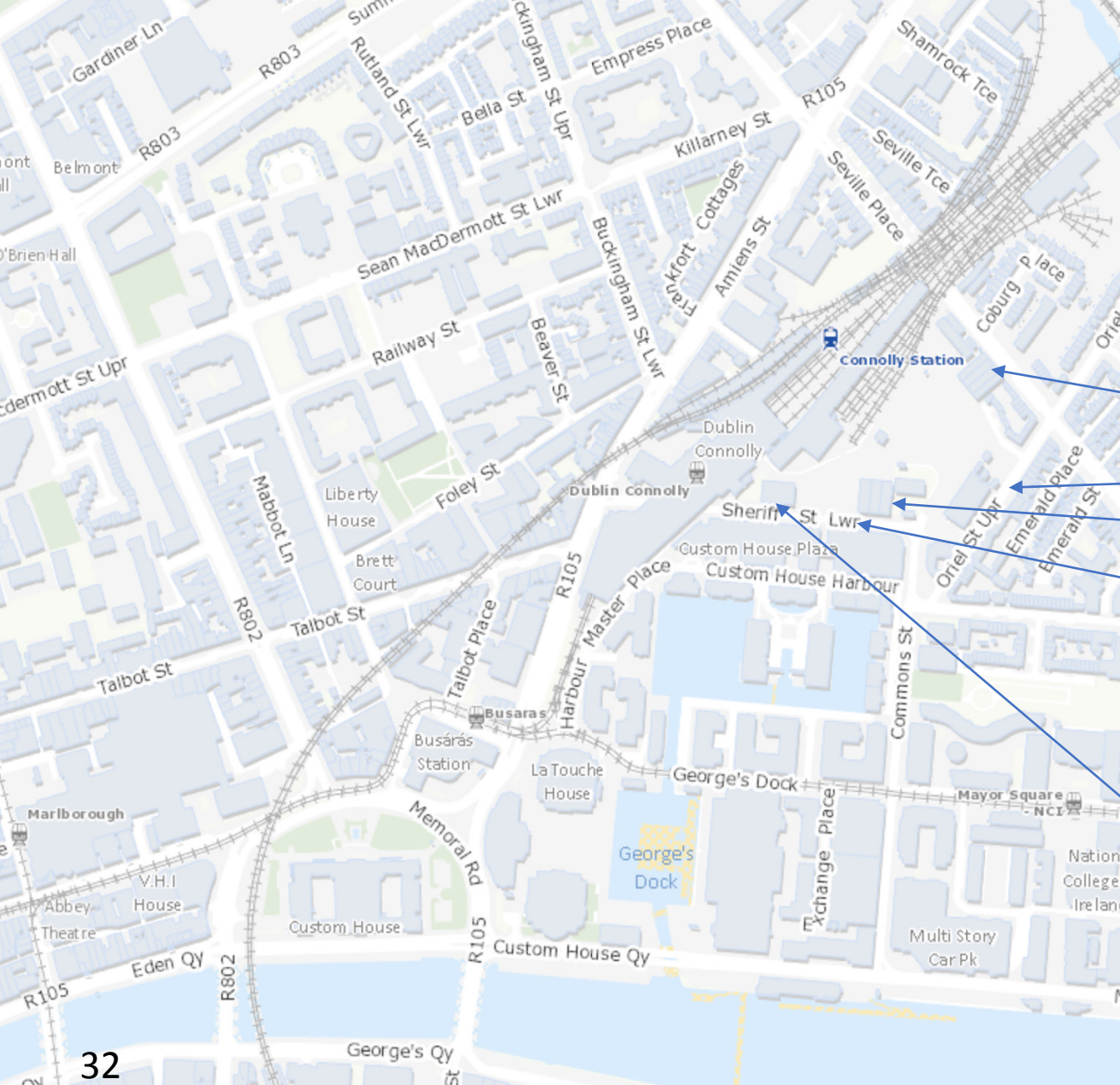


31

- 29 St Laurence O'Toole Boys National School
- 30 Penny dinners in Sheriff street
- 31 Typical row houses Amiens Street



30



4.0 PROTECTED STRUCTURES AT DEVELOPMENT SITE

4.1 Context

The proposals will physically impact on elements of protected structures located within the site. These buildings are :

1. Vault at Seville Place
2. Wall Oriel St Upper
3. Workshop
4. Wall at Sheriff St Lower
5. The Luggage Store

1. Vault at Seville Place
2. Wall at Oriel Street Upper
3. Workshop
4. Wall at Sheriff Street Lower
5. Luggage Store facing onto Sheriff Street Lower

Issues to be addressed

In isolation, the protected structures create barriers to compliance with contemporary urban planning principles. The site strategy is to conserve and integrate these structures in order to celebrate their heritage value, and to support site permeability, inclusivity and placemaking of the new Connolly Quarter.

Specific strategies for repair, intervention, adaption and extension are provided for the protected buildings. Method Statement for the conservation of the stonework is included the Appendix D.

Fig. 4 Site map with Protected Structures indicated

4.2 Vaults at Seville Place

It is proposed to create a significant entrance and connection through an existing vaulted structure on Seville Place. This is a significant penetration to within the proposed development and will greatly increase the connectivity of the development to the city. It will have a beneficial impact on the streetscape increasing footpath vitality and interest.

Seville place leads from Amiens Street under a railway viaduct onto join Oriel Place and is flanked on the railway side by a tall limestone wall enlivened with four arched structures. Retaining the arched structure will be carried out in a manner that retains its historic resonance and meaning. The vaults that open into Seville Place are not identified on any of the historic maps, making the establishment of their construction date with accuracy. The maps recorded the buildings and tracks at the upper level. What the historic maps do show is the gradual expansion of the railway operations over the site. It may be assumed that the heavy loads at working level were supported underneath with robust vaults at the lower level. This also had the benefit of providing useful space rather than infill. At Seville Place the vaults were accessible from street level whilst supporting the main track into the station building. The limestone wall followed the length of Seville Place eastwards back towards the station where there is a warren of vaults supporting the bulk of the railway tracks.

The walls are constructed of high quality snecked limestone with a rough faced finish supporting brick arched vaults. Central arched openings are expressed with recessed bands comprising of five courses of yellow brick. This yellow brick detailing is almost a signature of the involvement in the design of railway's engineer and is to be found elsewhere at the station in works he designed. A second segmental arch frames the doors into the vaults. Above a stone coping are remnants of walls constructed of redbrick.

It is proposed that the end wall of the vault will be opened up to provide a new pedestrian link to Connolly Square. The limestone walls and brickwork of the arched structure will be conserved in accordance with submitted Method Statements. Concrete paving will be extended through the vault in order to create a seamless connection to the street.

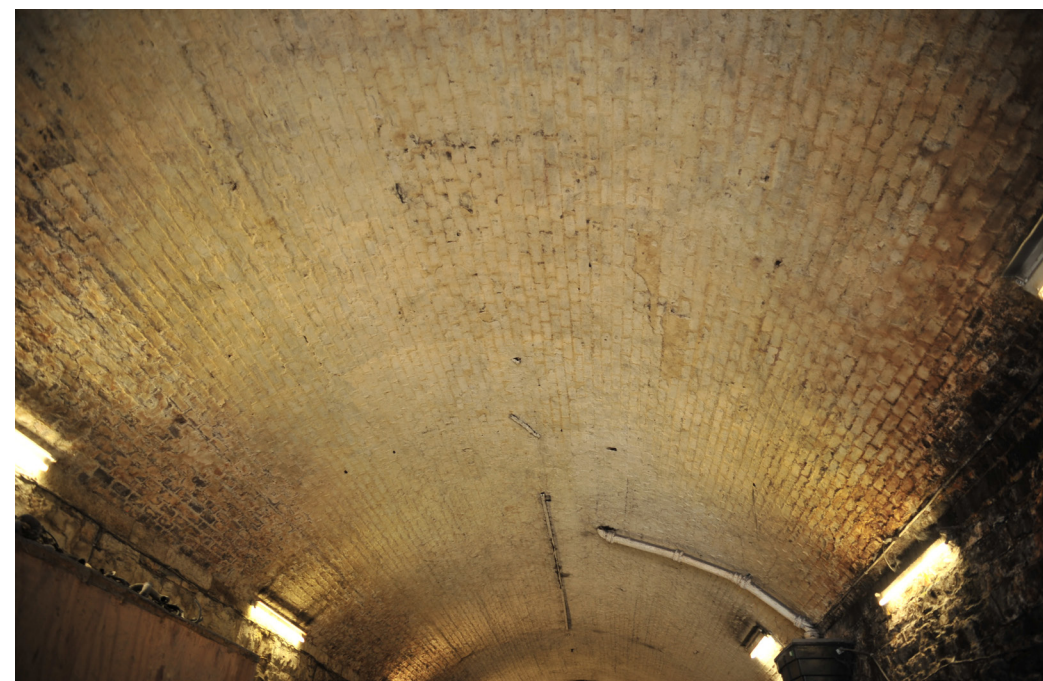
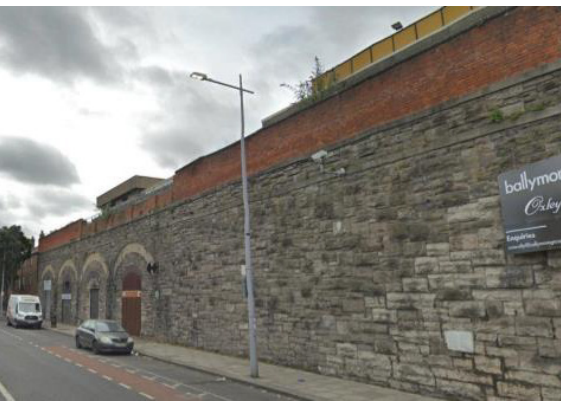
The vaults are presently in use as GAA club, a local sports club and a motor repair shop. At the upper level, above the vaults, the Central Trail Control building occupies the site.



Entrances to the four vaults on Seville Place on direction Amiens Street

Arched structure of a vault on Seville Place constructed with bricks

Seville Place vault entrances in direction Oriel Street Upper





The interior of a vault at Seville Place, currently in use as a motor repair shop



4.3 19th century limestone boundary walls

High walls are typical of industrial areas where security is a consideration. A section of the wall facing Sheriff Street Lower provided a secondary function, that of retaining the infill that was used to raise the level of the site up to the station and railway tracks. Arched entrances indicate where vaults were constructed that would serve a very practical purpose, that of receiving and hoisting luggage from street level to directly access the goods wagons. In the case of the Luggage Store added aesthetic value was invested in the detailing of the construction.

Along Sheriff Street Lower the 19th century perimeter wall construction is generally intact, has the most significant architectural quality and provided the façade to the Luggage Store and the plainer front of the Workshop. Three blocked up segmental arches are positioned between these two building facades. They led into a stone warehouse that was constructed in the twentieth century with access from the street.

The construction of the boundary walls is of coursed random Calp limestone. This lends a strong industrial character to the street, with an edifice that requires strength rather than beauty. At the bonded warehouses located close by a similar high stone security wall was built to surround the Custom House Dock and George's Dock as, storing alcohol and tobacco, they were targeted for break-ins. It forms quite a forbidding/bleak aspect to the west side of Commons Street leading from the Quays to the proposed Connolly quarter.



Boundary walls, in common with nineteenth century industrial buildings, employ a limited palette of materials. Stone plentiful in Ireland, was the common material used in their construction. It embodied the functional tradition of industrial architecture of that period and was strong, simple and lasting. Most of the city and suburbs boundary walls of this period were built of calp limestone. Calp is a material known as 'black quarry stone' after its blackish grey, dull appearance. It is considered a mix of limestone and slate clay and was provided from the quarries of Crumlin and Rathgar.

Along Oriel Street Upper the construction is of coursed random Calp limestone and is a defining part of the character and industrial heritage of the site despite its forbidding aspect at street level.



32 Three blocked up arches on Sheriff Street Lower
33 Infill stonework of arch

The limestone wall along Oriel Street Upper is constructed with coursed limestone (Calp) and without embellishment. Granite courses are a later intervention. It has undergone a considerable level of intervention. It contains two blocked up entrances at street level, rebuilding of the upper courses and rebuilding. An upper section has been replaced with blockwork and a concrete curved coping. It has been repointed and the stone construction indicated rebuilding at upper level above a band of granite. rebuilt in upper sections and toward the junction with Oriel Place tie bars indicate historic structural issues. At this location the wall does not function as a retaining wall it encloses modern buildings and car parking at grade. The section of wall facing Oriel Hall has been rebuilt in recent times using similar materials and height.

34 Segmental arched opening between Luggage store and Workshop infilled

The portion of wall that connects the Luggage Store and Workshop contains three segmental arches. There is no evidence on the historic maps of construction behind them. The difference in method of construction indicates that the arches were infilled at a later date and there is now no access to Sheriff Street Lower. It may have been accessed from the north side. It is proposed to remove the infill stonework and provide a main pedestrian access from Sheriff Street Lower to the within the proposed development. There is no connection between the Luggage Store and Workshop to a building that was built behind the wall in the twentieth century



4.4 Workshop, Sheriff Street Lower

The railway track from Drogheda entered the city at high level across a viaduct and was carried above the adjacent streets with bridges and arched structures. In order to provide all the ancillary functions relating to the station and trains adjoining lands required artificial ground level c 7 metres above street level and this was created with infill to raise the ground surrounding the station to that matching the level of the railway track. At the edges of the site vaulted structures were introduced that connected street level and station level and made use of space that would otherwise have been merely infilled.

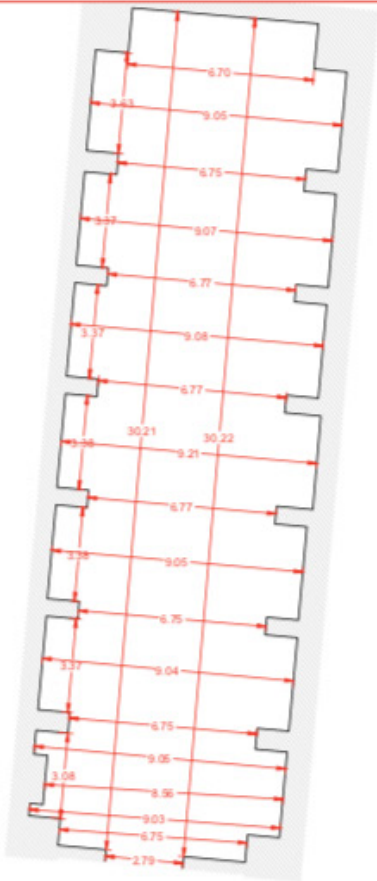
Appearing on the 1876 OS Map the Workshop was built at the same time as the Luggage Store and generally shares the same layout internally and the same simple method of construction. Unlike the Luggage Store its façade is constructed in a very plain manner with segmental arches inserted in an undecorated wall. Three simple formed segmental arches lead into three interconnected vaults at ground level spanning the full depth of the building. The easternmost vault has openings along its eastern façade and the structure was designed so that it could be extended. A vertical crack in the side wall indicates subsidence or other structural distress.

The upper floor of the building was gutted by fire in the 1970s and now only the vaulted ground floor remains.

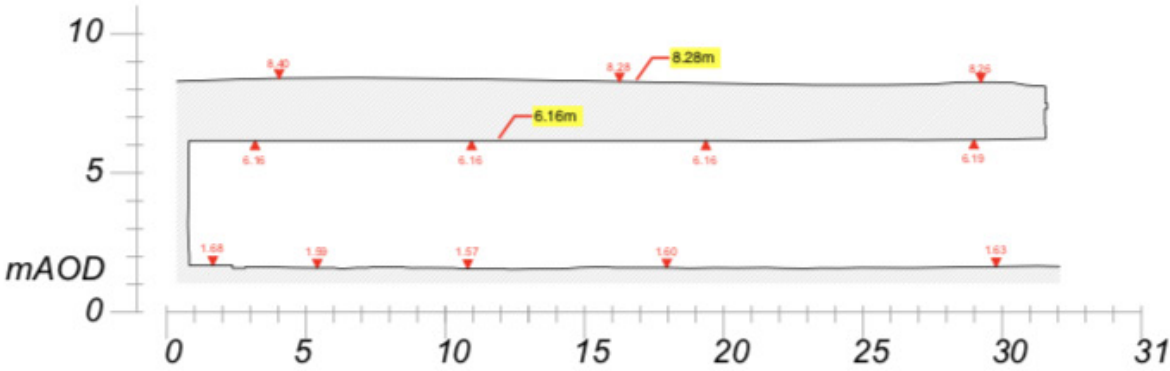


35 Workshop façade
36 Tie bars boundary wall at Oriel Street
37 Arches infilled either side doors Workshop building

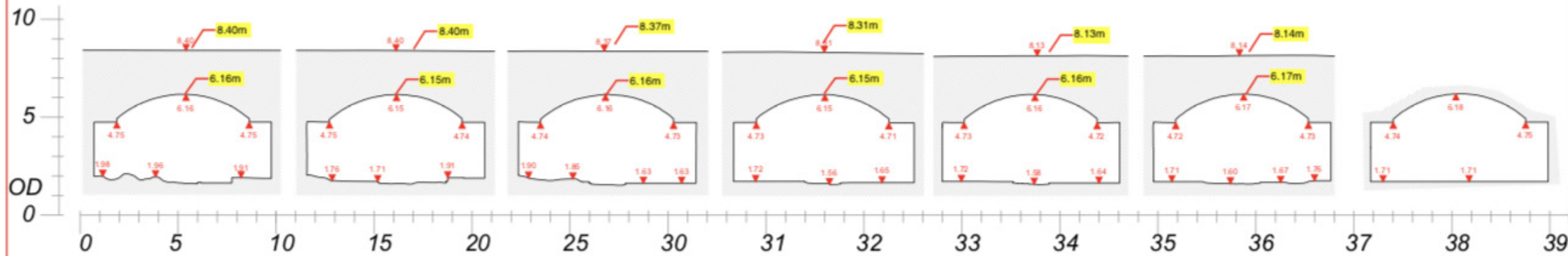




VAULT 9



38. Measured survey Vault 9 of the Workshop
 Drg : O'Connor Sutton Cronin Consultant Engineers



4.5 Luggage Store, Sheriff Street Lower

In the mid nineteenth century the railway mode of transport was so radical that passengers were issued with a handbook which included a section with hints to the traveller such as: *'Pack your luggage in such order that you can readily carry with you the small matters you want on your journey'* and *'Let your name and designation appear legibly on your luggage'*, those who chose to exercise extra caution were advised to put their name and address inside each case also with a warning *'Picture to yourself your trunk lying on the road , left in the corner of an office, or sent out to a wrong direction, and imagine what you would then wish should be on it or in it, that it might be correctly and speedily sent to you. What you would then wish you had done, do before you start.'* ('Hints to railway travellers')

Large trunks and boxes were transported in the luggage van of the train and these items were delivered to the Sheriff Street Lower building where they could be hoisted from street level directly into the train.

The Luggage Store was built with the strength of the arches permitting the heavy rolling stock to enter within the building on the upper floor. On the street level the floor structure was pulled back to allow hoisting of luggage from Sheriff Street where it could be directly packed into a railway goods carriage. It's western gable wall contains remnants of a bridge that once linked it to the railway station.

In 1925, Chadwicks a cement and plaster manufacturing business, leased the buildings along Sheriff Street from the Great Northern Railway and established stabling and storage facilities. They remained there until the 1970s when the buildings were damaged by fire and their first floors were taken down to string course level.

The Workshop and Luggage Store have outlived their original function within a modern railway system. They are now isolated from the functional buildings. Their interest as 19th century survivals of the great age of the railways remains. They have retained a considerable amount of authentic buildings fabric intact despite conditions that would have destroyed many lesser constructions. Their construction is simple and robust carried out in the materials that were freely available at the time. The building represents historically a relatively short period within the golden age of railway transport history.



Clockwise from top
The Luggage Store, Sheriff Street Lower
Arched entrance with numbered keystone
Door leaf
Tie bars in external wall



41



40



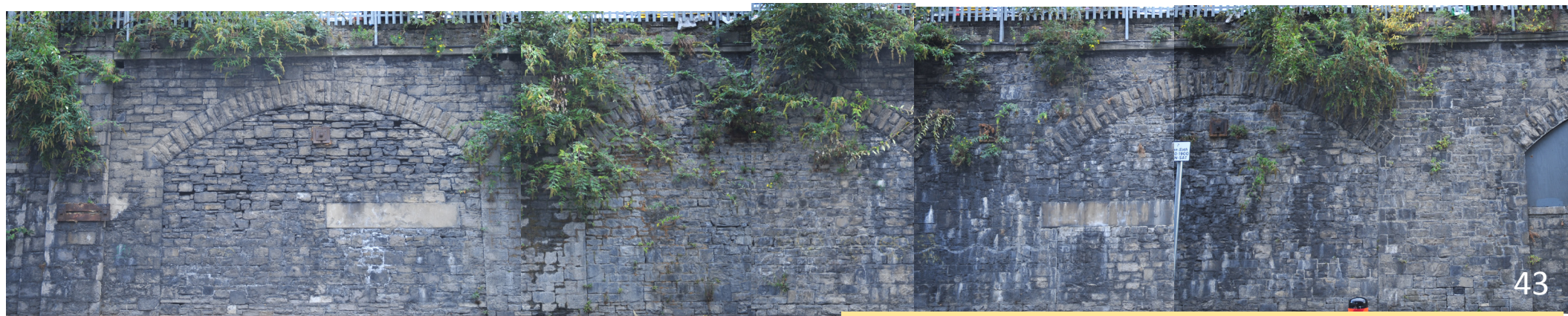
39

- 39 Sheeted, ledged and braced door leaf
- 40 Debris or infill obscuring rear of vault condition
- 41. Stone construction of vault 8 The Luggage Store

Arches and vaults will provide access points of interest and character to the Connolly Quarter



42 Proposed link through vault to Seville Place



43 Flanking wall Sheriff Street Lower with three infilled archways

5.1 Special interest criteria

The Planning and Development Act 2000 requires that a building be of special interest under one or more designated categories in order to merit protection. The Act stipulates the following categories to use in order to determine whether it possesses special interest or importance. These categories are: architectural, historical, archaeological, artistic, cultural, scientific, technical or social. The Architectural Heritage Protection Guidelines for Planning Authorities issued by the Department of Arts, Heritage and the Gaeltacht (DAHG) 2011 provide a series of headings under which a building or structure should be evaluated in order to assess its qualities and to consider if it merits Protected Structure Status as a building of special interest. The characteristics of special interest are as follows: Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Technical and Social. If a building can be considered as of particular significance under any of these headings, the building or structure can be categorised as of either “Local”, “Regional”, “National” or “International” importance and included in the Record of protected Structures of the Local Authority. Policy relating to development proposals within the curtilage of a protected structures is included in section 13.5 of the Architectural Heritage Protection Guidelines.

5.2 Luggage Store Assessment

The end wall of the Luggage Store is included within the proposed development as part of the new entrance and route through the site. This report considers whether the building fabric of the former Luggage Store can be considered to have sufficient heritage interest to warrant retention, and to what degree, as part of the proposed development on the site. An assessment of relative significance is, inevitably, a comparative process, and for this reason it relies heavily on the analysis of a range of information, including the knowledge of local people. It aims to establish whether an area, or a component of it possesses sufficient special interest to be of local, regional, national or international significance. Heritage assets, and the values attached to them, may overlap or be interdependent. The Luggage Store was constructed as a two storey building with, at street level, a series of vaults with stone arches, mid nineteenth century. Only the ground floor remains following a catastrophic fire which destroyed the roof and first floor.

Luggage Store Assessment

Architectural

Good quality masonry construction and architectural detailing on arcaded front.

Historical interest

Not identified

Archaeological interest

Industrial heritage interest

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified. The vaults constructed using traditional methods and materials and has no technical special interest

Social interest

No known social interest

Rating : Regional



5.3 Workshop Assessment

This report considers whether the building fabric of the Workshop building can be considered to have sufficient heritage interest to warrant retention, and to what degree, as part of the proposed development on the site. An assessment of relative significance is, inevitably, a comparative process, and for this reason it relies heavily on the analysis of a range of information, including the knowledge of local people. It aims to establish whether an area, or a component of it possesses sufficient special interest to be of local, regional, national or international significance. Heritage assets, and the values attached to them, may overlap or be interdependent.

The Planning and Development Act 2000 requires that a building be of special interest under one or more designated categories in order to merit protection. The Act stipulates the following categories to use in order to determine whether it possesses special interest or importance. These categories are: architectural, historical, archaeological, artistic, cultural, scientific, technical or social. Testing against these criteria identifies the special interest that may be attributed to the protected structures on site.

Workshop assessment

The end wall of the Luggage Store is included within the proposed development as part of the new entrance and route through the site.

Architectural

Good quality masonry construction

Historical interest

Not identified

Archaeological interest

Industrial heritage interest

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified. The wall was constructed using traditional methods and materials and has no technical special interest

Social interest

No known social interest

Rating : Regional



45 Workshop front façade

5.4 Seville Place Vault Assessment

Appraisal

Date of construction unknown. The wall is constructed of high quality snecked limestone to the Seville Place façade. Central arched openings are expressed with recessed bands comprising of five courses of yellow brick.

Brick arched vault supported on limestone structural walls

Architectural

Good quality masonry construction, contribution to Seville Place streetscape

Historical interest

Not identified

Archaeological interest

Not identified

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified. The the wall was constructed using traditional methods and materials and has no technical special interest

Social interest

No known social interest

Rating : Regional

46. Entrance to vault on Seville Place



47. Proposed pedestrian linkage through vault on Seville Place
48. Snecked limestone wall



5.5 Flanking wall Sheriff Street Lower Assessment

Appraisal

Constructed at same time as Luggage Store and workshop. The wall is simply but well constructed Calp limestone on the boundary of Sheriff Street Lower. It features three segmental arches that have been infilled at a later date.

Architectural

Good quality masonry construction.

Historical interest

Not identified

Archaeological interest

Not identified

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified. The the wall was constructed using traditional methods and materials and has no technical special interest

Social interest

No known social interest

Rating : Local



49.

Blocked up arches in flanking wall

Appraisal

Date of construction unknown. The walls are constructed of high quality snecked limestone to the Seville Place façade. Central arched openings are expressed with recessed bands comprising of five courses of yellow brick.

Architectural

Calp limestone, random rubble, typical boundary or garden wall construction. Makes a positive contribution to the streetscape.

Historical interest

Not identified

Archaeological interest

Not identified

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified. The wall was constructed using traditional methods and materials and has no technical special interest

Social interest

No known social interest

Rating : Local

6.0 CONSERVATION STRATEGY

6.1. Connolly Quarter Masterplan conservation strategy

The Masterplan for the Connolly Quarter was developed to align with a conservation strategy that recognises and emphasises its significant heritage value and will have regard to the stated key heritage Objectives that have been specifically developed for this site.

A priority of the conservation strategy is the retention of historic legibility and authentic character within the new development in a manner that will enhance new spaces, re-engage with the local streetscapes and in particular contribute a positive sense of place within the context of the wider area. The proposed redevelopment of these industrial lands will have a significant impact on the character of the site and its environs.

Legibility is at the heart of the conservation strategy. The vision, layout and use strategy of the Masterplan was developed and refined with ongoing input from conservation to the urban and architectural designs and also included more site specific consideration of the individual buildings along with the boundary walls.

The historic interest and role of Sheriff Street Lower will be acknowledged within the planning of the site. The Luggage Store, Workshop and Seville Place built in the second half of the nineteenth century, on the lands alongside the terminus and tracks, are not intact but there are sufficient elements of heritage remains and intrinsic character to make it a unique and distinctive place signalling an urban industrial aesthetic.

Protecting and enhancing this legacy ensures that it will be appreciated and enjoyed by many and this has underpinned the vision of the Masterplan for the development proposals to create a new urban quarter strongly linked to the railway terminus. Following an informed character appraisal it has been a consistent imperative to test and align the architectural design of the proposals with the conservation strategy in order to protect the built heritage of the site, to integrate with the proposed development in a meaningful way, to assist in placemaking and most importantly retain the heritage significance for future generations.

The conservation strategy at Connolly Quarter is underpinned by relevant International Charters and the policies and objectives of the Dublin City Development Plan (2016-22) to which the development proposals have given due regard.

The approach to the conservation of the buildings will follow the principles of research, understanding and analysis prior to any commencement of works in line with international conservation charters and all works will be carried out in accordance with the statutory guidelines and advices of the Department of the Arts Heritage and Gaeltacht. The implementation will be based on respect for the existing fabric and the least possible intervention.

For each local situation a balance is reached between preservation and protection of urban heritage, economic development, functionality and liveability of a city. Thus the needs of current inhabitants are responded to while sustainably enhancing the city's natural and cultural resources for future generations.

Unesco – New life for historic cities

Key heritage Objectives

Ascertain and communicate the architectural, urban and social values of the Connolly Quarter site and ensure their appropriate integration within the proposed development.

Retain the cultural significance of the historic buildings and site within the design proposals to enable a distinctiveness of place and identity.

Protect composed views and vistas of the north and south Georgian core.

Appraise and evaluate the elements of heritage significance.

Protect special interest of protected structures.

Identify immediate conservation priorities and develop a coherent conservation strategy.

Establish new compatible uses for the protected structures, accessible to the public to ensure sustainable use into the future.

Provide specific strategies for repair, intervention, adaption and extension to the Luggage Store, Workshop, Seville and the nineteenth century boundary walls.

Develop a lighting strategy to give expression to the heritage aspects at night time

Ensure architectural design approach to integrate historic, contemporary architecture and landscaping with an overall coherence and integrity.

Ensure that extensions to protected structures clearly differentiate between old and new.

Respect existing context and scale.

Record all surviving features of architectural, historical and industrial heritage.

Provide a salvage strategy for historic building materials.

Have due regard to architectural policies, standards and objectives of Universal Access.

6.2 Connolly Quarter implementation conservation strategy

The design principles and conservation strategy that inform the development proposals include permeability and public access, integrating the proposed development into the fabric of the inner city in a manner that welcomes visitors and engages with passers by. The interventions to the protected structures will have due regard to the conservation strategy developed with the Masterplanning of the site. It is an objective of the architectural design to increase awareness of industrial heritage as experienced from the public realm and maintain the robust industrial integrity and character of the protected structures.

The proposals to create a new living and working environment within the city and the ambition to retain a strong element of heritage value and memory are not mutually exclusive. The new development proposals inevitably will alter the setting of existing buildings in their vicinity and new spaces and views will be generated in response to the character of the design and landscaping. A new urban landscape echoing the early origins of the estuarine site is intended to provide an enhanced spatial quality for residents and visitors and to contribute to a unique sense of place.

The public are to be allowed freely access the street level of the development and to enjoy its landscaped spaces. Along Sheriff Street Lower the integration of the vaults and arches are intended to facilitate activity and provide passive surveillance to the currently lifeless street. Entrances from Sheriff Street Lower, Oriel Street Upper and Seville Place will allow the greatest number of people experience the quality of the historic structures.

A careful balanced approach to the conservation of the walls has been provided (see Appendix D). The approach to any intervention from a small repair to structural strengthening is based on the principle that the new material will behave in the same way as the whole. The conservation challenge will be to maintain the balance between the necessary interventions and retention of historic fabric in as far as possible, carrying out honest repairs, making sure that decay is halted and the structures are stable and safe.

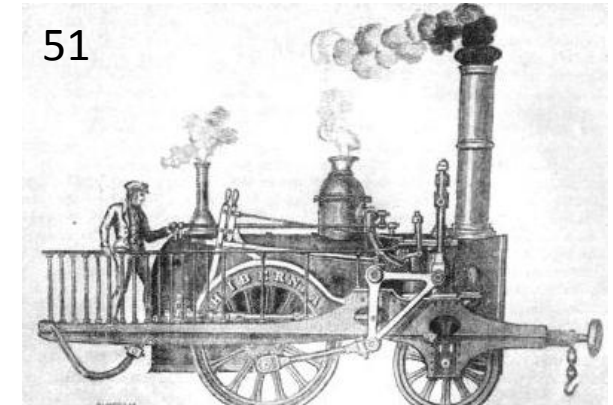
The interface between new and old follows principles of legibility and minimal loss of original building fabric. The interface between Block D and the wall along Oriel Street Upper has been carefully considered within the architectural design both in terms of the physical impact and the visual, as indicated by the drawings of detail provided by RKD.

The choice of materiality emerged from research of the immediate context and its industrial past. The palette of materials selected for use in the proposed development compliments both existing buildings and local context. It incorporates metal cladding, brickwork and industrial detailing as an appropriate aesthetic. The choice of a brick as a finish for new buildings within the proposed development reflects Dublin's historic reputation as a brick built city as well as the brick buildings in the surrounding streets.

6.3 Development proposals

The proposed development entails an ambitious municipal planning scheme that aims to reintegrate an underused and redundant corner of the railway complex back into the urban tapestry of the surrounding area by providing new routes and public spaces to enfold around clustered blocks of residential units and lively street level amenities. A Highline feature at first floor level adds a third dimension to the peripheral experience. This level echoes the historical level of the Luggage Store's original first floor provided to enable the railway tracks to enter the building.

Integrating the surviving elements of industrial heritage into the development proposals in a meaningful way gives renewed purpose and meaning to the heritage assets and ensures the most concentrated public engagement with the heritage features



- 51. Hibernia 1834. first train in Ireland
- 52. railway worker

The ground plane will be expressed with a landscaping treatment strongly conjuring the earliest origins of the site with landscape features and planting that evocative of the Liffey delta. The proposals will incorporate elements of salvaged building materials, recycling brick, stone and setts within the designed features to reflect the industrial character.

7.0 PROPOSED PHYSICAL INTERVENTIONS

7.1 Site excavation

The railway tracks from Drogheda approached the city at high level across a viaduct and operated above the adjacent streets with bridges and arched structures, quite a dramatic surgical intervention into the city at the time. In order to provide all the ancillary functions relating to the station the adjacent land required an artificial ground plane circa seven metres above street level. This was constructed with infill to raise part of the site to that matching the level of the railway tracks. At the edges of the site along Sheriff Street Lower and Seville Place vaulted structures were introduced that connected street and station and made use of space that would otherwise been merely infilled.

It is now proposed to excavate this infill and reduce the existing elevated ground level back down to the street level of Sheriff Street Lower to enable penetration of the site, introduce public amenity areas and increase connectivity within the city block. It is possible that the foundations of buildings such as the saw mills and goods shed that are indicated on the historic maps have remained within the site infill following their removal. It is likely that obsolete tracks would have been removed for their salvage value.

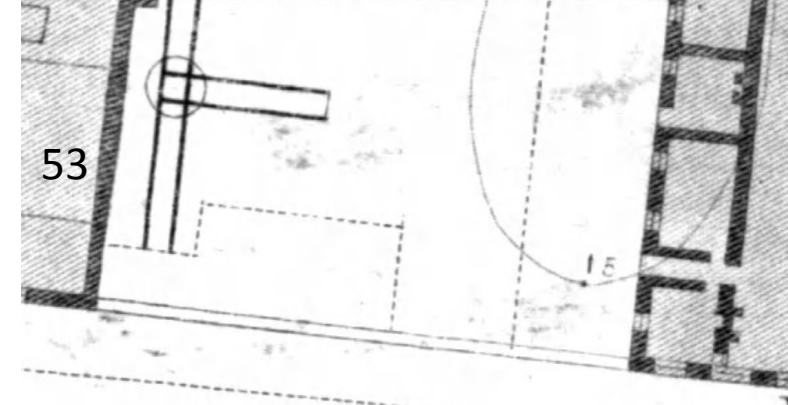
The removal of the infill will expose the end walls of the Luggage Store and the Workshop. These walls form the boundary and flanking walls to new entrances that provide public access to the proposed residential development within.

Site excavations to provide basement parking and the removal of infill are designed to avoid causing damage or loss to the elements of heritage value.

7.2 19th century boundary wall

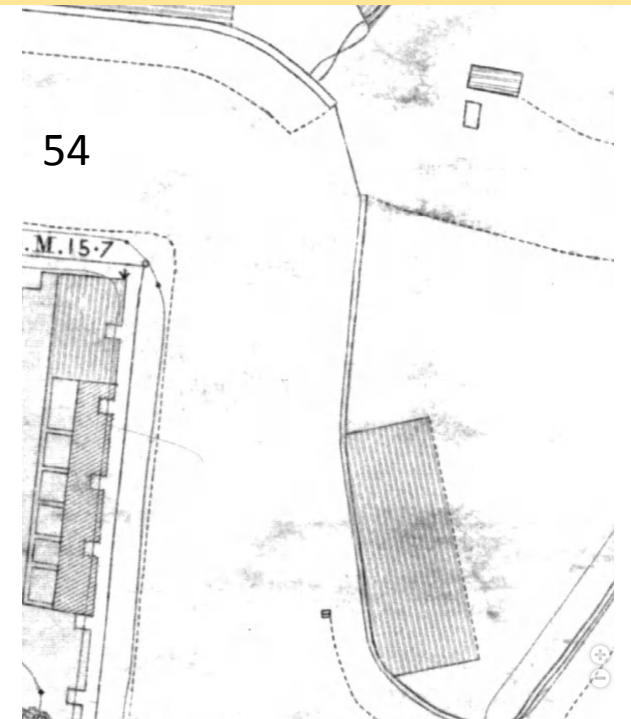
The principal interventions proposed to the 19th century boundary wall relate to sections along both Sheriff Street Lower and Oriel Street Upper that form the site boundaries to the city. Three arches are located in the flanking wall between the Luggage Store and the Workshop facades and have been blocked up with 20th century masonry construction. The 1847 century OS map indicates a narrow 20th century warehouse located behind the arches. The presence or extent of any remaining building fabric is not known.

It is proposed to incorporate generous access to within the development from the south facing Sheriff Street Lower elevation through the arches that are built into the 19th century wall. These arched entrances, close to the railway station, will be primary generator of the circulation pattern throughout the site.



53. Detail from Ordnance Survey map illustrate flanking wall

54. Detail of map showing Sheriff Street Lower curves to meet Commons Street. Present site of vehicular entrance

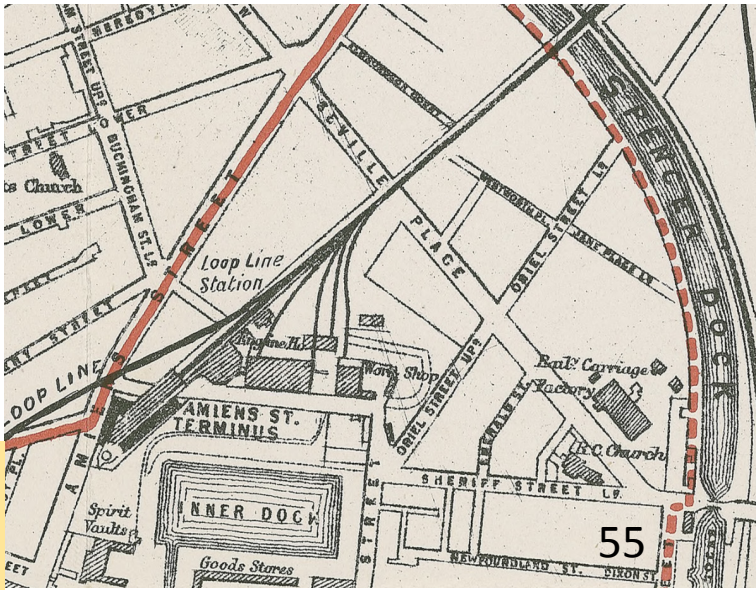


The gateway and vehicular access to the site is located on Sheriff Street Lower. The boundary wall has been substantially removed at this location. In the gate piers missing stones have been replaced with reconstituted stone. The walls have been rebuilt in sections with concrete blocks.

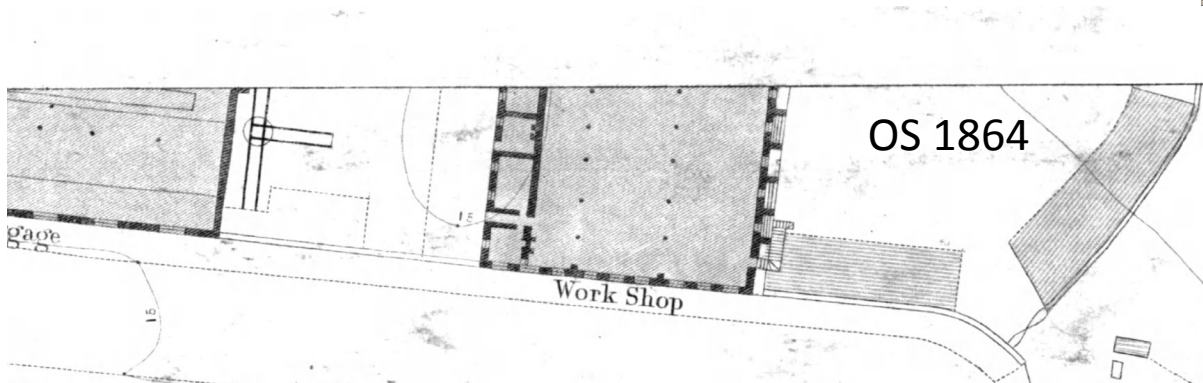
Access to the services and underground parking for the site is to be provided from Oriel Street Upper. This provision will necessitate the removal of a section of wall adjacent to the junction with Oriel Hall. This part of the wall has considerable interventions and is the most appropriate section to remove as determined based on a careful study of the wall. Tie bars indicate historic stability issues.

Not all walls are of equal historic significance. The Calp limestone rubble construction along Oriel Street Upper is a simple freestanding wall. There have been many interventions along this section of the boundary. Apart from new openings, in places it has been lowered, rebuilt in concrete block, repointed and earlier entrances have been blocked up. Two openings are required for pedestrians to enter the development with its associated squares and landscaped areas. There is no intention to introduce replica arched openings at these thresholds. The architectural detailing of any intervention will be designed in a high quality modern idiom with an industrial character. It is intended that the wall will act as passive flood protection and therefore demolition and openings are required be avoided along this section below 2500mm from street level.

55. Early twentieth century map (1912) indicating no construction had taken place behind the section of flanking wall between Luggage Store and Workshop.



56 Gate pier and pedestrian gate at original entrance
 57 Oriel Street Upper blocked doorway
 58 Oriel Street Upper



7.3 End walls Luggage Store and Workshop

The full structural capacity, extent and condition of these walls is not known at present as they are concealed by the site infill and car parking surfaces.

Inspections of the interior reveal evidence that damp penetration from above has caused the inner core of the walls to deteriorate and remedial works will be required.

The removal of this infill will expose the end and side walls of the Luggage Store and Workshop buildings and permit the drying out of stone construction and conservation of the original building fabric. It is proposed that these side walls of the vaults will frame the new circulation route from the arches on Sheriff Street to Connolly Square and the conservation of their stonework will form part of the works.

Detailed conservation and adaption proposals for the historic fabric of the Luggage Store and Workshop will form part of an application to Dublin City Council for the commercial development that integrates with the residential to form the Connolly Quarter. These works do not form part of this application.



59. The Luggage Store Sheriff Street Lower
60. Oriel Street Upper existing gateway
61. Boundary wall adjacent to vehicular entrance



7.4 Vault at Seville Place

A series of four vaults are located on Seville Place and are currently in various uses including a GAA club. It is proposed to locate the club within the new development and create a new urban insertion to the city, providing a link between Seville Place and Connolly station. This is a very significant element of the urban design, delivering connectivity and interest.

7.5. Block D elevation to Oriel Street Upper

Block D runs in an east west direction along one of the main circulation routes within the site. The end wall of the building follows the building line of Oriel Street Upper where the stonework of the lower section of the boundary wall retains some 19th century construction. Two openings are required to access the proposed development.

It is proposed to leave a section of the original stone boundary wall construction in situ and incorporate it into the design for the street level of the contemporary building. It is intended that this wall will function as passive flood barrier and openings are to be avoided. This results in windows located at high level. Where the lower section of the wall is 19th century construction it will be retained as far as possible and conserved.

It is proposed to raise the level of the wall in order to connect with the Highline level. The original upper section of the wall has already been replaced. The junction between new and old will be clearly differentiated capping the wall with Corten steel edge beams to reflect the industrial character of the site. The rust colour is complementary to the brickwork construction above and the detailing clearly differentiates with the older base defined. This architectural approach allows the protected structure to be retained in situ and weaves the industrial past into the contemporary design.

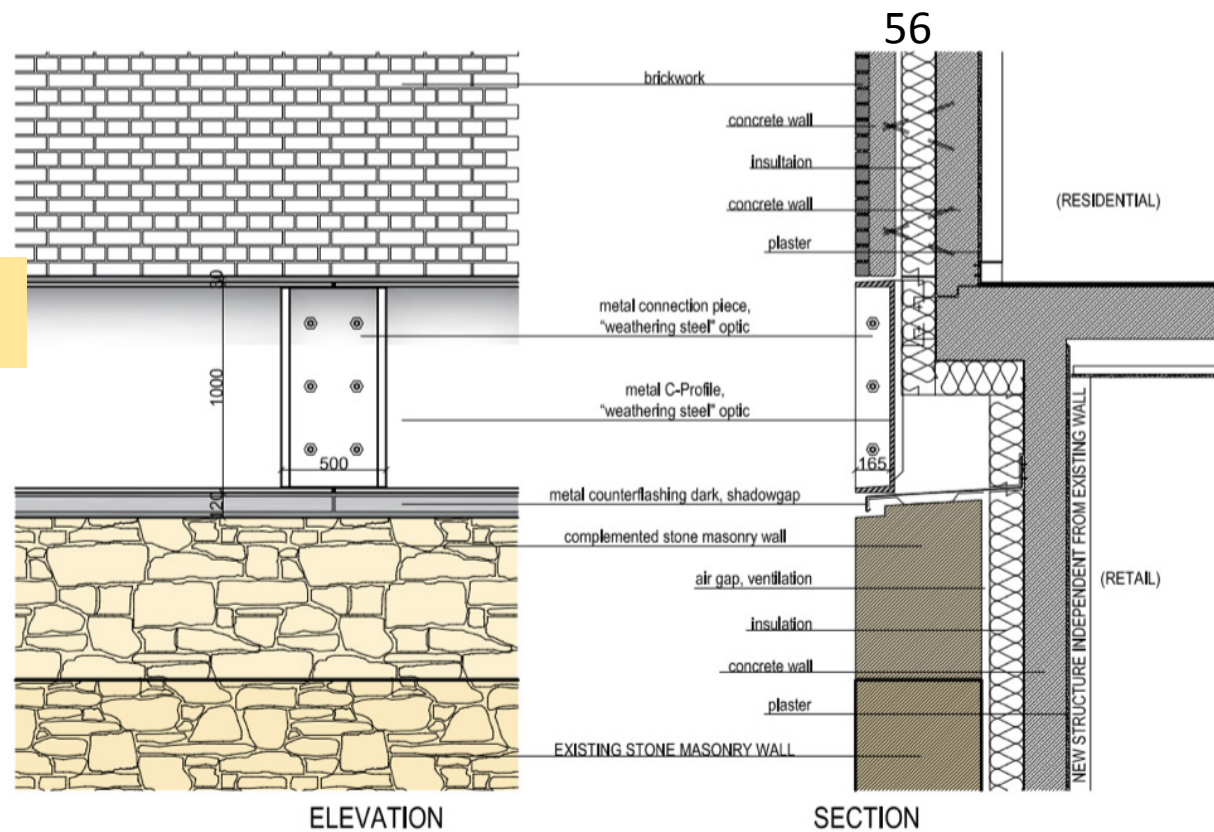
The section of wall removed at the junction with Oriel Hall is essential to enable vehicular access safely to within the site and provide new pedestrian linkages to align with the Masterplan connectivity strategy.

Along Oriel Street Upper the height of the proposed building descends noticeably to lessen the impact on the existing pattern of development on the street.



62. Block D, Oriel Street Upper, gateway leading to Connolly Square

63. Construction detail of interface between the existing wall on Oriel Street Upper and proposed Block D.



Detail of interface between the existing wall on Oriel Street Upper and proposed block D.

The upper section of the wall along Oriel Street Upper has been rebuilt as can be seen in the variation of the stonework construction and the horizontal bands of granite. The interface will in fact be between this later intervention and the new construction of Bloc D.

The structure of the new building will be independent of the existing stone wall.

All work to the nineteenth century stone construction will be carried out according to the Method Statement included in Appendix C and the Architectural Heritage Protection Guidelines and Advices issued by the Department of Arts Heritage Gaeltacht. Conservation works will include removal of rusted tie bars, structural stabilizing where necessary and repointing of stonework.

The architectural design incorporates a weathered steel material reinforcing the industrial character of the site whilst brickwork, laid in a traditional bond, references the terraces and houses in the surrounding area.



The wall has been rebuilt above the level of the infilled gateway head

7.6 Proposed demolition of Oriel House

The removal of Oriel House (originally the CNRI Goods Office) is a required part of the delivery of the Masterplan for the successful implementation of the development proposals. The initial design strategy identified the importance of the junction of Sheriff Street Lower, Oriel Street Upper and Commons Street in terms of urban planning and the opportunity to design an eye catching building that would signal the proposed Connolly Square development from the docklands. The site is presently occupied by a single storey, early twentieth century administration building built c1920 that appears to have been designed by the engineering section of the railway company.

Following analysis of the historical background and architectural quality of Oriel House it is considered that this building is not fundamental to the unity and visual quality of its setting and these streets will not suffer significantly by its demolition and replacement with a building in a high standard of contemporary design. Nor does the building possess such special interest individually as to justify its rehabilitation and conservation. The style of the exterior is undisciplined. The interior has been refitted out as austere modern office accommodation. The building has been unsympathetically altered, in particular by the removal of its windows which are an intrinsic part of a building's character. The prominence of this corner site and the present lack of any response to its strong elemental nature presents an opportunity to create a striking and close the long view from the Liffey. Were it to be retained, the location of the building would impact in a severely negative manner on the major urban design strategies of the Masterplan. Facing into the site, turning its back with a high brick built security wall, it presently reinforces exclusion to the detriment of the neighborhood.

The interior retains little of interest as most of the original fixtures and fittings have been stripped out, removing character or special interest. The replacement fitting out it has no architectural design merit.

A major element of the architectural design and urban planning of the site is the siting of the proposed hotel. A striking building is proposed to occupy the most visible node point of the site where Sheriff Street Lower and Oriel Street Upper intersect. This view from Commons Street is visually important and indicates a route to the railway station. The presentation to the street and the open public usage of the street levels of the hotel building are essential to this concept. This cannot be accomplished without introducing a contemporary building designed with the objectives contained within the Masterplan.

As it is not a protected structure the requirement under the Act to demonstrate exceptional circumstances for the demolition of the building is not essential. The removal of the building is considered in terms of its present contribution to its urban context, heritage value, its intrinsic architectural quality and the the impact of the proposed replacement building.

Whilst the building can be considered to have some architectural and historical interest it has become functionally and economically obsolete. Buildings have a lifespan and their natural life cycle of is one of construction, use, obsolescence, decay and demolition. Whilst initially adequate maintenance is sufficient to enable the building to perform within acceptable limits, inevitably this advances to a situation where more costly, less sustainable interventions are required.

The structure should be carefully dismantled in accordance with the Salvage Strategy methodology. Materials suitable for re-use within the site e.g. the setts of the forecourt, can be incorporated within the ground plane of architectural landscaping proposals. As the building is 20th century construction the building materials are mass produced and lacking in the variety and unique quality of earlier craftsmanship.

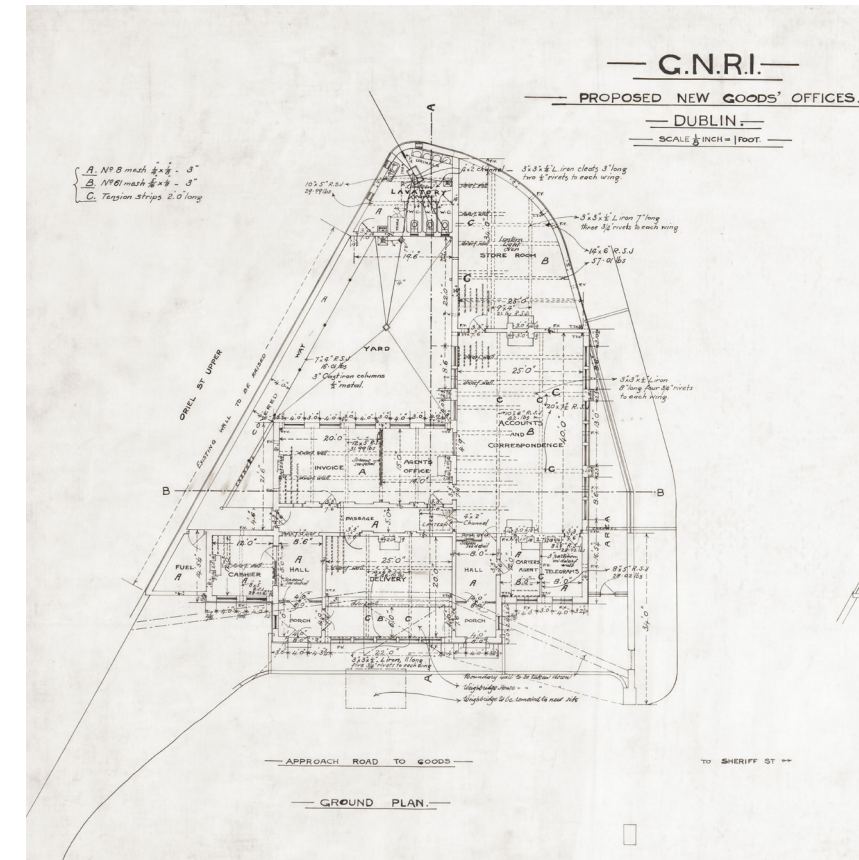


Fig 5 Ground floor plan

Architectural drawings courtesy Railway Records Society archives

7.7 Precedent demolition permission

A precedent study has been undertaken to research examples of the permitted removal of both protected structures and non protected buildings considered to be of architectural merit. Two examples are considered particularly relevant to the proposals to remove Oriel House. The Nurses' Home at Grangegorman built in 1938 by an eminent architect of the period Vincent Kelly (College of Catering, Cathal Brugha Street) was permitted by Bord Pleanala to be demolished as part of the SDZ scheme due to its location limiting an important campus connection to Broadstone. The second example given relates to the controversial 1980s building, the ESB headquarters, designed by eminent Dublin architect Sam Stephenson. Planning permission was granted by both the Local Authority and Bord Pleanala for its demolition in order to make way for the ESB offices and speculative office development.

With regard to the Nurses Home Grainne Shaffrey, RIAI Grade 1 conservation architect, stated that she acknowledged the quality of this building architecturally and in terms of its robust construction and condition. However retention of the Nurses Home would prevent critical elements of the Planning Scheme's Key Structuring Principles.

At the oral inquiry the Bord Pleanala inspector concluded that '...the decisions to remove the buildings are well grounded and that ultimately negative impacts on the architectural heritage will be compensated for by the positive impacts on the remaining more significant and listed/protected structures.' He also considered the sustainability of relevance but found that on balance the requirements/demands of the Planning Scheme in developing a coherent and functional new urban quarter took precedence.

The redevelopment of the ESB site on Fitzwilliam Street required that the site be cleared. The proposed new headquarters for the ESB and part speculative office development included the demolition of the controversial 1960s infill office building. The demolition was granted planning permission by the Local Authority. Appeals to the board argued that it should be preserved as a unique example of 20th century architecture. In its ruling, the board said notwithstanding the 'high architectural quality and the historic significance' of the building, it was not on the record of protected structures and its demolition could go ahead. In the conditions attached to the permission, the board ordered a "preservation by record" survey be undertaken by the company on the Stephenson/Gibney building known as Block A :

Condition 5 a) The applicants shall provide a detailed survey/preservation by record (level 4 EH 2006) of existing Block A for submission to the Local Authority file and to the Irish Architectural Archives.

(Ref: English Heritage, 'Understanding Historic Buildings' document published in 2006, which superseded the earlier Recording Historic Buildings standards outlined by the Royal Commission on the Historical Monuments of England.)

7.8 Oriel House proposed mitigation measures

The structure will be carefully dismantled in accordance with the Salvage Strategy methodology in order to conserve materials suitable for re-use within the site e.g the setts of the forecourt incorporated within the ground plane of architectural landscaping proposals. As the building is 20th century construction the materials will have been mass produced lacking the variety and unique quality of earlier craftsmanship but appropriately incorporated have the potential to add interest to works carried out as part of the development proposals.

A detailed survey/preservation by record (level 4 EH 2006) of Oriel House will be submitted to the Local Authority file and to the Irish Architectural Archives.



Nurses Home Grangegorman designed by Vincent Kelly 1938



Planning permission for Stephenson's ESB headquarters was granted in full by Neil Blaney, Minister for Local Government, the day before the introduction of the new 1964 Planning Act. DOCOMOMO proposed its inclusion in the RPS.

7.9 Heritage status of Oriel House

Oriel House has been identified by the National Inventory of Architectural Heritage and appraised as :

'A distinctive early twentieth-century office building associated with railway administration, located in a semi-industrial area between Sheriff Street Upper and Oriel Street Lower. The building displays some architectural pretension through the use of classical devices such as stone cornicing and symmetry, which serve to enliven an otherwise functional building. Historical context is reinforced through survival of important setting features, including original cobbles to Sheriff Street, a fine limestone boundary wall to east side, and some good cast-iron railings and gates.'

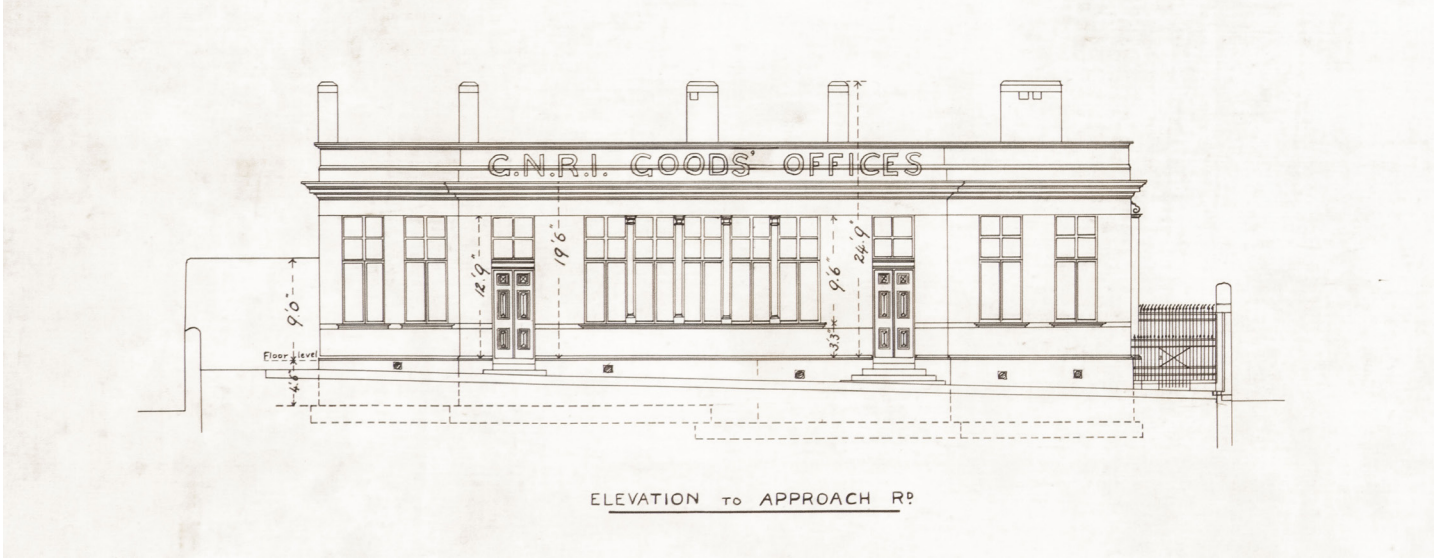
A rating of 'Regional Importance' has been attributed to the building by the recorder. However over the course of successive Development Plans the Local Authority has not added the building to the Record of Protected Structures.

The Planning and Development Act 2000 requires that a building be of special interest under one or more designated categories in order to merit protection and the Act stipulates the categories to use in order to determine whether it possesses special interest or importance. These categories are: architectural, historical, archaeological, artistic, cultural, scientific, technical or social. In order for a building to have architectural special interest it is required to possess at least one of the following qualities :

- a) a generally agreed exemplar of good quality architectural design;
- b) the work of a known and distinguished architect, engineer, designer or craftsman.
- c) an exemplar of a building type, plan-form, style or styles of any period but also the harmonious interrelationship of differing styles within one structure;
- d) a structure which makes a positive contribution to its setting, such as a streetscape or a group of structures in an urban area, or the landscape in a rural area;
- e) a structure with an interior that is well designed, rich in decoration, complex or spatially pleasing.

7.10 Special interest key criteria

In order to assess the special interest of a heritage building an assessment of relative significance has been carried out. Inevitably, this is a comparative process. It was aimed at establishing whether Oriel House or a component of it possessed sufficient special interest to be of local, regional, national or international significance. Testing against the special interest key criteria of the Architectural Heritage Protection Guidelines issued by the Department Arts Heritage and the Gaeltacht (2011) was the benchmark used to establish whether the building warranted retention as part of the proposed development.



Assessment of the special interest of Oriel House

Description

Detached former railway offices, built c.1920 on wedge shaped site-plan. Designed as an inward looking, building, the main features are a symmetrical front elevation with central projection and a five-light ribbon window flanked by entrances. Two bays to flanking recessed sections. Roof concealed behind brick parapet, with moulded masonry coping. Brickwork construction with granite dressings including moulded cornice and plain frieze and plat-band at sill level. Square-headed window openings, with brick reveals, shared granite sills. Windows framed by full-height brick piers. Square-headed double-leaf timber panelled principal entrance door with brass furnishings, granite steps, and over-light.

The interior has been refitted out as nondescript modern office accommodation. It retains little of interest as the original fixtures and fittings have been stripped out, removing any character or special interest. Original drawings indicate an fitted out interior with the walls originally lines with shelves and cupboards.

The replacement fitting out has no architectural design merit.

Architectural

Principal façade with modest architectural details in stone

Historical interest

None identified

Archaeological interest

None identified

Artistic interest

Not identified

Cultural interest

Not identified

Scientific interest

Not identified

Technical interest

None identified.

Social interest

No known social interest

Significance : Local

Appraisal

Oriel house was constructed c1920 of machine made brick and using traditional methods of construction without evidence of any technical innovations. The building is shoe horned into an irregularly shaped site. The breakfront style of the front façade and fenestration pattern adds interest to an otherwise dull building. Its elevation is capped with a heavy granite cornice featuring pared back classical detailing. The design would have been carried out by the engineering section of the railway company. It is modest in size and intended for administrative use.

Oriel House has been unsympathetically altered, in particular by the removal of its windows which are such an essential component of character. Otherwise the building turns its back on an prominent junction with a high boundary wall treatment, prevalent in this neighbourhood.

In the the 2011 study ‘Connolly Quarter Development Architectural Heritage Impact Assessment carried out by Shaffrey Associates, RIAI Grade 1 conservation practice, the report concluded that Oriel House was of Local Significance rating under the designated criteria provided by the DAHG.

Statement of significance

Buildings built between 1840 and 1914 require a rigorous selection process to identify the best examples of particular types and only buildings of definite quality and character merit listing, including the works of principal architects. Buildings constructed post 1914 (including Oriel House 1920) merit listing only when they are considered exemplars of an architect, design, decoration, workmanship, historical, social or technological interest etc.

Whilst the building can be considered to have some architectural and historical interest it has become functionally and economically obsolete. Insofar as some attention has gone into the massing of the front façade, the window detail and well laid brickwork it does have modest heritage interest but insufficient to consider, based on the criteria, of such special interest as to be considered of a building of Regional Importance. As it does not address the street in a meaningful manner it makes little contribution to its setting or streetscape.

Nor does the building possess such special interest individually as to justify its rehabilitation and conservation. It has been unsympathetically altered, in particular by the removal of its windows which are an intrinsic part of character. Buildings have a lifespan and their natural life cycle of is one of construction, use, obsolescence, decay and demolition. Whilst initially adequate maintenance is sufficient to enable the building to perform within acceptable limits, inevitably this advances to a situation where more costly, less sustainable interventions are required.

Oriel House Photographs



64



65



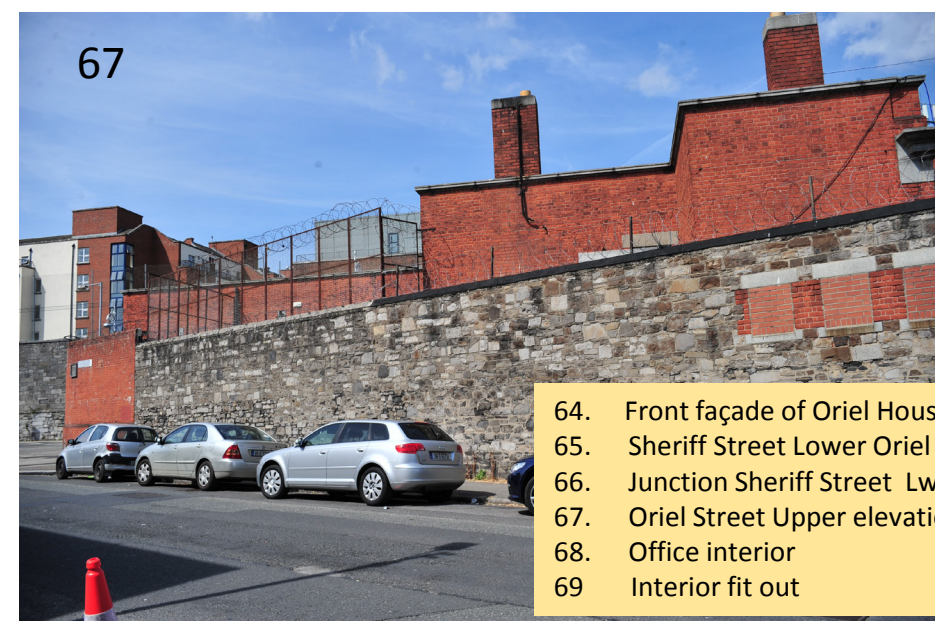
69



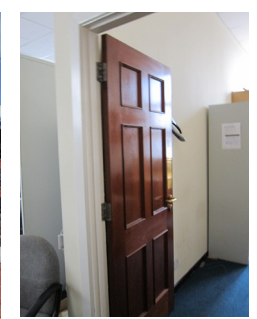
68



66



67



- 64. Front façade of Oriel House
- 65. Sheriff Street Lower Oriel house behind wall
- 66. Junction Sheriff Street Lwr and Commons Street
- 67. Oriel Street Upper elevation
- 68. Office interior
- 69. Interior fit out



70



71



72



73

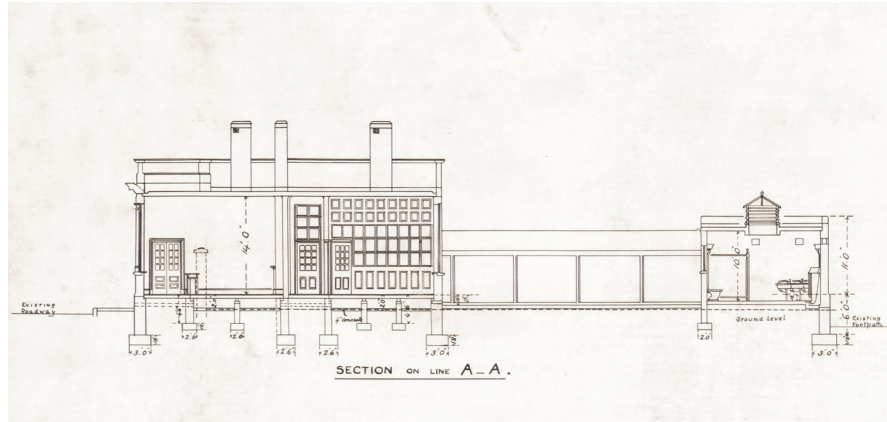


75



74

70 Typical office fitting out, suspended ceiling and new flooring
71 Modern windows
72 Setts and weigh bridge
73 Wrought iron railings
74 Granite steps
75 Panelled hardwood doors



Evaluation

A major element of the architectural and urban design strategy of Connolly Quarter is the siting of the proposed landmark building which marks the entrance to the proposed Connolly Quarter, on the portion of site that is presently occupied by Oriel House and its yards. A striking building is proposed to be sited at the most visible node point of the site where Sheriff Street Lower and Oriel Street Upper intersect. The view from Commons Street is visually important and will announce the route to the proposed development and also to Connolly railway station. The presentation to the street and the open public usage of the street levels of the hotel building are essential to this concept. This cannot be accomplished without introducing a contemporary building designed with the objectives contained in the Masterplan.

Following analysis of the historical background and the appearance of Oriel House, it is considered that this building does not contribute to the visual quality of the streetscape. The character of the street will not suffer significantly by its demolition and replacement with a building in a high standard of contemporary design. Facing into the site, turning its back with a high brick built security wall to the street, it presently reinforces exclusion to the detriment of the community.

Nor does the building possess such special interest so as to justify its rehabilitation and conservation. In terms of the assessment carried out by the National Inventory Architectural Heritage the appraisal finds that the building merits Regional Importance. This would not appear to be justified by its modest architectural and heritage interest. A rating of Local Interest would be considered appropriate.

The prominence of this corner site and the present lack of any response to its strong elemental nature presents an opportunity to create a striking composition and close the long view from the south. Potentially with the development of Connolly Quarter there is a substantial planning benefit for the city and community that outweighs the loss arising from the removal of Oriel House. Were it to be retained, the location of the building would impact in a severely negative manner on one of the major urban design strategies

7.7 Demolition 20th century buildings

In order to facilitate the sustainable development of this site it is proposed to demolish 20th century office buildings located on the site. This includes 1920s Oriel House, which whilst it is a building of some architectural and industrial heritage interest is not a protected structure and does not engage with the surrounding streets. It has been assessed and a full drawn and photographic survey will be undertaken along with an appropriate salvage strategy as detailed in the accompanying Method Statement for the proposed development. The removal of this building is necessary to the delivery of the entire development scheme and was incorporated within the designs after due consideration was given to any possible alternative action. This action is not reversible.

The other buildings that it is proposed to demolish include the former Fastrack, Irish Rail Regional Building Maintenance, CIE Group IT and HR buildings and the Rolling Stock Maintenance shed and various temporary structures that have no architectural interest. In line with best practice the buildings will be fully recorded prior to demolition and an appropriate salvage policy implemented.

A description and a Method Statement for demolition is included in the planning application documentation. Their removal will have no adverse impact on the setting of other structures, the balance of an architectural composition or the setting of protected structures.

It is considered removal of the twentieth century administrative buildings and sheds will have a beneficial impact within the site and environs.



75



76

8.0 IMPACT OF PROPOSED DEVELOPMENT

8.1 Site excavations

The excavation and the removal of the infill material which presently elevates the site level to match that of the railway tracks originally leading into Amiens Street Station, will alter the character of the site both physically and visually. This effect will be permanent.

The removal of the site infill will enable the proposed development to integrate with the neighbourhood and the city. It reinstates the natural ground level and enables the vaults to have a new meaningful role within the development proposals. The removal of the water saturated materials from the external walls will have a significant beneficial impact on these buildings and the boundary walls.

The removal of the saturated infill will have a significant beneficial impact on the condition and longevity of the Luggage Store and Workshop removing a source of damp penetration that is putting the long term survival of the buildings risk.

Should the excavation of the infill uncover elements of heritage interest the Conservation Officer will be informed and a full assessment and conservation strategy will be submitted to the planning authority for approval.

8.2 Impact on protected structures of the site

Studying the industrial nature and construction of the nineteenth century buildings on site brings us to the conclusion that they are robust in character and capable of accommodating change. Well executed and appropriate conservation and remedial works to historic building fabric have significant beneficial impact on the protected structures ensuring their survival for future generations.

Localised repair work to the stonework of the walls will have a positive impact. The proposed removal of sections of the boundary walls will alter the character of these structures. The effect will be permanent.

In urban areas the protection and enhancement of setting is intimately linked to townscape and urban design considerations and often relates to townscape features such as lighting, trees and the treatments of boundaries or street surfaces. It is proposed to integrate materials salvaged from within the site to carry out repairs to the wall, raising the height to Highline level at Oriel Street Upper. The impact is not reversible.

In the case of the proposed development the present setting and streetscape of the protected structures has already been compromised by catastrophic building loss and mediocre development along Sheriff Street Lower. The proposed opening up non original infilling of the three arched opening provides that the original 19th century building fabric of the wall will remain intact around the openings and benefit from conservation of its authentic fabric whilst reinstating character and purpose. The construction and materials used in the wall along Oriel Street Upper do not possess significant architectural special interest and the wall would be considered of Local interest. The removal of sections of the boundary wall at Oriel Street Upper to create public entrances to within the site will have permanent significant positive effects on the surrounding streetscapes and the local community amenities. The removal of the sections of the wall at Oriel Street Upper is not reversible.

Essential structural interventions to prevent further instability of walls will have a physical impact on the boundary walls. Structural interventions if required may entail moderate loss of original building fabric and will be permanent and not reversible.

Part of the historic wall along Oriel Street Upper and below the proposed upper floors of Block D will provide enhancement through good architectural design quality and this is a consideration in determining the balance of harm and benefit. The physical interventions are likely to be minor, necessary and non reversible. The upper floors of block D will be constructed in brickwork that is complementary to the granite walls. The fenestration pattern is visually lighter and will compliment the solidity of structure below. The new building will be clearly legible as such and differentiate between old and new with an architectural detail using Corten steel beams and that causes least loss of original building fabric.

Legibility will be further enhanced by a lighting strategy to convey the counterpointing of new and conserved fabric at night-time.

The assimilation and opening up of the boundary walls within the design is essential to create a neighbourhood that encourages openness and inclusion rather than barriers and alien landscape. Central to the creation of a quarter that fits seamlessly and successfully into its urban context is the concept of permeability and access. Loss of original building fabric has been minimised to achieve these objectives and although the impacts are non reversible, they are considered to be positive when balanced against the overarching strategic objectives. It is intended to retain the historical openings with their segmental arches carrying out necessary repairs and remedial works. This will have a significant beneficial impact on the protected structure and Sheriff Street Lower.

In line with the conservation strategy, the sections of wall to be removed were determined based on a careful analysis of construction and condition and have been located where the wall has been either already infilled at the arches between the Luggage Store and Workshop or where significant loss of building fabric has occurred at Oriel Street Upper and beside the existing entrance where there is considerable modern intervention. No wall will be removed where any decorative elements would be compromised i.e. at the arched openings forming the façade to the Luggage Store. The stone salvaged from these openings will remain on site and will be used to carry out repairs to the remaining walls and rebuilding of the vaults in accordance with Method Statements submitted.

8.3 Impact on Connolly Station complex

The industrial heritage of the Connolly station complex has become fragmented and today is most evident the 19th century buildings and artefacts contained therein. This includes the main railway station building, a considerable heritage asset in a prominent setting on Amiens Street. However this is an area located at the edge of the docklands regeneration schemes where unprecedented growth and changes in urban scale have occurred over a short period of time transforming a previously dilapidated and stagnating industrial quarter and radically changing the urban context and aesthetic.

The proposed development will have no physical impacts on other heritage buildings that are protected within the Connolly complex, in particular the Amiens Street Station building which is the most significant building within the complex.



- 78. This view of St Laurence's church spire along will be lost but it will be seen from new view points within the proposed development
- 79. Building on the North side of Sheriff Street with service entrances

8.4 Impact on adjacent streetscapes

There will be a visual impact on the setting of the main station building viewed along Talbot Street. Two matters have lessened the visibility of the building from this direction - the construction of the Loop line already hides much the building's façade and the station terminal building was not constructed directly on the axis of Talbot Street.

Development affecting the setting of a heritage asset can be broadly categorised as having the potential to enhance or harm the significance of the asset through the principles of scale, prominence, proximity and also through detailed design. The scale and proximity of the proposals result in visual impact on the sky line and it is considered that this impact lessened as the Loop line has effectively reduced the view of the station façade apart from the Campanile. Trees also partly obscure the view.

The proposed development is considered a significant increase on the scale and massing of buildings directly facing its street boundaries and forming the backdrop to Seville Place. The high wall and flat blocks along Commons street have already introduced a more prominent architectural context. The visual impact within this context will be significant and permanent. In mitigation the architectural design of the proposed development has addressed this in both location of the central high block, the form of smaller blocks and the stepping down of blocks towards the site edges. The buildings not monolithic and their bevelled shapes reduce the apparent massing. The proportions of the facade treatments with diminishing silhouettes using a depth and shadow to enliven are intended to reduce the scale of the buildings.

Protection of the setting of heritage assets need not necessarily prevent change. It recognises the potential to improve the setting and quality of the street theatre.



A view from Talbot Street, of the campanile of Connolly station taken from west of the Loop line. Trees and traffic obscure a view of the façade

The proposed development has the potential to affect the setting of the small street of residential dwellings on Oriel Street Upper and Seville Place. Located to the north and east of the site, council houses are interspersed with pockets of mid to late nineteenth century terraces of modest row housing some of which are protected. These earlier buildings are a legacy of workers that moved to the area to support the dock and railway industry.

The train station and docklands were originally hard working environments and green spaces are generally absent in the area. The proposed openings within the boundary wall along Oriel Street Upper are intended to connect the neighbourhood with mutual benefit to residents, existing and new. The landscaped spaces delivered through the opening up of the site will provide green relief from the prevalent dense grain of the streets and encourage access by the public. This will have a significant beneficial impact to people already living in the area.

The proposed development is considered a significant increase on the scale and massing of buildings directly facing its street boundaries and forming the backdrop to Seville Place. The high wall and flat blocks along Commons street have already introduced a more prominent architectural context. The visual impact within this context will be significant and permanent. In mitigation the architectural design of the proposed development has addressed this in both location of the central high block, the form of smaller blocks and the stepping down of blocks towards the site edges. The buildings are not monolithic and their silhouettes reduce the apparent massing. The proportions of the facade treatments uses depth and shadow to enliven and reduce the scale of the buildings.



- 80. Oriel Street has retained a number of traditional row houses of late nineteenth century origins giving interest and more layering to the street.
- 81. An elegant concept for corner treatment of Oriel Street Upper junction. The building was originally a toll house.
- 82. Two nineteenth century row houses within twentieth century terrace



8.5 Visual impact on historic city vistas

'Setting is an established concept that relates to the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape. Definition of the setting of a significant place will normally be guided by the extent to which a material change within it could affect (enhance or diminish) the place's significance'. (English Heritage).

The area of assessment for a prominent development, that includes the siting of a tall building in an urban environment, can extend for a distance of several kilometres. In these circumstances, while a proposed development may affect the setting of numerous heritage assets, it may not impact on them all equally, as some will be more sensitive to change affecting their setting than others. This report has identified several significant protected structures within the vicinity of the proposed development, most notably the Custom House and the view eastwards down the Liffey. In order to assess the impact that development will have on heritage assets the reference used is views, a purely visual impression of a place which can be static or dynamic, long, short or have a lateral spread. The planning authority consider it appropriate that the area of search around the proposed development within which it was reasonable to consider the effects on setting should extend to sensitive or composed views associated with the 18th and 19th century Gardiner Estate.

In addition the Dublin City Development Plan 2016-22 contains view corridors and protected views (fig 69) and also references 18th century urban planning on the grandiose level.

'A vista frames a distant view so that it is seen through a composed view. In the case of Dublin it is often a backdrop of mountains framed by eighteenth century buildings. The natural setting defined by the mountains and the sea is one of Dublin's greatest attractions. The image and character of its urban pattern depends on views, topography, building forms and major landscape features. The Wide Street Commissioners organised and aligned the city with well planned thoroughfares and vistas. specific parts of Dublin were designed in the Grand Manner framing outstanding views and vistas' (DCDP 2016-22).

The site is positioned east of the Gardiner Estate and outside it's sphere of influence. Their series of significant planned urban set pieces transformed Dublin during the eighteenth and early nineteenth century. These lands included the area we know today as Talbot Street, Gardiner Street, Mountjoy Square and Montgomery Street (now Foley Street) which infamously became known as the "Monto" red light district adjacent to the railway station during the nineteenth and early twentieth centuries.

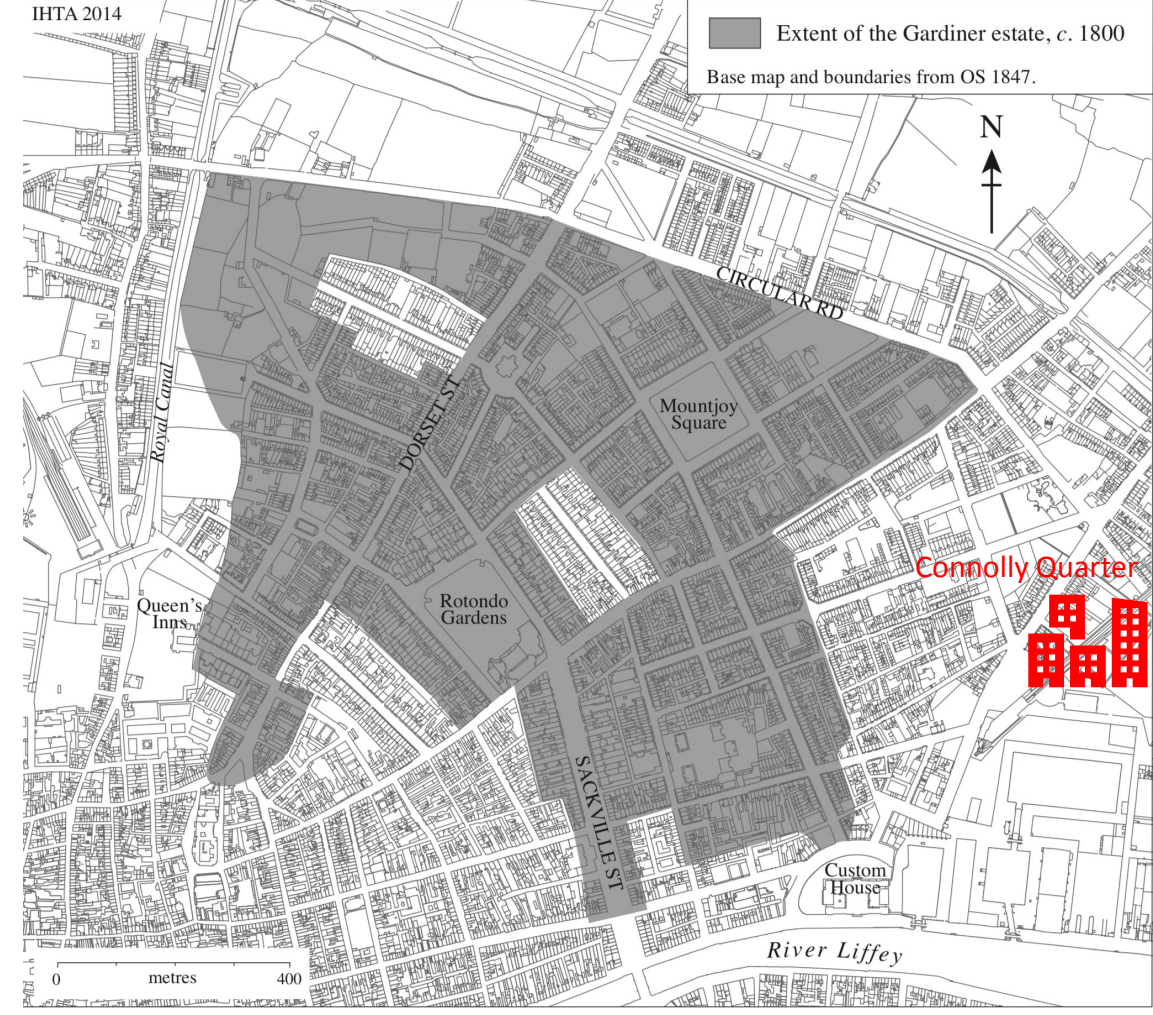
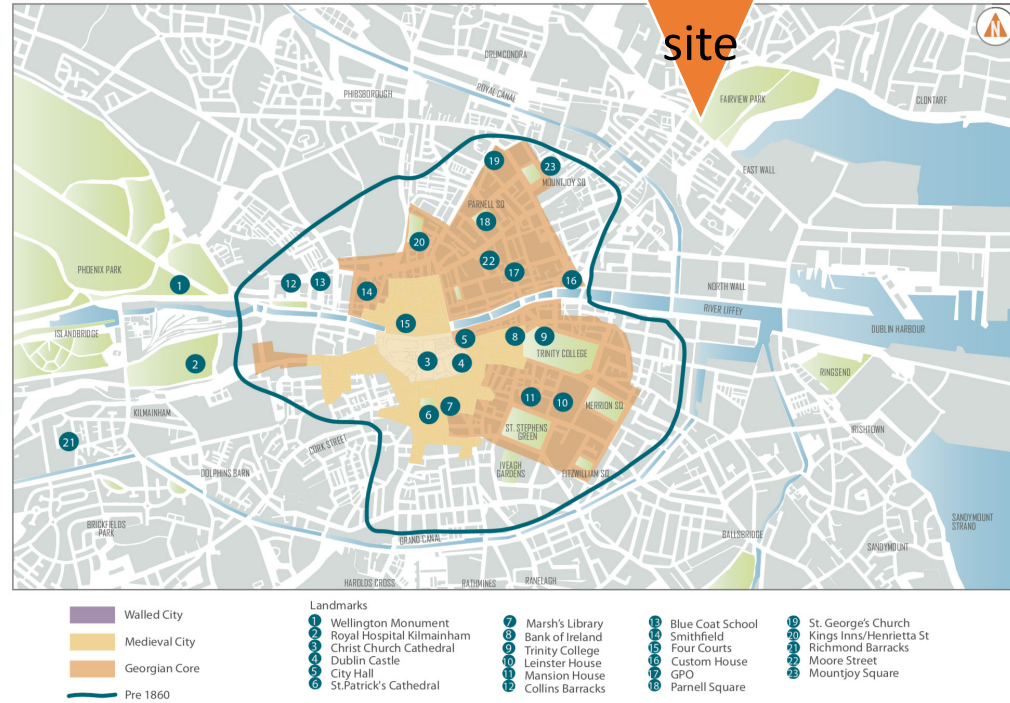


Fig. 4 Gardiner estate, c. 1800 (after Sheridan-Quantz, p. 267)

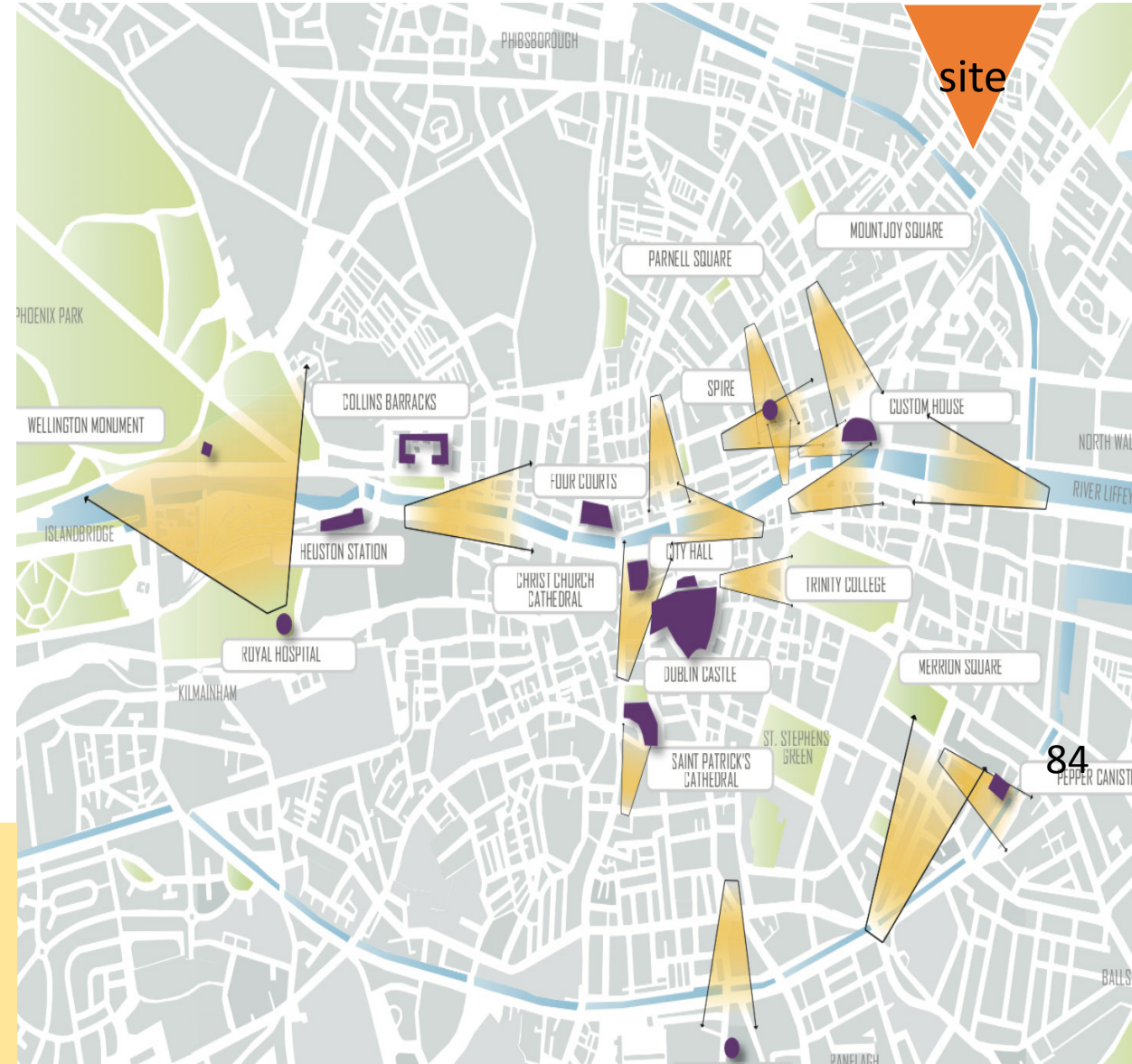
Fig 7 Gardiner Estate

The proposed development is also in the vicinity of important buildings, in particular Gandon's masterpiece- the Custom House. It is anticipated that it will, due to its height and massing, have an impact on a wide setting and views. Following consultation with the Conservation Officer of Dublin City Council strategic viewpoints were selected to illustrate with computer generated images the impact of the proposals on historic and sensitive city views.

Fig.17 Dublin City: Historic Core



83



84

83. The site is located outside the boundary of the designated Historic Core. Development proposals will be visible from locations within it and the potential visual impact has been identified using verified views submitted with the planning application (see Appendix A).

84. A map from the Dublin City Development Plan 2016 – 2022 illustrates the key views and prospects within the historic core.

8.6 Verified Views

The visual envelope for the site extends beyond its immediate environs on account of the height and massing of the proposed development and the likely visual impact on the historic core of the city includes views from key vantage points which have been prepared by Modelworks and submitted with the application documentation. The photographs from these vantage points illustrate significant representative views towards the site. The direction of view follows a composed view (e.g the Georgian mile), where it exists, along a street, otherwise the view is directed towards the development site e.g view from St Stephen’s Green.

Talbot Street is sensitive to any redevelopment proposals that occur in the background of the main station building and to the definition of a new skyline arising from the proposed development. The proposed development is also in the vicinity of important buildings, in particular Gandon’s masterpiece- the Custom House. Following consultation with the Conservation Officer of Dublin City Council strategic viewpoints were selected to illustrate the impact of the proposals on sensitive city views and vistas with computer generated images . The photographs from these vantage points illustrate significant representative views towards the site. The direction of view follows a composed view (e.g the Georgian mile), where it exists, along a street, otherwise the view is directed towards the development site e.g view from St Stephen’s Green). Talbot Street is sensitive to any redevelopment proposals that occur in the background of the main station building and to the definition of a new skyline arising from the proposed development.

Consideration has been given to the likelihood of views from the north and south Georgian quarters being impacted by the proposed development. Verified Views in Appendix A illustrate the views post the proposed development from locations in Henrietta Street, Parnell Square, Mountjoy Square, Gardiner Street, O’Connell Street, the River Liffey, St Stephen’s Green, College Green, Trinity College, Merrion Square and from the ‘Georgian Mile’. There will be a visual impact on the setting of the main station building viewed along Talbot Street. The other vantage points experience no changes to the city horizon on account of distance and the intervening structures in the city landscape.

It is considered that such a large-scale development cannot be organised in terms of layout or screening so as to have no visual impact on adjoining streets. The residential area to the east of the site has views of the existing site from close quarters. This area will be sensitive to the scale and detail of the proposed development, particularly at the street level interface along Oriel Street Upper, while streets and houses further east may experience the height and scale of the building elements proposed within the site. Mitigation for visual impact has been considered during the design process of the proposed development to provide aesthetically considered series of buildings of high quality architectural design using modern cladding materials and colours.

8.7 Visual impact on significant Protected Structures

The heritage buildings listed below indicate the significant protected structures that are likely to be subject to visual impact upon their settings as a result of proximity to the proposed development

The Custom House	no impact
Stack A (CHQ)	no impact
Amiens Street Station	moderate impact
Office Headquarters building	no impact
Busarus	no impact
Aldborough House	no impact

The southern bank of the River Liffey corridor was considered likely to offer glimpses of both existing and proposed high buildings on the site. Views C13 and C 14 were selected as important viewpoints of the Custom House, Busarus and the Stack A (CHQ), the warehouse building. However, examination of the verified views demonstrate that despite the open space afforded by the river, the proposed development is screened by the buildings.

8.8 Views and vistas change

From the eighteenth century onwards artists and engravers have left many celebrated views and vistas of the city taken from scenic viewing points along the Liffey, from the Phoenix Park and the forecourt of the Royal Barracks (now Collins Barracks). They featured landscapes and landmark buildings, the river and its bridges. Once developed these views were widely copied and these particular views should be conserved if at all possible. Views from the main city parks like Merion Square, Fitzwilliam Square, St Stephen's Green to the encompassing terrace architecture are particularly important.

The Liffey is the spiritual heart of Dublin and one of its few natural features. Its eighteen bridges are a ritual for tourists. The artists Malton and Brocas depicted its quays and landmark buildings and it can be seen that much of this heritage remains intact.

The accompanying verified views indicate the potential impact of the proposed development and are taken from sensitive historic view corridors in order to assess what, if any, is the visual impact of the development proposals on these heritage assets, in particular the Custom House and views along the Liffey corridor.



85 Malton print Custom House before bridge building spread eastward down the river

86 Landmark monuments are lost





8.9 Proportionate decision taking

It is important, when dealing with the visual impact within an urban framework, to consider proportionality. A sustainable city is a context that has very different restraints than say a landscaped setting and due regard must be had to the very complex and sometimes contradictory demands of issues that arise regarding the development of such sites. Many buildings and places are located within the setting of a heritage asset and there are few settings that will not be subject to some degree of change over time.

Decisions taken on appropriate conservation action to the protected structures at Connolly Station that are impacted by the proposed development will have regard to the special interest of the structures, their robust nature of construction and design and the ability to accommodate change whilst retaining their significant special interest.

The scale of the proposed Connolly Quarter development means that wider considerations require factoring in when determining the best balance of sustainable urban development for the common good and the appropriate conservation approach to the heritage assets of the city.

The historic environment at Connolly Station contributes to a unique and distinctive place with an urban industrial aesthetic. Protecting and enhancing this legacy ensures that it will be appreciated and enjoyed by future generations and underpins the architectural vision of the proposed development.

In continuous use since the mid nineteenth century, it is the historic home of the first terminus station located within the city. Spanning the history of the railways, it has been at the forefront of technical innovation and become linked across the river, a part of the Dublin experience. Its rich legacy includes iconic landmark buildings, industrial heritage, innovative technical design and intangible heritage. An understanding of the urban, architectural and social values of the site has been used by the design team used to identify opportunities to influence a distinctive design character and sense of place that will contribute to its successful social and economic development. Sustainability and quality of urban life will be delivered through architectural, urban and landscape design.

This report has examined and commented on the main conservation issues that arise as a result of development proposals to enable access and create a new urban quarter :

The conservation of 19th century boundary walls and their sensitive adaption to enrich the construction of a new urban quarter
The visual impact that the proposed development would have on important views and vistas within the historic core of the city.

Located in an area that has suffered poverty and neglect, the development proposals at Connolly Station envisage a vibrant new residential quarter that introduces connections to the existing urban fabric of the city. Design principles that inform the development proposals include permeability and openness, the integration of a historic industrial site into the fabric of the inner city as a destination that welcomes visitors and passers by alike. The design integrates contemporary architecture within the site in ways that are sensitive to the character of the historic industrial buildings, balancing a need for conserving as much of the historic fabric as possible with the sustainable development of the site. Visitors exposure to materiality and scale is a significant a part of the 'vision experience' along with narrative and story telling. It is intended that a creative tension will be generated between the 19th century character of the perimeter and the contemporary world within.

Walls and buildings can be barriers whereas arches invite entry and promote public access. A recurring theme of widely accepted urban regeneration plans and policies is that of linkages and connections. By opening up historic and new routes greater permeability of the city block is achieved and the pedestrian is encouraged and attracted to move within or linger by introducing attractive public realm and amenities. The concept plan enables new connections to the surrounding area and key movement routes, opening up views to and from the site. The proposed entrances through arches on Sheriff Street Lower and at Seville Place retains their historical special interest and add interest and value to the proposed new quarter, emphasizing it's uniqueness. The development proposals promote public access, permeability and connectivity. These are the principles underpinning the urban planning of the new quarter. The design concept embodies an ambition to protect and conserve, to integrate the boundary walls in a meaningful fashion in order to ensure their long term survival. It includes building specific strategy for conservation of historic building materials, intervention, repair and extension.

The new development proposals inevitably will alter the setting of the protected structures as new spaces will be generated. No less than in the nineteenth century the distant view of the campanile announced the arrival of the high tech railway – the high building signals to the city the presence of the new Connolly Quarter.



87. Signal box Amiens Street station

Adjacent streets are not a totally consistent scene of architectural activity and reflect a predominately nineteenth century character with architectural treatments, materials and massing typical of that period. Buildings signal their individuality at the approach from Amiens Street – the station, the cast iron railway bridge and the former Great Northern Rail Headquarters -the site demands a design proposal that is contemporary in character but also contextual, of high quality and distinguished by architectural design and nuanced detailing.

When considering the proposed development within the context of the historic city it is an issue as to whether as such the design of a development may be considered to enhance or detract from this background. The quality of design and sensitivity must be weighed against the impact. A fundamental approach to examining character uses the approach of similarity and diversity. Should the aim be uniformity or diversity when dealing with new building in a historic context? In the context of this site the response would seem clear and the design proposals have avoided any suggestion of pastiche or traditional design. It is generally accepted that a living city is able to evolve and develop over time in accordance with its heritage. The development proposals will result in a significant visual impact, however the social and economic conditions under which the townscape of the 18th and 19th century Dublin were created have altered.

The management of this historic environment will be an evidence led, strategic approach underpinned by a clear understanding of its condition, value and challenges. This will magnify the project's contribution to the image iconography, and urban design of the railway complex and docklands. The approach to the conservation of the historic building fabric will follow the principles of research, understanding and analysis prior to any commencement of works in line with international conservation charters and all works will be carried out in accordance with the statutory guidelines and advices of the Department of the Arts Heritage and Gaeltacht. The implementation will be based on respect for the existing fabric and the least possible intervention.

Change is inevitable and the conservation process is receptive to development that is recognized as being of positive value to the appearance of an area. A balance of conservation and development is sought, in other words sustainable development. *'For each local situation a balance is reached between preservation and protection of urban heritage, economic development, functionality and liveability of a city. Thus the needs of current inhabitants are responded to while sustainably enhancing the city's natural and cultural resources for future generations.'* Unesco – new life for historic cities. Notwithstanding change, at the core of the design vision is a commitment to communicate heritage values, to conserve and make accessible this heritage for inhabitants and visitors to the city and to integrate the significant built elements of railway heritage with the contemporary interventions.

Clare Hogan B.Arch MRIA MUBC Msc Spatial Planning

RIAI Grade 1 conservation architect

September 2019

'The key to understanding and managing any historic urban environment is the recognition that the city is not a static monument or group of buildings, but subject to dynamic forces in the economic, social and cultural spheres that shaped it and keep shaping it.' **New Life for Historic Cities.** UNESCO published 2011.

14.12 References and Sources

AM Sowden (editor) *The maintenance of brick and stone masonry structures* publ E & F.N. Spon 1990

Architecture in Ireland 1837-1921 Jeremy Williams 1994 Irish Academic Press Brady, J & Simms (eds) *Dublin Through Space and Time (c.900-1900)* Dublin 2005

Bunbury, Turtle. *Research for Dublin Docklands – An Urban Voyage* commissioned 2009 by DDDA

Casey, Christine. *Dublin (Buildings of `Ireland `series)* New Haven and London. 2005

Clarke. H. B., Simms, A. and Gillespie R.(eds) 2002. *Irish Historic Towns Atlas Part I to 1610. Part II Royal Irish Academy: Dublin.*

Cullen F.J. Thesis *Local Gov and management of urban space : comparative study Belfast and Dublin 1830 - 1922* NUI Maynooth 2005

D'Alton, John. *The history of Drogheda.* Published Dublin 1844

Dublin City Council, 2008. *Dublin City Industrial Heritage Record Phase 5 North City, 3 Volumes.* Rowley Ellen (ed) *More than concrete blocks: Dublin's twentieth century buildings and their stories*

Dublin City Development Plan 2016-22

D'Alton, John. *The history of Drogheda.* Public Dublin 1844

Dublin City Council, 2008. *Dublin City Industrial Heritage Record Phase 5 North City, 3 Volumes.*

Dublin City Development Plan 2016-22

Dublin City Library and Archives

Framework and Principles for the Protection of the Archaeological Heritage.

Ireland 2040, *Our Plan* Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs National Planning Framework

Jane Jacobs *Making of a city*

Lennon, C., 2008. *Irish Historic Towns Atlas Part II 1610 to 1756.* Royal Irish Academy: Dublin.

Lewis, S. 1837. *A Topographical Dictionary of Ireland, 2 Vols.* London. NIAH

Paving The conservation of Historic ground surfaces. Dept Environment, Heritage and Local Government 2015

RIAI *Guidelines for the conservation of buildings* 2010. Royal Institute of Architects Ireland

Rowley Ellen (editor) *More than concrete blocks: Dublin's twentieth century buildings and their stories*

Rynne, C. *Industrial Ireland 1750-1930 An archaeology* The Collins Press 2006

Shaffrey *Architectural Heritage Impact Assessment reports and 2011 EIS planning application documentation*

Setting of Heritage Assets. 2015 Advice series from Historic England

Shepherd, W. E., 1994. *The Midland Great Western Railway of Ireland,* Leicester, Midland Publishing.

University College Dublin (School of Architecture), 1996. *The Dublin Docklands Architectural Survey.* Dublin: School of Architecture, UCD.

Wide Street Commission Minute Books (1839-41)

Shepherd, W. E., 1994. *The Midland Great Western Railway of Ireland,* Leicester, Midland Publishing. Shepherd, W. E., 1994. *The Midland Great Western Railway of Ireland,* Leicester, Midland Publishing.

Cartographic Sources

John Rocque, *Map of Co. Dublin,* 1760

William Wilson's *Map of Dublin,* 1798

Ordnance Survey 6", 25", 5ft maps of County Dublin (1837, 1864, 1886, 1907, 1935)

Irish Historic Towns Atlas No. 11 Dublin, Part I to 1610 (Clarke 2002) and Irish Historic Towns Atlas No. 19 Dublin, Part II 1610 to 1756 (Lennon 2008).



Appendices

- Appendix A** Reviews historic mapping relevant to the period of the development of the site and that reveals the development of the urban landscape at Connolly Station over time.
- Appendix B** Photographs of the protected structures designated for their heritage interest and contained within the site forming part of the Strategic Housing Development application.
- Appendix C** Method Statement for the conservation of the stonework at the site of the proposed development at Connolly Station
- Appendix D** Verified views taken to illustrate the visual impact of the proposed development at the Connolly Station site sensitive views and vistas within the historic core of the city .

Appendix A

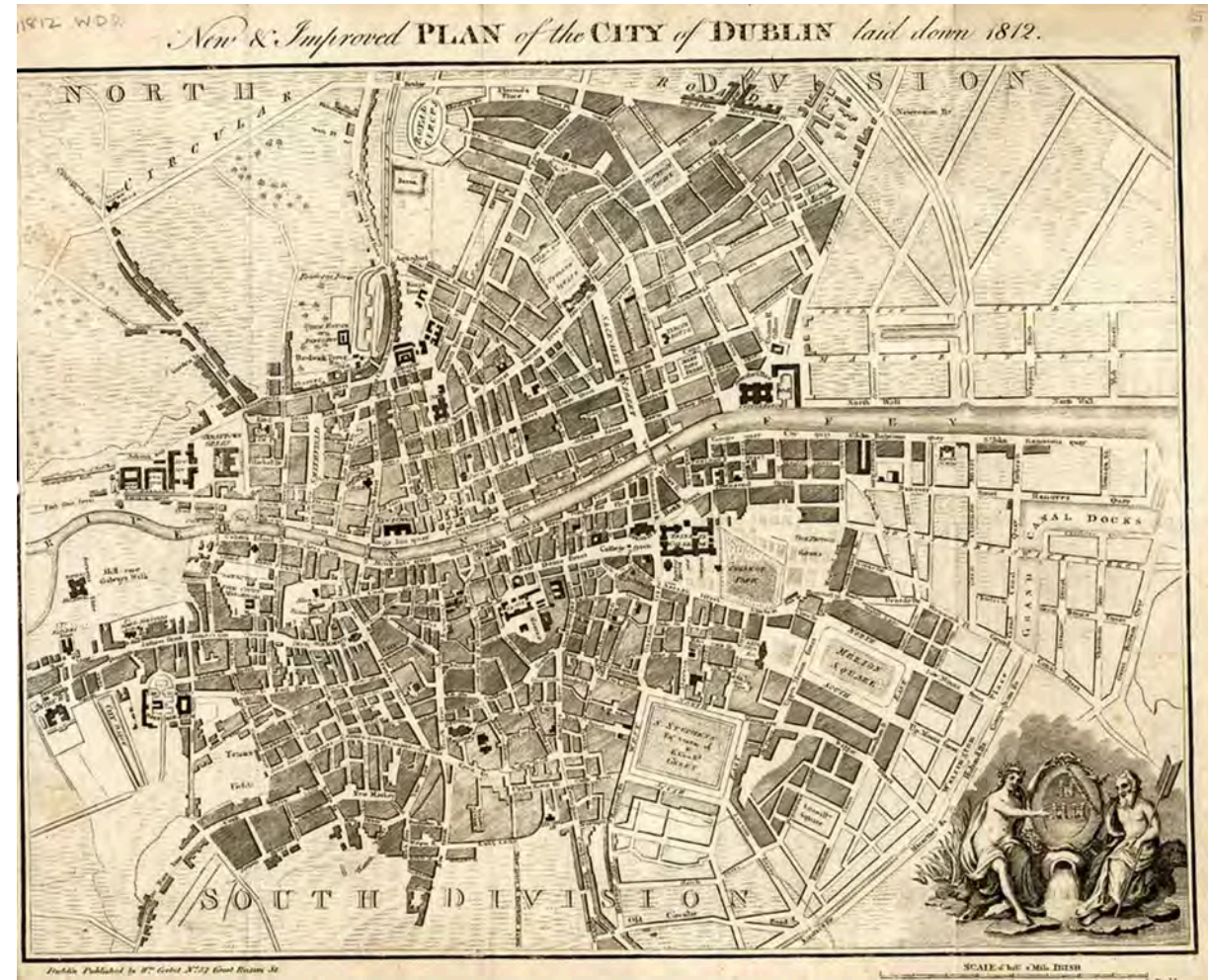
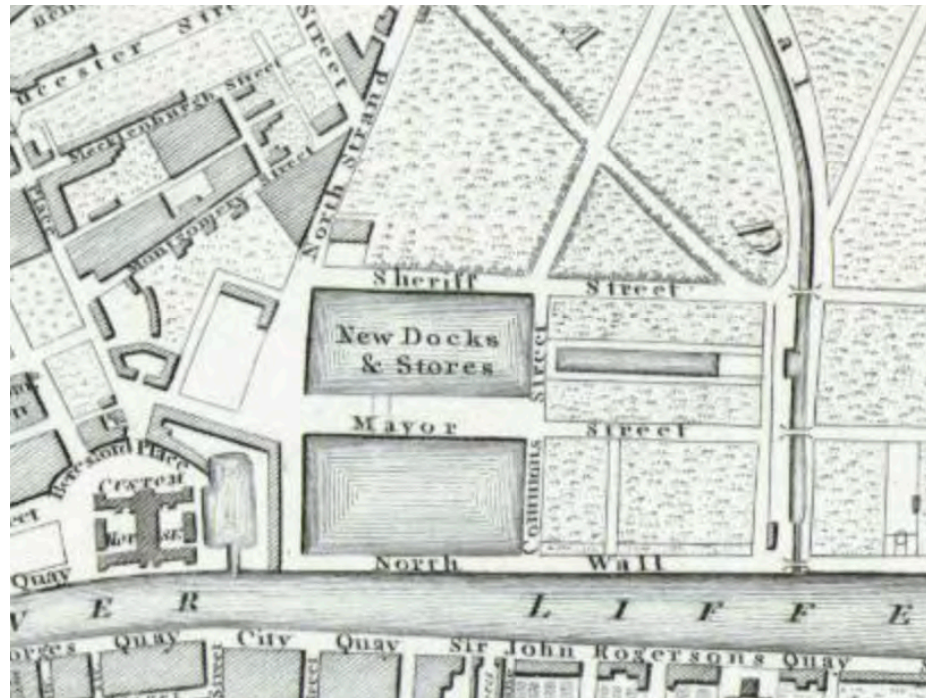
Reviews historic mapping relevant to the period of the development of the site and that reveals the development of the urban landscape over time.

Appendix A

Historic Maps 1812 - 1910

Plan of the City of Dublin 1812 Society of Diffusion of Useful Knowledge

Detail from Plan of Dublin 1818



1855 Frasers map of Dublin and environs shows how little development had occurred east of the site. Buildings indicated are metal works, vinegar works vitriol works and glass works.



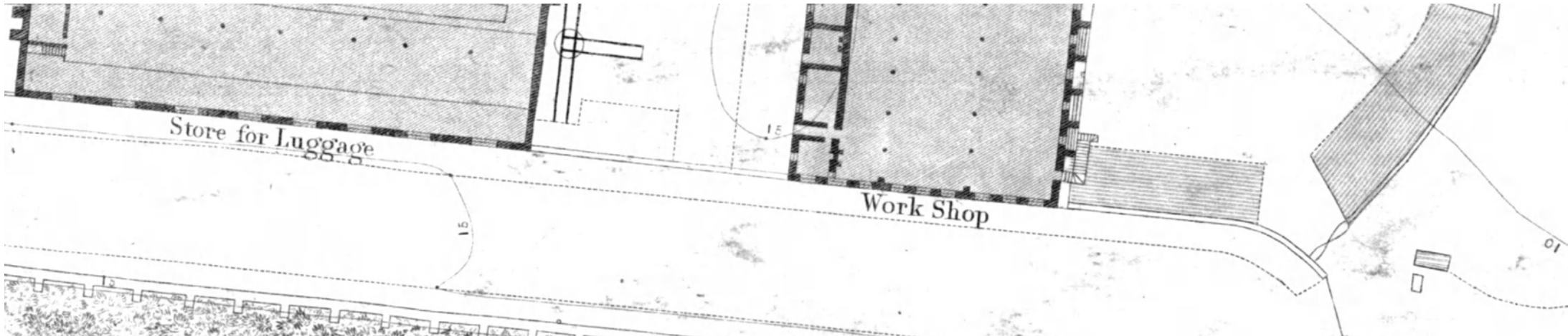
Amiens street Locomotive shed

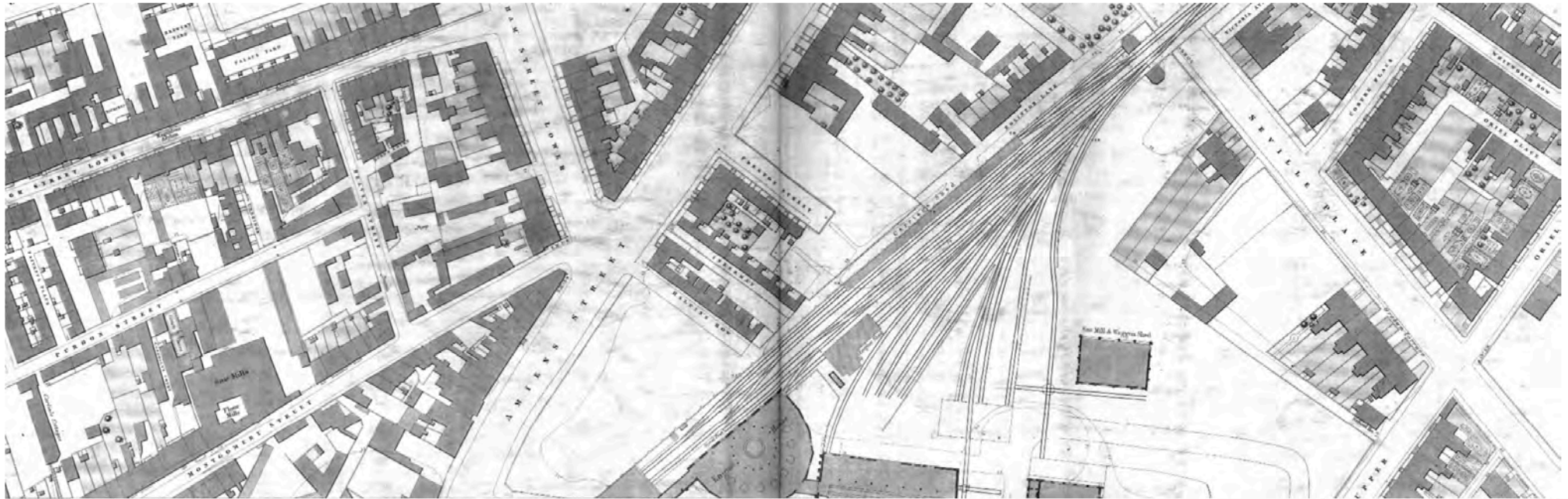


Butt Bridge

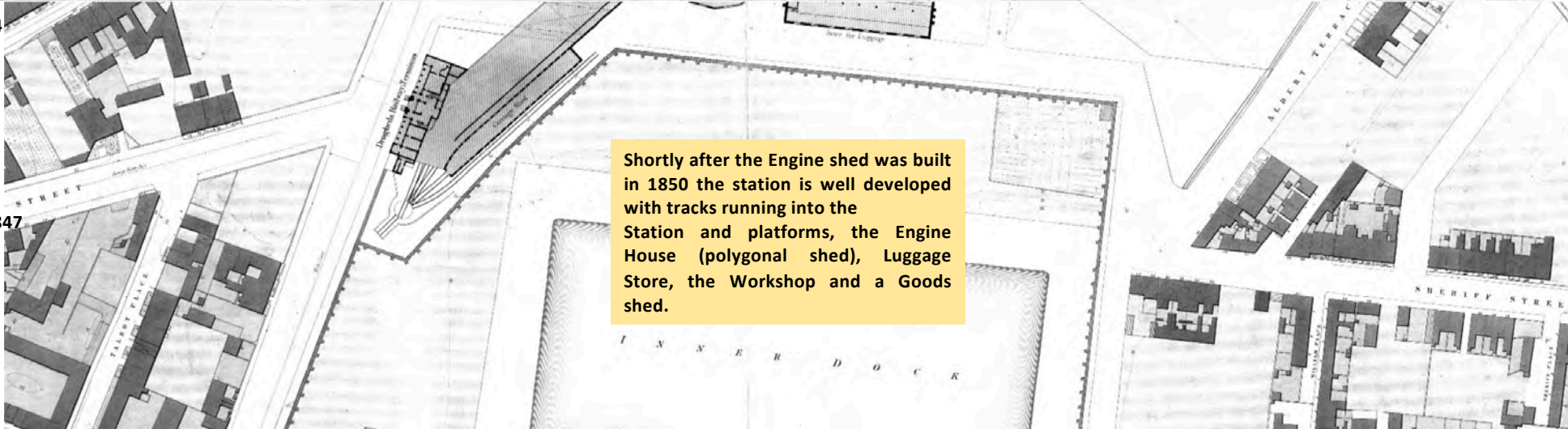


The 1864 Ordnance Survey map illustrates the interior layout of the Luggage Store and Workshop at upper level. The buildings to the east may be stabling or stores.





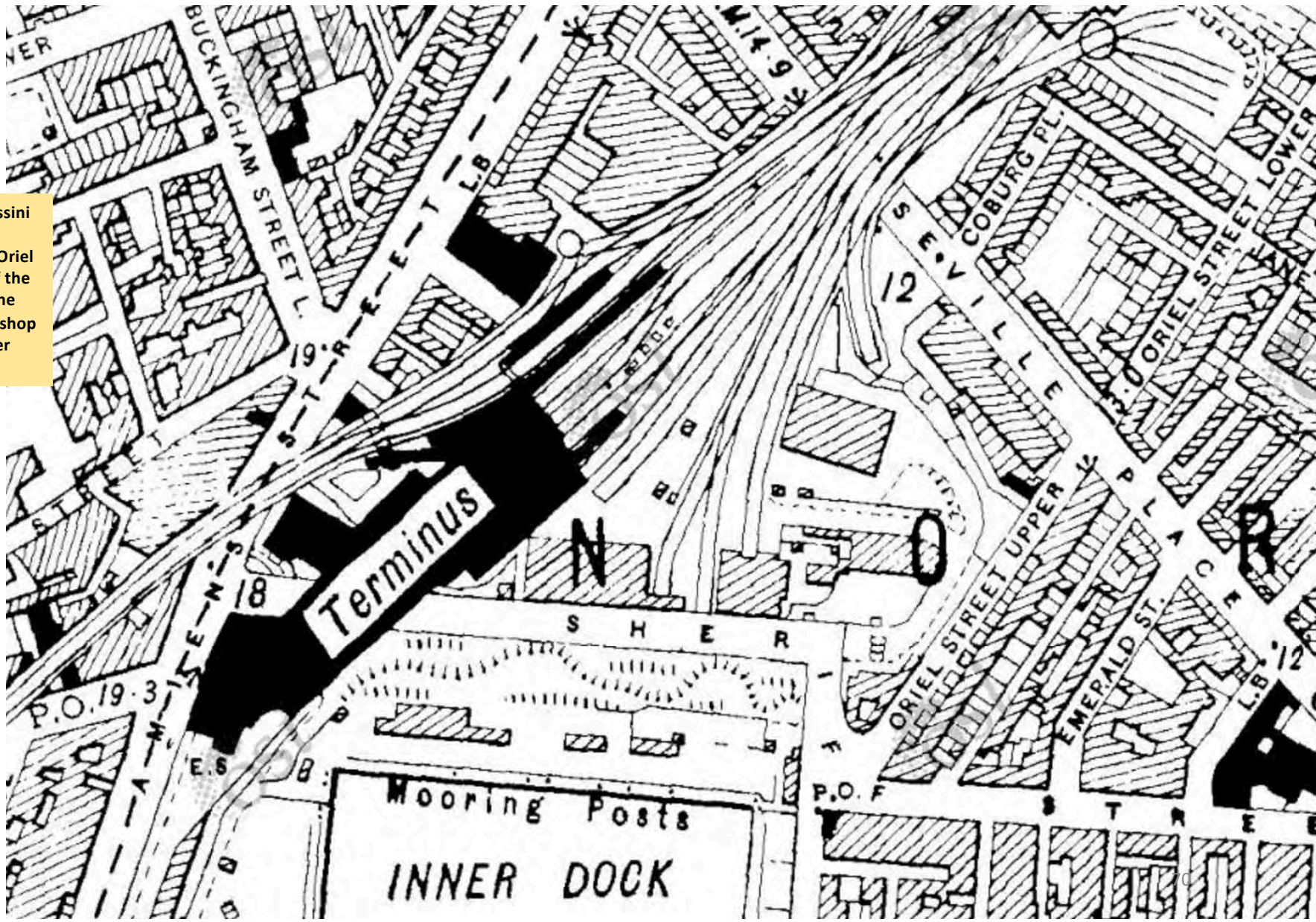
OS map modified 1864



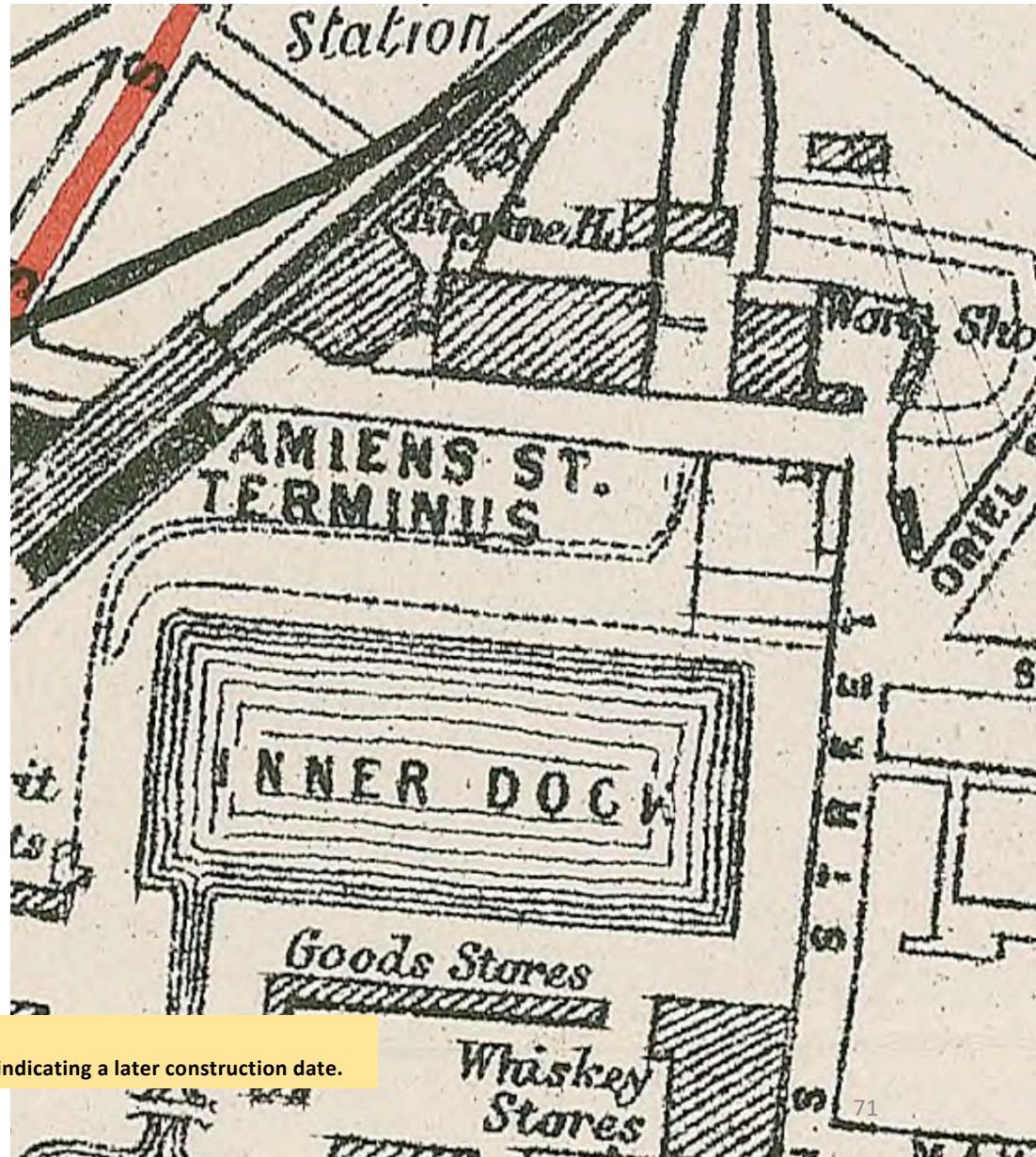
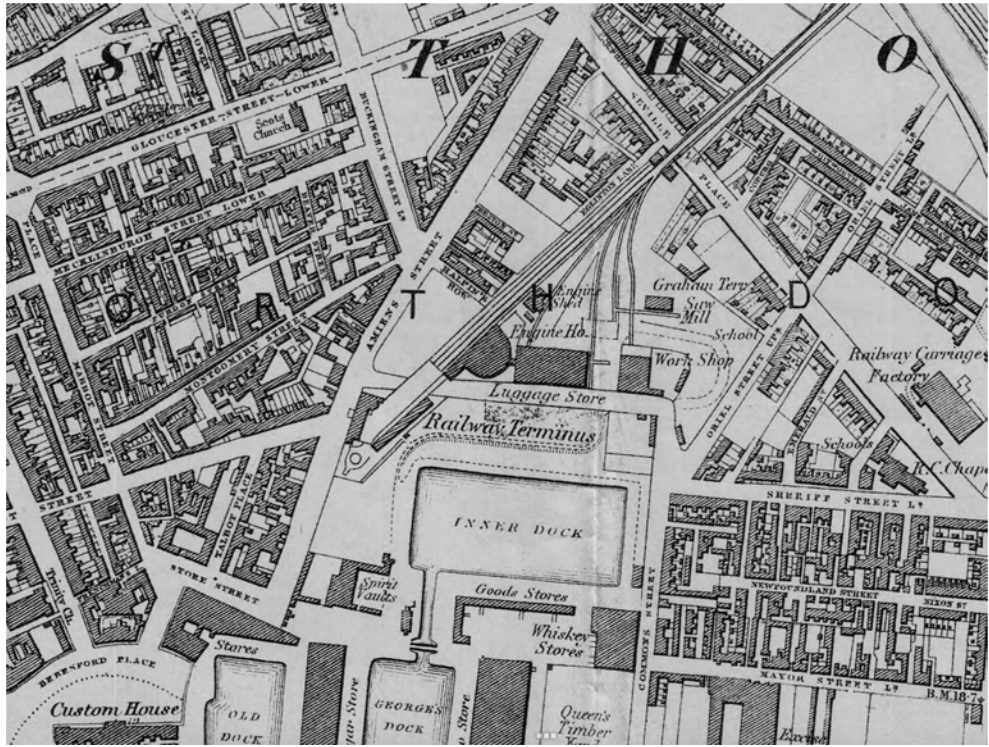
OS map modified in 1847

Shortly after the Engine shed was built in 1850 the station is well developed with tracks running into the Station and platforms, the Engine House (polygonal shed), Luggage Store, the Workshop and a Goods shed.

A detail from the Ordnance Survey Cassini map, renowned for its accuracy. It indicates further building on the site, Oriel House is located at the southern tip of the site but the warehouse shown along the flanking wall is not linked to the Workshop as shown in the photograph taken after the fire in the 1970s.

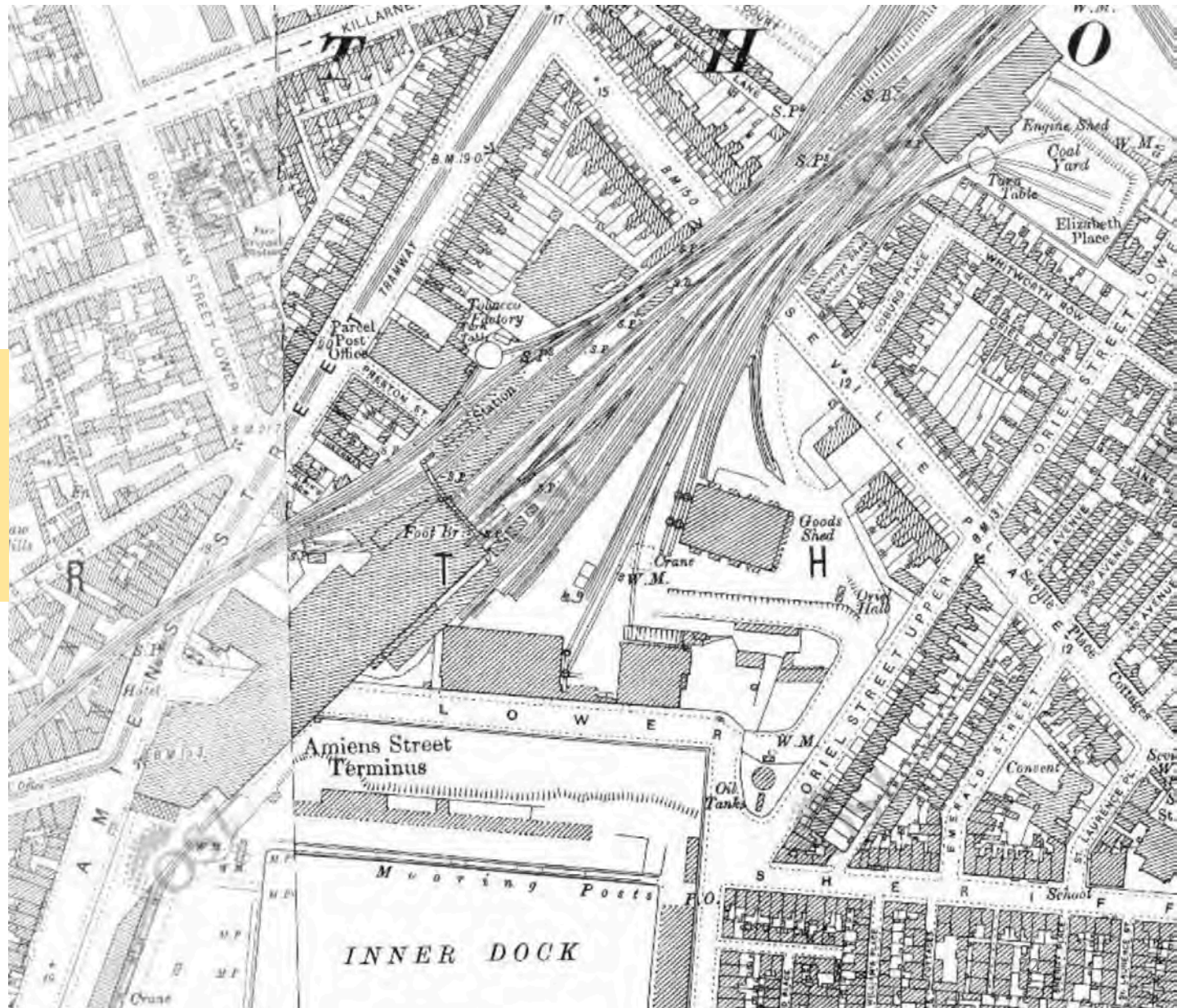


Thom's Almanac and Official Directory
Map of the city of Dublin and its environs constructed for Thom's almanac
and official directory 1844-1880



MH Gill and Son 1907
New Map of the City of Dublin and its Environs does not indicate a warehouse along the flanking wall indicating a later construction date.

Ordnance Survey map 1906-9 The Loop line built in 1891 and the north bound tram lines are now show. Narrow works buildings are indicated between the Luggage store and workshop along the flanking wall. An oil tank is positioned on future site of Oriel House with a ramped access way through the site from the entrance off Sheriff Street Lower. A building called Oriel Hall is located on the site of the present housing development off Oriel Street Upper.



Appendix B.

Photographs of the protected structures designated for their heritage interest and contained within the site and form part of the Strategic Housing Development application.



The flanking wall between the Luggage Store and the Workshop, Sheriff Street Lower

Three infilled arches located within the boundary wall between the Luggage Store and the Workshop building on Sheriff Street Lower. The opening up of these arches and the conservation of the stonework is part of the proposed works included in the Strategic Housing Development application and includes the end walls of the Luggage Store and Workshop structures as part of the new entrance to Connolly Square.





**The flanking wall between
the Luggage Store and the
Workshop, Sheriff Street
Lower**



Entrance gates Sheriff Street Lower



Remnants of the gate piers and boundary wall at the site entrance to be removed as part of the site enabling works for the proposed development and are included within the Strategic Housing Development application.

Oriel Street Upper boundary wall

Boundary wall at Oriel Street Upper with blocked up openings of original wall.
Original construction below granite course





Vault at Seville Place



Appendix C.

Method Statement for the conservation of 19th century stonework at the site at Connolly Station

Appendix C

MATERIALS AND METHODS TO BE USED

For conservation works to be carried out to : End walls of Luggage Store, Workshop, Seville Place vault and Sheriff Street Lower and Oriel Street Upper boundary walls.



METHOD STATEMENT

Method statements will be provided to the specialist contractor for all proposed conservation works to the historic building fabric and who will be required to carry out the works in accordance with the documentation. The following conservation methodology is site specific and based on inspections prior to being in a position to assess the condition, extent and materials that will be exposed following the removal of the infill material from alongside the vaults. It is followed by the proposed Methodology for the conservation works to the historic masonry construction at the Connolly station site.

INSPECTION AND RECORDING

The process of evaluation for suitable cleaning method will involve research, trials in situ, testing and approval sought followed by implementation.

Following the excavation of the infill that presently obscures the end walls of the Luggage Store and Workshop. The information provided will be proportionate to the significance of these structures and to the extent of works proposed.

In relation to the 19th century walls the method used will include site inspections, drawn survey or rectified photography - marking up materials, condition, cracks length and width/lateral displacement/old-recent/external -internal/joints or mortar failures, previous repairs or insertions that have occurred to the historic fabric.

All features that will experience potential impacts, regardless of significance or the extent of that impact, will be recorded to level three inventory standard. This will include full measured, written, drawn and photographic surveys of all buildings and features of heritage interest identified within the survey area. Works intended to be carried out to the protected structures will be preceded by detailed assessment and recording of historic materials and construction methods. Copies of all documentation to be provided to the Irish Railway Record Society Archive and the Irish Architectural Archives.

The historic boundary walls will be subjected to a full measured Survey and Condition analysis. Dimensional information will include length, depth, height and relative levels. Elevations will identify the various construction materials and the locations where changes in these materials occur. Any features such as blocked-up entrances, piers, arches etc will be identified and surveyed in detail by rectified photography. Proposals to remove sections of the wall on Oriel Street Upper to accommodate the Masterplan design will be recorded using rectified photography. The surveys will inform the strategy for removal and making-good of the walls where this is required under the Masterplan.

Visual indicators of the existing condition of the stone from the surveys of Sheriff Street Lower, Oriel Street Upper and at Seville Place will be recorded as to type, frequency and intensity.

Sample test areas will establish the reference for the remainder of the conservation process. The architect will be required to review and observe work in progress to ensure quality control during cleaning and record the outcome.

TESTING SOILING

Analysis and testing of materials and methods for cleaning stone will be undertaken in advance of the proposed works commencing. These tests will be observed over sufficient period of time to select gentlest method of cleaning and treatment that is found to cause damage to the historic surface will not be used. The cleaning trial will be specified, recorded, and supervised. The results will be used to determine the method of cleaning whether by water, chemical or abrasion and will be undertaken on an area representative of typical condition adjacent to the doorways of the Luggage Store and include a section of pilaster and string course along with adjacent walling. Following cleaning trials a detailed specification will be prepared to include preparation, protection of property, materials, equipment, and techniques. It will also specify methods of work for operatives and surface repairs.

PROTECTION and MONITORING

Protection and temporary works will be provided for the protected structures throughout the construction period to prevent and damage or loss of historic fabric.

Monitoring during the construction phase is necessary to ensure that any demolitions, excavations and removals on site are undertaken with care in order to ensure no damage results to Protected Structures. During this phase expert architectural and conservation advice to be incorporated within detailed specifications and safety documentation. Appropriate inspections and guidance provided during the implementation of the works by a Grade 1 conservation architect.

SKILL

Contractors and their operatives engaged to work on the protected structures will be required to display proficiency and experience in traditional building skills. If necessary a training programme will be implemented.

The involvement of a skilled mason in the planning and execution of re-laying historic paving, kerbs, setts and salvaged granite to be provided in order to conserve these diminishing resource and tradition.

QUALITY

To ensure that adequate standards are met, detailed conservation methodologies will be included in any tender documentation and specifications should take account of best practice.

STANDARDS, GUIDELINES and ADVICES

The standards and guidelines to be applied for the cleaning of the historic wall will be based on preservation, conservation, maintenance and repair, as defined by various documents that follow precepts of the Venice Charter 1964.

All works to be carried out in accordance with the *Architectural Heritage Protection: Guidelines for Planning Authorities and the Advice Series* issued by the Department of the Arts Heritage and the Gaeltacht, 2011.

HEALTH AND SAFETY

Construction work on protected structures shall comply fully with the Safety, Health and Welfare at Work (Construction) Regulations 5.1 504 of 2006. The conservation architect shall be aware of the particular challenges of retaining as much as possible of the fabric of a protected structure and providing a safe working environment during construction. Particular care should be taken in relation to propping and temporary works so as to minimise damage to and intervention in the fabric of the building. This requires a coordinated approach by the conservation architect, the Health and Safety Officer, Structural Engineer and the Contractor.

CONSERVATION OF STONEMWORK**PROPOSAL REMOVAL SECTION of BOUNDARY WALLS**

Generally boundary walls will be retained however in a number of strategic locations it is proposed to remove sections of the boundary walls. These openings/partial demolitions are required to achieve the Masterplan objectives including access from Oriel Street Upper and at Sheriff Street Lower will be affected. The three segmental arched openings which provided access into the site and have been closed off/blocked up in modern times, are to be reopened. Careful removal of infill will be carried out. The original arches and reveals will be retained and repaired.

As a result of opening out these blocked up arches on Sheriff Street Lower and removing sections of the boundary wall along Oriel Street Upper to permit entrances into the site a quantity of 19th century granite stones will become available. This stock of limestone will be retained retained and reused within the scheme to replace stone damaged by the water penetration at the Luggage Store and Workshop that will be the subject of a separate application to the planning authority.

Investigative opening up works to assess condition and location of concealed building fabric may be required.

VISUAL INDICATORS

Inspection of the external face of the walls along Sheriff Street Lower and Oriel Street Upper has identified

- Soiling (historic atmospheric pollution mainly),
- Flaking stones (caused by water soaking/evaporation water cycle),
- Cracking
- Bulging
- Staining
- Salt efflorescence,
- Biological growth,
- Gypsum crust (most destructive form of decay),
- Scaling (water absorption and evaporation)

The external masonry walling appears superficially to be in sound condition. However the saturation of the walls over such a long period may have led to the deterioration and loss of its core and will require remedial treatment. The structures will require immediate drying out as a preliminary to conservation of the fabric.

Significant loss of mortar can be seen on the face of the wall. Subsidence has been noted within floor structures and diagonal cracking within the vault walls. Tie bars inserted to the front elevation indicate that there has been historic movement in the wall. Pollution has damaged the face of limestones. Cleaning, removal of vegetation and repointing will be considered.

As the wall along Sheriff Street Lower has been subject of severe damp penetration from the infill and car parking above a sufficient time scale needs to be allowed for the drying out of the historic fabric prior to fully assessing stability, condition and remedial measures.

Growth of moss, lichen and algae will be removed by dry or wet scrubbing. Spraying a biocidal treatment that causes growth to die and become brittle will permit it to fall off naturally.

METHODOLOGY for CLEANING

1. Establish criteria for the cleaning of the stonework
2. Understand the nature and condition of the masonry substrate and the soiling to be removed
3. Evaluate the the advantages and disadvantages of cleaning systems available
4. Develop appropriate contract (method statements, drawings and specifications)
5. Provide quality control during the cleaning operation

WORKING DRAWINGS

Prepare drawings of plinths, string courses, quoins, arches, cornice elements and moulded stones, to show:

Fixing details numbered to correspond to numbers on stones.

Submit copies of drawings to Architect at least two weeks before required date for cutting stone before proceeding with cutting.

Hand approved set of drawings to Architect on completion.

PRINCIPLES OF CLEANING

The cleaning of the masonry will only be carried out when necessary to halt deterioration or remove heavy soiling.

A contractor of proven experience of cleaning historic stone building and fully trained in the system being specified will be employed

The soiling of the stonework is attributed to a combination of factors and to the condition and components of the masonry substrate. Residues includes sulphur dioxide deposits and skin formations resulting from the combustion of fossil fuels, ingrained grime, dirt, and soot. Carbon deposits and atmospheric pollutants, contaminants, biological growth particularly on horizontal surfaces, staining exposure ferrous materials in substrate to acids have been noted along the wall surface on Sheriff Street Lower and Oriel Street Upper.

METHOD of POINTING FOR STONEMWORK

The pointing of the walls varies along differing sections depending on location, mortar mix, joints and condition. Fine pointing can be seen in the ashlar section and generally a wider flush pointing elsewhere.

FINE POINTING of ASHLAR

Lay a strip of carpet tape over the joint to be pointed slit the tape into the joint with a sharp knife, and press the edges of the tape into the cut

Point with specified mortar mix

Press the mortar home with a pointing key until the joint is full

Strike off and peel off the tape

RE-POINTING of STONEMWORK

Clean out joints to a minimum of 25 mm using hand, not power tools

Do not use angle grinders for cutting back joints

Stamp or hand grout empty joints with mortar to a depth of 25 mm from the face of the masonry

Clean the prepared face using a bristle brush flush the joint out thoroughly with clean water, taking care to avoid saturation remove all dust and loose material working from the top to the base of the wall

Lightly wet the joints and point neatly in the specified mortar mix

Brush over lightly with a stiff bristle brush or dab with a piece of coarse sacking after the initial set has taken to leave a slightly textured finish

STONE REPAIR

Where stone repairs are specified, an assessment will be made on site as to the most appropriate method using the joint experience and expertise of the stone mason and architect

Stone will only be replaced or repaired where identified by the architect and any further stonework thought to require replacement and not shown on the drawings, shall be marked up with chalk to allow for further inspection. The contractor must check with the architect if the drawings / instructions are not clear.

STRUCTURAL INTERVENTIONS

The quality of the original stonework was sufficiently robust good given that the arched structures were designed to bear the weight of trains however the effects of water penetration over a long period of time will have implications.

Structural analysis and condition surveys will be undertaken of all protected structures and features of industrial heritage interest within the site. By this means potentially negative impacts may be minimised, whilst positive impacts such as the conservation of the heritage elements may be enhanced.

SALVAGE

Stone salvaged from the boundary walls will be stored on site. This reduces the handling of the historic material and thereby lessens the risk of damage or breakage. The stone will be laid on pallets and evenly supported to prevent breakage. The supply of such historic hand-crafted material is limited, therefore care shall be taken to avoid damage.

The storage facility should provide clean, dry conditions, free of contamination. The stones will be stored clear of the ground. An inventory system will be used to record the locations from which all stones were taken.

REVIEW OF SCOPE OF REPAIR WORK UPON CLOSE INSPECTION

Provide access scaffolding and artificial lighting to all areas where stone repair is to be made to enable the conservation architect to make a close inspection.

Provide attendance and inspect the work with the conservation architect to confirm the nature and extent of the cutting out and preparation of voids as identified on drawings. Make a record of instructions given during inspections, which may either confirm or vary the scope of work, and measure and record relevant details. Prepare and submit details of instructions for confirmation. Prepare schedules and drawings for use as basis of implementation

RE-USE OF STONE

Agree extent to which existing stone is to be retained for re-use in other than its existing location. Remove all such stone; clean, overhaul, protect and store on site until required.

IDENTIFICATION

Mark each stone, whether new, secondhand or re-used, clearly on an unexposed face to indicate the natural bed and, where known, its position in the finished work.

SPRAYING CLEARED VOIDS

Following clearance of voids of vegetation or organic material, spray diluted biocide as recommended by manufacturer.

FLUSHING OUT

Flush out cleared joints and voids with clean water by spraying with hand pumps. Spray not to be one used for weed killers, biocides, etc.

PREPARING BEDS AND BACKINGS

Remove soft mortar by brushing, vacuuming or raking with chisel .

Cut out defective stones or parts of stones until structurally sound material is reached. Leave cavities cut square and take care not to damage adjacent stones or surfaces to be retained.

Remove or cut out fully all stones, or parts of stones, to be replaced with new, prior to cutting and dressing replacement stone, to ensure that new stone exactly matches the void into which it is to be set.

Remove all unwanted remaining bedding and backing material, fixings and similar items from voids left where defective stones have been cut out and/or where stones are missing. Rake and clean out cavities to provide sound, hard surfaces for replacement stones/tiles. Remove dust throughout with a vacuum cleaner. Treat voids with specified biocide

REPAIRS TO EXISTING STONEMWORK

When reconstructing stonework save as much as possible of the original fabric and retain the character of the masonry. In particular, strictly maintain the existing pattern of jointing.

Where stones are to be removed keep area of removal to minimum. Remove stones in their entirety, irrespective of size, unless instructed otherwise.

Set stones for re-use aside with care and mark them as necessary on unexposed faces to ensure their replacement on their proper beds and in their proper locations. Use manual tools only.

Notify the Architect of any signs of structural movement found within the walls when stones have been cut out..

CUTTING OUT FOR PIECING IN

Ascertain depth of the stone to be repaired. If practical remove stone to a depth of 100mm.

Cut out defective section to a square or rectangular profile. Ensure finished joints are fully filled. while lifting the stone, pack the side joints with 1:3 NHL 3.5 hydraulic lime:sand mortar mix.

Firmly pack the side joints with slate set at least 12mm behind the finished mortar face.

MASONRY ADHESIVES

For fixing small sections of stone in 'dentistry' repairs use 'Akemi' resin/epoxy-based adhesive or other approved.

METAL DOWELS, FIXINGS AND WALL TIES

Copper or stainless steel as defined in Table 1 of BS 5390.

FILL DEEP HOLES

in existing masonry with small stones set in bedding mortar

FORM OPENINGS

Use rigid templates accurately fabricated to the required size

MECHANICAL FIXINGS

Bed cramps, dowels and other fixings in 1:3 NHL 3.5 hydraulic lime:sand mortar.

JOGGLE JOINTS

Fill with 1:3 NHL 3.5 hydraulic lime: sand mortar and tamp to expel air.

RETAINED ORIGINAL MASONRY

Not to be cut or adjusted in any way to accommodate new or re-used masonry, except with prior approval of the conservation architect

REMOVAL OF WATER TRAPS

Report to Architect where water traps and steps result either from dressing back or erosion. Carefully weather stone to remove traps if and as instructed by architect.

BRUSHING BACK OF ERODED/FLAKING MORTAR POINTING

Brush back stone joints to remove loose and flaking mortar for inspection by conservation architect. Smooth and compact underlying mortar by gently tamping with smooth rounded dowel.

PINNING FRACTURED SPLIT STONES

To dressed stones with sound uneroded surface, carefully drill out stone plug with diamond coring tool. Drill across fractures or cracks into sound stone to a minimum depth of 75mm.

Carefully drill through face at approximately 300mm to horizontal, to diameter instructed, ensuring drilling has penetrated background, solid stone or stable core to minimum depth of 100mm.

Remove debris from hole by blowing out with tubing and flush out hole with clean water from a syringe.

Attach tubing to syringe and fill with resin prior to filling hole. Cut to length threaded austenitic stainless steel rod. Allow 6mm cover to face for small diameter rod, 12mm for large rod.

Fill hole with resin to correct depth to avoid overfilling: e.g. 6mm diameter hole to take 3mm diameter rod hole to be resin filled to two thirds depth.

Place protective plastic film and modelling clay plug below hole. Carefully insert dowel into resin filled hole by gently turning and pushing.

Allow resin to cure to Manufacturer's recommended timings. Following curing, point hole in matching mortar.

MORTAR FLAUNCHING TO ERODED STONES

Form mortar weathering fillets, avoiding feathered edges, to prevent recesses collecting water in crevices or whole stones, as instructed

STITCHING ACROSS MAJOR CRACKS

Where instructed and as directed specifically by the conservation architect. All be carried out with utmost care: works to Remove stones as instructed for a distance of a minimum of 900 mm across the crack. Clean stones, mark and set aside for possible re-use. Do not adjust adjacent sound stonework to accommodate new stone unless instructed to do so.

Using removed stone or matching stone salvaged from elsewhere, fill each pocket with pieces of stone at least 200 mm long. Set stones in specified mortar. Ensure vertical joints are between 15 mm and 25 mm wide and that the crack line is covered by a stones placed centrally across it.

REMOVAL OF HARD POINTING

Remove a sample section of hard mortar pointing in each area scheduled for removal in agreed location. Carefully cut out hard mortar by picking with chisel to reveal original mortar joint. Drill fine holes along centre line of especially hard mortar joint to loosen mortar, then pick out pointing with chisel. Submit samples to architect. Obtain approval before proceeding with removal generally.

REMOVAL OF OLD MORTAR STANDING PROUD

Remove a sample section of mortar standing proud of adjacent stones in each area scheduled for removal in agreed location. Carefully dress back the joints with fine chisels to the adjacent stone surfaces. Bevel off the joints at the perimeters of recessed sections to weather and avoid stepped surfaces. Submit samples to Architect. Obtain approval before proceeding with removal generally.

BASIC WORKMANSHIP

Comply with the clauses of the following that are relevant, unless otherwise specified or shown on drawings: BS EN 1996, parts 1-3; 2005 and 2006, and PD 6697:2010.

PROTECTION

Provide all necessary protection to:

- Surrounding work.
- Voids left after defective stones have been cut out and/or where stones are missing. - Areas of ancient/eroded stonework.

SUPPORT

Ensure that structural stability of the walls and arches and of all temporary work is maintained throughout. Scaffolding may be in contact with the walls only with the approval of the Architect. All scaffold pole ends within 100mm of the building must be fitted with plastic caps.

BONDING

Cut stones to full dimensions so that:

- Bond is maintained with both facework and with backing.
- Bond is maintained with facework and back face of stonework is flush with outer

REPLACE DAMAGE STONES

to a minimum depth of 100mm all stones damaged during cutting out, as instructed

RE-SETTING OF STONE

Scrape out mortar joints to stone

Lever stone loose using timber shims etc to protect the arrises

Clear backing and bedding mortar and reset stone using lime mortar to new line in lime mortar as specified using shims if necessary on a like for like basis.

REPLACING STONEMWORK

Cut out defective stone completely or to a minimum depth of 100mm (or depth to match width / height if less) , using hand tools and diamond disc cutters to minimize the vibration and taking care to avoid damage to

LIME MORTAR REPAIRS

Using specified mortar from approved prepared samples -

Cut out the decayed areas (or previous poor mortar repairs) undercutting the edges to provide key. Wash out the cavity.

Saturate the cavity with lime rich water from the top of the coarse stuff curing bin to prevent dewatering of the repair mortar. Pre-wet the stone using industrial methylated spirits to enhance capillary attraction.

Place the repair mortar compacting in layers not exceeding 10mm in thickness in any one application and having no feather edges. Allow each layer to dry out before rewetting and placing the next

For cavities exceeding 12mm in depth and extending over 50mm square surface area, drill holes to take non-ferrous or stainless steel reinforcement and set in epoxy mortar; allowing cover for reinforcement.

Finish repair to the approved sample of profile using a wood or felt-covered oat, or with a damp sponge or coarse cloth. Follow joints or surface finishing in the original work.

Protect repairs against frost, rain and direct sunlight for 1 month after completion and keep it moist with dampened hessian for a fortnight to ensure slow drying.

SAMPLE PANELS

Allow for providing four different samples of plastic repair, each approximately 300 mm square, to be carried out successively, in agreed locations, for each type of mix/colour required.

Base mortar on preliminary mix of 1:1:2 NHL3.5 hydraulic lime:sand:crushed stone.

Allow for altering the mortar mix for each sample and for each panel to dry out completely. Obtain approval of sample areas before ordering bulk materials.

Retain and protect approved samples until Practical Completion and ensure executed work matches.

PREPARATION FOR MORTAR REPAIRS

Cut back damaged stone to firm base and minimum depth of 25mm, in ashlar preferably in regular shape parallel to original coursing.

Undercut head and sides of small areas to provide key.

Reinforce where necessary with 3mm diameter austenitic stainless steel or non-ferrous wire, resin anchored as specified by architect.

APPLYING MORTAR

Brush out or vacuum clean cavity to remove all dust and wet to reduce suction.

Press mortar firmly into cavity and around reinforcement and finish surface slightly rougher than surrounding stone with a wood float.

Apply the mix in two coats scratching the first to receive the second. Where tile reinforcements are to be used, leave them projecting 5mm to key the final coat. Roughen surface after initial set with bristle brush or scrim to remove laitance.

Do not form feather edges. Keep plastic repairs moist for three to four days after completion. Repair each stone individually.

DEPTH OF CUTTING OUT OF POINTING

Cut out and remove pointing where indicated on drawings to a minimum depth of 30mm. Where remaining mortar in the joint is found to be loose or soft, cut back to solid material up to a maximum of 100mm.

Remove all loose or powdered mortar to the beds or perpend joints of the stone.

Report to conservation architect where mortar remains loose or soft or cavities are found at or beyond 100mm depth and seek further instructions.

PREPARATION OF FINE JOINTS IN DRESSED STONES

Gently work a fine hacksaw blade along joints and remove loose material to a minimum depth of 13mm

SALVAGING SETTS LOCATED FROM FOREGROUND OF ORIEL HOUSE

In front of Oriel House the forecourt to the offices is laid out with early twentieth century setts. As part of the urban planning and architectural designs of the Connolly Quarter Masterplan this part of the site is the location for a hotel building and it will be necessary in order to implement the designs to lift the setts and relay them as part of the landscaping of the public realm within the site. Setts will be numbered in situ using a water soluble marking to allow reinstatement of the paving on site. Drawn survey of extent and bonding pattern will be prepared. A photographic record to be carried out prior to lifting the stone setts. Dimensions of the setts, joints and materials to be recorded. Bedding and jointing materials to be analysed. Detail at weigh bridge, edge conditions and drainage elements recorded. A record will be maintained during the relocation of setts elsewhere on site. An inventory system will be used to record the locations from which all stones were taken.

Setts to be stored on site awaiting relocation. Prior to storage, paving elements which have been lifted shall be cleaned of all bedding, jointing materials and any other materials adhering to them. Re-setting as ground cover to follow the recorded pattern. Laying to be carried out with tight joints using original joint dimension. Fine sand is the preferred conservation option. The sand should be brushed into the joints and thoroughly compacted. To be topped up in as the aggregate shakes down and stiffens. Tar pointing is not suitable. It lifts out over time leaving deep recessed joints. Record any features of interest uncovered during the progress of the works. The Architectural Conservation Officer of Dublin City Council to be consulted in the event of uncovering any items of special interest beneath the surface.

The paving materials will be stored on site. This reduces the handling of the historic paving elements and thereby lessens the risk of damage or breakage. The setts will be laid on pallets and evenly supported to prevent breakage. The supply of such historic hand-crafted material is limited, therefore care will be taken to avoid damage or loss. Salvaged setts to be stored will be sorted by stone type for reuse in homogenous surfaces of one stone type. The storage facility should provide clean, dry conditions, free of contamination. The stones will be stored clear of the ground.



Modern practice of laying setts in tar is not appropriate. This example in Sheriff Street Lower indicates tar breaking down and flaking away.

At Oriel House the original layout, bonding pattern and junction details are known and the setts may be re-laid and maintaining the same joint width and pointing detail. For reinstated sett surfaces, a flexible construction with tight joints is required. Traditional skills will be employed in the work, supported by modern techniques where traditional methods would prove inadequate



Appendix D.

Verified views taken to illustrate the visual impact of the proposed development at the Connolly Station on sensitive views and vistas within the historic core of the city .



APPENDIX D

HISTORIC VIEWS

The visual envelope for the site extends beyond its immediate environs on account of the height and massing of the proposed development and the likely visual impact on the historic core of the city includes views from key vantage points which have been prepared by Modelworks and submitted with the application documentation. The photographs from these vantage points illustrate significant representative views towards the site. The direction of view follows a composed view, where it exists e.g the Georgian Mile or along a street, otherwise the view is directed towards the development site e.g view from St Stephen's Green.

The red line on the photographs shows the outline of the proposed development. Where there is no line the proposed development is completely outside the view.

Key – Historic Views |

- C1-O'Connell Street
- C2- Charlemont House, Parnell Square
- C3- Henrietta Street
- C4- View along St Stephens Green facing North East
- C5- View from centre of St Stephen's Green
- C6- View along Merrion Row, Government Buildings
- C7- View along Georgian Mile from junction Mount Street Upper
- C8- College Green
- C9- Trinity College, Front Square
- C10- Nassau Street across Trinity College playing fields
- C11- Gardiner Street from Mountjoy Square
- C12- Buckingham Street
- C13- Talbot Street
- C14- Custom House view from Butt Bridge
- C15 - Front façade of Custom House



C1- O'Connell Street : No visual impact
C2- Hugh Lane Gallery, Parnell Square : No visual impact



View C3 - Henrietta Street : No visual impact



C4- View along St Stephens Green facing North East : No visual impact
C5- View from centre of St Stephen's Green : No visual impact



C6-View along Merrion Row, Government Buildings : No visual impact



C7 : View along Georgian Mile at junction with Mount Street Upper. No visual impact
C8 : College Green. No visual impact

C9 : Front square Trinity College Dublin. No visual impact





C10 : View from Nassau Street across TCD playing fields. No visual impact
C11 : View from Mountjoy Square along Gardiner Street. No visual impact
C12 : View from Buckingham Street. No visual impact





C13 - View of the Custom House from Butt Bridge
No visual impact



C14 - Front façade Custom House
No visual impact

C15 - View of Connolly Station campanile from the junction of Talbot Street with Gardiner Street. The view of the campanile will be altered by the massing and height of the proposed development which will form a new backdrop. This is the one historic view affected by the proposed buildings. As the viewer gets closer the Campanile will be obscured by the Loop Line and the view will be of the proposed development.

