

more meaningful/substantial character area or quarter, changing the character of the city centre as a whole. The design quality of the building is such that it would improve the cluster overall (as well as adding visual interest through diversity).

Viewpoint 27 – College Street

Existing View and Viewpoint Sensitivity

11.227 The wide city street is framed by the buildings and perimeter trees of Trinity College to the right and a terrace of Georgian and Victorian buildings to the left. These frame a view of the vacant (at the time of photography) College Square site, beyond which are a number of modern (late 20th century) office buildings. These developments are the western extent of the George's Quay character area, which forms a transition between the old city to the west (i.e. the foreground of this view) and the Docklands area extending to the east.

11.228 **Viewpoint sensitivity: Medium.** The buildings in the foreground are all protected structures and the area is covered by CA and ACA designation. The modern developments (including the College Square site) in the middle distance are outside of these designations. These elements, along with the buses, the Luas line and the pedestrian traffic indicate that this is a busy, city centre location, and overall there is some capacity for change.

Proposed View and Magnitude of Change

11.229 **Magnitude of change: Low.** The upper floors of the building would protrude above the trees on the perimeter of Trinity College. Although taller, and clearly a new building typology, the building would be no more prominent in the view than the existing modern buildings of the George's Quay area.

Significance and Quality of Effects

11.230 **Slight positive.** While its distinctly contemporary typology, vertical scale and architecture would contribute to its prominence, these characteristics also emphasise the development's separateness from the historic foreground composition. It would add visual interest, and a building of distinct identity, to the already complex city centre view – without causing harm to the valued townscape in the foreground.

Cumulative Effects

11.231 **Significant positive.** When completed the College Square development will dramatically change this view, with the relatively low historic buildings in the foreground seen against a backdrop of larger scale, contemporary buildings. The broad lower volume of College Square is arguably more impactful than the tower, and the tower adds some welcome articulation and diversity to the new built form. Only a small part of the AquaVetro building will be visible to the side of the College Square tower, but the difference in architecture identifies it as a separate development.

11.232 The proposed development would take its place comfortably in this new composition, complementing the two other tall buildings, strengthening the perception of a contemporary high density city quarter adjacent to the old city. The location of this cluster is appropriate, being outside of the sensitive historic city, but equally central to the metropolitan area and having unrivalled access to all modes of public transport. Where the three developments are seen together and clearly delineated against the

historic city, as in this view, the juxtaposition would benefit both the old and new character areas - and the city centre as a whole.

Viewpoints 28 and 29 – Grattan Bridge and Ha’penny Bridge

Existing Views and Viewpoint Sensitivity

11.233 These views clearly show the very different character of the Liffey corridor in the old city to the west of the site compared to the Docklands stretch of the river to the east. The quays are lined by terraces of mostly 19th to early 20th century, brick-clad buildings of 4-5 storeys, with colourful shopfronts at street level. (There are some modern buildings visible but the majority of the river-facing elevation on both sides is historic.) In the distance (of View 28) the increased scale of O’Connell Bridge House marks this as an important place in the townscape, and in View 29 O’Connell Bridge itself – at the centre of the city – can be seen.

11.234 Also featuring in View 29 is the Custom House in the distance on the left side of the river. The broad lower volume of the building is partially hidden by the Loopline Bridge but the copper-coloured domed cupola is visible, rising above the blocky, green glazed form of the IFSC to its right.

11.235 **Viewpoint sensitivity: High.** Section 16.7.1 of the DCDP states: *“There is a recognised need to protect conservation areas and the architectural character of existing buildings, streets and spaces of artistic, civic or historic importance. In particular, any new proposal must be sensitive to the historic city centre, the river Liffey and quays...”* The Liffey corridor is a CA and views along the quays are protected (see Figure 11.10 above).

Proposed View and Magnitude of Change

11.236 **Magnitude of change: Medium-High.** The building would be a prominent addition to the views, protruding well above the historic riverfront buildings in View 28 from Grattan Bridge, and more modestly in View 29 from Ha’penny bridge. In views along the river it presents its broad, sculpted elevation to the viewer, and its distinctively angled roof profile is revealed, seeming to reference the river (and the Custom House across the river). Due to the bend in the Liffey that occurs east of O’Connell Bridge (and the setback of the tower in accordance with the LAP guidance for the site) the building is well set back from the river - and from the Custom House in View 29. This has the effect, in these more distant views from the west, of placing the building outside of the ‘old city’ stretch of the Liffey character area.

Significance and Quality of Effects

11.237 **Significant positive.** The introduction of a tall, distinctly contemporary building close to the Liffey corridor is a significant change, although these views show that due to (a) its setback combined with the bend in the river, (b) its position clearly beyond the ‘old city’ stretch of the Liffey (which is bookended by O’Connell Bridge House), and (c) its novel typology, scale and architecture, it would be read as separate from the historic stretch of the river corridor. It would be a prominent addition, adding a new focal point and visual interest to the composition, but it would not harm the sensitive foreground area or reduce visual amenity.

11.238 The distinctive form, visibly referencing the river (and the Custom House across the river in View 29) and the design quality of the façade are critical attributes of the

building in these views. They ensure that the building itself is attractive and recognisable, as required for the building to function – positively – as a landmark.

Cumulative Effects

- 11.239 **Significant positive.** When completed the AquaVetro and College Square developments will dramatically change these views, with the low historic riverfront buildings seen against a new backdrop of two tall, contemporary buildings – a new order of scale even compared to O’Connell Bridge House, which forms a step between the two character areas. In the more distant view (Grattan Bridge, Viewpoint 28) the lower volume of College Square is also visible, roughly the same height as O’Connell Bridge House and combining with this existing building to form a broad pediment beneath the two towers. Similar to the view from College Street, the view from Grattan Bridge shows a successfully realised contemporary, high density character area standing adjacent to, but separate from the old city west of O’Connell Bridge. Such juxtapositions enhance the city and create place-identity, improving legibility.
- 11.240 The proposed development would be located behind the two currently permitted towers, and would be seen through the gap between them. In this scenario its own visual effect would be limited, but it would strengthen the perception of the new city quarter adjacent to the old city. The location of this cluster is appropriate, being outside of the sensitive historic city, but equally central to the metropolitan area and having unrivalled access to all modes of public transport.

Viewpoints 30 and 31 – O’Connell Street Bridge and Eden Quay beside Rosie Hackett Bridge

Existing Views and Viewpoint Sensitivity

- 11.241 These views show the transition in character between the old city to the west of O’Connell Bridge and the Docklands to the east. The river begins to widen and there is an appreciable dog-leg in its course. There is a higher proportion of modern buildings on both sides of the river and with this comes a general increase in scale, diversity of form, architecture and materials – a notable reduction in uniformity. O’Connell Bridge House, Liberty Hall and George’s Quay Plaza are examples of this. By Rosie Hackett Bridge (when moving eastward from O’Connell Bridge) the transition in character is nearly complete. The Custom House cupola features in this view but it is one of several notable buildings/structures in a complex, busy city centre townscape. The effect of the Loopline Bridge is also notable, forming a barrier across the Liffey and reinforcing the division between the old city and the Docklands.
- 11.242 **Viewpoint sensitivity: Medium-High.** While these views are covered by the same conservation designations as the views further west (Viewpoints 28 and 29), there is an appreciably higher capacity for change in these views owing to the change in character in the Liffey corridor.

Proposed View and Magnitude of Change

- 11.243 **Magnitude of change: Medium-High.** The building would be a prominent addition to the views, protruding well above the existing riverfront buildings, notably the five storey office buildings fronting George’s Quay, but appearing similar in scale to Liberty Hall. The tower element presents its broad, folded west elevation to the viewer, and is visibly turned slightly to face the Custom House across the river, with the angled roof profile also appearing to reference the historic building. From these angles the building is

clearly a part of the Liffey corridor (it is seen to be a riverfront building) but the setback of the tower ensures there is sufficient separation to avoid crowding or dominating the Custom House.

Significance and Quality of Effects

- 11.244 **Significant positive.** The introduction of a tall, contemporary building to the Liffey corridor is a significant change. However, considering the ongoing trend of change in character along the Liffey as evidenced by the sequence of Viewpoints 28-31, the building would not appear out of place; rather, a next step in the continuing evolution of the river corridor in the city centre. Additionally, from this angle and distance the design response to the context is appreciable, and the building itself is elegant. It would be a prominent addition, adding a new focal point (and visual interest) to the composition, and it would cause no harm to either the Liffey itself or the Custom House as elements of the townscape. Both views show that the separation distance between the tower and the Custom House is substantial, and sufficient to avoid any sense of dominance of the historic building.
- 11.245 One of the key characteristics of the site is its rectangular shape, with the long axis perpendicular to the Liffey. This means that any building on the site will have broad east and west elevations. Given that a tall building is proposed, when seen from the west, the DCDP objective of a width to height ratio of 1:3 is not possible; the tower would be too small in floor plan to be viable, and meaningfully high density - as demanded by the site location and access to public transport - would not be achieved.
- 11.246 While the DCDP objective of 1:3 slenderness is reasonable, to insist on this would rule out many sites from sustainable/taller development, including the subject site. Additionally, it is worth questioning whether that slenderness ratio is necessary for a building to be elegant and an asset to the townscape. There are examples of taller buildings that achieve elegance without slenderness (from all angles), employing response to context, form and design/material quality to achieve positive outcomes. An example of this is 333 Whacker Drive, Chicago.

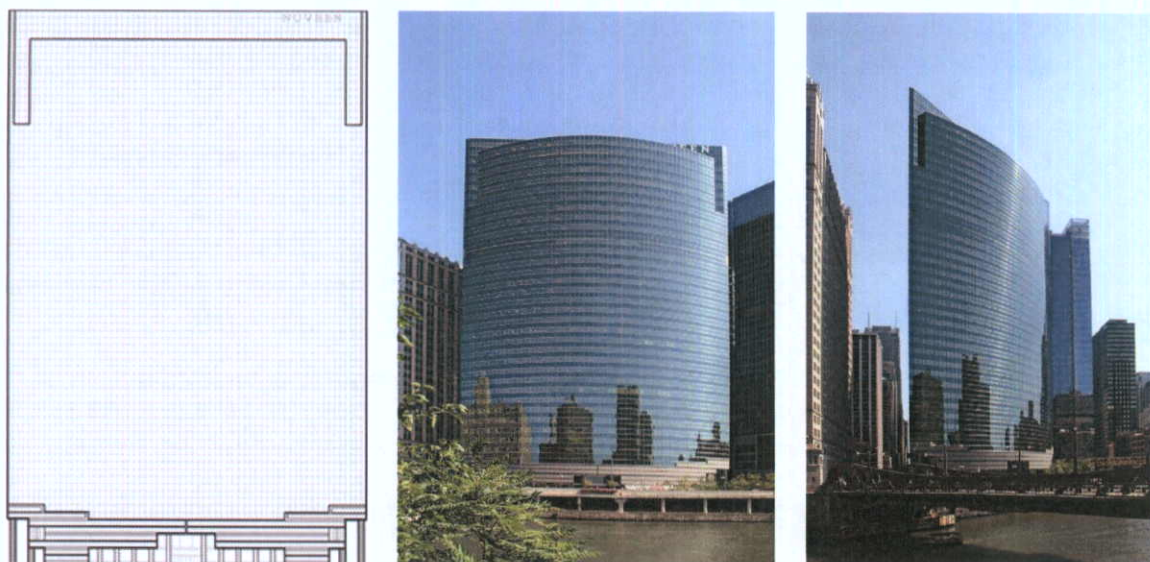


Figure 11.13 (a, b, c) Elevation drawing and photos of 333 Whacker Drive, Chicago – an example of a tall, broad building that responds to its site and context and enhances its setting

Cumulative Effects

- 11.247 **Significant positive.** When completed the AquaVetro and College Square developments will dramatically change these views, resulting in a linear cluster of taller buildings (O'Connell Bridge House, College Square, AquaVetro, Liberty Hall, George's Quay Plaza alongside the Liffey. The permitted/baseline view from Rosie Hackett Bridge (Viewpoint 31) shows a successfully realised contemporary, high density character area along the Liffey corridor at the interface of the old city and the Docklands. This adds visual interest and character to the townscape. However, it does end abruptly and inexplicably at George's Quay Plaza beside the Loopline Bridge, and this reinforces the division between the old city and the Docklands.
- 11.248 The proposed development, being of similar typology and scale to College Square and AquaVetro, and comparing favourably in design and material quality, would expand the contemporary high density cluster east along the Liffey corridor. It would complement the existing/ permitted buildings and strengthen the emerging character. Most importantly, by that character area's extension west towards the old city, east into the Docklands, and straddling the Loopline Bridge – it would reduce the bridge's severing effect and subtly but significantly contribute to the integration of the old city and the Docklands into a larger, more diverse city centre tied together by the Liffey (note the following statement in the DCDP: *"The challenge here is to ensure that the character of the Docklands is retained and is enhanced, and that good connectivity between the city centre and the Docklands is achieved such that the Docklands is seen as being an integral part of the city centre, rather than as a separate entity"*).

Viewpoints 32, 32b, 33, 33b – Custom House, Liffey River frontage

Existing Views and Viewpoint Sensitivity

- 11.249 These viewpoints represent views from Custom House Quay and the Custom House itself. View 32 is from the footpath beside the Custom House, having just passed Liberty Hall and beneath the Loopline Bridge, heading east. The Custom House portico can be seen to the left. In the distance are the IFSC and further low, modern buildings fronting the Docklands north quays. Across the river is the George's Quay office campus with the Plaza towers most prominent. The site can be seen where Talbot Bridge lands between George's Quay and City Quay. Extending to the east on the south side of the river (as on the north) are a series of modern Docklands buildings. In the context of the broad river corridor these appear low - even under-scaled - and difficult to differentiate despite their diverse architecture. There is no 'event' in the built form between George's Quay Plaza and Capital Dock at the far end of the quays (well over 1km apart). Viewpoint 32b is across the road from no. 32, beside the quay. This view is similar but shows the river itself more clearly and the Custom House is outside the frame of view.
- 11.250 View 33 is taken from the top of the steps beneath the portico of the Custom House. It is very similar to View 32 although the site is seen at less acute angle, diagonally across the river. The extra elevation of the steps also reveals more of the river to view.
- 11.251 A notable aspect of these views is the lack of any visible response in the built form to Talbot Bridge and the junction on the south side of the bridge. This is a significant junction, channelling traffic towards the old city, the Docklands or onwards to Trinity College as it arrives in the city centre.

11.252 **Viewpoint sensitivity: Medium-High.** These views clearly show the Custom House to be part of the Docklands area of the city centre. The architecture in this area is predominantly modern, and the river is wide, causing the built form to recede somewhat (by comparison to Views 28 and 29 for example). While this stretch of the Liffey corridor is covered by CA designation and the Custom House is a highly valued heritage building, there is clearly capacity for change in this Docklands context.

Proposed View and Magnitude of Change

11.253 **Magnitude of change: High.** The building would be a prominent addition to the views, and to the Docklands stretch of the Liffey corridor overall. While clearly representing a new building typology and order of scale, the response of the building to its context is evident in these views:

- The building has a distinct podium block of six storeys highlighted by its dark grey brick cladding framing vertically emphasised windows. This element is in keeping with the general height of the built frontage to the quays, and it can also be seen (in Views 33 and 33b) extending along the Moss Street frontage. The vertical grid in the façade of the podium block references the treatment of the Grant Thornton building further along City Quay.
- Rising behind and to the side of the pediment is the tower, which is turned to face the Custom House (and in so doing also addresses the landing of Talbot Bridge at the junction of City Quay, George's Quay and Moss Street).
- There are two set-back steps from the six storey podium transitioning to the tower along the City Quay frontage. These are intended to soften the transition from the much smaller, historic buildings adjacent to the east, and to reference the stepped form of the Grant Thornton building.
- At the corner, facing the bridge/junction and the Custom House across the river, the tower descends to meet the street level to the side of the podium (as opposed to rising from the podium). The main entrance to the building is at the base of the tower in this narrow, wave-fronted elevation (so that the view on exiting the building would be of the Custom House). This aspect of the design – the tower rising from the street/quay, reflects the landmark ambition of the building; the design does not attempt to conceal or downplay the height, but rather to celebrate the vertical proportions of the sculpted tower.
- The angled roofline, increasing in height towards the river and the Custom House across the river, has the same intent, i.e. to create an elegant, slender form when seen from this angle, and also respond to the key elements in the context.
- The vertical strips of perforated metal in the otherwise glazed façade of the tower also emphasise the vertical proportions.
- The wave in the glazed façade of the tower references the cantilevered canopy of Busáras to the rear of the Custom House.

Significance and Quality of Effects

11.254 **Very significant positive.** The development would have a transformational effect on this stretch of the Liffey corridor, and on the Custom House character area, introducing a building of landmark scale and character. The design is both distinctive and responsive to the context, and highly refined – so that overall, while clearly becoming the focal point of views from the north side of the river, its effect can be considered positive.

- 11.255 The photomontages (particularly nos. 32 and 33) clearly show the building's separation distance from the Custom House, and how the wide Liffey corridor (the river and quays combined) contributes to the capacity to accommodate height without crowding or dominating the historic building.

Cumulative Effects – n/a

Viewpoints 34, 34b – Beresford Place / Memorial Road approaching Talbot Bridge Beside the Custom House

Existing Views and Viewpoint Sensitivity

- 11.256 These viewpoints represent the views experienced by road users and pedestrians approaching Talbot Bridge from Amiens Street and Gardiner Street. The existing views illustrate the diverse character of the townscape surrounding the Custom House, with the IFSC in the foreground opposite the historic building, and George's Quay Plaza and the Grant Thornton building prominent across the river. The church is also a notable feature, but is an anomaly now among the larger, modern Docklands buildings.
- 11.257 **Viewpoint sensitivity: Medium.** This is a key approach and gateway to/within the city centre, and the absence of a building of suitable stature on the far side of the river is notable. There is capacity - and arguably a requirement – for a significant intervention in the built form to emphasise the importance of this place in the circulation system and the overall urban structure.

Proposed View and Magnitude of Change

- 11.258 **Magnitude of change: High.** This angle of view shows the clear definition of the podium block, the steps transitioning from the podium to the tower, the slender proportions of the tower and the refined façade treatments of all elements (including the distinct street level interface). The building would – appropriately – become the focal point of the view across the bridge, but would take its place comfortably in the already diverse townscape, in which the open space of the Custom House plot/block and the Liffey also provide favourable context.

Significance and Quality of Effects

- 11.259 **Significant positive.** These views illustrate (a) the suitability of the site for a landmark building, (b) the response of the building to its context (refer to the commentary on Viewpoints 33 and 34 above), (c) the elegant form and refined design of the building, and (d) the avoidance of any negative effect on the Custom House, or the church adjacent to the site. The development would deliver a landmark building of suitable stature and quality for the place, enhancing the townscape and improving legibility.

Cumulative Effects – n/a

Viewpoints 35, 35b, 40 and 36 – Beresford Place

Existing Views and Viewpoint Sensitivity

- 11.260 These viewpoints are included to show the extent of protrusion of the proposed tower above the roofline of the Custom House as seen from Beresford Place which arcs around the north side of the historic building.

- 11.261 View 35 shows the full horizontal extent of the Custom House. It is low but c. 120m wide, making it a substantial building. It is situated on a large plot surrounded by a wide expanse of road surface, and the surrounding landscape is somewhat cluttered with street furniture. The tall conifer trees in the road median are a recent addition to the streetscape. The pyramidal top of the tallest George's Quay Plaza tower can be seen protruding above the Custom House roofline.
- 11.262 View 36, taken from the Irish Life Centre to the north west, shows the effect of the Loopline Bridge, which adds further complexity to the townscape, combining with the road infrastructure to indicate the city centre location. Liberty Hall is visible on the far right of the view. (Liberty Hall is less than 75m from the Custom House, whereas the proposed building is some 130m from the protected structure, across the river.)
- 11.263 **Viewpoint sensitivity: Medium-High.** Views 35 and 35b, being the least obstructed views of the Custom House, within a CA, should be considered of high sensitivity – although the fact of the busy city centre context (as indicated by the wide roads and the clutter of street furniture) must be recognised. Viewpoint 36, only a short distance away, emphasises the real complexity of the townscape surrounding the protected structure, which contributes to a capacity for change.

Proposed View and Magnitude of Change

- 11.264 **Magnitude of change: Medium.** The building would protrude well above the roofline of the Custom House. From certain angles (View 35b), it would form a backdrop to the cupola, reducing the legibility and presence of the cupola somewhat. The city centre context of the views must be considered, as well as the similar prominence of other buildings and structures. For example, in View 35b, the IFSC, although lower, has similar effect on the north east corner of the protected structure. The extent of the building's protrusion is an important consideration. It protrudes sufficiently for it to be recognisable and for its elegant form and refined design and detailing to be appreciated, so that it would function well as a landmark, as intended. In View 36, the Loopline Bridge has greater effect, largely screening the Custom House from view.

Significance and Quality of Effects

- 11.265 **Moderate neutral.** The Custom House environs are already much altered by a variety of developments. In the less obstructed views of the protected structure (nos. 35 and 35b) the introduction of the tower in the background would compromise the legibility of the cupola. However, balancing this effect would be the introduction of a new landmark to the townscape – a building of suitably strong character to take its place comfortably in the Custom House's eclectic environs.

Cumulative Effects

- 11.266 **Moderate neutral.** The photomontages of the Tara St./AquaVetro building below show that the permitted development will have similar effect to the proposed development – and the effects are also similar to those of Liberty Hall (in terms of altering the context and reducing the relative prominence of the protected structure).



Figure 11.14 Photomontage showing the permitted AquaVetro building and College Square behind the cupola of the Custom House (Source: Planning application for the College Square height increase, Reg. Ref. 3684/21)



Figure 11.15 Photomontage showing the permitted AquaVetro building and Liberty Hall, illustrating the evolving city centre context of the Custom House (Source: Planning application for the College Square height increase, Reg. Ref. 3684/21)



Photo 11.9 *A view east along Custom House Quay showing Liberty Hall and the Loophouse bridge beside the protected structure. Although not tall, in footprint and overall massing the Custom House is a substantial building and it is surrounded by wide roads and the river. These factors allow it to accommodate other large buildings in its environs without being dominated.*

- 11.267 As discussed in Section 11.4.3 above, the Custom House (and the site, and the Tara St. site) are located at the centre of the Dublin metropolitan area and at the intersection of the city's rail, light rail and bus networks. Although close to the historic city centre, the area is relatively unconstrained by heritage sensitivities (compared to the medieval and Georgian areas); the Custom House and the church adjacent to the site are part of the evolved/modern Docklands area, at the interface with the old city. These factors must be acknowledged when considering the appropriateness of the proposed change.

Viewpoints 37, 38, 38b, 39, 40 – Gardiner Street

Existing Views and Viewpoint Sensitivity

- 11.268 These are a series of views from Gardiner St. as it descends a long slope down to Beresford Place and the Custom House beside the Liffey. The view south along Gardiner St. is identified as a protected view in the Development Plan (see Figure 11.10 above).
- 11.269 View 37 is from the street at the corner of Mountjoy Square. In the foreground to the left are some of the remaining Georgian buildings on the street, and opposite these is a modern development interpreting the Georgian architecture. Similar modern buildings can be seen on both sides of the street as it descends the hill. The 5-6 storey buildings flanking the relatively narrow street create a high degree of visual enclosure, framing the view south. At the end of Gardiner St., closing the vista, is the wide, low body of the Custom House, partially obscured by the railway bridge crossing the road, and seen against a backdrop of modern development (in the Georges Quay area) on the far side of the Liffey. The combination of distance and the dense urban backdrop reduces the legibility of the Custom House, apart from the cupola, which stands clear of the foreground and distant built form, punctuating the skyline. An important aspect

of the view is the position of the cupola off centre of the view, i.e. off the axis of Gardiner St.. However, the road aligns exactly with the subject site across the river.

- 11.270 Views 38 and 38b are from mid-way along Gardiner St., and no. 39 is on the lower stretch where the road flattens out approaching the river. In these views there is a higher proportion of historic buildings along the street. From these lower elevations the development across the river behind the Custom House can't be seen, so its roofline is more legible, but the building remains partially obscured by the railway bridge. The off-centre position of the cupola is again notable, but it remains a key feature of the views.
- 11.271 Viewpoint 40 is the view from where Gardiner Street meets Beresford Place, just after passing beneath the Loopline bridge. The long, low form of the Custom House fills the view, surrounded by a wide green space, the very wide street and an abundance of trees and street furniture. The top of the George's Quay Plaza building protrudes just above the roofline.
- 11.272 **Viewpoint sensitivity: High.** The view south along Gardiner St. is a protected view, the street is a CA (Mountjoy Square, represented by Viewpoint 37, is also an ACA), and many of the buildings are protected structures (apart from the middle stretch of the road). The view compositions are relatively simple and close to the original Georgian form, although there are many modern interventions in the street elevations.
- 11.273 Not unlike Kildare St. (see Viewpoints 23 and 24), Gardiner Street is a distinct character area in itself. This is due to its enclosure from the surrounding townscape (including the closure of the vista by the Custom House), and the uniformity of development along the street. It is only from the elevated northern stretch of the street that the modern Docklands character area (the George's Quay area in particular) forms a distant backdrop to the view – and in this view it is clearly perceived as 'external', a distant modern quarter of the cityscape.
- 11.274 While the Custom House cupola is a valuable feature of the views, it must be recognised that it is a decorative element of a building, and not a building itself. This should be borne in mind when its relative scale/prominence is compared to that of a building.

Proposed View and Magnitude of Change

- 11.275 **Magnitude of change: High.** The building would be a very prominent addition to the views, at the centre of the vista, on the axis of the street, becoming the focal point of the views. Its degree of contrast with the existing buildings in the view – in typology, scale, architecture and materials – is very pronounced, to the extent that it appears to be in/from a different place and time.
- 11.276 The proposal has been prepared in full cognisance of this visual impact. It was identified early in the design process that any building on the site, even a building limited to 10 storeys (as per the George's Quay LAP) would be visible rising behind the Custom House. Buildings of various height were considered and assessed (refer to the Architectural Design Statement) and ultimately it was determined by the design team, taking account of other factors (principally location and compact growth policy), that a tall building would be appropriate for the site. Once that approach was decided, a number of key mitigation measures were taken in consideration of the Gardiner Street views. These include:

- The tower was positioned so that it is directly at the centre of the Gardiner Street vista.
- The axis of the tower is turned to align directly with Gardiner Street, so that it presents its narrow façade and visibly addresses the street (despite its separation distance) through its form.
- The width of the tower was reduced to the maximum extent at which the floorplates remain viable (in terms of plan form, and area), thereby minimising the width of the tower in the Gardiner St. views and maximising its separation from the Custom House cupola.
- These measures combine to result in a tall, slender building, which is emphasised by the shape of the roof.
- The two steps on the left hand side of the tower's base (the taller of which is 10 storeys), have the effect – as intended is the design intent - of anchoring the tower to the context, by being relatable in scale – both to the surrounding buildings in View 37, and to the foreground buildings in Views 38 and 39.

Significance and Quality of Effects

- 11.277 **Very significant positive.** If the protection of the view from Gardiner St. is interpreted as requiring development on the site to avoid affecting the Custom House, then it would need to be limited to six storeys. This would not constitute sustainable use of the site. The question then becomes, what form of building best preserves the legibility of the Custom House. A tall, slender building of clearly contrasting materials – as proposed - would achieve this.
- 11.278 The juxtaposition of the development with the Gardiner St. character and view compositions is both challenging to that character and of benefit to its continued clear definition. In the photomontages the building clearly stands outside of the historic foreground, marking a place of significance in the city, in the distance across the river, and representing a new era in the city's evolution. The building itself is elegant and even from a distance its refined façade design and materials would be appreciable.
- 11.279 Its position as a backdrop to the wide, low body of the Custom House would reduce the legibility of that element of the historic structure (as would any building on the site over 6 storeys). The relative prominence of the cupola would also be reduced (and it would be replaced as the focal point of the view), but the mitigation measures to preserve the visibility and legibility of the cupola are effective. The building's height allows its width to be reduced so that there is a clear gap of sky space between the building and the cupola.
- 11.280 It must be recognised that the Custom House cupola is not a building; it is a decorative feature of a building. While the preservation of its visibility and legibility is a valid objective, its small scale should not determine the scale of buildings in its environs – particularly not on sites that due to multiple factors are suitable for buildings of landmark scale and character.
- 11.281 Gardiner St. is an important approach route to the city centre, and to a key river crossing in the centre. The site is at the arrival/distribution point of that route into the old city and the Docklands, and forms part of the transition zone between these key city centre character areas. It also benefits from the highest level of access to public transport. The site is a valid location for a landmark building. The fact that the development would function as a landmark in views from the north (Gardiner Street), south (Kildare Street) and east and west (along the Liffey) is significant. If sites were

being sought to make a meaningful change to the city's legibility, few if any sites could deliver the same potential.

- 11.282 The net effect on Gardiner St. – as a townscape character area and visual resource – would be to elevate it to a new status and level of visual interest, retaining the historic character of the foreground (due to the building's clear separation from it in space and character), and emphasising that character through juxtaposition. The effect would be very significant, but would constitute an enhancement of the townscape character overall.

Cumulative Effects – n/a

Viewpoints 41, 42, 43 – Amiens Street

Existing Views and Viewpoint Sensitivity

- 11.283 Amiens Street is another important route of entry to the city centre from the north. The street is wider than Gardiner St. and is lined with a wider variety of buildings including a greater proportion of modern buildings. This creates more capacity to accommodate change.
- 11.284 View 41 is from Amiens St. beside Busáras, as the road splits on reaching Beresford Place/Memorial Rd. The IFSC buildings are prominent across the street to the left, and the Custom House is largely hidden by the trees in a central median to the right. The site can be discerned in the distance across Talbot Bridge, against a backdrop of the now hotel building behind it.
- 11.285 View 42 is from the junction of Talbot St., opposite Connolly Station. The canopied roof of the Luas stop is visible across the street beside a modern extension to the station, and beyond that are the large, low modern buildings of the IFSC. Parts of 1GQ and the George's Quay Plaza complex can be seen in the distance across the Liffey. When travelling south along Amiens St. there is a noticeable gradation in development intensity approaching the city centre. This can be seen between Views 43 and 42.
- 11.286 View 43 is from the junction of Portland Row and Seville Place. Although there are some Victorian houses in the foreground this view illustrates the mixed character of the Amiens St. corridor. It also shows the low rise character of the city currently. However, this will change (in this view) when the permitted Dublin Arch development is constructed on the Connolly Station lands; the dense, mid-rise cluster will be prominent to the left behind the street-front buildings.
- 11.287 **Viewpoint sensitivity: Low-Medium.** Relative to many of the other townscape character areas and individual views, there is a high capacity for change and few sensitivities in the Amiens St. corridor.

Proposed View and Magnitude of Change

- 11.288 **Magnitude of change: Low-Medium.** The visibility and visual effect of the building would increase along the approach to the city centre:
- **In View 43**, the building would be just noticeable, its angled roof protruding marginally above the Amiens St. roofline.
 - **In View 42**, its prominence would increase as more of the tower becomes exposed, its height and sculpted form now evident. Its typology and scale would

reinforce the existing pattern of increasing development intensity along the Amiens St. corridor entering the city centre, representing a further step up beyond the IFSC.

- **In View 41**, passing around the curved form of the IFSC, with Busáras to the right, the full extent of the building would be revealed, at the focal-point position on the far side of Talbot Bridge. Its position, scale and distinctive design would clearly indicate this as a place of importance in the townscape.

Significance and Quality of Effects

- 11.289 **Slight-Moderate positive.** Considered as a sequence of views along the street approaching the city centre, the increasing visual impact of the development is appropriate and positive. The building would reinforce the existing pattern of land use intensity but bring it to another level - initially just catching the eye, then gaining in prominence until it is fully revealed after passing by the IFSC, just before crossing the Liffey. It is when the viewer crosses the river that they suddenly become aware of their city centre location, with the Docklands stretching to the east, and the old city to the west. The development would create an appropriate event in the townscape to complement this visual experience.

Cumulative Effects

- 11.290 **Moderate positive.** Only in View 43 would the proposed development be visible along with the AquaVetro building. At that point the proposed building would be only barely noticeable so there would be no significant accumulation of effects. The AquaVetro would have a similar landmark effect as the proposed development would have on other views elsewhere along the street, i.e. indicating the city centre and the river corridor, and representing a step up in development intensity beyond the IFSC.

Viewpoint 44 – George’s Dock

Existing Views and Viewpoint Sensitivity

- 11.291 George’s Dock is the largest open space in the IFSC/North Lotts area and this position beside the dock provides an unobstructed view towards the site. On the far side of the dock in the foreground is IFSC house, with its distinctive green glazing and low, blocky form. In the distance across the river fronting City Quay are two more buildings characteristic of the Docklands. One is Riverview House, a six storey building with a mixed façade treatment responding to a range of influences in its environs. The other is the Grant Thornton building, which has a stronger architectural character and is taller, rising to nine storeys, but also has the flat-topped blocky form that characterises many Docklands buildings. (This has been the result of an historically restrictive height policy, focusing on uniformity generally, with targeted height for place-making.) Further along the Liffey corridor to the west, the George’s Quay Plaza complex can be seen.
- 11.292 It is notable that the most successful part of the Docklands regeneration programme has been the Grand Canal Dock area. There are many reasons for its success, including the presence of the water as a central, arranging element of the townscape, the generosity of open space provision and the mix of uses). It cannot be disputed that the area has also benefitted from (a) a greater freedom of architectural expression than elsewhere in the Docklands, including through variety in building height, which contributed strongly to place-making, and (b) the density, which generates a high level of activity. By comparison other parts of the Docklands are less exciting as townscapes, and are not as strong in identity.

- 11.293 **Viewpoint sensitivity: Low-Medium.** In this location within the regenerated Docklands area there is considerable capacity to accommodate change, relatively few sensitivities, and arguably a requirement for a jolt in character.

Proposed View and Magnitude of Change

- 11.294 **Magnitude of change: Medium-High.** The development would be a prominent, striking addition to the view, introducing a new building typology to the west Docklands townscape, indicating a place of significance.

Significance and Quality of Effects

- 11.295 **Moderate positive.** Although located outside of the George's Dock area, the development would cause a shift in character and would add visual interest and legibility to the area. There is the potential, with the permissions for AquaVetro and College Square, to generate a similarly exciting pocket of townscape character, to Grand Canal Dock, in the western part of the George's Quay area centred on the Tara St. Station. A building less constrained in its typology and scale (compared to those in the existing view), on the site, could contribute to this. The fact that it is east of the Loopline, therefore squarely within the Docklands, would be an added benefit.

Cumulative Effects

- 11.296 **Moderate-Significant positive.** From this particular vantage point the AquaVetro and College Square buildings will not be visible; they are screened from view by the IFSC building. However, a short distance further along the dock towards the river, these two tall buildings would be revealed and in combination with the proposed development they would form a cluster and a distinct new character area in the western part of the George's Quay area.

Viewpoints 45, 46, 47 – Liffey Bridges/Quays to East of the Site in the Docklands

Existing Views and Viewpoint Sensitivity

- 11.297 These views are from the bridges in the regenerated Docklands to the east of the site, looking west towards the city centre. The dominant element in each of the compositions is the Liffey, which widens to well over 100m along this stretch.
- 11.298 Comparing the three views, those with the highest visual amenity are from the Sean O'Casey and East Link bridges (Views 45 and 47). In these there is greater variety in the buildings, including buildings of height which (a) create visual interest, (b) complement (as opposed to yield to) the river in the compositions, and (c) have place-making effect. The middle stretch, as seen from the Samuel Beckett Bridge (View 46) is the less interesting view, although the three vertical features – the Custom House cupola, Liberty Hall and George's Quay Plaza - add interest and initiate the formation of a distinct character area of diversity and density along the river corridor.
- 11.299 **Viewpoint sensitivity: Medium.** The Liffey corridor, including the Docklands stretch, is covered by CA designation, and the view west from the East Link Bridge is a protected view. However, the width of the river corridor, the predominance of contemporary buildings and the variety in the buildings, including the height, creates capacity for change without compromise of existing character or sensitivities.

Proposed View and Magnitude of Change

11.300 **Magnitude of change: Medium-High.** The visibility and visual effect of the building would increase with greater proximity along the river corridor:

- **In View 45**, the building would be a very prominent addition to the view. The low podium block, clad in dark grey brick framing a vertical grid of river-facing windows, reads clearly and fits comfortably into the river-front composition of buildings. The two steps from the podium to the set-back tower are very effective from this angle in transitioning to the vertical form. The tower itself presents its broad but sculpted elevation to the viewer, and the subtly angled roofline adds to the interest and elegance of the form. The refinement of the tower façade is appreciable from this distance. Overall, the building – for its type and considering the site proportions (a rectangle perpendicular to the river) – is a bold but responsive and attractive architectural composition. (refer to paragraphs 11.219 and 11.220 for commentary on the breadth of the building when seen from east and west.)
- **In View 46**, the scale of the building is clearly revealed, rising well above the much lower existing buildings on the south quays, becoming co-dominant with the river in the view.
- **In View 47**, shown in the full context of the Docklands Liffey corridor, the building would be a prominent addition, again (as in View 46) seen to be commensurate with the river in scale. It would constitute an event in the built form of the river corridor, adding visual interest, bookending the south quays in concert with Capital Dock, and indicating a place of importance.

Significance and Quality of Effects

11.301 **Moderate-High positive (overall).** View 46 is one of the less successful compositions, in which the juxtaposition of scale (which works favourably in many other views) is jarring. In contrast, both View 45 and 47, the closer and furthest views, would benefit from the addition of the new landmark, adding visual interest to the river corridor and improving legibility.

Cumulative Effects

11.302 **High positive.** Of the three views, the one in which the cumulative effects with the AquaVetro and College Square buildings would be greatest, is View 45. This is also the most successful composition, in which the three buildings can be seen to complement each other in forming a cluster or character area of contemporary, high density, mixed use development. The Docklands would benefit from this additional distinct character area. A notable aspect of this view is that the Custom House cupola would not be diminished as a feature of the townscape/view; it can coexist comfortably with the cluster of tall buildings in its environs.

11.303 With greater distance from the site the two other buildings, beyond the site, closer to the old city, would be partially screened by the proposed building, reducing the cumulative effect. In View 46, where the building in isolation would have a negative effect, the AquaVetro building would provide favourable context/capacity, so that the cumulative effect would be neutral.

Table 11.6 Summary of visual and townscape impacts

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
01. Talbot Memorial Bridge	Medium-High	Medium	Moderate negative	Medium-High	Medium	Significant positive	n/a	n/a	n/a
02. George's Quay	Medium	Medium	Moderate negative	Medium	High	Significant positive	n/a	n/a	n/a
03. City Quay - A	High	Low	Moderate negative	High	High	Significant positive	n/a	n/a	n/a
04. City Quay - B	High	Low	Moderate negative	High	High	Significant positive	n/a	n/a	n/a
05. Moss Street alongside Site	Medium	High	Moderate negative	Medium	High	Moderate-Significant positive	n/a	n/a	n/a
06. Moss Street approaching from the south	Medium	Medium-High	Moderate negative	Medium	Medium-High	Moderate positive	n/a	n/a	n/a
07. Junction of Shaw Street and Pearse Street	Medium	Medium-High	Moderate negative	Medium	Medium-High	Moderate positive	n/a	n/a	n/a
08. Gloucester Street South beside school and church	Low-Medium	Medium-High	Moderate negative	Low-Medium	Medium-High	Moderate positive	Low-Medium	Medium-High	Moderate positive
09. Gloucester Street South approaching site from east - A	Low-Medium	Medium-High	Moderate negative	Low-Medium	Medium-High	Moderate neutral	Low-Medium	Medium-High	Moderate neutral
10. Gloucester Street South approaching site from east - B	Medium	Medium-High	Moderate negative	Medium	Medium-High	Moderate positive	n/a	n/a	n/a
11. Townsend Street	Medium	Medium-High	Moderate negative	Medium	Medium-High	Moderate positive	n/a	n/a	n/a

Summary of Townscape Impacts: The Immediate/Surrounding Public Realm – Significant positive

The introduction of a building of landmark stature and quality would cause a significant change in character to the Talbot Bridge, George's Quay and City Quay, Moss St. and Gloucester St. South. It would become the focal point of the view when crossing Talbot Bridge, and views along Moss St. / Shaw St., would have a strong place-making effect. This is appropriate.

For several reasons the place warrants a marker. These include (a) the site's river-front position at one end of an important river crossing, opposite one of the city's most important historical buildings; (b) its position at the arrival and distribution point for vehicular and pedestrian traffic from north of the Liffey into the old city and Docklands; (c)

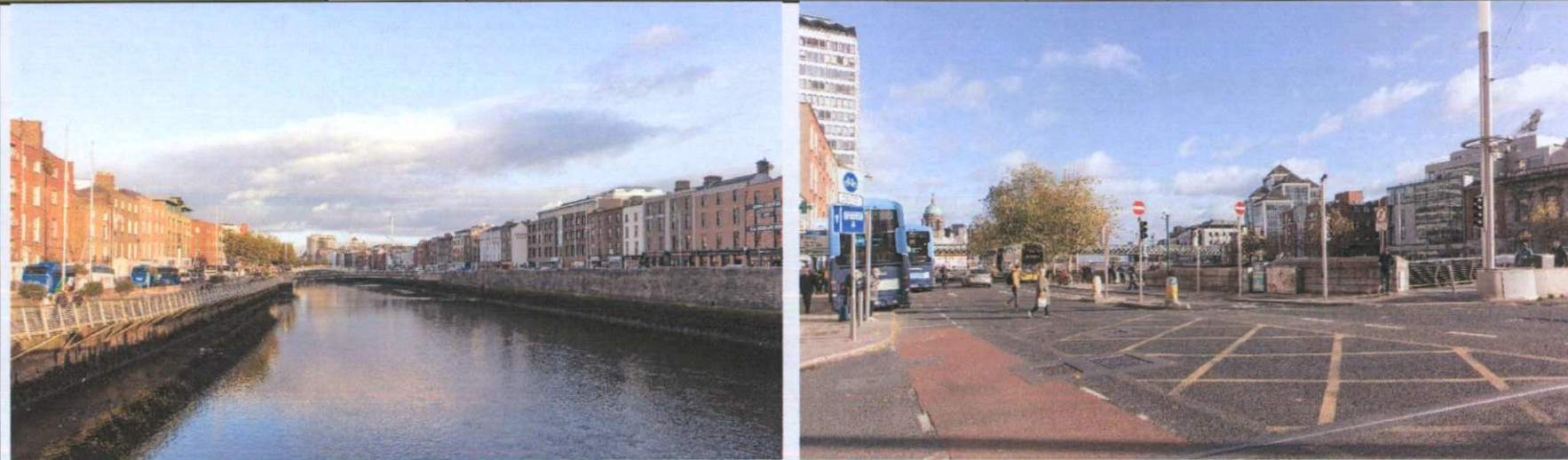
Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
<p>its position in the transitional zone between the old city and the Docklands, an area that was and remains the crucible for tall buildings in Dublin; (d) its unrivalled access to the city and to public transport.</p> <p>While there are valued townscape assets in the immediate environs (the Liffey, Custom House and the nearby church), the site is squarely in the Docklands, in an area characterised by predominantly modern buildings and a particularly diverse mix of building typologies, scale and architecture. Each of these buildings (e.g. the Custom House itself, Buasáras, Liberty Hall, IFSC, George's Quay Plaza, AquaVetro and College Square) was a forerunner and a strong expression of its type and time. The proposed development fits into this character.</p> <p>From the immediate environs of the site the building's design response to its context, and its refined design and material quality would be appreciable. It would be a bold intervention in terms of scale, but seen from close-up it would be beautiful. The arts centre, positioned and designed for maximum visibility from the surrounding public realm would contribute to this.</p> <p>Equally important to the physical change to the townscape would be the addition of the arts centre - a public facility - to the land use mix. This would generate footfall and contribute to the place-making effect, restoring an historic use to the site. It would also contribute to overcoming the challenge of bringing the old city and the Docklands together – by establishing an attraction in the area which currently lacks reasons for visiting/staying.</p> <p>Although the application site is limited outside of the building footprint, which limits the extent of public realm works proposed, the development could be a catalyst for improvements to the public realm of Moss St., City Quay, George's Quay and their junction at the landing of Talbot Bridge. The quality of the public realm in this area is a particular weakness of the townscape currently.</p> <p>One of the effects of the development would be the pronounced juxtaposition of the landmark tall building with the diminutive Immaculate Heart of Mary Church and the school adjacent to the east. In the 21st century, in this location in the regenerated Docklands area of a European capital city, it is these smaller buildings that must be considered the anomaly. Such juxtaposition cannot and need not be avoided in the city.</p>									
12. Trinity College, Parliament Square - A	High	None	No effect	High	None	No effect	n/a	n/a	n/a
13. Trinity College, Parliament Square - B	High	Medium	Slight negative	High	Medium	Significant positive	High	Medium-High	Significant positive
14 Trinity College, Parliament Square - C	High	Medium	Slight negative	High	Medium	Significant positive	High	Medium	Significant positive
15 Trinity College, Library Square	High	None	No effect	High	None	No effect	n/a	n/a	n/a
16 Trinity College, Berkely Library Entrance	Medium-High	High	Moderate negative	Medium-High	High	Significant positive	Medium-High	Medium	Significant positive
17 Trinity College, Fellows' Square	High	None	No effect	High	None	No effect	n/a	n/a	n/a
18 Trinity College, Path beside Rugby Ground	Medium-High	Medium-High	Moderate negative	Medium-High	Medium-High	Significant positive	Medium-High	High	Significant positive

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
19 Trinity College, Path beside Fitzgerald Building	Medium-High	Medium	Moderate negative	Medium-High	Medium	Significant positive	Medium-High	High	Significant positive
20 Trinity College, The Pavilion	Medium-High	Low	Slight negative	Medium-High	Low	Slight neutral	Medium-High	High	Significant positive
21 Trinity College, Moyne Institute entrance	Medium-High	High	Moderate negative	Medium-High	High	Significant positive	Medium-High	High	Significant positive
22 Nassau St. beside Trinity College	Medium	Low-Medium	Slight negative	Medium	Low-Medium	Slight-Moderate positive	Medium-High	Medium	Moderate positive
<p>Summary of Townscape Impacts: Trinity College – Moderate positive</p> <p>The building would be visible from certain positions in Parliament Square and other parts of Trinity College, with the greatest degree of visibility from the central open spaces. The Trinity College campus is a highly valued pocket of distinct, historic character in the city centre townscape, featuring numerous protected structures. It is noteworthy, however, that Trinity College has not avoided the introduction of contemporary architecture to the campus itself. Some of the finest buildings are modern, as is the case in the surrounding city.</p> <p>The proposed development would introduce a contemporary tall building of strong identity and design quality to views from parts of the campus. The extent of its protrusion above the existing sky/roofline would be sufficient that (a) it would be identifiable as a separate building well removed from Trinity College, (b) it would avoid distorting/reducing the legibility of the Trinity roofline in the foreground, and (c) its design quality would be appreciable; it would add a building of distinction to the city centre skyline.</p> <p>The character of Parliament Square (and Trinity College generally) is so strong that it can withstand such change in the surrounding city centre without losing its own integrity and charm.</p> <p>Cumulative: This fact has already been acknowledged with the grants of permission for the AquaVetro and College Square buildings. There are views from Trinity College in which one or both of these will be visible and the proposed building would not, and vice versa. The proposed development would turn a tightly spaced pair of tall buildings (AquaVetro and College Square) into a more balanced, visually pleasing trio. This would read as a more substantial character area or quarter of contemporary high density development in a particular part of the city centre. (Knowing that this cluster is concentrated around, and identifies, the hub of public transport in the city would add to the acceptability of the change.) The design quality of the building is such that it would improve the appearance of the cluster (as well as adding visual interest through diversity).</p> <p>Overall, the development would 'enhance the skyline of the inner city' as seen from Trinity College, and 'make a positive contribution to the urban character of the city'.</p>									
23 Kildare St. at Molesworth St. junction	High	Medium	Slight negative	High	Medium	Significant positive	n/a	n/a	n/a
24 Kildare St. at St. Stephen's Green North junction	High	Medium	Slight negative	High	Medium	Significant positive	n/a	n/a	n/a
<p>Summary of Townscape Impacts: Kildare Street (including St. Stephen's Green North) – Moderate positive</p>									


Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
<p>Kildare Street and St. Stephen's Green have a high level of cultural historic and visual amenity value. However, similar to Trinity College, Kildare Street is very clearly delineated/ contained as a character area. If change takes place within or at the edge of that area, then it affects the character and amenity of the street. In contrast, if change takes place outside of the area, due to the street's 'visual containment' such development would be clearly seen as being external, particularly if that development were of different character.</p> <p>The introduction of a tall building in a focal-point position in views from Kildare Street (and from its junction with St. Stephen's Green North) would constitute a significant visual impact. However, the photomontages show that due to (a) the strong delineation/enclosure of the Kildare Street character area, (b) the distance of the site from Kildare Street, and (c) the development's dramatically different character (its verticality, sculpted form, contemporary materials), it would read as being completely separate from the foreground character area. It would appear as a prominent but distant feature, adding to the visual interest of the composition without harming the historic street in the foreground. The slenderness (as seen from this angle), distinctive form and roof profile are critical attributes of the building in these views. They ensure that the building itself would be attractive and recognisable, as required for the building to function positively as a landmark.</p> <p>Opportunities to deliver such gains in legibility are few in the densely built up urban environment. The fact that the building would function as a landmark in views from the north (Gardiner Street), south (Kildare Street) and east and west (along the Liffey) is significant. If sites were being sought to make a meaningful improvement to the city's legibility, few if any sites could deliver the same potential.</p>									
25 Merrion Square	High	Negligible	Not significant neutral	High	Negligible	Not significant neutral	n/a	n/a	n/a
<p>Summary of Townscape Impacts: Merrion Square – Not significant neutral The effects on Merrion Square would at worst be not significant and neutral.</p>									
26 College Green	High	Low-Medium	Slight negative	High	Low-Medium	Slight-Moderate positive	High	Medium-High	Moderate positive
27 College Street	Medium	Low	Slight negative	Medium	Low	Slight positive	Medium	High	Significant positive
<p>Summary of Townscape Impacts: College Green and College Street – Moderate-Significant positive In summer the proposed building would be largely screened from view from College Square. In winter, although filtered through the tree canopies, the building would be visible protruding above the roofline of Trinity College West Front. The effects on College Street would be more significant - and the effects must be considered in combination with the College Square and AquaVetro developments currently under construction.</p> <p>Cumulative: When completed the College Square development will dramatically change the townscape and views of College Street. The broad lower volume of College Square will be more impactful than the tower; the tower will add welcome articulation and diversity to the new built form. Only a small part of the AquaVetro building will be visible, but the difference in architecture identifies it as a separate development. The proposed development would take its place comfortably in this new composition, complementing the two other tall buildings, strengthening the perception of a contemporary high density city quarter adjacent to the old city. The location of this cluster is appropriate, being outside of the sensitive historic city, but equally central to the metropolitan area and with unrivalled access to public transport. Where the three</p>									

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
developments are seen together and clearly delineated against the historic city, as in View 27, the juxtaposition would benefit both the old and new character areas - and the city centre as a whole.									
28 Grattan Bridge	High	Medium-High	Moderate negative	High	Medium-High	Significant positive	High	High	Significant positive
29 Ha'penny Bridge	High	Low-Medium	Slight negative	High	Low-Medium	Moderate positive	High	High	Significant positive
30 O'Connell St. Bridge	Medium-High	Medium-High	Moderate negative	Medium-High	Medium-High	Significant positive	Medium-High	High	Significant positive
31 Eden Quay beside Rosie Hackett Bridge	Medium-High	Medium-High	Moderate negative	Medium-High	Medium-High	Significant positive	Medium-High	High	Significant positive
<p>Summary of Townscape Impacts: Liffey River corridor west of Loopline Bridge – <u>Significant positive</u></p> <p>The sequence of views along the Liffey shows the very different character of the Liffey corridor between the old city to the west of O'Connell St. and the transition to the Docklands stretch to the east (see existing views from Grattan Bridge and Eden Quay below).</p>									

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect



The permitted/baseline view from Rosie Hackett Bridge (Viewpoint 31) shows that with the development of the AquaVetro and College Square buildings a contemporary, high density character area will be realised along the Liffey corridor in the transition between the old city and the Docklands. This will add visual interest and character to the townscape. However, the new character area will end abruptly and inexplicably at George's Quay Plaza beside the Loopline Bridge, reinforcing the existing division between the old city and the Docklands. The introduction of a third tall, contemporary building on the south side of the Liffey corridor is a significant change. However, considering the ongoing trend, as evidenced by the sequence of Viewpoints 28-31, the building would not appear out of place; rather, a next step in the continuing evolution of the river corridor in the city centre (see below, the cumulative photomontage for Viewpoint 31, Eden Quay).

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Being of similar typology and scale to College Square and AquaVetro, and comparing favourably in design and material quality, the development would expand the contemporary high density cluster east along the Liffey. It would complement the existing/ permitted buildings and strengthen the emerging character, but <u>most importantly – by this new character area’s extension west towards the old city and east into the Docklands, and straddling the Loopline Bridge – it would reduce the bridge’s severing effect and contribute to the integration of the old city and the Docklands into a larger, more diverse city centre tied together by the Liffey (note the following statement in the DCDP: “The challenge here is to ensure that the character of the Docklands is retained and is enhanced, and that good connectivity between the city centre and the Docklands is achieved such that the Docklands is seen as being an integral part of the city centre, rather than as a separate entity”).</u></p>								
	32 Custom House near Loopline Bridge	Medium-High	High	Moderate negative	Medium-High	High	V. significant positive	n/a	n/a

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
32b Custom House Quay near Loopline Bridge	Medium-High	High	Moderate negative	Medium-High	High	V. significant positive	n/a	n/a	n/a
33 Custom House, front steps	Medium-High	High	Moderate negative	Medium-High	High	V. significant positive	n/a	n/a	n/a
33b Custom House Quay across Liffey from site	Medium-High	High	Moderate negative	Medium-High	High	V. significant positive	n/a	n/a	n/a
34 Beresford Place/Memorial Rd beside Custom House - A	Medium	High	Moderate negative	Medium	High	Significant positive	n/a	n/a	n/a
34b Beresford Place/Memorial Rd beside Custom House - B	Medium	High	Moderate negative	Medium	High	Significant positive	n/a	n/a	n/a
35 Beresford Place at Gardiner St. junction - A	High	Medium	Moderate negative	High	Medium	Moderate neutral	High	Medium	Moderate neutral
35b Beresford Place at Gardiner St. junction - B	High	Medium	Moderate negative	High	Medium	Moderate neutral	n/a	n/a	n/a
36 Irish Life Centre	Medium	Medium	Moderate negative	Medium	Medium	Moderate neutral	Medium	Medium	Moderate neutral
<p>Summary of Townscape Impacts: Custom House environs – Significant positive</p> <p>The Custom House is recognised and valued as one of Dublin's most important buildings. However, it should also be recognised that it exists in a townscape characterised by diversity of built form, scale and architecture, which has undergone constant change since the Custom House was built. Its original prominence was undermined by the Loopline Bridge and since then its context has altered to the point where the building retains its own integrity but the strongest characteristic of the area is its diversity and juxtapositions. <u>Many of the developments in the area can be considered forerunners and strong architectural expressions of their type and time, for example the Custom House itself, Busáras, Liberty Hall, IFSC, George's Quay Plaza, AquaVetro and College Square (the latter two buildings being the first two 21st century, city centre tall buildings).</u> In a sense, despite its prominence, the proposed development would fit comfortably into this character area.</p> <p>It would nonetheless have a transformational effect on the stretch of the Liffey corridor east of the Loopline, and on the Custom House character area, introducing a building of landmark scale and character to the townscape. The photomontages show that the building design is distinctive but demonstrably responsive to the context, particularly to the Custom House itself (and the related views from Gardiner St.). Additionally the design is refined the materials and finish of the highest quality, so that despite its significant presence in the Custom House environs (e.g. when seen from the north side of the river in front of the Custom House or protruding above the Custom House roofline in views from Beresford Place), its effect can be considered positive.</p>									
37 Gardiner St. at corner of Mountjoy Sq	High	High	Moderate negative	High	High	V. significant positive	n/a	n/a	n/a

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
38 Gardiner St., middle stretch - A	High	High	Moderate negative	High	High	V. significant positive	n/a	n/a	n/a
38a Gardiner St., middle stretch - B	High	High	Moderate negative	High	High	V. significant positive	n/a	n/a	n/a
39 Gardiner St., lower stretch approaching Loopline Bridge	High	High	Moderate negative	High	High	V. significant positive	n/a	n/a	n/a
40 Gardiner St. junction with Beresford Place	High	Medium	Moderate negative	High	Medium	Moderate neutral	n/a	n/a	n/a

Summary of Townscape Impacts: Gardiner Street – Significant positive

The view south along Gardiner St. is a protected view, the street is a CA, and many of the buildings along the street are protected structures (apart from the middle stretch of the road). The view compositions are relatively simple and close to the original Georgian form, although there are modern interventions in the street elevations. Not unlike Kildare St., Gardiner Street is experienced as a distinct character area in itself. This is due to its enclosure from the surrounding townscape (including the closure of the vista by the Custom House), and the uniformity of development along the street. It is only from the elevated northern stretch of the street that the modern Docklands (the George’s Quay area in particular) forms a distant backdrop to the view.

If the protection of the view from Gardiner St. is interpreted as requiring development on the site to avoid affecting the Custom House, then it would need to be limited to six storeys. This would not constitute sustainable use of the site. The question then becomes, what form of building best preserves the legibility of the Custom House. A tall, slender building of clearly contrasting materials – as proposed - would achieve this.

The juxtaposition of the development with the Gardiner St. character and view compositions is both challenging to that character and of benefit to its continued clear definition. In the photomontages the building clearly stands outside of the historic foreground, marking a place of significance in the city, in the distance across the river, and representing a new era in the city’s evolution. The building itself is elegant and even from a distance its refined façade design and materials would be appreciable.

Its position as a backdrop to the wide, low body of the Custom House would reduce the legibility of that element of the historic structure (as would any building on the site over six storeys). The relative prominence of the cupola would also be reduced (and it would be replaced as the focal point of the view), but the mitigation measures to preserve the visibility and legibility of the cupola are effective. The building’s height allows its width to be reduced so that there is a clear gap of sky space between the building and the cupola. (It must be recognised that the Custom House cupola is not a building; it is a decorative feature of a building. While the preservation of its visibility and legibility is a valid objective, its small scale should not determine the scale of buildings in its environs – particularly not on sites that due to multiple factors are suitable for buildings of landmark scale and character.)

Gardiner St. is an important approach route to the city centre, and to a key river crossing in the centre. The site is at the arrival/distribution point of that route into the old city and the Docklands, and forms part of the transition zone between these key city centre character areas. It also benefits from the highest level of access to public transport.

The site is a valid location for a landmark building. The fact that the development would function as a landmark in views from the Gardiner St. to the north, Kildare St. to the south, and from the Liffey to east and west is significant. If sites were being sought to make a meaningful change to the city’s legibility, few if any sites could deliver the same potential.

The net effect on Gardiner St. – as a townscape character area and visual resource - would be to elevate it to a new status and level of visual interest, retaining the historic character of the foreground (due to the building’s clear separation from it in space and character), and emphasising that character through juxtaposition. The effect would be very significant, but would constitute an enhancement of the townscape character overall.

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
41 Amiens Street beside Busaras and the IFSC	Medium	Medium-High	Moderate negative	Medium	Medium-High	Moderate positive	n/a	n/a	n/a
42 Amiens Street at Talbot Street junction opposite Connolly Station	Low-Medium	Low-Medium	Slight negative	Low-Medium	Low-Medium	Slight positive	n/a	n/a	n/a
43 Amiens Street at junction of Portland Row and Seville Place	Low-Medium	Negligible-Low	Not significant neutral	Negligible-Low	Low	Not significant neutral	Low-Medium	Medium	Moderate positive
<p>Summary of Townscape Impacts: Amiens Street – Slight-Moderate positive</p> <p>Amiens Street is another important route of entry to the city centre from the north. The street is wider than Gardiner St. and is lined with a wider variety of buildings including a greater proportion of modern buildings. This creates more capacity to accommodate change. Another noticeable characteristic of the street is the gradation in development intensity as the road approaches the city centre.</p> <p>The photomontages for the sequence of views along Amiens St. show that the proposed development's visibility and visual effect would increase along the approach to the city centre - initially just catching the eye, then gaining in prominence until it is fully revealed after passing by the IFSC, just before crossing the Liffey. This changing effect is appropriate and positive. The building would reinforce the existing pattern of land use intensity along Amiens St. but bring it to another level.</p>									
44 George's Dock	Low-Medium	Medium-High	Slight-Moderate negative	Low-Medium	Medium-High	Moderate positive	Low-Medium	Medium-High	Moderate positive
45 Sean O'Casey Bridge	Medium	High	Moderate negative	Medium	High	Significant positive	Medium	Very High	V. Significant positive
46 Samuel Beckett Bridge	Medium	High	Moderate negative	Medium	High	Moderate negative	Medium	High	Significant neutral
47 East Link Bridge	Medium	Low-Medium	Slight negative	Medium	Low-Medium	Moderate positive	Medium	Low-Medium	Moderate positive
<p>Summary of Townscape Impacts: Liffey River corridor east of Site – Moderate-Significant, mixed (positive and negative)</p> <p>The dominant element in views along the Liffey to the east of the site is the river itself, which widens to well over 100m along this stretch. Comparing the three views, those with the highest visual amenity are from the Sean O'Casey and East Link bridges (Views 45 and 47). In these there is greater variety in the buildings, including buildings of height which (a) create visual interest, (b) complement (as opposed to yield to) the river, and (c) have place-making effect. The middle stretch, as seen from the Samuel Beckett Bridge (View 46) is the less interesting view.</p> <p>The Liffey corridor, including the Docklands stretch, is covered by CA designation, and the view west from the East Link Bridge is a protected view. However, the width of the river corridor, the predominance of contemporary buildings and the variety in the buildings, including in height, creates capacity for change without compromise of existing character or sensitivities.</p>									

Viewpoint	Demolition & Construction Phase Effect			Operational Phase Effect			Cumulative Effect		
	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect	Sensitivity	Magnitude of Change	Significance of Effect
<p>The visibility and visual effect of the building would increase with proximity to the site. In View 45, the building would be a very prominent addition. The low podium block, clad in dark grey brick framing a vertical grid of river-facing windows, reads clearly and fits comfortably into the river-front composition of buildings. The two steps from the podium to the set-back tower are very effective from this angle in transitioning to the vertical form. The tower itself presents its broad but sculpted elevation to the viewer, and the angled roofline adds to the interest and elegance of the form. The refinement of the tower façade is appreciable from this distance. Overall, the building – for its type and considering the site proportions (a rectangle perpendicular to the river) – is a bold but responsive and attractive architectural composition.</p> <p>In View 46 the composition is less successful and the building height is emphasised, causing it to dominate the view.</p> <p>In View 47 (East Link Bridge), in which the development is shown in the full context of the Docklands stretch of the Liffey corridor, the building would again be a prominent and positive addition, seen to be commensurate in scale with the river. It would constitute an event in the built form, adding visual interest, bookending the south quays in combination with Capital Dock, and indicating a place of importance.</p> <p>Overall, the Docklands stretch of the Liffey corridor would benefit from the addition of a new landmark in the townscape, indicating a place of significance (the Talbot Bridge crossing) and strengthening the emerging character area of contemporary, high density, mixed use development in the transition between the Docklands and the old city.</p>									

11.5.4 Summary of Townscape Impacts

11.304 The proposed development would have widespread visual effects of moderate to high significance affecting the site's immediate environs and a number of important and sensitive townscape character areas in the wider receiving environment.

11.305 For the most part the effects have been classified positive. Two important factors in coming to these conclusions - in addition to the design/appearance of the proposed development - have been the site location in the townscape and relevant policy.

Site Location / Townscape Characteristics

- The site occupies a pivotal position in the Liffey corridor, just east of the point where the river changes from a narrower, sinuous channel contained by older, terraced buildings (in the old city to the west), to a wide, straight-sided channel lined by large, detached buildings (in the Docklands to the east). The site falls into the latter character area, but is also close the pivot (which is one of the reasons that the Tara Street site was selected for a high building).
- The site is also located in a zone of transition in townscape character, between the old city centre to the west and the Docklands to the east. It is an established principle in urban design that edges/transitions - the coming together of two types - can and should be encouraged to generate diversity.
- Currently, there is an acknowledged disconnection between the old city centre and the Docklands area. This is due to a combination of factors including the effect of the Loopline Bridge, and the inconsistent built frontage, lack of activity-generating uses and entrances, the public realm design and the openness of the river corridor east of the Loopline, which makes it less definable and attractive as a place. There are few reasons for people to be on the Liffey quays between the Loopline Bridge and Sean O'Casey Bridge. Despite its distinctive buildings (see bullet below) and the presence of Talbot Bridge, this area lacks place-identity and is something of a dead zone in the public realm. This area, of which the site is a key element, acts as an impediment to the desired integration of the old city centre and the Docklands.
- Within the transitional area between the old city and the Docklands is the Custom House, which is the centrepiece of a distinct local character area of which the site is a part. The Custom House is one of Dublin's most important historic buildings, but it exists in a townscape characterised by diversity of built form, scale and architecture (and a lack of cohesion) – an area which has undergone constant change since the Custom House was built. Many of the buildings were forerunners and strong architectural expressions of their type and time (e.g. the Custom House itself, Busáras, Liberty Hall, IFSC, George's Quay Plaza, AquaVetro and College Square). This is due to the strategic location (a) at the centre of Dublin, (b) adjacent to the historic city centre and commercial core, (c) at the intersection of all transport networks, and (d) in an area characterised by diversity. Such lack of uniformity in building typology, form, scale, architecture and materials creates capacity for further diversity.
- There is a long history (for Dublin) of tall buildings in the site's vicinity – for the reasons identified above. Liberty Hall was the first tall building in the city. George's Quay Plaza, although not particularly tall, was the second. The AquaVetro and College Square permissions have firmly established height as a characteristic of the zone of transition between the old city and the Docklands. These buildings all are/will be visible from east and west along the Liffey, and from Trinity College, and in a range of views of the Custom House.

- Currently, the three tallest buildings/permissions (Liberty Hall, AquaVetro, College Square) lie to the west of the Loopline (the definable barrier between the old city and Docklands). There is an argument to be made that expanding this cluster of tall buildings east to straddle that divide, complementing George's Quay Plaza, would help to overcome the disconnection between the city and Docklands.
- This effect (the visible expansion of a definable, transitional character area across the current divide) would be reinforced if the new development also contained a use or uses that could draw people from the old city towards the Docklands along the quays.
- The site is located at a strategic junction in the road network, where traffic from north of the Liffey is channelled over Talbot Bridge to arrive at the southern city centre. Here, directly in front of the site, traffic is diverted to the historic city centre, Trinity College, or the Docklands. Talbot Bridge, and the junction of the bridge with George's Quay, City Quay and Moss Street, together are a significant component of the road, pedestrian and cycle networks. However, this is not reflected in the surrounding built form. The junction lacks definition and place-identity.
- The site (and any future development on the site) is a feature of several views of strategic importance, including views along the Liffey, and from Gardiner Street to the north and Kildare Street to the south. Its axial position in these views creates potential for gains in legibility, clearly identifying a 'place' in the city. (That place, significantly, is east of the Loopline). While the site's focal-point position in these views is a sensitivity, it must be recognised that it is equally an opportunity. There are few sites that present the potential for focal-point visibility from important streets on both the north side and south side of the Liffey.
- As a result of the policy of compact growth, in the coming years there will be a general increase in height and changes in townscape character and views throughout the city, towards a denser urban condition. It is logical that the greatest concentration of density and height should be in the city centre in the areas best served by public transport.

11.306 The above summary indicates that the site is suitable for a landmark tall building. The *Tall Building Statement* prepared by Urban Strategies Inc. came to the same conclusion based on an assessment of the site and the proposal against the Draft Dublin City Development Plan 2022-2028 'Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale' (Table 3 of Appendix 3 of the Draft Development Plan). Albeit the author acknowledges that the latter is 'Draft', the Performance Criteria is based on criteria that is widely accepted and which supports National policy in this regard.

11.307 Although policy should not be used to classify environmental impacts as positive when otherwise they would be classified negative, it is the case that development policy has for some time dictated the character of landscapes and townscapes. Being the product of democratically elected local and national governments, planning policy reflects the values and culture of the population. Visual amenity and 'the landscape' are unusual as environmental resources in that they are *perceived* by people. They are therefore subject to variations in the attitudes and values - including aesthetic preferences - of the receptors. One person's attitude to a development may differ from another person's, and thus their response to the effects of a development on a townscape or view may vary. In seeking to reflect this, when carrying out Landscape/Townscape and Visual Impact Assessment, it is reasonable to consider the relevant planning policy –

as an expression of culture and values - in coming to conclusions on the significance of a proposed development's effects.

11.308 The following policy factors suggest a high sensitivity to change in the receiving environment:

- The site is a riverside site in Dublin city centre, across the Liffey from the Custom House – a protected structure and one of the city's most valued architectural heritage features. Any development on the site would affect the setting of the Custom House, and be visible in views of and from the Custom House.
- The Liffey Corridor is covered by Conservation Area designation, which extends to cover the Custom House (and Beresford Place and Busáras to the north). The CA designation also extends onto the site itself, specifically covering the front portion of the site (see Figure 11.9).
- There are two protected structures a short distance to the east of the site, namely the Immaculate Heart of Mary Church and the adjacent parochial house. Any development on the site would affect their setting, and be visible in views of and from these buildings. Between the site and these protected structures is a school, located immediately adjacent to the site. The school is also a sensitive receptor of change.
- Any development on the site would feature in views east and west along the Liffey corridor. These views are protected in the City Development Plan.
- Any development (except for a very low development) on the site would also feature in views from Gardiner Street across the Liffey to the north west. This is also a protected view, in which the cupola of the Custom House already features at the end of the street (although off-centre from the axis of the street).
- Any tall development on the site would feature in certain views from Trinity College. The Development Plan requires that new tall development must be sensitive to Trinity College (and to the historic city centre, the Liffey and quays, Dublin Castle, the historic squares and the canals). The Development Plan states: *"It is important to protect and enhance the skyline of the inner city and to ensure that any proposals for high buildings make a positive contribution to the urban character of the city, and create opportunities for place-making and identity."*

11.309 The following policy factors are drivers for change on the site:

- The National Planning Framework states the following objective for Dublin: *"Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city".* If Dublin is to compete internationally as a global city of scale, then office buildings of scale and distinction must be provided to the market. The closer that such a building is to the city centre, to any sectoral agglomerations (e.g. finance, tech/innovation, etc.) and to transport links, the more valuable the development will be – to prospective occupants and to the city and national economy.
- Policy CEE5 of the DCDP states: *"...cities are crucibles of innovation and... the city centre Z5 zoned area and inner city area including the Docklands are the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation", and "high-quality and dense development drives productivity and innovation in a city."*
- The site, being located at the centre of a triangle formed by the city centre, the Docklands and Trinity College – only minutes' walk from each of them – and

150m from the future MetroLink station at Tara Street (providing a rail connection to the airport), must be considered a land/development asset of national importance. This understanding of the site has implications for the consideration of any development proposal (including its townscape and visual effects) since a development of commensurate stature and distinction is a logical response to the unique opportunity the site presents.

- The DCDP states: *“The strategy of extending the inner city eastwards and westwards, towards the Docklands and Heuston respectively, is now complemented with a strategy for the quality consolidation of the inner city, protecting heritage while promoting diversity.”* The site has the potential to deliver on all the objectives contained in this statement. i.e. expansion of the inner city to the east, quality consolidation of the inner city, diversity, and protecting heritage – the latter by responding positively to it.
- Regarding density, the DCDP states:
 - *“Higher densities will be promoted in the city centre... and within the catchment of high capacity public transport...”*
 - *“To encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies... and the need to make best use of urban land.”*
 - *“To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context...”*
- While the Development Plan states that DCC remains committed to the need to *“protect conservation areas, architectural conservation areas and the historic core of the city”*, it also notes: *“taller buildings can also play an important visual role and can make a positive contribution to the skyline of a city. Dublin City Council recognises the merit of taller buildings, including landmark buildings, in a very limited number of locations at a scale appropriate for Dublin.*

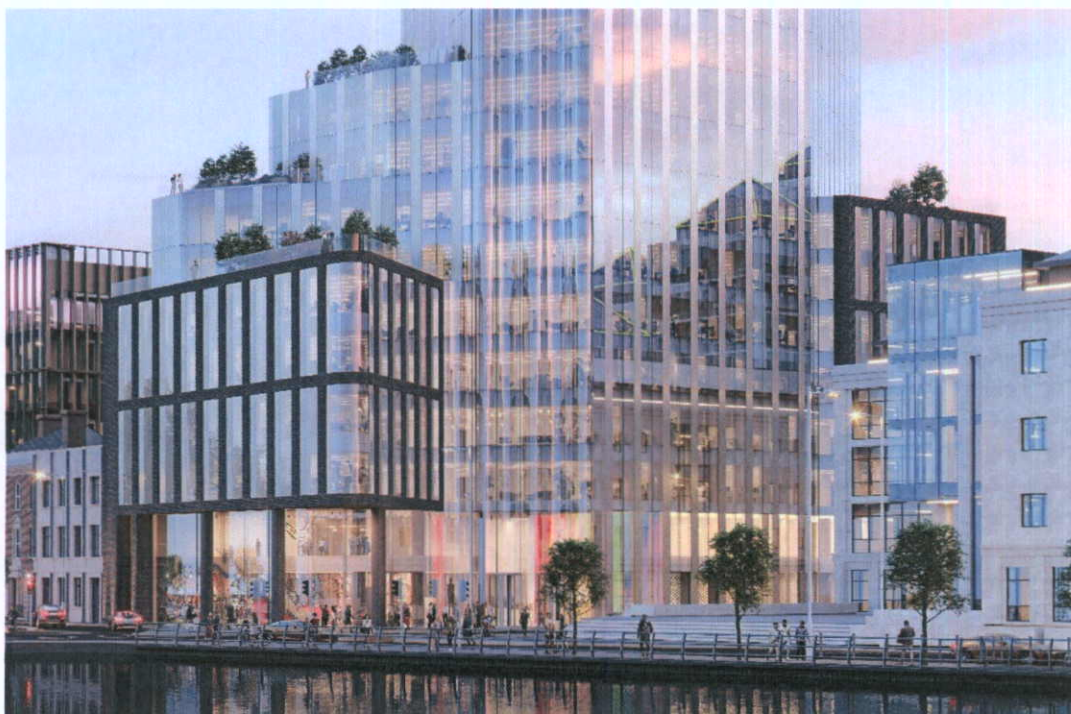
11.310 Although secondary to the consideration of the actual appearance of the proposed development in the views from representative viewpoints, the above policy has been taken into consideration.

11.311 As to the appearance of the proposed development and its related effects on views and townscape character, the following factors have informed the generally positive classification of effects. As a landmark development, the building has been designed with consideration of both its long-range visibility, and its close-up appearance.

Building form in consideration of long-range visibility

- The tower is positioned so that it is directly at the centre of the views from both Gardiner St. and Kildare St..
- The axis of the tower is turned to align directly with the Custom House and Gardiner Street, so that it appreciably addresses these elements/ sensitivities in the townscape.
- The width of the tower was reduced to the maximum extent at which the floorplates remain viable (in terms of plan form, and area), thereby minimising the width of the tower – and maximising its slenderness ratio - in views from the north (e.g. Gardiner St.) and south (e.g. Kildare St., Moss St. and parts of Trinity College).
- This also maximises the tower’s separation from the Custom House cupola in views from Gardiner St..

- Particular attention has been paid to the roof design – both its shape and materials. The multi-angled parapet projecting above the top floor emphasises the orientation of the building towards the Liffey, the Custom House and Gardiner St.. The parapet design celebrates the height of the building (as opposed to seeking to downplay it, which has been the unfortunate norm in many of the modern buildings in the Docklands), creating a distinctive roof profile that would make the building recognisable from a distance, improving legibility. The distinctiveness of the roof is emphasised by the use of shaped, perforated metal panels, which at night would be backlit to create a lantern effect.
- The two steps between the podium block of the building and the set-back tower anchor the tower to its context (the row of river-front buildings) and successfully transition from the low, horizontal shape of the podium to the vertical form of the tower.
- However, the tower also descends all the way to meet/rise from the street along a part of Moss St. and at the corner facing Talbot Bridge, the Liffey and the Custom House. This reflects the ambition of the design, and in its way pays respect to those features/ sensitivities. The proposal does not seek to hide or shy away from its height; it seeks to employ its height as a virtue in the creation of a new landmark.



Design detail in consideration of immediate environs

- A high level of attention has been given to the materials and finish so that when seen from close up the façade would be both beautiful and subtly reflective of its context. This can be seen in the 'fluted' profile of the glazing in the north west façade of the tower (created by alternating concave and convex curved glass panels), which references the canopy of Busáras; the vertical strips of aluminium panels between the glazing of the tower, which have a wave-like pattern of perforations; and other details.
- Attention has also been paid to making the arts centre as visible as possible from the surrounding public realm (including by re-using the distinctive neon

signage of the original 'City Arts Centre'). This too would add to the place-making effect and visual interest of the building, as well as generating footfall.



11.312 It is inevitable and not undesirable that a tall building on a (potential) landmark site, would have significant visual and townscape effects. This is the intention of such development. Overall, in the author's opinion, those effects (as described for each representative viewpoint and the main affected townscape character areas in Section 11.5.3 and Table 11.6 above) would be positive.

11.6 REMEDIAL AND MITIGATION MEASURES

11.6.1 Demolition and Remediation Phase

11.313 No measures are recommended specifically to mitigate landscape and visual impacts during demolition – apart from best practice construction site management.

11.6.2 Construction Phase

11.314 No measures are recommended specifically to mitigate landscape and visual impacts during construction – apart from best practice construction site management.

11.6.3 Operational Phase

11.315 The proposed development is conceived as a landmark development and is intended to have significant effects on the townscape character and views. The assessment has found that it would do so, with many of the viewpoints in the immediate environs and parts of the wider townscape experiencing a medium or high magnitude of change.

11.316 The potential visual effects were recognised and considered throughout the design process. There are mitigation measures embedded in the design (refer to the

commentary on Viewpoints 32 and 33 above, and the Architect's Report and Tall Building Statement) seeking to ensure that, while a prominent (in some cases dramatic) addition to the townscape, the building's effects can be considered positive. For the most part, the effects have been classified as positive in this assessment. Therefore, no additional mitigation measures are recommended.

11.7 RESIDUAL IMPACTS OF THE PROPOSED DEVELOPMENT

11.317 No mitigation measures have been recommended as no negative townscape or visual effects were identified. Therefore, residual effects would be the same as the potential effects identified in Section 11.5.

11.8 MONITORING OR REINSTATEMENT

11.318 No ongoing monitoring of townscape and visual effects would be required.

11.9 CUMULATIVE IMPACTS OF THE PROPOSED DEVELOPMENT

11.319 The potential cumulative visual and townscape impacts of the proposal have been discussed for each viewpoint and affected character area in Section 11.5.3 and Table 11.6 above. The development would indeed result in cumulative impacts in combination with the permitted AquaVetro building Reg. Ref. 3794/18, most recently amended by Reg. Ref. 3165/20 and College Square (Reg. Refs. 3036/16 and 4170/19, most recently amended by Reg. Ref. 3684/21) on Tara St.. This is an intention of the proposal.

11.320 From a townscape perspective, the development would reinforce the emerging character of the transition zone between the old city and the Docklands as an area of high density/tall, mixed use development. This area was the crucible for building height in Dublin, with Liberty Hall the first 'tall' building, then George's Quay Plaza, followed by the permissions for the AquaVetro and College Square towers. This reflects the locational advantages of the area with respect to the city centre and public transport, and the area's long history as a hub of commerce and transport. The contemporary, high density character of the area is thus established; the proposed development would simply reinforce that character.

11.321 Importantly, the development would cause that character area to step across the Loopline bridge, which currently acts as a physical and barrier (and marks a more abstract division) between the old city and the Docklands area. The development would thus expand the contemporary, high density cluster, straddling the division, contributing to the desired integration of the Docklands and the old city.



11.322 Considered at the city scale, it is logical that the highest density development including the tallest buildings should be located as close to the metropolitan centre and the intersection of public transport routes as possible (and as allowed by heritage sensitivities). As well as making for meaningful density (i.e. concentrating floorspace and activity around access to public transport, thereby maximising the reduction in the use of personal cars), this creates legibility – by marking the centre. It thus makes sense that development in the area around and between Tara St., Connolly and Pearse St. stations and Busáras, at the interface between the old city and the Docklands, should be the tallest. Buildings here should be visibly taller than, for example, buildings at Castleforbes, O'Devaney Gardens, the Grand Canal Harbour/Guinness Quarter, Poolbeg, even Heuston South Quarter, etc., which are satellite cores less favourably located than the site (in terms of access to the city centre and public transport, specifically the future MetroLink to the airport).

11.323 From a visual effects perspective the proposed development would be seen in many views with the AquaVetro and College Square towers. These include views from Trinity College and from east and (particularly) west along the Liffey. The two permitted buildings are uncomfortably close together in many of the views (in an otherwise mostly low-rise city), forming a tightly spaced pair. The photomontages show that a third tall building in the same part of the city/skyline, but standing slightly apart from them, would:

- strengthen the cluster and cement the character of the area (the transitional zone between the old city and the Docklands) as a contemporary, high density quarter;
- create a better balanced composition of vertical forms, which would be easier on the eye than the tightly spaced pair;
- diminish the relative prominence of the other two buildings by adding a third building (a more diverse cluster has greater 'tolerance' for peoples' varying aesthetic/architectural preferences than a smaller cluster). The photomontages show that the proposed building would compare favourably in design and material quality with the two other buildings.

11.324 In conclusion, the cumulative townscape and visual effects of the proposed development in combination with the AquaVetro and College Square developments – and considering also trend towards high density/tall developments around the city - would be positive.

15

CHAPTER 12

ARCHAEOLOGICAL, ARCHITECTURAL AND CULTURAL HERITAGE



12.0 ARCHAEOLOGICAL, ARCHITECTURAL AND CULTURAL HERITAGE

12.1 INTRODUCTION

- 12.1 IAC Archaeology (IAC) has prepared this chapter to assess the effect, if any, on the archaeological, architectural and cultural heritage resource of the proposed development at 1-4 City Quay, Dublin 2 D02KT32, 23-25 Moss Street, Dublin 2 D02 F854 and 5 City Quay, Dublin 2 D02PC03 (Figure 12.1, ITM 716406/734395).
- 12.2 This study determines, as far as reasonably possible from existing records, the nature of the archaeological, architectural and cultural heritage resource in and within the study area of the proposed development using appropriate methods of assessment. The study area is defined as an area measuring 250m from the proposed site for archaeological and cultural heritage and 200m for architectural heritage.
- 12.3 Desk-based assessment is defined as a programme of study of the historic environment within a specified area or site that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic, and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets (ClfA 2014).
- 12.4 This leads to the following:
- Determining the presence of known archaeological and architectural assets that may be affected by the proposed development;
 - Assessment of the likelihood of finding previously unrecorded archaeological remains during the construction programme;
 - Determining the effect upon the setting of known architectural and cultural heritage sites in the surrounding area; and
 - Suggested mitigation measures based upon the results of the above research.
- 12.5 The study involved detailed interrogation of the archaeological and historical background of the proposed development area. This included information from the Record of Monuments and Places of County Dublin, the Dublin City Development Plan 2016-2022, the Draft Dublin City Development Plan 2022-2028, George's Quay Local Area Plan 2012 (extended until July 2022), the National Inventory of Architectural Heritage, the topographical files of the National Museum of Ireland, and cartographic and documentary records. Inspection of the aerial photographic and satellite imagery coverage of the proposed development held by the Ordnance Survey, Bing Maps, and Google Earth has also been carried out. A field inspection was carried out (6th and 9th September 2021 and 1st June 2022) in an attempt to identify any known archaeological, architectural and cultural heritage sites and previously unrecorded features, structures, and portable finds within the proposed development area.
- 12.6 An effects assessment and a mitigation strategy have been prepared. The effect assessment is undertaken to outline potential likely significant effects that the proposed development may have on the cultural heritage resource, while the mitigation strategy is designed to avoid, reduce, or offset such adverse effects (where required).

12.1.1 Definitions

12.7 In order to assess, distil and present the findings of this study, the following definitions apply:

‘Cultural Heritage’ where used generically, can be an over-arching term applied to describe any combination of archaeological, architectural, and cultural heritage features, where the term:

‘Archaeological heritage’ is applied to objects, monuments, buildings or landscapes of an (assumed) age typically older than AD 1700 (and recorded as archaeological sites within the Record of Monuments and Places).

‘Architectural heritage’ is applied to structures, buildings, their contents and settings of an (assumed) age typically younger than AD 1700; and

‘Cultural heritage’, where used specifically, is applied to other (often less tangible) aspects of the landscape such as historical events, folklore memories and cultural associations.

12.2 METHODOLOGY

12.8 Research for this report was undertaken in two phases. The first phase comprised a paper survey of all available archaeological, architectural, cultural, historical and cartographic sources. The second phase involved a field inspection of the site.

12.2.1 Paper Study

12.9 The following sources were consulted as part of the paper study of the proposed development:

- Record of Monuments and Places for County Dublin;
- Sites and Monuments Record for County Dublin;
- National Monuments in State Care Database;
- Preservation Orders List;
- Topographical files of the National Museum of Ireland;
- Cartographic and written sources relating to the study area;
- Dublin City Development Plan 2016–2022;
- Draft Dublin City Development Plan 2022-2028;
- George’s Quay Local Area Plan 2012 (extended until July 2022)
- Place name analysis;
- Dublin City Industrial Heritage Record;
- Aerial photographs;
- Excavations Bulletin (1970-2022); and
- National Inventory of Architectural Heritage.

12.10 **Record of Monuments and Places (RMP)** is a list of archaeological sites known to the National Monuments Section, which are afforded legal protection under Section 12 of the 1994 National Monuments Act and are published as a record.

12.11 **Sites and Monuments Record (SMR)** holds documentary evidence and field inspections of all known archaeological sites and monuments. Some information is also held about archaeological sites and monuments whose precise location is not

known e.g. only a site type and townland are recorded. These are known to the National Monuments Section as 'un-located sites' and cannot be afforded legal protection due to a lack of locational information. As a result, these are omitted from the Record of Monuments and Places. Sites and Monuments Record sites are also listed on a website maintained by the Department of Housing, Local Government and Heritage (DoHLGH) – www.archaeology.ie.

- 12.12 **National Monuments in State Care Database** is a list of all the National Monuments in State guardianship or ownership. Each is assigned a National Monument number whether in guardianship or ownership and has a brief description of the remains of each Monument.
- 12.13 The Minister for the Department of Housing, Local Government and Heritage may acquire national monuments by agreement or by compulsory order. The state or local authority may assume guardianship of any national monument (other than dwellings). The owners of national monuments (other than dwellings) may also appoint the Minister or the local authority as guardian of that monument if the state or local authority agrees. Once the site is in ownership or guardianship of the state, it may not be interfered with without the written consent of the Minister.
- 12.14 **Preservation Orders** List contains information on Preservation Orders and/or Temporary Preservation Orders, which have been assigned to a site or sites. Sites deemed to be in danger of injury or destruction can be allocated Preservation Orders under the 1930 Act. Preservation Orders make any interference with the site illegal. Temporary Preservation Orders can be attached under the 1954 Act. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation must be reviewed. Work may only be undertaken on or in the vicinity of sites under Preservation Orders with the written consent, and at the discretion, of the Minister.
- 12.15 **The topographical files of the National Museum of Ireland** are the national archive of all known finds recorded by the National Museum. This archive relates primarily to artefacts but also includes references to monuments and unique records of previous excavations. The findspots of artefacts are important sources of information on the discovery of sites of archaeological significance. Cartographic sources are important in tracing land use development within the development as well as providing important topographical information on areas of archaeological potential and the development of buildings. Cartographic analysis of all relevant maps has been made to identify any topographical anomalies or structures that no longer remain within the landscape.
- 12.16 **Documentary sources** were consulted to gain background information on the archaeological, architectural and cultural heritage landscape of the proposed site.
- 12.17 **Development Plans** contain a catalogue of all the Protected Structures and archaeological sites within the county. The Dublin City Development Plan (2016–2022) and Draft Dublin City Development Plan (2022-2028) were consulted to obtain information on cultural heritage sites in and within the immediate vicinity of the proposed site.
- 12.18 **George's Quay Local Area Plan 2012 (Extended until July 2022)**. The area identified for the Local Area Plan extends from Hawkins Street (to the west) to Lombard Street (to the east) and from the southern banks of the Liffey to Pearse Street. The role of the LAP reflects the need to approach the future development of this area in an

integrated manner. The LAP sets out the policies and objectives at a local scale that will shape future development within the area

- 12.19 **Place Names** are an important part in understanding both the archaeology and history of an area. Place names can be used for generations and in some cases have been found to have their root deep in the historical past.
- 12.20 **Dublin City Industrial Heritage Record (DCIHR)** makes recommendations for sites to be added to the Record of Protected Structures (RPS) in the City Development Plan and is maintained by DCC. It is a policy of the Council to implement the recommendations of the DCIHR (Policy FC68).
- 12.21 **Aerial photographic coverage** is an important source of information regarding the precise location of sites and their extent. It also provides initial information on the terrain and its likely potential for archaeology. A number of sources were consulted including aerial photographs held by the Ordnance Survey and Google Earth.
- 12.22 **Excavations Bulletin** is a summary publication that has been produced every year since 1970. This summarises every archaeological excavation that has taken place in Ireland during that year up until 2010 and since 1987 has been edited by Isabel Bennett. This information is vital when examining the archaeological content of any area, which may not have been recorded under the SMR and RMP files. This information is also available online (www.excavations.ie) from 1970-2022.
- 12.23 **The National Inventory of Architectural Heritage** is a state initiative established under the provisions of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999 tasked with making a nationwide record of significant local, regional, national and international structures, which in turn provides county councils with a guide as to what structures to list within the Record of Protected Structures. The NIAH have also carried out a nationwide desk-based survey of historic gardens, including demesnes that surround large houses.

12.2.2 Field Inspection

- 12.24 Field inspections were carried out on the 6th and 9th September 2021 and 1st June 2022 and entailed:
- Walking the proposed development and its immediate environs.
 - Noting and recording the terrain type and land usage.
 - Noting and recording the presence of features of archaeological or historical significance.
 - Verifying the extent and condition of any recorded sites or structures.
 - Visually investigating any suspect landscape anomalies to determine the possibility of their being anthropogenic in origin.

12.2.3 Consultation

- 12.25 Following the initial research, a number of statutory and voluntary bodies were consulted to gain further insight into the cultural background of the baseline environment, receiving environment and study area, as follows:
- Department of Housing, Local Government and Heritage – the Heritage Service, National Monuments and Historic Properties Section: Record of

- Monuments and Places; Sites and Monuments Record; Monuments in State Care Database; Preservation Orders and Register of Historic Monuments;
- National Museum of Ireland, Irish Antiquities Division: topographical files of Ireland;
 - Dublin County Council: Planning Section; and
 - Historical and Ordnance Survey Maps.

12.2.4 Guidance and Legislation

12.26 The following legislation, standards and guidelines were consulted as part of the assessment:

- National Monuments Act, 1930 to 2014;
- The Planning and Development Acts, 2000 (as amended);
- Heritage Act, 1995 (as amended);
- Draft Advice Notes on Current Practice (in the preparation of Environmental Impact Statements), 2015, EPA;
- Guidelines on the Information to be contained in Environmental Impact Assessment Report 2022, EPA;
- Frameworks and Principles for the Protection of the Archaeological Heritage, 1999, (formerly) Department of Arts, Heritage, Gaeltacht, and Islands; and
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 2000 and the Local Government (Planning and Development) Act 2000.

12.3 THE EXISTING RECEIVING ENVIRONMENT

12.3.1 Archaeological, Architectural and Historical Background

The proposed development area (0.22ha) is located on City Quay, bound by Moss Street to the west and Gloucester Street South to the south (Figure 12.1). The Talbot Memorial Bridge crosses the River Liffey to the north. The site is currently occupied by derelict houses and a car parking area. It is situated within the zone of archaeological potential for Dublin City, which is a recorded monument (DU018-020) and while there are no individual recorded monuments known within the site boundary eight specific sites are listed within 250m (Figure 12.1). The nearest monument comprises City Quay (DU018-020479) to the immediate north. The surrounding area is rich in both architectural and industrial heritage, although it was located within the estuarine area of the River Liffey prior to reclamation in the mid-17th century.

The proposed development is not located within an Architectural Conservation Area (ACA), with the closest ACA located c. 360m to the west. There are no protected structures within the site but a total of 23 protected structures are located with a 200m study area. Within this study area, it is proposed in the updated City Development Plan (2022-2028) to add three additional structures to the Record of Protected Structures (RPS). These include Custom House Quay (Proposed RPS No.: 8829), City Quay (Proposed RPS No.: 8825) and George's Quay (Proposed RPS No.: 8841).

The closest protected structures are located to the immediate east of the development area and comprise of: RPS No.: 1853 a Presbytery (located c. 12m to the east). And RPS No.: 1854 St. Marys Church/City Quay Church and its Surrounds (located c. 23m to the east). Located c. 24m directly to the north, is City Quay, which will be included

in the Record of Protected Structures as No.: 8825 in the updated Development Plan (2022-2028) (Figure 12.2).

12.27 The Dublin City Industrial Heritage Record (DCIHR) records the rich industrial heritage of Dublin City and the survey includes one record as being located within the proposed development area. This record represents a coal yard (Brewery), which reflects the proposed development area as both the historical location of a brewery which was later used as a coal yard. A further 25 industrial sites are included in the DCIHR Survey within the study area (Figure 12.3).

12.28 The northern part of the proposed development area is located within the River Liffey Conservation Area that includes the River Liffey and its margins, running through the centre of the historic core of the City.

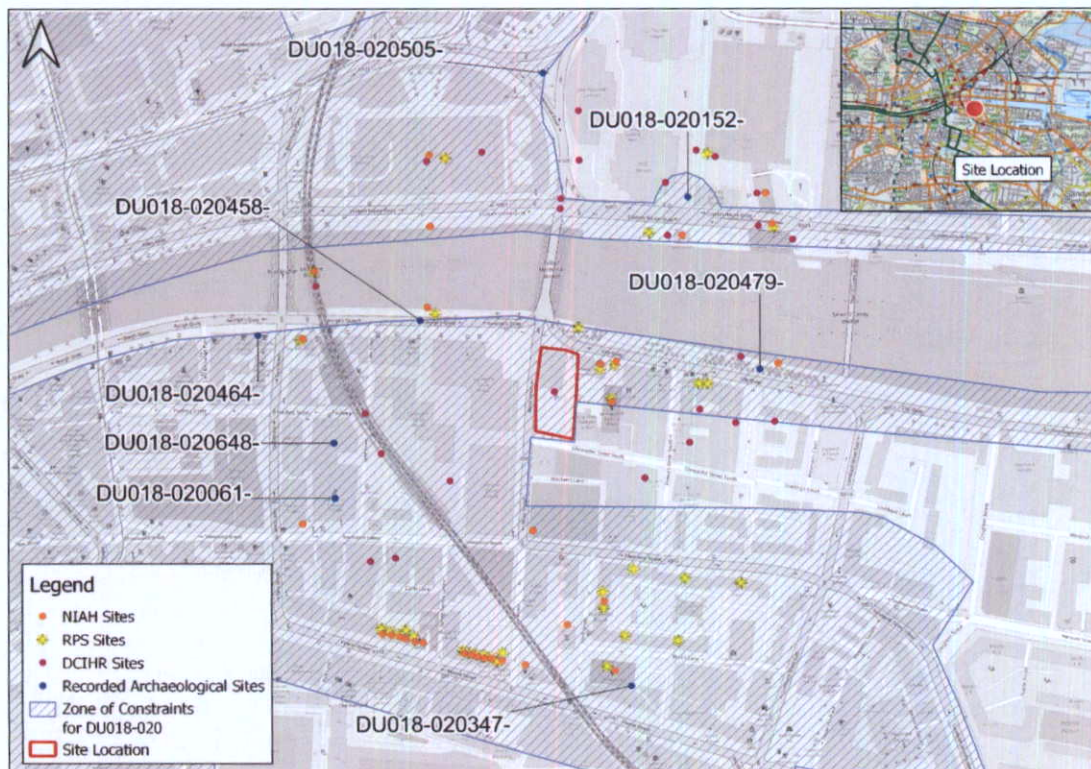


Figure 12.1 Site location and surrounding recorded archaeological, architectural and industrial heritage sites

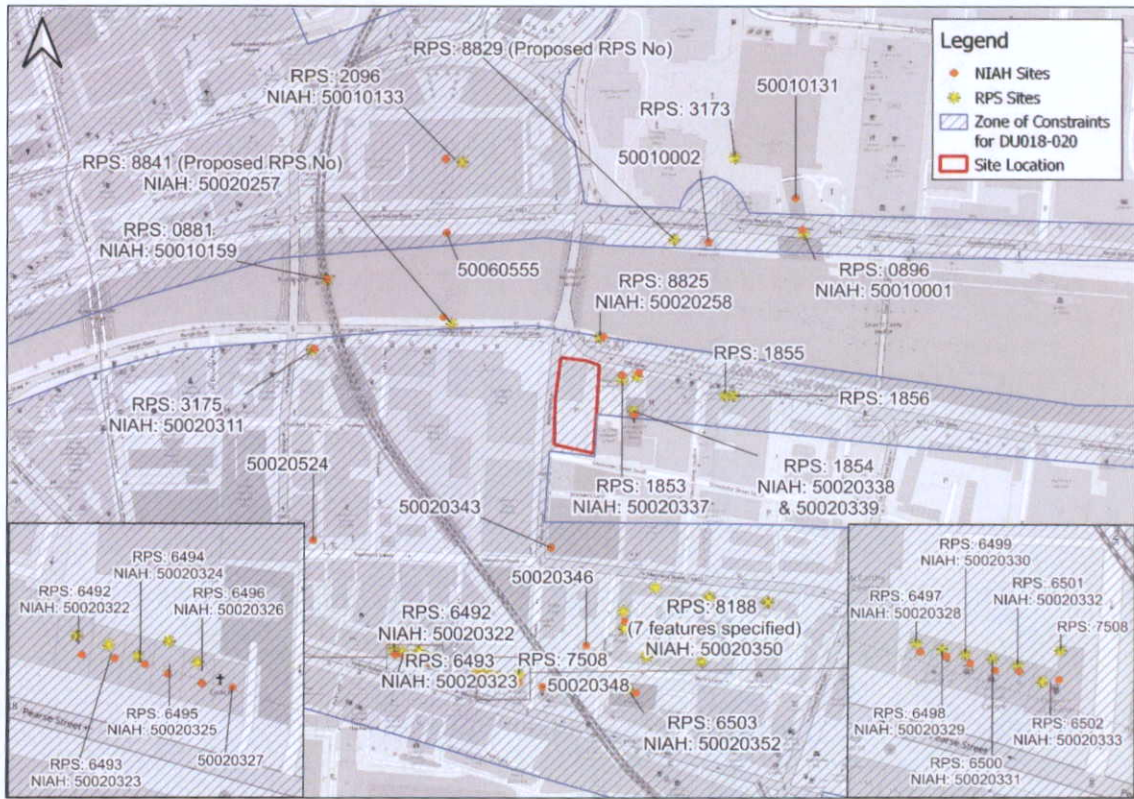


Figure 12.2 Site location and surrounding recorded architectural sites (Protected Structures and NIAH)

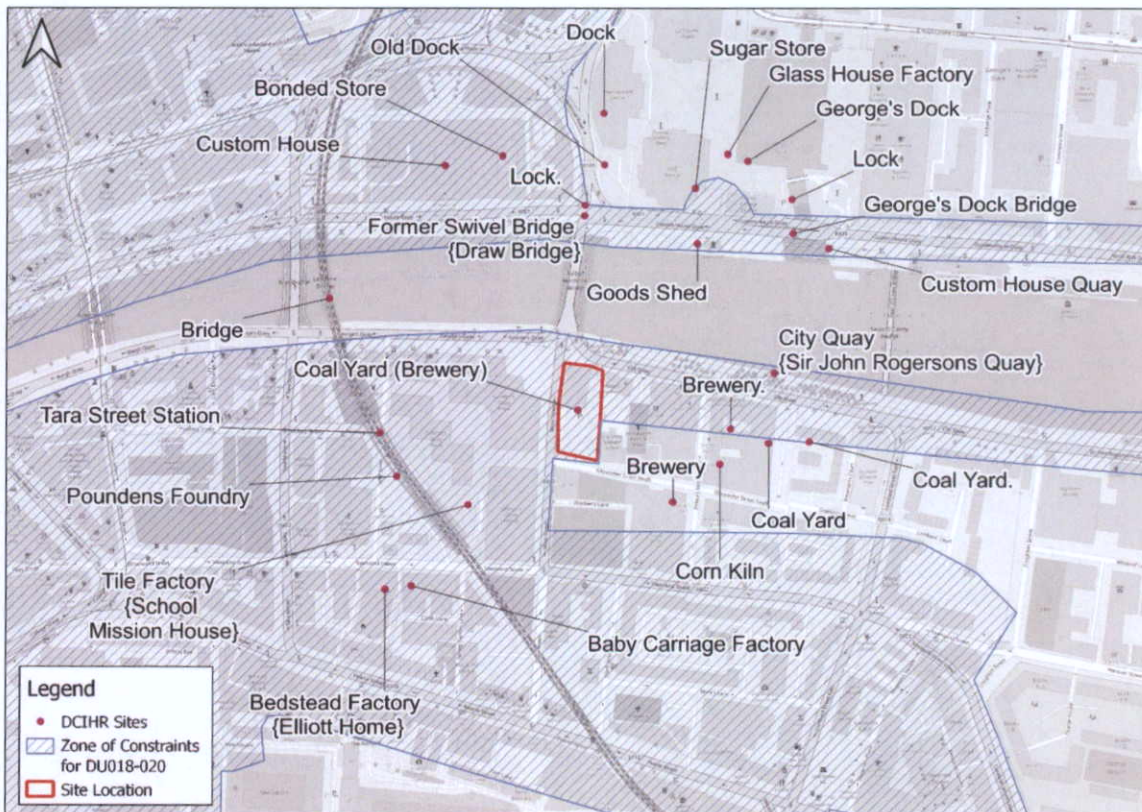


Figure 12.3 Site location and surrounding Industrial Heritage sites (DCIHR)

There is potential for a section of a disused underground stream called the 'Gallows Stream' to cross the proposed development area. Documentary sources refer to the stream as rising near Leeson Lane, off Leeson Street, and flowing close to Government Buildings (Oram 2004; Sweeney 2017). It drew its name from Gallows Road, which was the forerunner of Baggot Street. Originally this stream would have flowed through open countryside; however, post-medieval urbanisation resulted in it being culverted underground. Land reclamation works along the shores of the River Liffey would have further extended the culverts to discharge into the narrower channel of the river. Sweeney (2017) records that the altered course of the Gallows Stream now outfalls into the public sewage system near the junction of Clare Street and Merrion Street Lower (c. 600m to the south-southeast of the proposed development area). The final section of the original Gallows Stream culvert (before it outflowed into the River Liffey), no longer accommodates the stream. However, Sweeney does provide a map on which is marked the estimated course of this final section which indicates that the culvert crosses the proposed development area on its way to its outflow at City Quay/George's Quay (Figure 12.4) (*ibid*). Recent excavations undertaken c. 400m to the south within the grounds of Trinity College, has uncovered a segment of the original culvert that houses the Gallows Stream (Muireann Ní Cheallacháin *pers comm.*). This part of the culvert is aligned north-south and comprises limestone walls supporting a brick-arch (*ibid.*). It measures c. 5m in width and was backfilled with clays and rubble deposits indicating that the original channel has been truncated multiple times in the modern period.

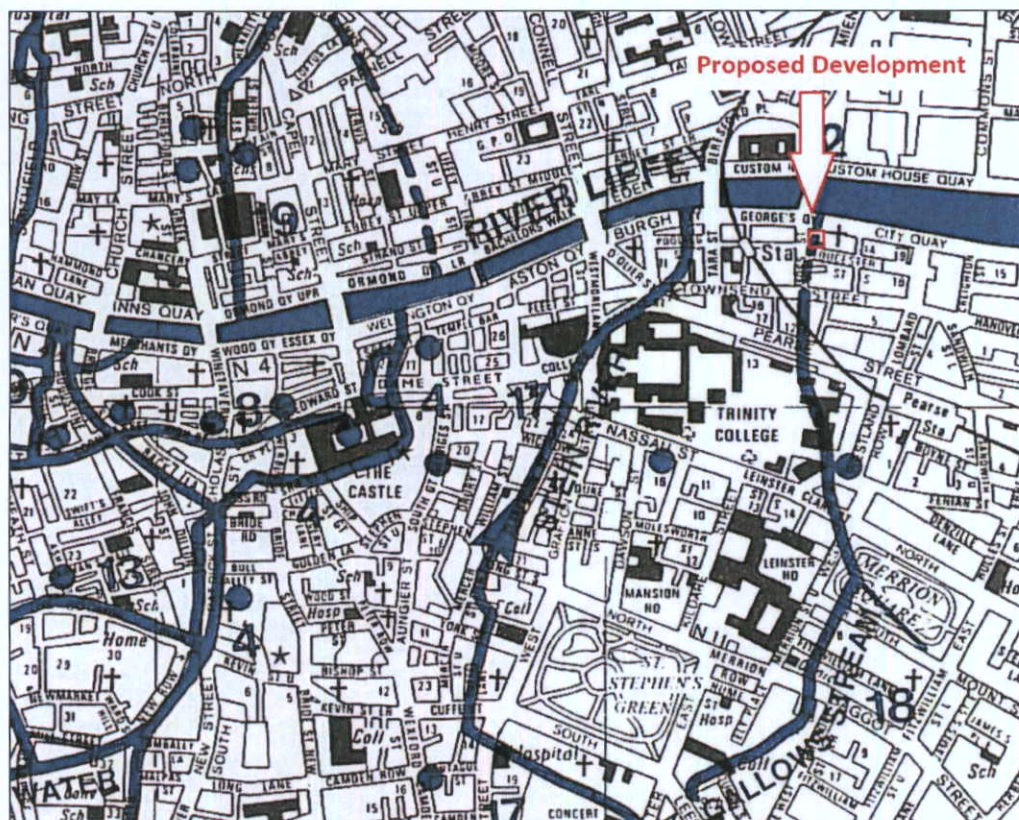


Figure 12.4 Extract of map showing courses of Dublin's underground rivers, showing site location and suggested outflow course of the Gallows Stream (Sweeney 2017)

Recent geotechnical site investigations from three boreholes indicated that post-medieval and modern reclamation deposits exist to a depth of between 2.8-2.9m below current ground level (BCGL) (Letch 2020). Reclamation deposits consist of clay soils with red-brick and concrete fragments scattered throughout. Beneath this, alluvial deposits were recorded to a maximum depth of between 8.9 and 9.1m BCGL. These comprise layers of sand and gravel overlying cohesive clay and silt deposits to a depth of between 4.8-5.6m. Granular soils were recorded at a depth of 5.6m, while closer to the river, the cohesive estuarine deposits extended to the termination depths of 8-9.1m. Ground water ingress was noted at depths between 3m and 5.6m BCGL.

Prehistoric Period

- 12.29 Although recent research seems likely to push the advent of human activity in Ireland back by several millennium (O'Dowd and Carden 2016), the Mesolithic period (c. 7000–4000 BC) is the earliest time from which there is clear evidence for prehistoric activity in Ireland. During this period people hunted, foraged and gathered food and appear to have had a mobile lifestyle. Evidence for settlement during this period is relatively rare. However, given the proximity of the River Liffey and former estuarine area (now reclaimed), it is likely that any food resources in this area would have attracted occupation from an early time. Preservation of remains representing this activity, in the form of late Mesolithic fish traps, were discovered beneath the reclamation deposits in the Spencer Dock area, c. 895m to the northeast (McQuade 2008, 8–11). These fish traps set into estuarine silts were constructed almost exclusively of hazel and have been radiocarbon dated to 6100–5720 BC (*ibid.*). The Mesolithic shoreline was identified 5m BCGL 30m north of the current edge of the River Liffey however there is debate whether this represents the northern bank of the river or an estuarine island. A further trap, dated to the Neolithic period (c. 4000-2500 BC), was found higher up in the silts indicating the continued use of the river as a food source (*ibid.*).
- 12.30 While there is no further evidence for prehistoric activity within the immediate vicinity of the proposed development area, the estuary and the river would have remained a major resource to be exploited during this period.

Early Medieval Period (AD 500–1100)

- 12.31 The early medieval period saw an expansion in settlement across County Dublin when the area straddled the ancient kingdoms of Brega (north of the River Tolka) and Laigin (south of the Tolka). The earliest cartographic representations of Dublin city indicate the position of the estuary shoreline prior to the commencement of reclamation works. On the northern side of the river, it is possible that Amiens Street (formerly the North Strand), represents this former shoreline (de Courcy 1996, 270). Recent archaeological excavations indicate that the southern shoreline is represented by the line of Townsend Street, c. 90m to the south of the proposed development area (Duffy 2021; Bailey and Marandola 2021). The proposed development area would have been sited within the estuarine area during this time, and would most likely have comprised mud flats subject to tidal flooding. Situated c. 1km to the west, the southern shoreline divided into a complex marshy delta at the confluence of the River Dodder and the main Liffey channel. Such an environment is unlikely to have been suitable for permanent habitation during the early medieval period or the preceding prehistoric period. However, given its proximity to both a secular and ecclesiastical settlement, this area was likely exploited for numerous resources including raking for shellfish such as cockles, hunting of sea-birds and the harvesting of seaweed (McCormick & Murray 2007, 74-8).

- 12.32 The name Dublin (*Dubhlinn*), meaning black pool, is generally taken to refer to the pool or pond that was located directly southeast of the present Dublin Castle site, c. 980m southwest of the proposed development area. However, this name has been suggested as referring to an early Christian monastic settlement south of the black pool and could explain why the town has two names– *Dubhlinn* (for the enclosed ecclesiastical area) and *Baile Ath Cliath*, a secular settlement that was developed to guard over the ‘ford of the hurdles’ (Clarke 1990, 58).
- 12.33 This enclosure may have formed the focus of pre-Viking Dublin (Stout & Stout 1992, 15). Ecclesiastical foundations were common across the county at this time and it is unlikely that any of the major route ways would have passed through a settlement where travel was limited to the north by a large tidal river. However, de Courcy (1996, xxviii) suggests that the *Slighe Midluachra* (one of the great roads of early medieval Ireland), crossed the Liffey at the location of the ‘ford of the hurdles’, which would have made Dublin a more important settlement due to this heavy traffic.
- 12.34 Dublin was transformed by the arrival of the Vikings who had established themselves by the middle of the 9th century. Within 100 years Dublin had become a recognised urban centre. One of the first of the Viking landing points was marked by a standing stone or pillar stone (‘The Long Stone’), which was erected according to Norse custom (de Courcy 1996, 235). It stood just above the high-tide shoreline at the confluence of the Liffey and the Steine on the southern side of the River Liffey (DU018-020129). Today, this is thought to be on the northern side of Trinity College, c. 267m west of the proposed development area.
- 12.35 The first Viking settlement within Dublin consisted of a longphort, which was a semi-permanent Viking encampment used initially as an overwintering base, but which developed over the following 60 years into a commercial centre that was an important market place for slaves and luxury goods. The precise location of this settlement has yet to be discovered and both the current site of Dublin Castle and an area of Kilmainham, close to Heuston Station, have been proposed. However, this first phase of settlement only lasted until AD 902, at which time the Annals of Ulster record that the Vikings were driven away from Dublin. They returned in AD 917 and established themselves in a new location overlooking the confluence of the Liffey and the Poddle, c. 1km to the west of the proposed development area. This settlement appears to have been founded as a trading town, with archaeological evidence suggesting the presence of individual property plots, a defined street layout and earthen defences (Bradley 1992, 45). The town expanded during the 11th century and it is possible that the increased population gave rise to a rise in the exploitation of the riverine resources. Abundant evidence in the form of cockle, mussel and, to a lesser extent, oyster and scallop shells have been recovered from pre-13th century deposits at Wood Quay.

Medieval Period (AD 1100–1600)

- 12.36 Following the arrival of the Anglo-Normans the medieval town of Dublin enjoyed a period of prosperity and development; which continued until the beginning of the 14th century. The Anglo-Norman administration was responsible for reinforcing the town walls with defensive towers. Further improvements to the defences involved erecting a number of gates on the built-up streets outside the walls and supplementing the pre-existing gates already in place along the town wall itself. It was also during this period that the first substantial reclamations of land occurred along the Liffey at Wood Quay c. 1.2km to the west of the proposed development area (Halpin 2000, 34). The 1192 Dublin Charter admitted that citizens were free to “improve themselves in making buildings...upon the water,” implying that land was being reclaimed from the river at

that date. The earliest advance on the Liffey at Wood Quay seems to have been made c. AD 1200 when a line of post-and-wattle about 1m high and 35m long was erected in the river gravel roughly parallel to and c. 25m north of the city wall (*ibid.*).

- 12.37 During the later medieval period, the area containing the proposed development site was locally known as Lazar's Hill, which became an open public space known as 'The Steine'. De Courcy (1996, 190) states that the growing number of Dubliners embarking on pilgrimage to Santiago de Compostella departed on ships sailing from the southern shore of the Liffey, east of the mouth of the Stein River. Henry of London's hospital foundation is reputed to have cared for waiting pilgrims as well as lepers (Lee 1996, 14). The hospital (DU018-020061) was located c. 102m northwest of the proposed development site and was established in 1220 by Henry of London, the Archbishop of Dublin. A 'Lazaretto' is the name for a quarantine station for maritime travellers, while a leper colony administered by a Christian order is known as a lazaret house after the parable of Lazarus the beggar (Takeda 2011, 118). It is believed that this foundation gave its name to the area – Lazar's Hill - which was later corrupted to Lazy Hill, eventually becoming modern Townsend Street.
- 12.38 The closest substantial medieval development occurred c. 300m to the southwest of the proposed development area where, in 1166, the Augustinian Priory of All Saints (All Hallows) was established by Diarmait Mac Murchada, on the location that would later become Trinity College (Gwynn & Hadcock 1970, 171). The priory was granted several large estates around Dublin, the largest being at Baldoyle (see Duffy 2015). Through farming and renting these landholdings, All Hallows became one of the wealthiest religious establishments in the vicinity of Dublin, along with the Priory of St. John the Baptist (Thomas Street), the Priory of the Holy Trinity and St. Mary's Abbey in Oxmantown. The priory was dissolved in 1538 and its possessions granted to the citizens of Dublin in recognition of their loyalty during the Silken Thomas Rebellion of 1534 (Gilbert 1861, 3-4). All Saints was formally dissolved in 1538 and by the end of the 16th century, Trinity College had been established on the site.

Post-Medieval Period (AD 1600–1800)

- 12.39 Major improvements to the City of Dublin took place in the 17th century and this included the development of estuarine lands along the Liffey. This development can be seen in John Speed's map of 1610 and was facilitated by Dublin's Norman charter, which granted to the city all of the tidal area, so that any land reclaimed from the water became city property with potential rental income. Lands reclaimed frequently carry the names of those who received leases from the city at this time, such as Usher, Ellis and Jervis (Lennon 2008, 6). During this time, the land around Townsend Street consisted of pasture and marsh. It has been noted that access to deep water along the southern shoreline of the Liffey was difficult due to the extensive mud-flats (Branagan 2020) and the solution was a programme of reclamation. This began in the east and continued down to the mouth of the River Steine.
- 12.40 In the latter part of the 17th century, William Hawkins constructed a river wall from Temple Bar to approximately Corn Exchange (*ibid.*, 5). This paved the way for greater stretches of land to be reclaimed from the river, and in 1673 de Gomme described what is now D'Olier Street and Hawkins Street as being 'taken from the sea' (De Courcy 1996). This development also allowed for the expansion of Trinity College and enabled the construction of a new road along Lazar's Hill to Ringsend. This road was named 'Lazy Hill' on de Gomme's map of 1673 and is characterised by a row of single storey houses to the south and gable-fronted houses to the north.

- 12.41 The largest programme of land reclamation began in the early 18th century, with the construction of river walls along North Wall Quay and East Wall on the northern shore and George's Quay, City Quay and Sir John Rogerson's Quay on the southern shore. Huge tracts of land was reclaimed and made suitable for building by the end of the century (*ibid.*).
- 12.42 Construction began on George's Quay (DU018-020458), to the immediate northwest of site, soon after 1700 when William Mercer was granted permission to begin infilling land beyond Hawkins Street. The quay is likely to have been named for the King at the time (George I). It is clearly shown on Brooking's map of 1728 and Rocque's map of 1756. The adjoining stretch of riverfront to the east was reclaimed by the civic authorities and City Quay (DU018-020479), a relatively short stretch of quay side to the immediate north of the proposed development area, was substantially completed by 1720. Around this time, Sir John Rogerson began developing the quay (DU018-020201) to the northeast, along his considerable waterfront holdings from Lazy Hill to Ringsend. This quay adjoined City Quay to the west and continued as far as the Dodder to the east. The works included the construction of a river wall near Creighton Street to the bridge at Ringsend and the incidental deepening of the channel of the Liffey in the reach of the river. These works represented possibly the most significant and largest private development in the history of the Liffey (De Courcy 1996, 333).
- 12.43 The creation of new land, new streets and housing necessitated a new parish in the area. This came into being as early as 1707 and was dedicated to St. Mark. A church was erected on ground donated by the Handsard family for the congregation in 1729. This church, St. Mark's (DU018-020347) stands today c. 195m south of the proposed development area. The Mark Street façade of the church exhibits a Diocletian window over a rusticated doorway, while the eastern façade features a Palladian window. The interior is galleried with original panelling and staircases still intact (archiseek.com).
- 12.44 Development of the Lazar's Hill area continued throughout the 18th century. John Rocque's map of 1756 depicts extensive building and planting of gardens along the streets which had emerged between the quays and the grounds of Trinity College including Mark Street, named 'Church Lane'. St Mark's church and graveyard is shown complete within its plot, bounded by Church Lane to the north and Moss Lane to the south and west. Human remains were identified within the grounds of St. Mark's Church during archaeological works under licence 03E0659 and were preserved in-situ (Bennett 2003:566).
- 12.45 By 1777, Church Lane had been re-named as Mark Street while Shaw Street appears, in part, by the end of the 18th century. At this time also, Townsend Street had superseded Lazar's Hill as the name of this street. Townsend Street was, in turn, superseded by the development of Great Brunswick Street, re-named Pearse Street in 1923. This facilitated the development of any remaining undeveloped land in the area and by 1829 Shaw Street was formally laid out. The buildings on Shaw Street, Townsend Street and Mark Street consisted of terraces of three storey over basement buildings that were utilised as both commercial premises and tenements (Branagan 2020).
- 12.46 The construction of the new Customs House in the 1780s and 1790s shifted the focus of port activity definitively to the area surrounding Custom House Quay, City Quay, North Wall Quay and Sir John Rogerson's Quay. The Grand Canal dock was also constructed at this time, c. 920m to the east of the proposed development area (de Courcy 1996, 176) while the Royal Canal joined with the river at Spencer Dock c. 800m to the northeast. The mechanisation of the port facilities gradually brought rail tracks

along the northern and southern quays, particularly North Wall Quay and Sir John Rogerson's Quay. Most of these rail lines were privately owned and enabled bulk goods to be moved efficiently between the ships moored at the quays and the warehouses and industrial units nearby.

- 12.47 In 1863, the church of the Immaculate Heart of Mary was built c. 24m east of the proposed development. Built originally as a chapel of ease to St. Andrews, Westland Row, it became a parish church in 1908.
- 12.48 The building that currently occupies the northwestern portion of the site, comprises a concrete-built structure likely to date to the 1930s, though some earlier fabric survives in places. The building was in use as the City Arts Centre from the 1970s until 2010, after which time, it was derelict.

12.3.2 Summary of Previous Archaeological Excavations

- 12.49 A review of the Excavations Bulletin (1970–2022) has revealed that no previous archaeological investigations are recorded within the proposed development area. A large number of previous archaeological investigations have taken place within the wider Study Area. A summary of these is included below.
- 12.50 A programme of archaeological monitoring was carried out to the immediate north of site as part of the South Campshire Flood Alleviation Scheme (Bennett 2014:069, Bennett 2015:567; licence: 14E0393). These works ensured that any ground works did not impact on the recorded monuments of George's Quay, City Quay and Sir John Rogerson's Quay (DU018-020-201, DU018-020-458 and DU018-020-479).
- 12.51 Archaeological monitoring of site investigations along a 1.1km stretch of the south quays from George's Quay to Sir John Rogerson's Quay gives an indication of the archaeological potential to the proposed development area. The foundations of standing buildings, a series of services and substantial reclamation deposits were noted at this time (Bennett 2010:263, licence 10E0108). No features or finds of a pre 18th-century date were uncovered in the test-pits and slit-trenches. These works reached maximum depths of between 1.5m and 2m, which did not reach below the depth of reclamation deposits.
- 12.52 Pre-development investigation comprising three test trenches at 31–32A Gloucester Street South revealed no features of archaeological significance (Bennett 2007:476, licence 07E0738). The close proximity of this site, positioned c. 33m to the southeast, gives an indication of the depth and composition of the historic estuarine silts. Here the estuarine deposits consisted of organic material interspersed with lenses of sand sealed by c. 2.2m of early 18th century reclamation deposits.
- 12.53 Archaeological monitoring of construction works at 13-18 City Quay, Dublin 2 revealed no features of archaeological significance (Bennett 2016:425, licence 16E0231). The close proximity of this site, c. 59m east, gives an indication of the subsurface composition of the southern estuarine deposits. Reclamation layers were deposited during the late 18th century and extended to depths of 4-5m, sealing natural estuarine silts and sands. Similar albeit slightly shallower deposits were recorded during the site investigation works which have been carried out to this proposed development site.
- 12.54 An underwater archaeological and metal-detector survey of the River Liffey channel in front of this proposed development between the Customs House and City Quay just west of Lombard Street, revealed numerous items of modern debris (Bennett

- 2003:520, licences 03D0363 & 03R0107). A detailed record of the quay wall within this section of the river channel was also carried out as part of these works.
- 12.55 Archaeological testing c. 80m to the southeast did not identify any archaeological remains (Bennett 2004:0591, licence 04E1496). Structural remains of former basements and foundations of an external wall of previously demolished buildings which fronted onto Townsend Street were encountered.
- 12.56 Archaeological monitoring carried out at Gloucester Street South and Prince's Street South, c. 85m to the northeast (Bailey and Marandola 2021, licence 20E0378) revealed several features of later 18th or 19th century date. In addition, a large ex-situ fragment of a timber beam was also retrieved from the reclamation material.
- 12.57 Test trenching c. 90m to the south revealed a series of boundary walls, cellars and an earth-cut pit dating to the late 17th and 18th centuries (Duffy 2021, Bennett 2021:109; licence 20E0659).
- 12.58 Test trenching undertaken 128m to the south exposed remains related to 18th and 19th centuries activity with vaulted cellars, outhouses, property boundaries and twelve stratigraphic layers relating to a series of yard levels were identified (Bennett 2003:0594, licence 03E1633). Subsequent monitoring of soil removal for a basement failed to reveal any archaeological remains (Bennett 2005:479, licence 03E1633).
- 12.59 Archaeological testing under at South Gloucester Street, c. 133m to the south-east, revealed 17th and 18th-century reclamation deposits and the foundations of a 19th-century building (Bennett 2004:0545, licence 04E1025).
- 12.60 Archaeological monitoring at Tara Street Railway Station, c. 164m to the west, southwest was restricted due to live services, however a post-medieval/modern cobbled surfaces was recorded along with a stray sherd of medieval (licence 03E1789).
- 12.61 Test excavations at Townsend Street/Luke Street, c. 169m to the southwest revealed the presence of a 17th-century wooden dock and the possibility of further wooden riverside revetments (Bennett 1998:192, licence 97E0484). These comprised of two parallel and north-south-extending timber revetments at a depth of 3-4m BCGL. The deposits on either side of the revetments contained only 17th-century material. In 1998 excavations revealed that the two parallel oak revetments extended for a distance of 52.5m across the site, spaced 5.5m apart. They appear to have been constructed in open riverbed and were braced from the rear at irregular intervals. Artefacts recovered from the lowest levels of the structure date to the mid to late 17th-century date while dendrochronological dates from some of the timbers yielded a felling date of AD 1656. The revetments were constructed by Henry Hicks, a brewer and member of a cartel of Dublin businessmen who were granted a 90-year lease in 1659 on this stretch of the shore, they were charged with repairing breaches, protecting the highway from the sea and reclaiming new ground. There were no medieval occupation levels on the site.
- 12.62 Testing of a development site located c. 170m to the south of the proposed development revealed 19th century deposits (Bennett 2003:575, licence 03E1631).
- 12.63 Archaeological testing at 28a–29 Pearse Street, c. 184m to the south-southeast, uncovered an east-west running 18th century ditch at a depth of 1m BCGL (Bennett 2016:155, licence 16E0271). A 19th-century fireplace was also identified c. 1m below present ground level in the centre of the site abutting the adjoining western wall. Subsequent excavation (Bennett 2017:279, licence 17E0004) revealed subsoil

deposits at depths of 1.5-1.8m BCGL. The remains of two boundary ditches were also revealed cut into the subsoil and relate to the features associated with the first property divisions of the area dating to the late 17th/early 18th century. In the 18th century a small building or house was constructed in the area which respected the earlier boundary ditches. Evolution of the streetscape saw this building demolished and backfilled and levelled up close to present-day street levels.

- 12.64 Five test trenches were investigated at 23–26 Pearse Street, Dublin c. 196m to the southwest (Bennett 2003:565, licence 03E1242). The stratigraphy of the site comprised fill, rubble deposits and garden soils that dated to the post-medieval period. Historic structures that were exposed included a portion of a 19th-century upstanding boundary wall, the remains of four other walls, a well and a cobbled surface. Subsequent archaeological monitoring noted that property plots had changed little since their construction in the late 18th or early 19th centuries (Bennett 2005:464, licence 04E1628). No activity earlier than the late 18th century was evident, aside from a few stray sherds of 17th-century pottery.
- 12.65 Test trenching at Tara Street, c. 203m to the southwest, revealed the foundations of three houses which were demolished at some stage between 1889 and 1948 (Bennett 2001:412, licence 01E0917). No deeper deposits were uncovered during this phase of test trenching as excavations of a depth greater than 2m, resulted in the sides of the test trenches becoming too unstable and they were liable to collapse.
- 12.66 A series of five archaeological test pits were excavated in the grounds of St. Mark's Church and Graveyard (DU018–020347) located c. 204m to the south-southeast of this proposed development (Bennett 2003:566, 2007:496, licence 03E0659). Archaeological deposits containing human remains were encountered beneath a layer of urban overburden, at depths ranging from 2.053m to 1.442m OD.
- 12.67 Test trenching at Tara Street c. 223m to the southwest identified a natural horizon at a depth of 2.5m BCGL (Bennett 1996:112, licence 96E0266). The natural horizon is likely to have represented estuarine deposits and was recorded as comprising of yellow silty clays and clays. A 0.3m thick silty organic deposit was present over the natural fluvial silts which in turn was covered by reclamation deposits.
- 12.68 Test trenching at Pearse Street, c. 227m to the south-southwest revealed an earlier shoreline over a natural subsoil that was located at a depth between 3.2–3.8m (Bennett 2008:431, licence 08E0304). The shoreline deposits consisted of silty sand deposits which extended across the site and increased in depths to the east towards Sandwith Street, and was interpreted as that depicted on Bernard de Gomme's map of 1673. Later deposits over this earlier shoreline generally consisted of dumped deposits comprising demolition debris and some domestic refuse. Structural elements of earlier buildings in the form of cellars, and the foundations of a chimneystack from a 19th-century industrial structure were also revealed.
- 12.69 Archaeological monitoring on Lombard Street c. 231m to the east uncovered no features of archaeological significance (Bennett2008:422, licence 08E0050).
- 12.70 Archaeological monitoring at Pearse Street, c. 233m to the south-southwest, identified that the 19th-century buildings were built on a 1.7m deep reclamation clay deposit which, overlay a thin layer of fluvial gravel and mud (licence 12E0188). This confirmed that the earlier shoreline was close to Pearse Street. No other features or artefacts of archaeological significance were uncovered except for a handful of 17th-18th century ceramic tile and pottery fragments that were recovered from residual contexts.

- 12.71 Archaeological monitoring at 8/9 Poolbeg Street, c. 239m to the west, did not reveal any features of archaeological significance (Bennett 2014:029, licence 14E0449).

12.3.3 Cartographic Analysis

John Speeds Map of Dublin, 1610

- 12.72 The proposed development area is not directly represented on Speed's map of 1610 as it is largely concerned with the walled town. The site of All Hallows Priory is shown towards the eastern limit of the map, occupied by the buildings of the newly established Trinity College. To the north and north-east of the college grounds, a small stretch of riverfront is visible. An enclosed ensemble of three buildings and a possible gatehouse are depicted on the waterfront immediately west of a small inlet. This compound is marked as 'the hospital' and may depict Lazar's Hill hospital founded c. 1220. The proposed development area lies to the north-northeast of the Trinity College lands, along a stretch of similarly undeveloped riverfront/strand.

Bernard de Gomme, The City and Suburbs of Dublin, 1673

- 12.73 Despite the early date of this map, it shows detail of the urban landscape and surrounds. Trinity College is clearly illustrated c. 300m to the southwest, with the area directly north labelled as "Ground taken from the Sea" (Figure 12.5). This indicates that 17th century land reclamation works were well underway. Further west where the proposed development area is located, it is still depicted as an estuarine zone. The road labelled as "Lazy Hill" has a line of houses bordering to the north, each contained within rectangular blocks of reclaimed ground (to the south of the current site). This map also shows the outline of a star-shaped fort over Ringsend further to the east, which was an aspirational, rather than as-built depiction (de Courcy 1996, 329-30).

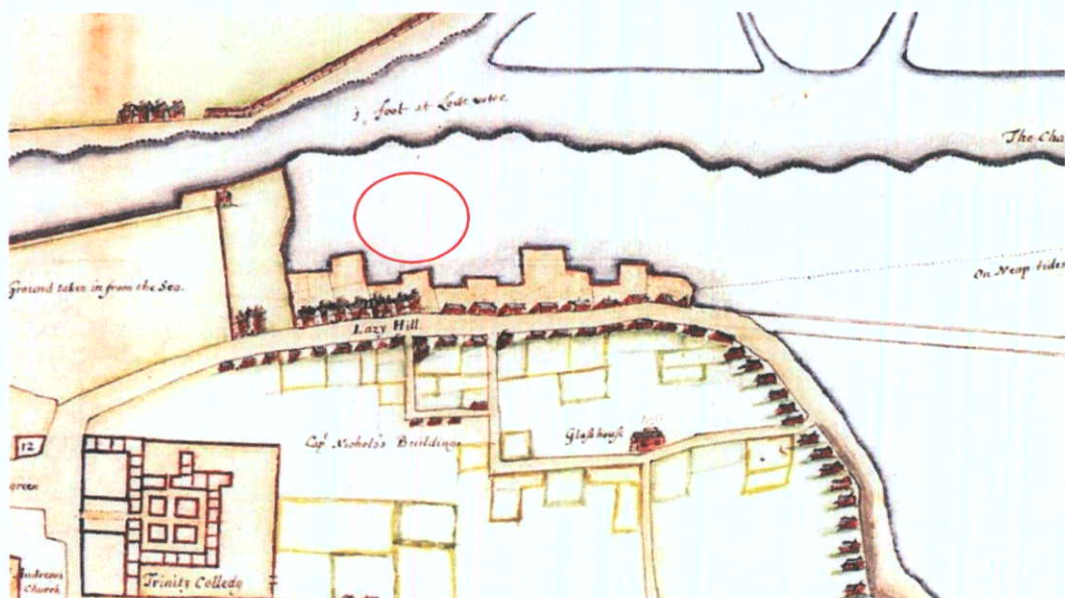


Figure 12.5 Extract from Bernard de Gomme's Map of Dublin (1673).

Thomas Phillip's Map of Dublin, 1685

- 12.74 This map shows a similar landscape to de Gomme's, although the scale is not as detailed. The location of the proposed development area is not fully clear whether it is still an estuarine area or it is one the edge of reclaimed land.

Charles Brooking's Map of Dublin, 1728

- 12.75 By the time of this map, a continuous stretch of quay wall can be seen running from Hawkins Street (George's Quay) as far east as the Dodder (Sir John Rogerson's Quay) (Figure 12.6). City Quay is not named on the map, instead referred to as 'St George's Key'. The proposed development area is shown occupied by terraced buildings fronting onto the quay and Moss Street to the east.

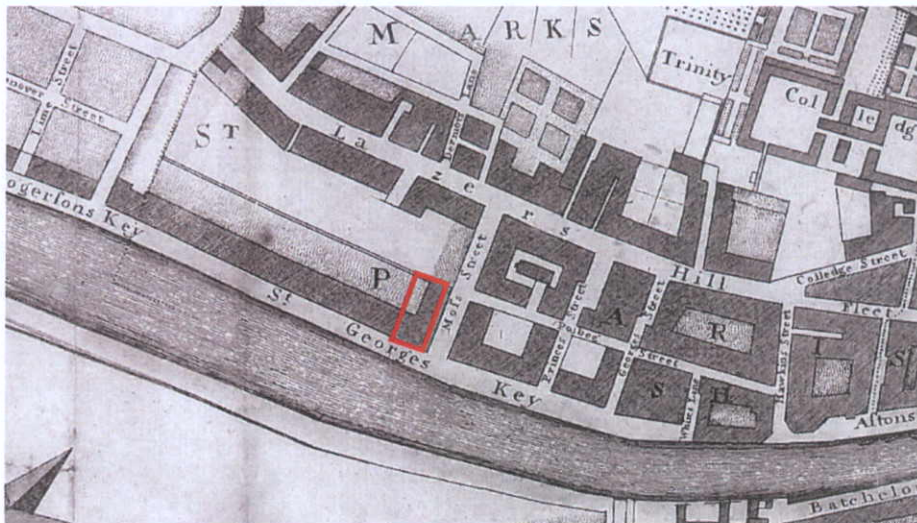


Figure 12.6 Extract from Brooking's Map of Dublin (1728), showing approximate site location.

- 12.76 The map also includes an oblique view southward across the Liffey which elaborates on the nature of this terrace of buildings (Figure 12.7). Several large houses are depicted fronting onto City Quay and many appear to be in the gable fronted 'Dutch Billy' style, popular in Dublin from the later 17th century (Cryerhall 2006, 48-50). These houses were built of red brick upon stone foundations and were often built in terraces as can be seen in Brooking's depiction. A number of smaller buildings to the west might represent warehouses. A tight grid of small streets has been laid out behind these buildings.

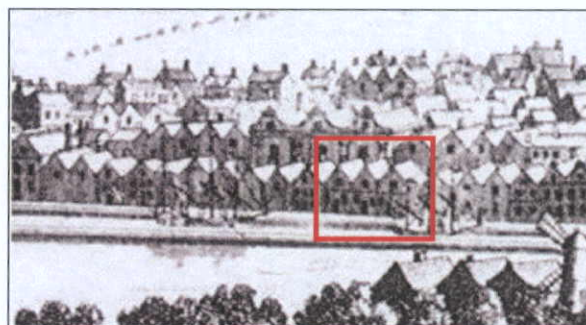


Figure 12.7 Detail from Brooking's Map of Dublin (1728), showing approximate site location in oblique aspect