



Figure 2.2 After the Geological Map of Dublin, 1915, showing the possible extent of the Liffey Estuary in pre-medieval times.

In Britain, there had been extensive coastal and estuarine reclamation and drainage from the thirteenth century, to produce highly valuable agricultural lands, thus generating wealth for monastic communities.² Cistercians were renowned for their engineering and agricultural achievements and in Dublin, they would have had a burgeoning market for their produce. St Mary's Abbey became the wealthiest of all Cistercian abbeys in Ireland. The demesne of St. Mary's Abbey stretched along the north shore of the Liffey, with wider estates or granges north of Dublin. Recent archaeological monitoring at a Parnell Street site between Moore Street and Lane revealed evidence of agricultural activity.³

Following the dissolution of the monasteries in 1539, the buildings and lands of St Mary's Abbey passed into various ownerships. In 1619 Sir Gerald Moore of Mellifont, Drogheda, received from King James I of England a grant of the St Mary's Abbey, together with its tithes and lands, making the Abbey his Dublin residence up to the close of the 17th century. In 1674 Humphrey Jervis and a number of associates bought 20 acres of the lands of St. Mary's Abbey from Richard Power, 1st Earl of Tyrone, for the sum about £3,000. Two years later, Jervis was granted permission by the Viceroy to build Essex Bridge to connect his new quarter to the city, naming the bridge and Capel Street after the Viceroy, quarrying the Abbey for building stone.⁴ Before 1707, the Earl of Drogheda laid out his lands, which are the subject of this report.

The Jervis development occupied part of the walled enclosure of St. Mary's Abbey depicted in the John Speed Map. The de Gomme map of 1673 also represents the site, labelled as the *Abby Parks*. (Figure 2.3) By 1685, the Phillips Map (Figure 2.4) shows the layout of the Jervis estate with a structure of nine blocks with a further triangular urban block venturing further eastwards defining the edge of the Liffey.

² Stephen Rippon, *The Transformation of Coastal Wetlands Exploitation and management of marshland landscapes*, 2000.

³ Unpublished Archaeology Report, IAC Archaeology, 2020

⁴ <https://www.historyireland.com/early-modern-history-1500-1700/st-marys-abbey/>

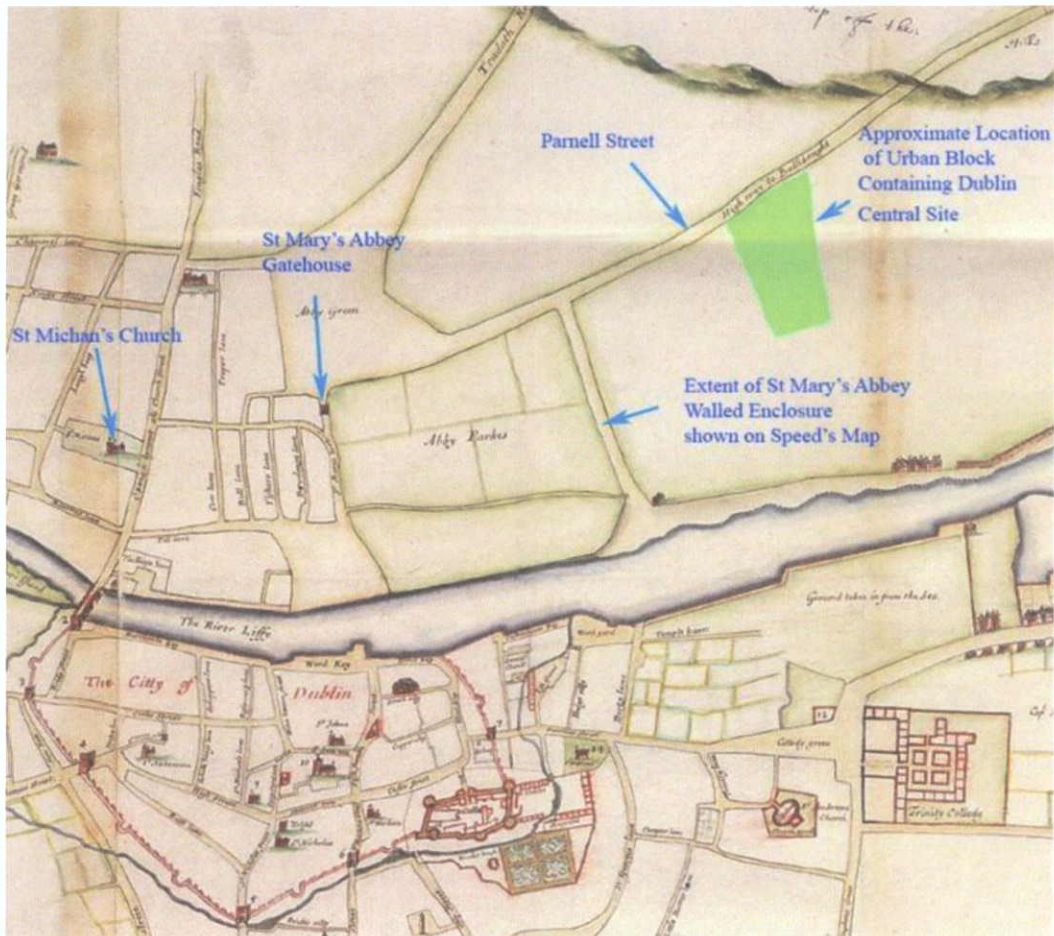


Figure 2.3 Detail of the de Gomme Map of 1673. (National Maritime Museum, Greenwich, London)



Figure 2.4 Detail of the Phillips Map of 1685, showing the routes radiating out from the first bridge over the Liffey, one being the present Parnell Street. (British Library)

The Church Street Bridge was the gateway to all the routes that fanned out from Dublin north of the Liffey. The road that led to the east ran along the northern side of the walled enclosure of St. Mary's Abbey is what has become Parnell Street. It skirts along the edge of higher ground before climbing Summerhill. (Figure 2.4) This was the northern edge of the Jervis development.

Within the Jervis development, a pair of east-west streets became St. Mary's Street and Abbey Street. This became the armature onto which the later Moore Estate development fitted. (Figure 2.5) Capel Street, leading south to Essex Bridge and the Castle, became the most fashionable address in Dublin. At the request of the Duke of Ormonde, Jervis altered his plans for the riverside and constructed the first quay with properties addressing, rather than backing onto the Liffey.

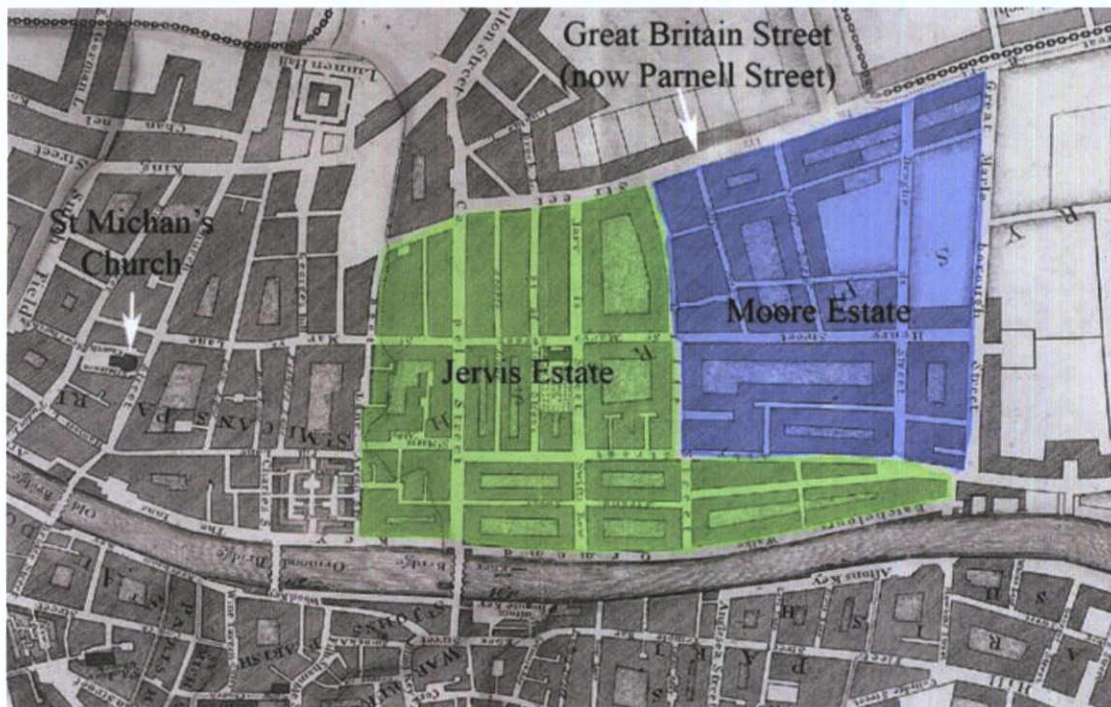


Figure 2.5 Detail of the Brooking Map of 1728 with Jervis and Moore estates delineated. (RIA)

The laying out of the Moore estate began before c.1707. Whereas the core of the Jervis estate gave precedence to plots lining the streets going down to the Liffey, the Moore estate gave precedence to the east-west streets. (Figure 2.6) The Moore estate, like the Jervis estate, was bounded to the north by Great Britain Street (today Parnell Street); however, whereas the Jervis estate extended eastwards along the riverside to Great Marlborough Street, the Moore estate was bounded to the south by Abbey Street. Mary Street was extended to the east to become Henry Street, originally the principal street of the Moore development. (Figure 2.5) The Moore estate was concluded with two north-south streets of Drogheda and Great Marlborough. At the intersection between the east-west streets and the north-south streets, the former took precedence for the orientation of the plots, confirming Henry Street as the axis of the development.

The north west quarter of the development was divided by two north-south secondary streets: Moore Street and Coles Lane. Two mews lanes provided access to the rears of Henry Street and Great Britain Street (Parnell Street); Greg Street and Lane stretched all the way from Coles Lane to Marlborough Street; and Bunting Lane (later Samson's Lane) leading to Off Lane (later part of Henry Place but in the early eighteenth century known as Mellvill Lane) and onto Drogheda Street.

From the 1740s, after Luke Gardiner acquired lands of the Moore Estate the exclusive, elongated, residential space 1,050 feet (320 m) long by 150 feet (46 m) wide of Sackville

Street and Mall was projected. With the creation of Sackville Mall, the pre-existing stable lanes were intercepted; Gregg Lane was severed from Gregg Street and Off Lane was terminated and turned, to provide the mews to the narrow plots at the beginning of Sackville Mall and with the removal of one plot emerges onto Henry Street. (Figures 2.5 and 2.6)



Figure 2.6 Detail of the Rocque Map of 1756 showing the plots, to the left in the Jervis Estate precedence is given to plots on the north-south streets whereas in the Moore estate plots addressing, Mary, Great Britain and Henry Streets were given precedence.

As part of the laying out of the Moore estate there was to be another lane, Prince Eugene Lane. It is possible that this was to serve as the mews lane for the west side of Drogheda Street north of Henry Street. A deed referring to both Mellvill's Lane and Prince Eugene's Lane was dated 1711 but recites an earlier deed of 1708. "a piece of ground ... about one acre and a half bounded on the west by a new street laid out and called Moore Street and containing in the front to the said street 319 feet on the south with a new lane laid out or to be laid out and called Mellvill's Lane and containing in the south to the said lane 211 feet on the east with a new lane then laid out or to be laid out and to be called Prince Eugene's Lane and containing in front to the said lane 288 feet ...".⁵ (Figure 2.7) The dimension on Moore Street accords exactly with the distance along the street from the current junction with Henry Place north to O'Rahilly Parade and in the south along Henry Place from the Moore Street junction east to the elbow of the Place.

A further piece of documentary evidence confirms the existence of both Mellvill's Lane and Prince Eugene's Lane. An auction of a plot of land was advertised in 1726/27: "A lot of Ground on the North side of Henry Street ... containing 60 Feet in front, 200 Feet deep, fronting Prince Eugen's Lane, the Rear fronting Melvin's Lane ... with a large House built on the Rear Part fronting Melvine Lane."⁶ (Figure 2.7)

⁵ Registry of Deeds, book 6, page 422, number 2378, was dated 1711 and recites an earlier deed of 1708. This reference was supplied by Rob Goodbody.

⁶ *Dublin Weekly Journal* January and February 1726/7



Figure 2.7 On the 1847 5 foot OS map (UCD Digital Library with permission of Osi) is shown the location of Prince Eugene's Lane and Mellville or Melvine's Lane in their probable locations. Shown, shaded in yellow, is the plot addressing Henry Street auctioned in 1726/7. Mellville's Lane could have continued to Drogheda Street to serve as a mews lane to plots on Henry Street. It would have passed through the plot of the current no. 61 O'Connell Street.

Prince Eugene Lane could have served the west side of the original Drogheda Street as its mews lane. Its first section from Henry Street coincides with the north-south arm of the current Henry Place. What is certain is that Prince Eugene Lane was planned in 1708; it definitely existed at least as far as the elbow in the now Henry Place, and possibly existed beyond. The proposed mews lane was to give the same plot depth to the west side of Drogheda Street as was established later for the west side of Sackville Street. The fact that the north-south arm was not exactly parallel to Drogheda Street, may well be because the plots from Moore Street to Drogheda Street were adjusted to make the transition between the different orientation of the two streets. This would suggest that as planned and probably/possibly established there would have been a kink in Prince Eugene Lane at the current elbow of Henry Place, so that it was parallel with Drogheda Street.

In any case, it seems possible that the west-east section of Henry Place would have originally continued through to Drogheda Street to service the plots, continuing along Henry Street, similar to the situation of "Stable Lane" shown on the Rocque Map on the east side. This was shown on the Brooking Map. (Figure 2.5). In its present form, Henry Place widens from Moore Street to Moore Lane and may have had a slightly different width, which would have aligned it with the plot of the current No. 61 O'Connell Street.



Figure 2.8 Moore Street, (a detail of a corrected Rocque Map of before 1760).

At the north end of Moore Street, the sides of Great Britain Street plots make up both sides of the street, though the Rocque map depicts some subdivision already underway on the east side. (Figure 2.8) In the central section, although the Brooking Map (1728) shows development on both sides, the Rocque Map of 1756 shows some development on the west side only. At the south end of Moore Street, there was tentative redevelopment of the Henry Street plot depths, on both sides of the street in order to resolve the corners.

The Rocque Map labelled the area to the east of Moore Street as the Old Brick Field. This was the site of brick manufacture, exploiting the clays laid down under the estuary. Given the unacceptable environmental nuisance of brick manufacture, it is possible that it was not still active providing building materials during the progressive building, completion and occupation of the high-status houses on Sackville Mall. It is more likely the brickfields were used to supply earlier developments. What can be seen in more detail on the 1757 Rocque Map in this area and behind the development on the east side of Sackville Mall are pits, ponds and possibly spoil-heaps. (Figure 2.9) Was sand and gravel dug from these pits as well as the clay for bricks? The archaeological monitoring mentioned earlier identified the spoils of brick making, with the pits later used to dispose of the city's refuse in the process of reclamation prior to development. The first iteration of the Rocque map shows a gap of three plots in the development along the west side of Sackville Mall. The leases relating to this section refers to a sand quarry.

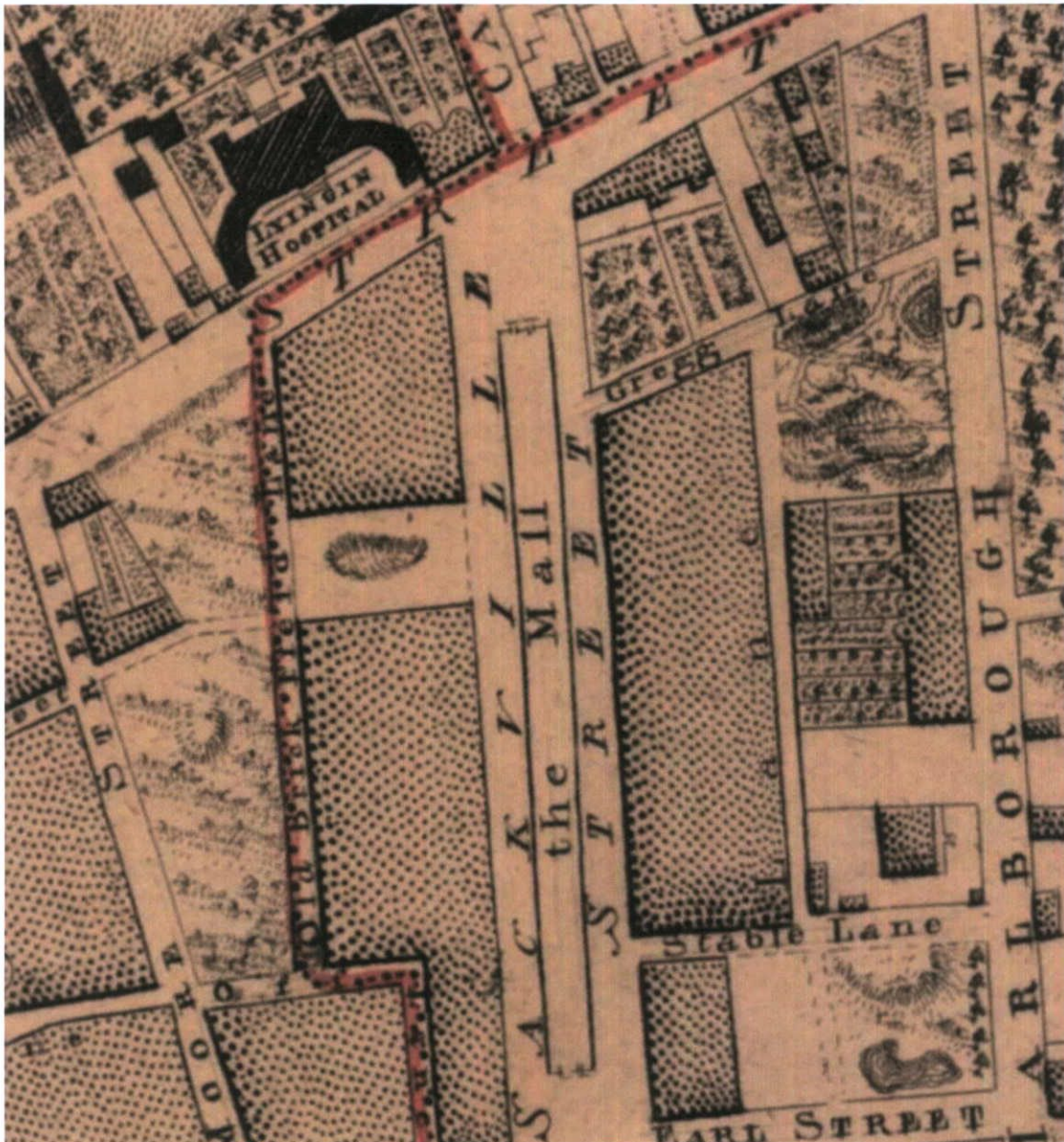


Figure 2.9 Detail of the Rocque's Survey of the city and suburbs of Dublin, 1757. Note the depiction of the sand quarry in the gap in development on the west side of Sackville Mall.

3. The Evolution of Sackville Street and Mall

Sackville Street and Mall was a redevelopment of a section of Drogheda Street, begun in 1749 after Luke Gardiner took over the development of the Moore estate. The structure of streets around Sackville Street had been determined by the layout created by Henry Moore, 3rd Earl of Drogheda. He had stamped his identity on the city by creating Henry, Moore, Earl and Drogheda Streets.

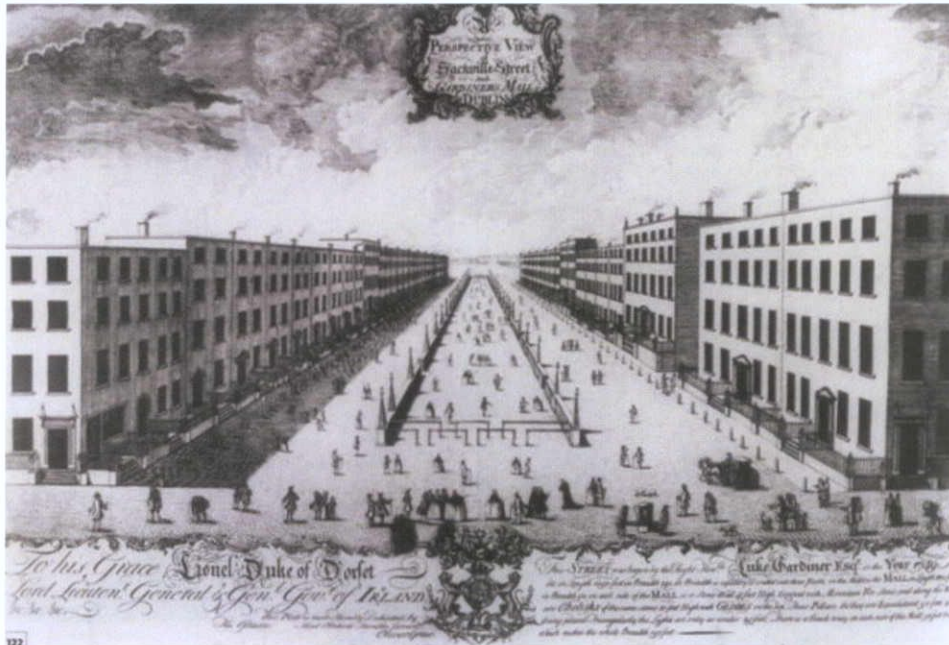


Figure 3.1 Sackville Street engraving published by Oliver Grace c.1751-1755. (IAA)

Sackville Street is represented in an engraving dedicated to Lionel Sackville, Duke of Dorset (Figure 3.1) and Lord Lieutenant of Ireland between 1731-1737 and 1751-1755, dating the engraving to the period 1751 to 1755. The engraving claims that the Sackville Mall development promoted by Luke Gardiner was begun in 1749. However, this image was copied from an earlier image by Joseph Tudor, possibly from 1750. (Figure 3.2) John Rocque's detailed map of Dublin was published in 1756 for which surveying had begun in 1754. (Figure 3.3) A comparison of the details of this map with the image of Sackville Mall reveals the speculative nature of the perspective. This suggests the image may have been a prospectus for the development.



Figure 3.2 Engraving from a drawing by Joseph Tudor, c.1750. (NGI)

On the east side of the Mall, at the southern end between Earl Street and Stable Lane, the plots fronted onto Earl Street, thereby presenting a garden wall to the Mall. At the north end between Gregg Lane (which later became Findlater Place) and Great Britain Street (later Parnell Street), extensive gardens occupy the space along with a service building on the corner. The north west end is equally unresolved, having no street front to address the newly constructed Lying-In Hospital.

The 1756 Rocque map shows an unbuilt section of three plots on the upper west side of the Mall (previously mentioned). The perspective shows a complete run of development facing onto the Mall from the Henry Street-Earl Street junction to the northern end. An amended edition of Rocque's map before 1760 has filled in the gap with crudely executed detail of the plots. (Figure 3.3)

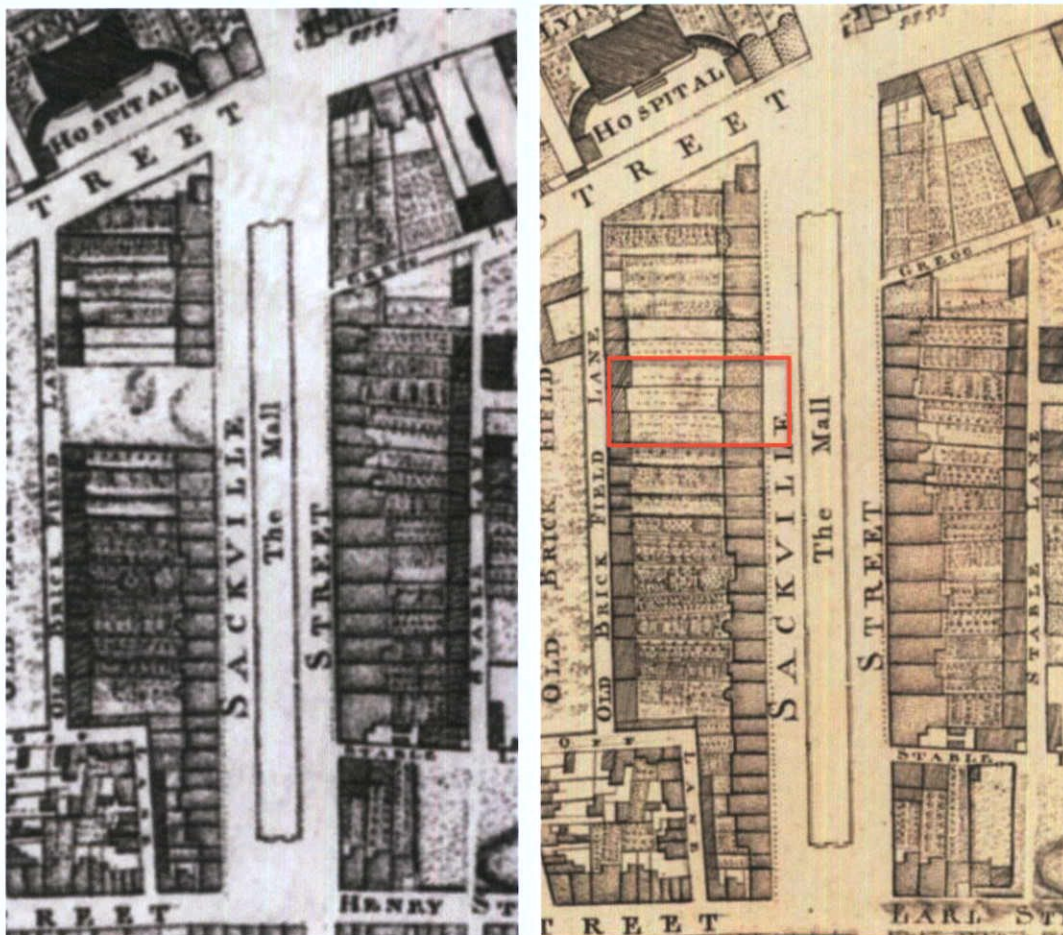


Figure 3.3 Sackville Street, detail from John Rocque's 'An exact survey of the city and suburbs of Dublin' 1756 (left) and later impression before 1760 (right).

This gap occurs in the vicinity of the line of Gregg Street to Gregg Lane: the mews lane for Great Britain Street shown on the Brooking Map. Had the lane continued along its original line to Sackville Street it would have created a number of very awkward plots for development. Interestingly, the 1757 larger scale Rocque map shows in dashed form, the lane kinking to align itself to the direction of the Sackville Street plots. It would have emerged through the narrow plot of what was no. 48. Indeed, the lease of this plot was somewhat later than its neighbours as if there had been a change in plan. (Figure 3.4)

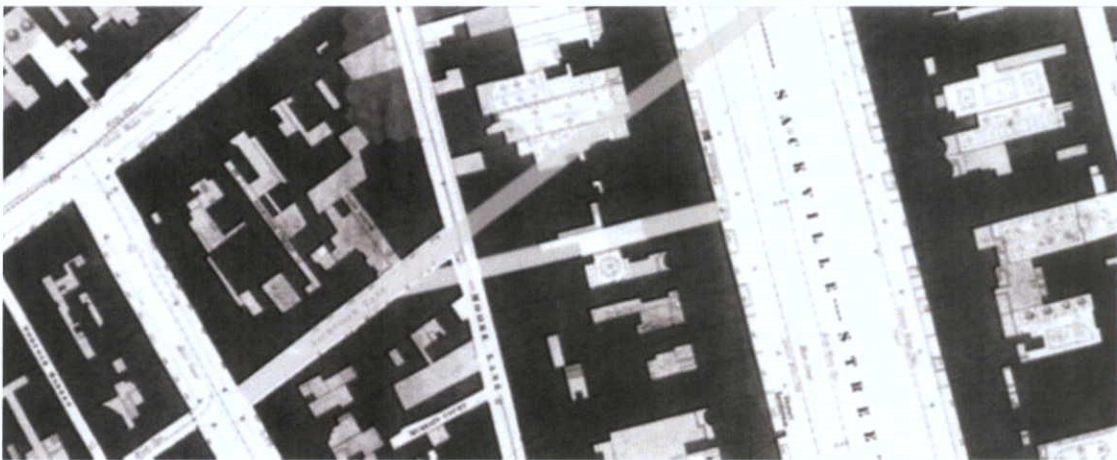
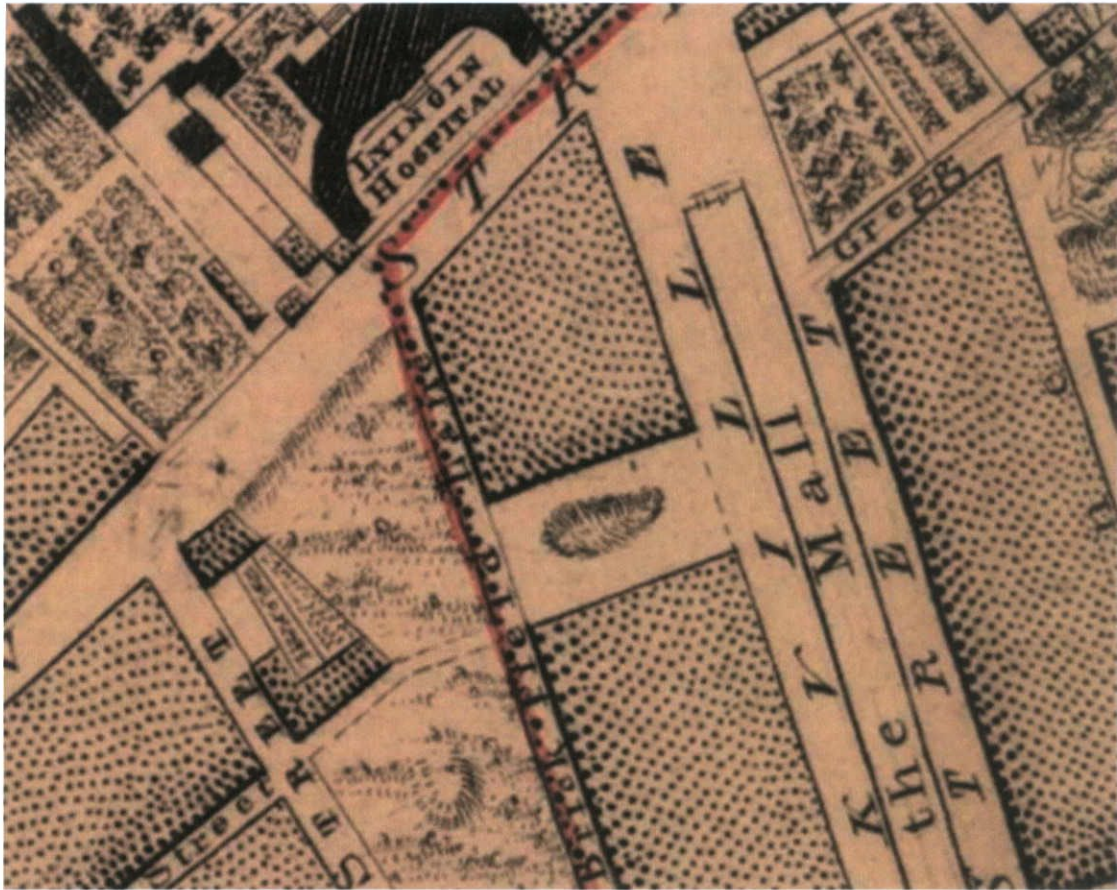


Figure 3.4 Above: detail of the large scale Rocque Map of 1757 showing the mews lane, Gregg Street aligning to the geometry of the plots on Sackville Street. Below: the 1864 OS map (UCD Digital Library with permission of Osi) overlaid with the original line of the mews lane as depicted on the Brooking Map and that suggested by the Rocque Map above. The latter would have entered Sackville Street through what is a narrow plot and one that was not developed until later to become no.58.

The perspective view shows a much greater uniformity of parapet heights than ever existed. (Figure 3.5) The variety of plot widths and building heights remained a hallmark of Georgian development in Dublin despite calls for uniformity.⁷

⁷ Conor Lucey, "Building dialectics: negotiating urban scenography in late Georgian Dublin" in *Portraits of the City* ed Gillian O'Brien and Finola O'Kane, pp.91-109, (Dublin 2012)

Notwithstanding the speculative nature of the Tudor perspective, there are elements that reflect the reality that survived through to the twentieth century. (Figure 3.5 & 3.6) On the east side, on the first plot after the corner of Earl Street, was a large house, whose ground floor was significantly raised above the level of the rest of the houses, with a more imposing balustraded area; it had generous storey heights and a parapet surmounted by ornaments. This was the Earl of Drogheda's house. Further north along the street there was a pair of grand houses on substantial plots, almost equalling the scale of Drogheda House. The plots on the east side were generally wider than those on the west side of the Mall.

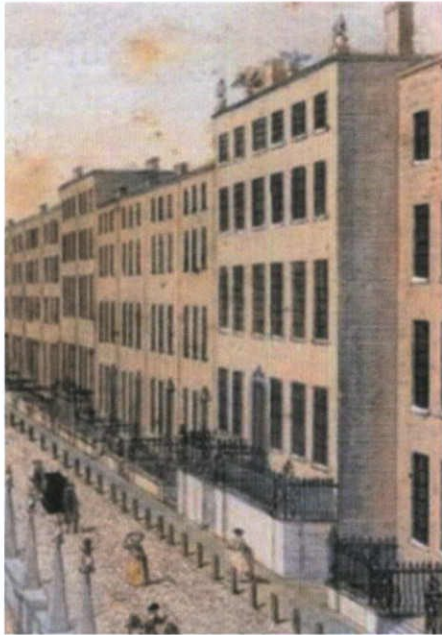


Figure 3.5. The east side of Sackville Street, the Tudor watercolour c.1750 (left); late nineteenth century (right).



Figure 3.6 The west side of Sackville Street, the Tudor watercolour c.1750 (left); view from Nelson's Pillar, late-nineteenth century (right). Both images reveal generally narrower plots to those on the east side.

From this, a number of questions arise. Was Drogheda House, and perhaps other properties on the east side, built prior to the creation of the Mall? Was the greater scale due to a preference for west-facing principal rooms on the *piano nobile* or because of initial ambitions of grandeur, that possibly could not be sustained? Whatever the reason, the plots along the west side of the Mall are narrower. This difference was to have some bearing on the future transformation of O'Connell Street.

Turning to the west side, the engraving perspectives, and indeed later images, show the building on the corner of Henry Street and Sackville Street to be of a different scale and proportion to those along the rest of the street. (Figure 3.7) Its footprint on the Rocque Map suggests that it is a surviving building from Henry Street that has been adapted when the rest of the terrace as far as Drogheda Street was demolished on the creation of Sackville Street. (Figure 3.3)

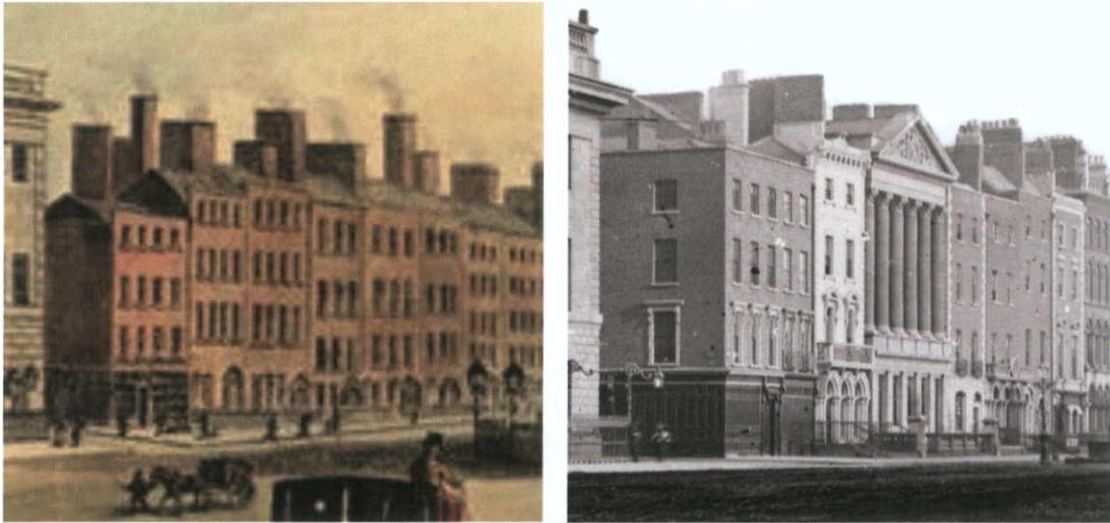


Figure 3.7 Corner of Henry Street and Sackville Street in 1820 (left) and c.1900 (right)



Figure 3.8 Detail of the Tudor perspective of Sackville Street. (NGI)

A row of *Dutch Billy* gables in the Tudor perspective c.1750 (Figure 3.8) represents the development along Great Britain Street as depicted in the Brooking Map (Figure 2.5). In addition there is a row of street trees in front of the houses. These appear on the Rocque (1756) and Scalé (1773) Maps. (Figure 3.9)

The Scalé Map, which updated Rocque's original map, reveals the development of the northeast end of Sackville Street, originally occupied by gardens, and now divided in plots to newly address Sackville Street. However, the plot widths and depths are mean in comparison to the rest of the street. Three of these plots and some of their building fabric survives today. At the southern end on the eastern side it is still the side of the first building on Earl Street and its garden wall and mews building that is presented to the Sackville Street and Mall. The Scalé Map also shows an extension of the Mall, and the enhancement of the promenade enclosure with apsidal ends. (Figures 3.9 & 5.6)

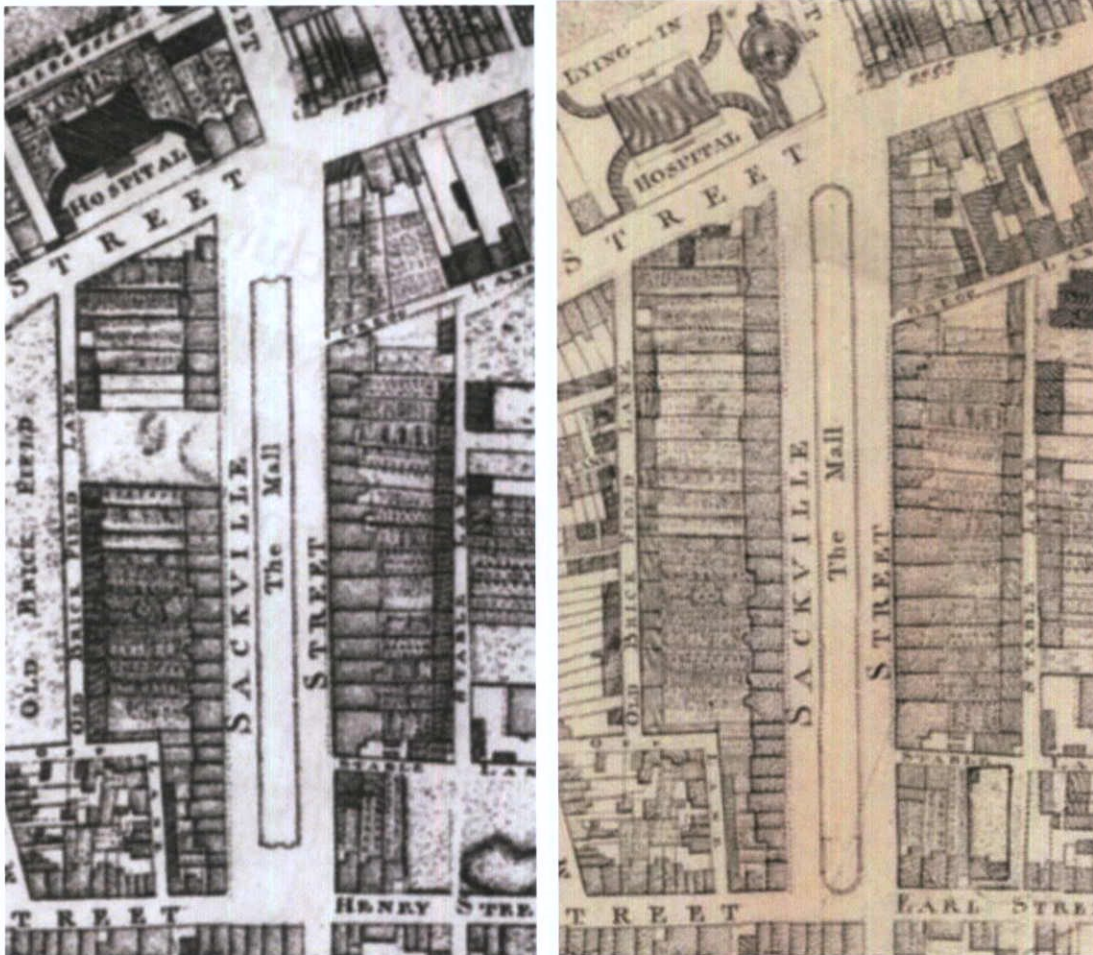


Figure 3.9 Sackville Street, Rocque Map of 1756 (left) and Scalé's 1773 updated version of Rocque's Map (right).

The famous Piazza Navona in Rome shared with Sackville Street and Mall the same orientation and a comparable size; the Dublin urban space is 150 feet wide to Piazza Navona's 170 feet. (Figure 3.10) To the south, like the Roman precursor, the Mall had a squared end created by the already existing houses and plots of Henry Street (with the continuation of Drogheda Street to the side). Perhaps it was a step too far for the northern end of the street and mall to follow the Roman relation but appears always to have been unresolved. This will be further discussed below in Section 5.

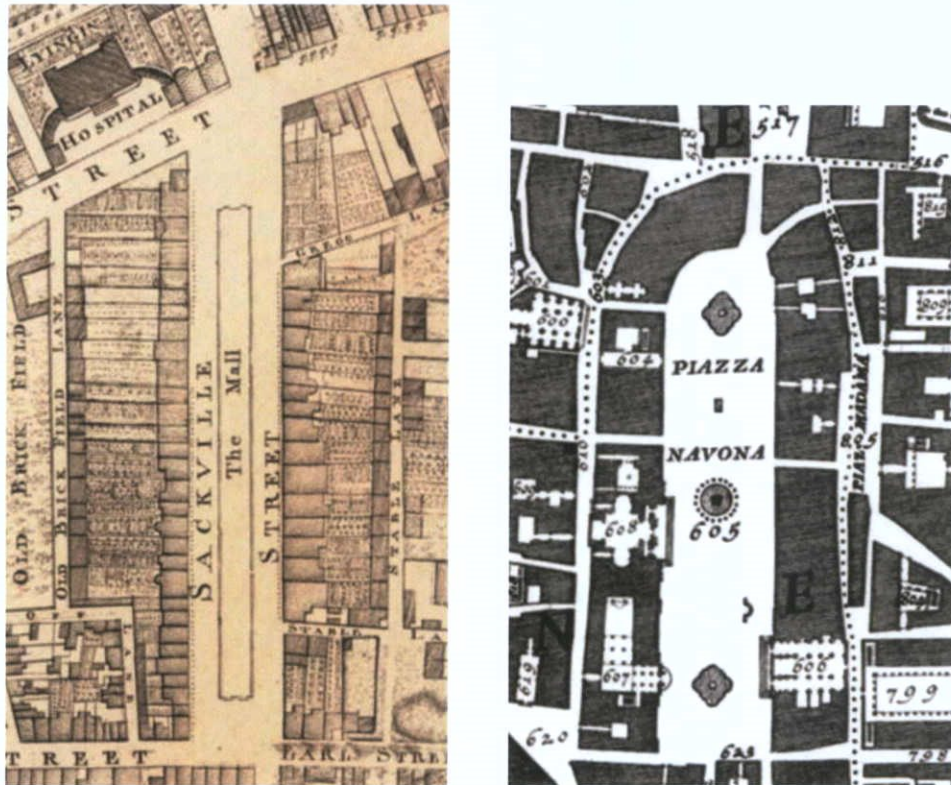


Figure 3.10 Compared at the same scale: Sackville Street and Mall (Rocque Map 1757) and Piazza Navona in Rome (Nolli Plan 1748).

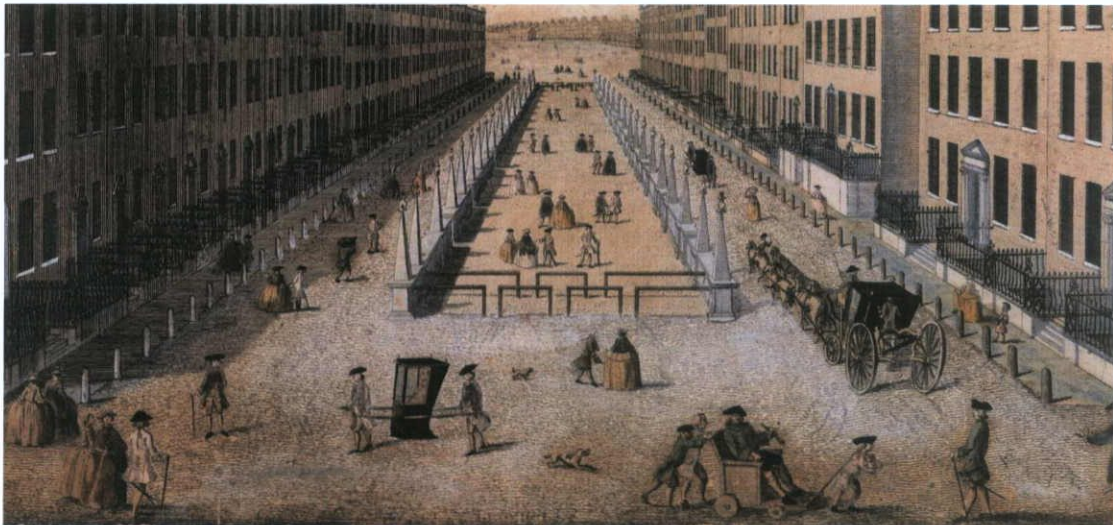


Figure 3.11 Detail of the Tudor perspective. (NGI)

From the outset, Sackville Street was provided with street lighting (Figure 3.11); four-foot-high stone walls along each side of the promenade held ten-foot-high stone obelisks surmounted by vase-like "globes" that contained oil lamps. These were also employed in front of Trinity College and later in the Rotunda Gardens. At either side, a flag-stoned pavement was guarded by bollards and the street was surfaced with stone setts. A smoother surface of rolled gravel and sand was provided for the central mall.

The original relationship of buildings to pavement and street along the Mall appears to have been what would become the norm for Dublin's Georgian urban architecture; the house is separated from the pavement by an area, with some change of level up to the ground floor.

Vaulted stores were located under the pavement; circular openings with a metal covering (coal holes) facilitated the delivery of fuel from the street. The photograph taken from the top of Nelson's Pillar (Figure 3.12) shows the majority of the areas were intact into the twentieth century. The series of detailed OS maps from 1847 onwards also confirm this. A 1960s photograph shows the areas for 42, 43, and 44 and coal hole cover are visible on the pavement. (Figure 3.13) Only two areas survive today: at numbers 42 and 43. The degree to which the vaults still exist beneath the paving is still unclear although some have been located.

During construction, the paving and roadway levels were built up resulting in the basement being at or near ground level to the rear of the properties. Today there is generally level access to ground floor levels of premises. It is not known to what extent the level of the road and pavement was raised further in the late-nineteenth and twentieth centuries to achieve this, or if floor levels were lowered. The raised level of O'Connell Street can be perceived today when looking along Henry Street towards the Spire. However, the replacement of Georgian houses with new commercial premises would have afforded an opportunity to achieve level access.



Figure 3.12 O'Connell Street Upper in the late-nineteenth century; the majority of the areas are still extant. (IAA)

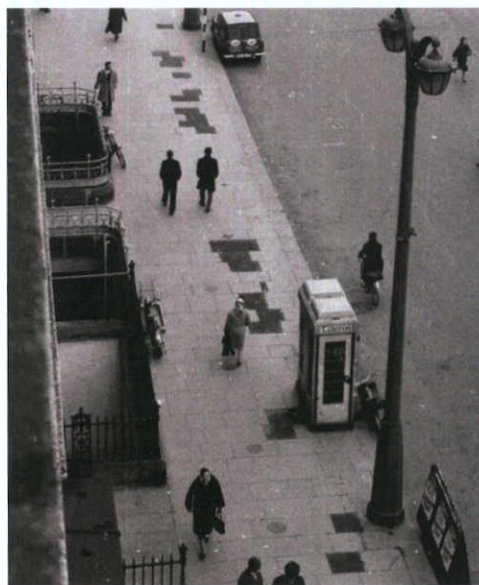


Figure 3.13 A number of so-called coal-stoppers are visible along the pavement, giving access to the vaults under the pavement, (1962). (Courtesy of Dublin City Library and Archive)

4. The Creation and Transformation of O'Connell Street

In the latter part of the eighteenth century, the form and character of Sackville Street changed radically, as the street was extended to the Liffey and eventually connected with the south side with the opening of Carlisle Bridge in 1793. Sackville Street was transformed from an enclosed, relatively private place of grand proportions to a thoroughfare. The extension was, at the outset, conceived as a commercial street with shops and businesses on the ground floor and domestic above. The Wide Streets Commissioners exerted considerable influence, specifying the requirements of the buildings lining the new section. (Figure 4.1 & 4.2) The extension to the river entailed substantial demolition and reconfiguration of the urban structure. (Figure 4.2) A swathe was cut through the urban fabric for the full width of Sackville Street and Abbey Street was realigned and widened to the east of the Sackville Street extension to make it conform to the existing rectilinear grid to the north. (Figure 4.3)

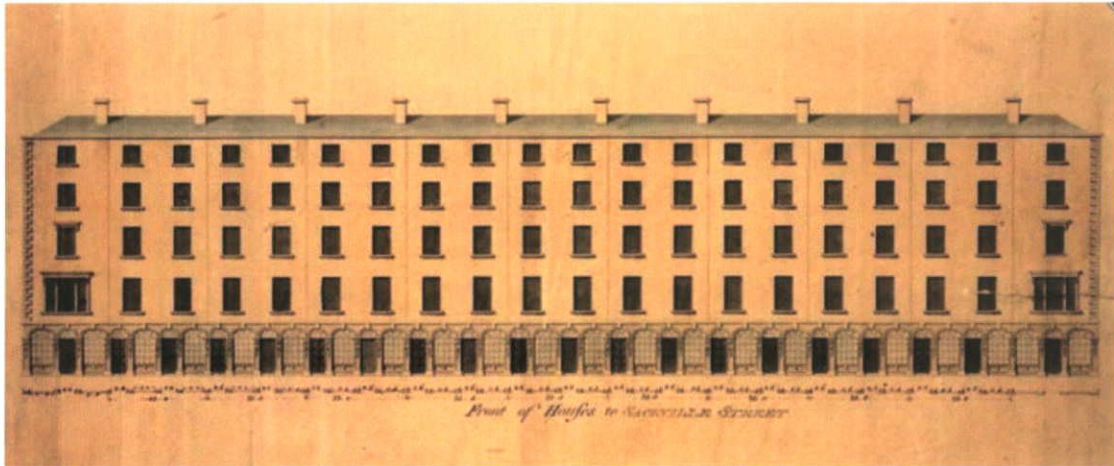


Figure 4.1 Wide Street Commissioner's proposal for the southwest side of the extended Sackville Street, 1789 (Courtesy of Dublin City Library and Archive).

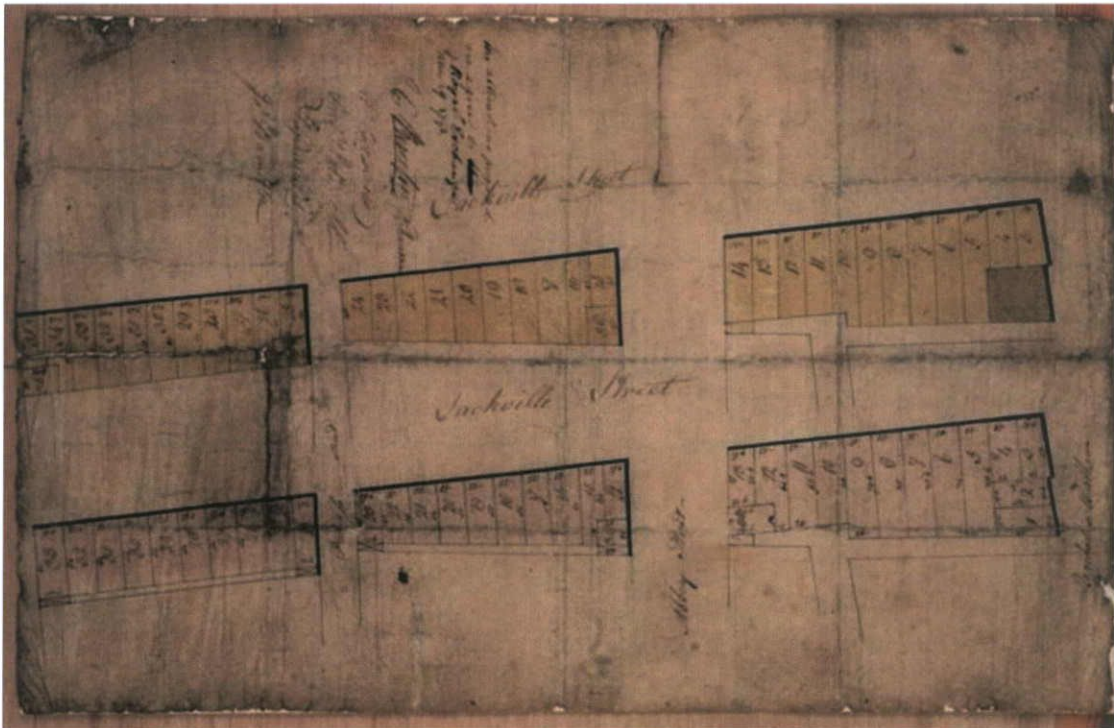


Figure 4.2 Two alternative solutions for the west side of the extended Sackville Street from Henry Street to the river presented to the Wide Streets Commissioners (Courtesy of Dublin City Library and Archive).

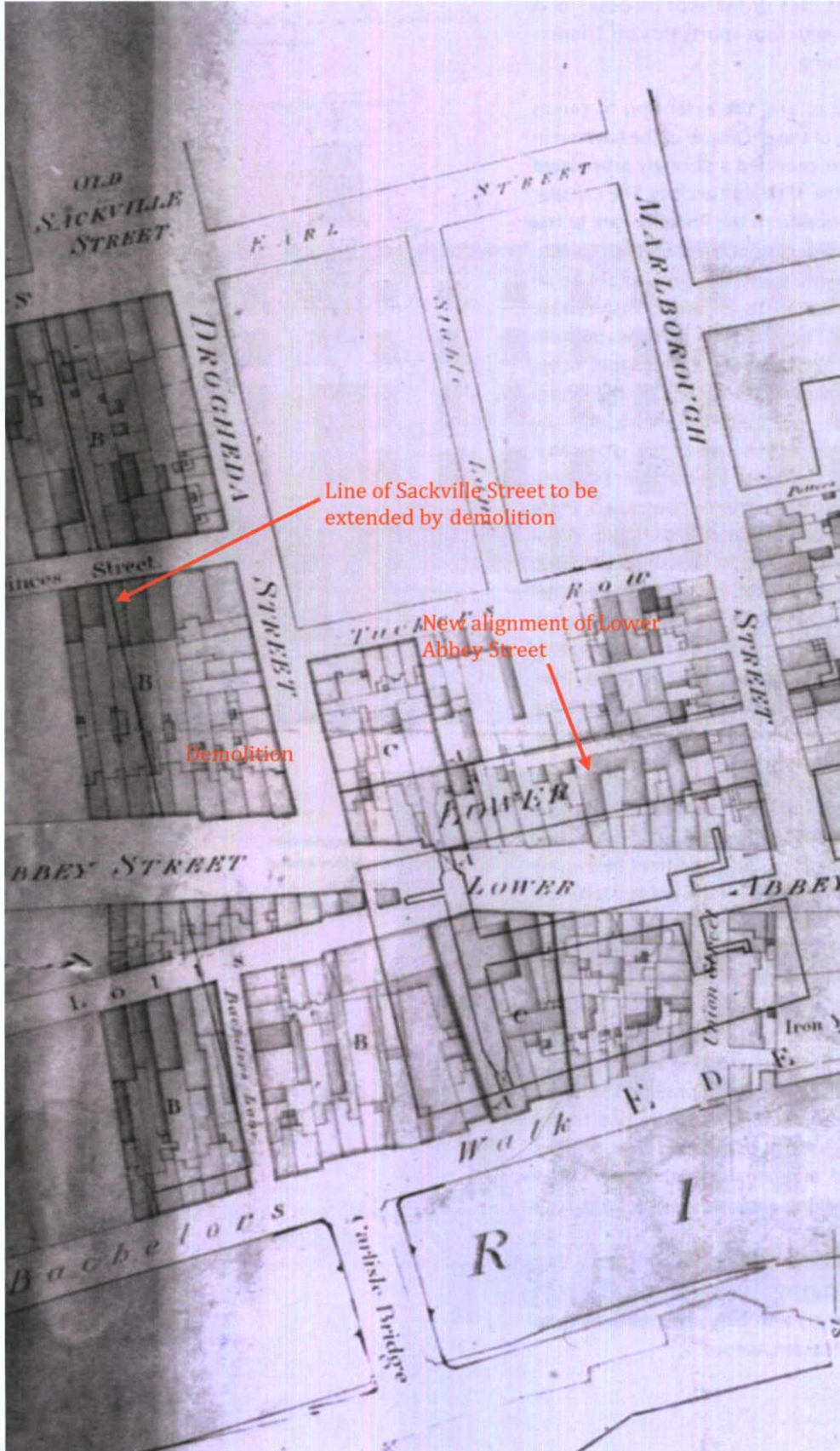


Figure 4.3 A map showing the lines of the extended Sackville Street and consequential demolition and the re-aligned Lower Abbey Street (Courtesy of Dublin City Library and Archive).

In 1818, the General Post Office (GPO) opened. Designed by Francis Johnston, its giant Portland stone portico took possession of the pavement; its granite ashlar dominated the red brick terraces. The contrast of scale, materials and architectural language gave it dominion over the street and made it the centre of gravity. Nine years earlier, its companion, Nelson's Pillar had become a pivot, like a giant market cross marking the intersection of Henry Street and Earl Street with the new elongated Sackville Street. (Figure 4.4) Warburton, Whitelaw and Walsh, in their history of Dublin, deplored the scale and style of the Pillar while applauding the architecture of the GPO:

*"Yet with all this baldness and deformity, it might have had a good effect when viewed at a distance or placed anywhere else; but it not only obtrudes its blemishes on every passer, but actually spoils and blocks up our finest street, and literally darkens the two other streets opposite, which, though spacious enough look like lanes". These were objections to its site at first, but they now become still stronger, since the building of the new Post-office close to it, for, by contrast, it in a great measure destroys the effect of one of the largest and finest porticos in Europe."*⁸



Figure 4.4 Sackville Street, 1820. After Samuel Brocas view (NLI)

The transformation of Sackville Street from the contained urban space of the Mall to a thoroughfare, although a success for commerce, detracted from the street as one of grand, elite residences. No doubt, the Act of Union contributed to the demise of the single residences of Upper Sackville Street. As elsewhere in Dublin and indeed in the UK, the nineteenth century saw the rise of larger commercial establishments, banks, and the emerging department store.

The original houses on the west side were of varying heights and on varying plot widths. On the original Sackville Street, by communal consensus of restraint, one's importance was not written large on the façade; rather, in number of bays in width or storeys in height. Private display was subordinated to public propriety. However, the windows of the terraces revealed the opulent ceilings of the *piano nobile*, with their unrestrained display of extravagant stuccowork, to the *flâneur* promenading in the street.

However, with commercial interests of the nineteenth century and the conversion of single residence buildings to business premises, the need for display was paramount. Along the street the ground floor section of a façade would begin to elaborate the new uses by changing materials and style or the whole façade was re-clad or rebuilt. (Figure 4.5) More simply the trade or business could be written on the blank canvas of the Georgian façade. (Figure 4.6)

⁸ J. Warburton, J. Whitelaw and R. Walsh, *History of the City of Dublin*, (1818) pp.1102-3



Figure 4.5 West side of Sackville Street Upper looking north c.1867. Each plot has been given a distinct character to assert its presence. (NLI)



Figure 4.6 East side of the north end of O'Connell Street before 1923. Several plots combined for a single enterprise – Findlater's. Lettering imposed on building fronts. (Courtesy of Dublin City Library and Archive)

On occasion, the enterprise was interpreted literally in building form and style. When the corner plot alongside the Earl of Drogheda's House was developed for a Scottish insurance company, a Scottish Baronial style was used. (Figure 4.7)



Figure 4.7 Identity assured by contrast of style, form and materials, c.1890. (Irish Architectural Archive)

Along the west side, the plots were differentiated by this process and most retained the original fabric behind the façades.

The east side of the extended Sackville Street saw the birth of the department store as a typology initially by using adjacent properties, then uniting them with a new façade, and later as a custom-built replacement. (Figure 4.6) In 1853, McSwiney, Delany & co., having taken over plots 21-27 Lower Sackville Street, opened their grand new drapery store opposite the GPO, some like to consider it to be the world's first department store. Thirty years later it became Clergy's. (Figures 4.8)



Figure 4.8 McSwiney and Delany's store, reputedly the first Department Store in the world. 1853
(Courtesy of Dublin City Library and Archive)

Other functions took over the houses along O'Connell Street Upper. Institutions, clubs and hotels emerged to exploit the spatial configuration of the interiors.

Throughout the nineteenth century, a plot behind a building began to be in-filled to facilitate the requirements of the business for sales, display or manufacture. Similarly, larger spaces were required for the functioning of hotels and institutions. At No.42, the Catholic Commercial Club, a still extant large space, containing a gymnasium and concert hall, filled the full width of the plot, replacing any original mews buildings.

Some concerns spread across the mews lane, Moore Lane, to occupy some of the rears of Moore Street plots. The Moore Street properties already had a tradition of use for industries and services to provide for the life in the grand residences within Gardiner's developments.

Gill's bookshop and publisher at No.50 Sackville Street had a galleried shop display and reading room to the rear. (Figure 4.9) Its enterprise spread across Moore Lane to large buildings for allied activities; it was connected by a bridge to C. F. Allen, bookbinder and printer. (Figures 4.10 & 4.11) The printer was housed in a four-storey building running along the south side of what is now O'Rahilly Parade (previously Sackville Lane). (Figure 4.12)

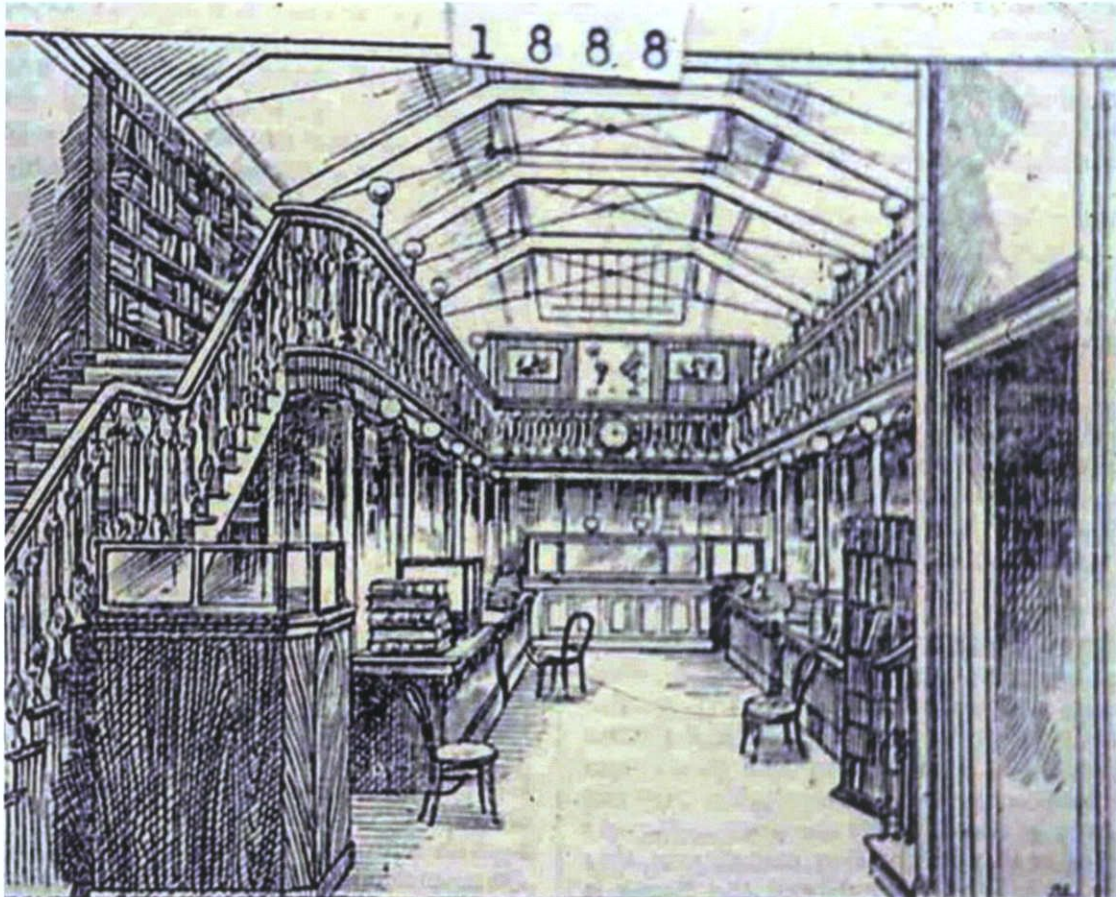


Figure 4.9 Gill's Bookstore and Reading Room, late nineteenth century (Courtesy of Dublin City Library and Archive).

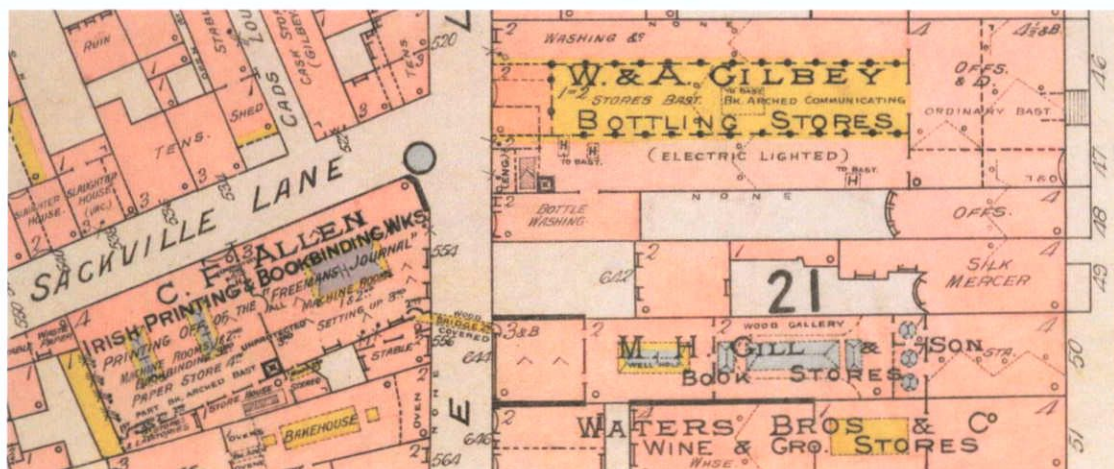


Figure 4.10 1893 Insurance map showing Gills connected by a timber bridge over Moore Lane to its partner bookbinding and printing work.

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Figure 4.11 Looking north down Moore Lane with timber bridge connecting Gill's Book Publisher with Allen's printers and bookbinders 1952. (Military Archives)



Figure 4.12 Looking west along Sackville Lane (now O'Rahilly Parade) On the left is the 3 and 4 storey industrial building occupied at the end of the nineteenth century by C. F. Allen, Printers and Bookbinders, which later became part of the complex of properties of Gilbeys'. 1952. (Military Archives)

At numbers 46 and 47 O'Connell Street Upper, Gilbeys' combined their two plots with a new building designed by William Murray and completed in 1866, dramatically asserting their presence on Sackville Street, with a building of contrasting materials, architectural detailing and a sculptural roof rising above its neighbours. (Figure 4.13) This was their office building, incorporating and adapting the rear sections of the original houses, attached to a warehouse and bottling plant of substantial proportions. (Figures 4.14 & 4.15) The footprint of the composite building covered the whole site from Sackville Street back to Moore Lane. The service entrance from Moore Lane was through a composed elevation that expressed the section of the space behind. This façade dominated the vista eastwards down Sackville Lane (now O'Rahilly Parade). (Figure 4.16)



Figure 4.13 Gilbey's Building O'Connell Street completed 1866 (demolished 1972) gaining prominence on the street by its contrast of style, detail, materials and roovescape. (Archiseek)



Figure 4.14 Gilbey's warehouse (Dublin Builder 1864).



Figure 4.15 Gilbey's Warehouse during demolition 1972. (Courtesy of Dublin City Library and Archive)

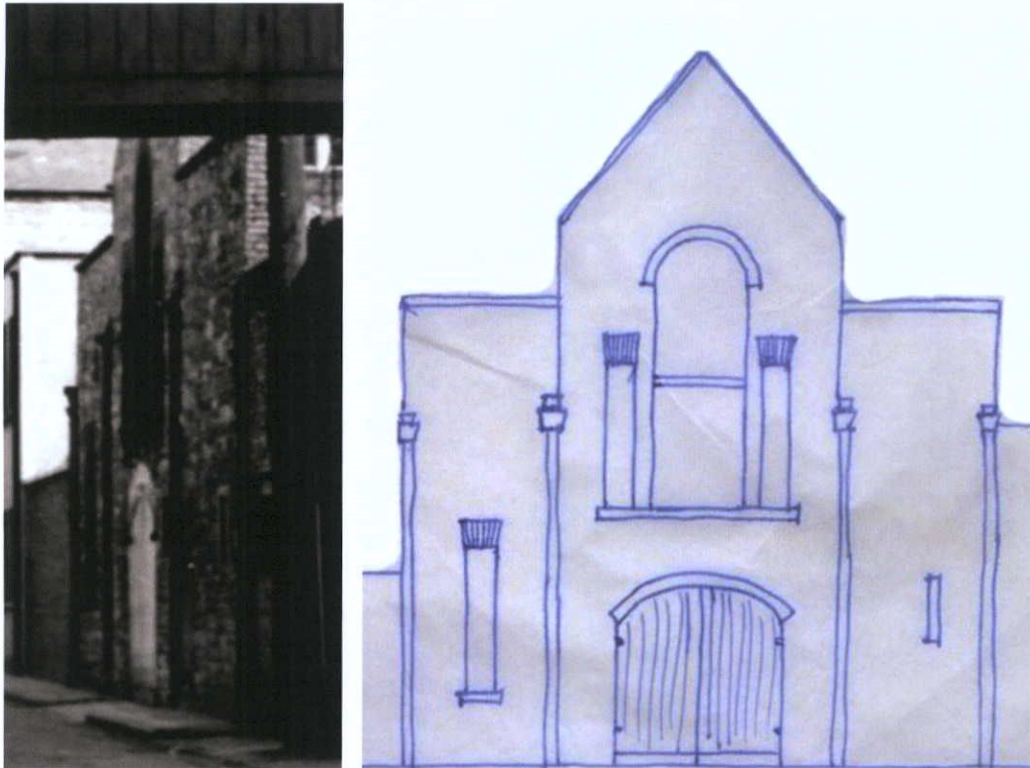


Figure 4.16 Oblique view of Gilbey's Warehouse onto Moore Lane with rough sketch of the elevation. The façade formed the termination of the vista down Sackville Lane (now O'Rahilly Parade).

Gilbey's enterprise spread across Moore Lane, taking a tunnel containing a narrow-gauge rail line from the basement of the warehouse under Moore Lane to properties further north. (Figure 4.17) Sometime before 1926, Gilbeys' expanded further, taking over the buildings along the south side of Sackville Lane, previously occupied by the printers and bookbinders to Gill Publishers. (Figure 4.18)

These are just two examples of how the transformation of Sackville Street, from residential to commercial and institutional, wrought significant changes to the architecture and density of buildings on the original plots, leading to an increase in the height of buildings lining the mews lanes, as stables were replaced by warehouses and factories. (Figure 4.19)

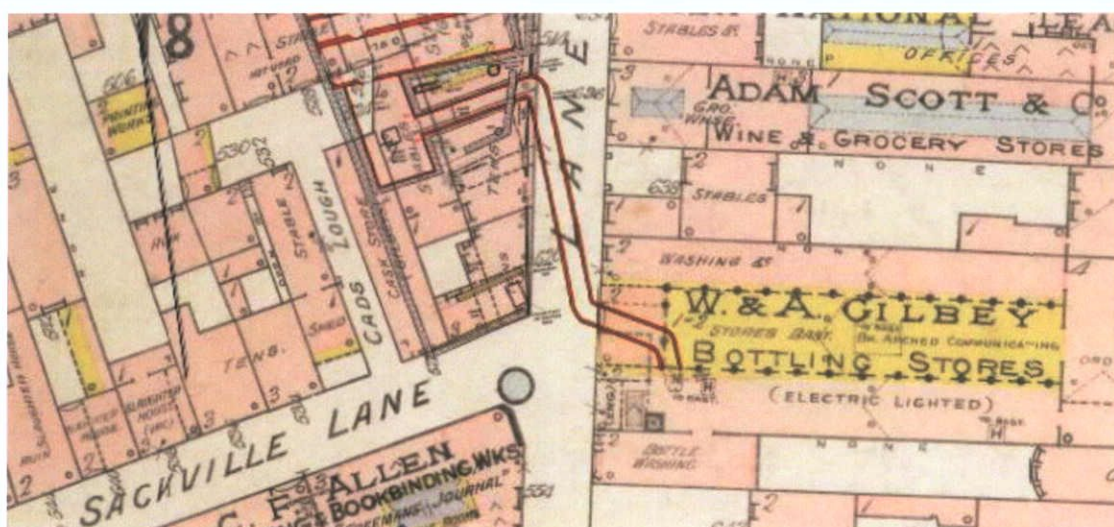


Figure 4.17 Detail of Insurance Map 1893, showing overlay of recent archaeology revealing the tunnel under Moore Lane between Gilbeys' warehouses and stores.

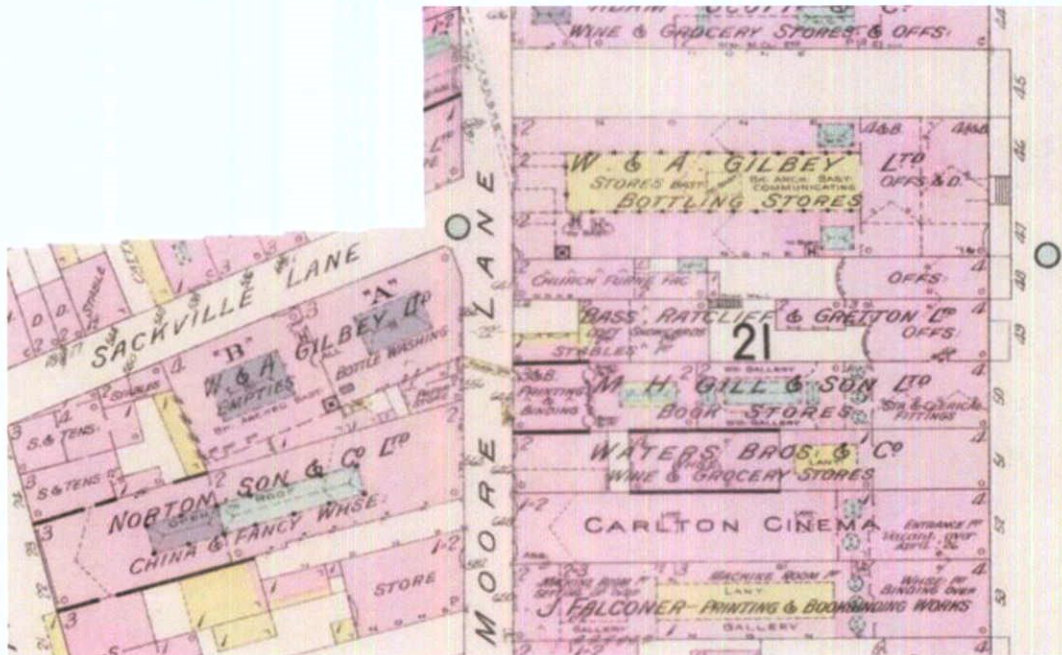


Figure 4.18 Detail of insurance map 1926, Gilbeys' now occupying properties on the south side of Sackville Lane.



Figure 4.19 Looking north along Moore Lane. The nineteenth century saw an increase in activity and scale of the buildings as industrial activity replaced the traditional mews lane functions, stables being replaced by large scale warehouses and factories on both sides of the lane. 1952 (Military Archives)

Circa 1872, tramlines were laid down the centre of Sackville Street. In the latter half of the nineteenth century, Sackville Street acquired the imprint of a changing political and nationalist culture. As early as 1884 there were calls to rename Sackville Street in honour of Daniel O'Connell. Though rejected, the name increasingly entered common usage, the new name formally adopted in 1924. In 1882, a newly widened Carlisle Bridge was opened to coincide with the unveiling of the O'Connell Monument at the southern end of Sackville/O'Connell Street.

O'Connell Street, 1916 and 1922 and Beyond

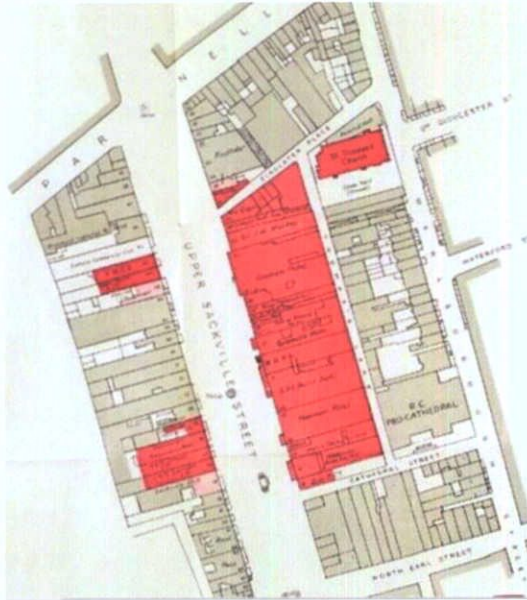
None of the changes described above, compare with the destruction and consequent transformation of O'Connell Street wrought by the 1916 Rising and the Civil War of 1922.



Figure 4.20 West side of O'Connell Street Upper 1922. (Military Archives)



Figure 4.21 The east side of O'Connell Street Upper 1922. (Military Archives)



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Figure 4.22 Map showing the properties devastated on Sackville Street Upper during the hostilities of 1922. The whole block from Cathedral Street to Findlater Place was lost in addition to the eighteenth century, St. Thomas's Church whose Palladian façade had terminated the vista down Gloucester Street.

The architectural fabric of O'Connell Street Upper and its environs suffered from the trauma of the 1916 Rising and the 1922 Civil War (Figures 4.20 & 4.21). The 1916 Rising laid waste the GPO, sections of O'Connell Street at the junction with Earl Street and parts of Henry Street.

The Civil War saw considerable damage to the original surviving fabric of Sackville Street and Mall. The west side sustained some damage, but the east side, from Cathedral Street to Findlater Place was beyond repair. (Figures 4.22 & 23) This whole section became a *tabula rasa* allowing for wholesale rebuilding and the combination of plots to serve the enlarged retail and hotel concerns, subject to restraints on height and architectural language. The outcome was a manifestation of the neo-classical preferences and conservatism of the architectural profession of the day, rather than an embrace of the rich palimpsest of the street's evolution. The east side of O'Connell Street became yet grander in scale with the building of the new Gresham Hotel. Clery's Department Store was destroyed in 1916, and aided by reparations funds, reopened in 1922 with a state-of-the-art ferro-concrete structure.



Figure 4.23 Aerial view of O'Connell Street late 1925. At the top right is the completely cleared site stretching from Cathedral Street to Findlater Place. Photograph by Father Browne (NLI).

Significant sections of the west side were repaired, retaining plot identity; where façades were re-clad or replaced, a number of plots have retained elements of their layout and interior as well as other buildings in the depth of their plots.

Originally, the extended Sackville Street was a large open space without obstruction. (Figure 4.24) Gradually it acquired objects, monuments, statues, toilets, kiosks; it became a transport interchange, with tramlines and later, gantries for overhead electrical wires. (Figure 4.25) Finally, trees appeared down the centre of the street. (Figure 4.26) The twentieth century saw a massive increase in traffic greatly diminishing the quality of the experience for pedestrians. (Figure 4.27)



Figure 4.24 Upper Sackville Street, c.1867 (NLI)



Figure 4.25 Upper Sackville Street, c.1910. (NLI)



Figure 4.26 Looking north along Sackville Street Upper from Nelson's Pillar c.1895. (IAA)

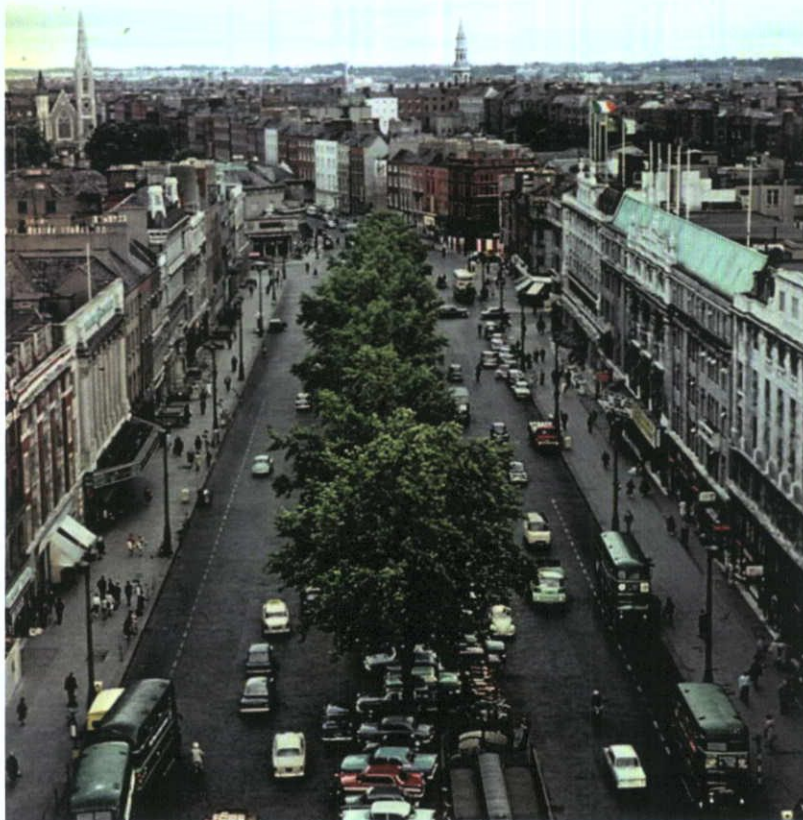


Figure 4.27 Looking north along O'Connell Street Upper from Nelson's Pillar 1965. (Courtesy of Dublin City Library and Archive).

With the maturing of the planting down the centre of O'Connell Street views were obscured looking across the street from the buildings either side and from the pavement to the upper storeys. The east and west sides were not only severed visually, but also in terms of physical access, as traffic continued to increase. The increased noise and pollution diminished the pedestrian experience. Cars were permitted to park down the centre of the street. In the 1970s, there were proposals to facilitate pedestrian movement across the street. An underpass was proposed to connect Henry Street to Earl Street. (Figure 4.28)

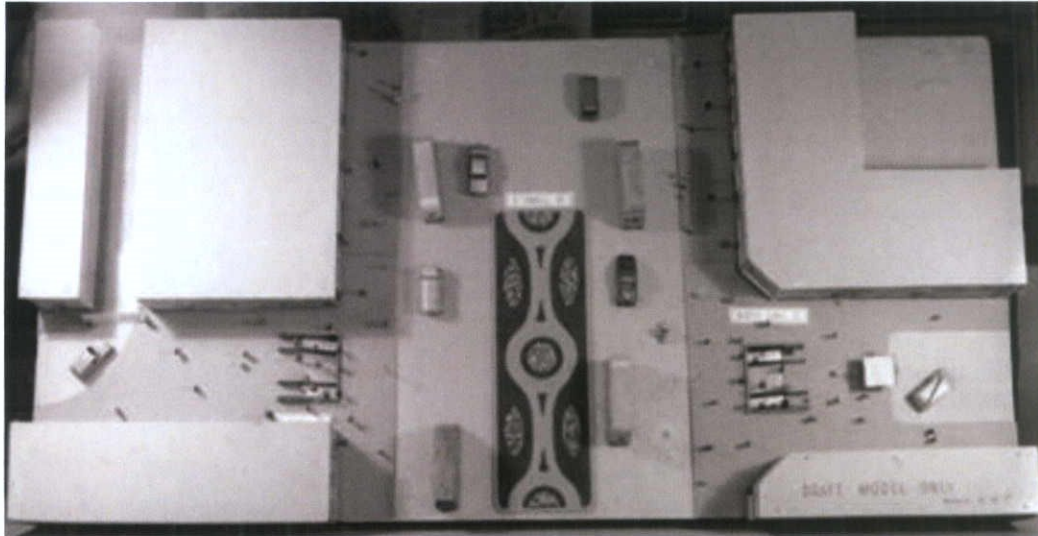


Figure 4.28 Model of proposals for an underpass connecting Henry and Earl Streets 1970s (Courtesy of Dublin City Library and Archive).

Early twenty-first century improvements to the public realm have provided more space for pedestrians. This has been accompanied by substantial tree planting as well as the reintroduction of the tram, in the form of the Luas. (Figure 4.29 & 4.30)



Figure 4.29 Views across of O'Connell Street Upper; Above: The Luas divides the street and planting obscures much of the architecture of the street including on the west side, No.42 - the only near-complete, original house on Sackville Mall. Below: Trees obscuring the Gresham Hotel on the east side.



Figure 4.30 Comparison of the public realm of O'Connell Street Upper, views taken a century and a half apart. (National Library Ireland)

The current planting has divided the street into sections along its length by making the front of the GPO an urban square bordered by pleached limes. (Figure 4.30) The trees currently demarking the boundary between the widened pavement and the road have substantially altered the views along and across the street, from the pavement and from interiors (Figures 4.29, 4.31 & 4.31). This has diminished the role and presence of the rich palimpsest of architecture that had defined the street and its enclosure.

The portico of the GPO was prominent in views up and down O'Connell Street. With the increased levels of traffic, the building of the Luas, the increase in street furniture and the recent planting scheme, these views have been greatly attenuated. (Figure 4.31) On O'Connell Street, the GPO is the premier architectural presence and since 1916, it has had great cultural significance and should not be upstaged. This should also relate, not only to expression, but to height and bulk as perceived along the street, including the long vistas that O'Connell Street allows.



Figure 4.31 Two views a century apart. Above, looking south down Sackville Street Upper, c.1915 (NLI), below looking South down O'Connell Street Upper, 2020. The presence of the monumental portico of the GPO is now all but lost from view.

St. Georges Church by Francis Johnston was the focus of an urban set piece that was an extension northwards of the Gardiner estate. Begun in 1802 its classical spired tower created a landmark in the city, to be appreciated looking north along O'Connell Street.

The destruction arising from the Civil War of 1922 enabled a readjustment of the urban fabric. Gloucester Street, now known as Cathal Brugha Street, was extended to O'Connell Street, its view terminated by No.42, possibly the sole surviving eighteenth-century house of Luke Gardiner's Sackville Mall. (Figure 4.32) This is an opportunity that could be celebrated. Further south, Cathedral Street joins, also from the east, with a view across O'Connell Street to No. 61, where the original stable lane to the north side of Henry Street (known then as

Melville Lane and now part of Henry Place), would have emerged as discussed above. (Figure 4.33)



Figure 4.32 Approaching O'Connell Street Upper from Cathal Brugha Street.



Figure 4.33 Approaching O'Connell Street Upper from Cathedral Street.

5. Parnell Street and the Northern End of O'Connell Street

The Lying-In (later Rotunda) Hospital opened in 1757. Construction had begun in 1751 to designs by Richard Castle (d. 1751). Its form embraced a forecourt fronting onto Great Britain Street. (Figure 5.1) It shared some of the features of Leinster House (also designed by Castle), albeit of lesser proportions. Whereas the Lying-In Hospital was merely an event along Parnell Street, Leinster House forms the termination of the view down Molesworth Street. The Rotunda Hospital addressed the garden walls of the Sackville Mall/Street plots. Sackville Street met the pre-existing Great Britain Street at an angle with no clear way to terminate its grand urban space. Later development on Great Britain Street opposite the hospital took its orientation from Sackville Street giving rise to challenging plot geometries. (Figure 5.4) In its history of transformation, the section of Parnell Street opposite the Rotunda Hospital between the junctions with O'Connell Street and Moore Lane was low-key, with no response to the distinguished public building opposite. (Figures 5.2 & 5.3)



Figure 5.1 The Rotunda Hospital, begun in 1751 to designs by Richard Castle.

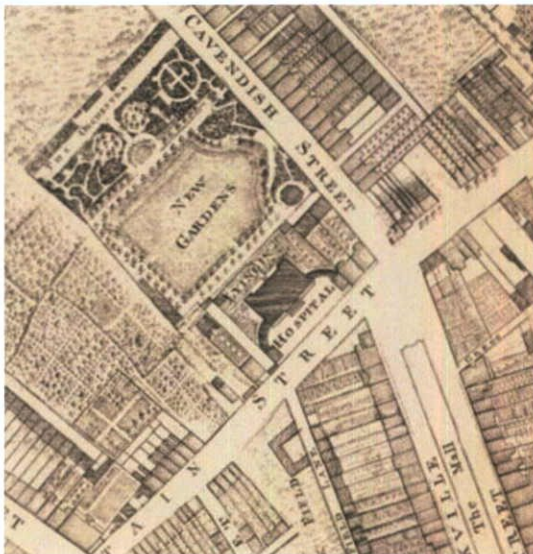


Figure 5.2 A view of the block opposite the Rotunda Hospital 2020.

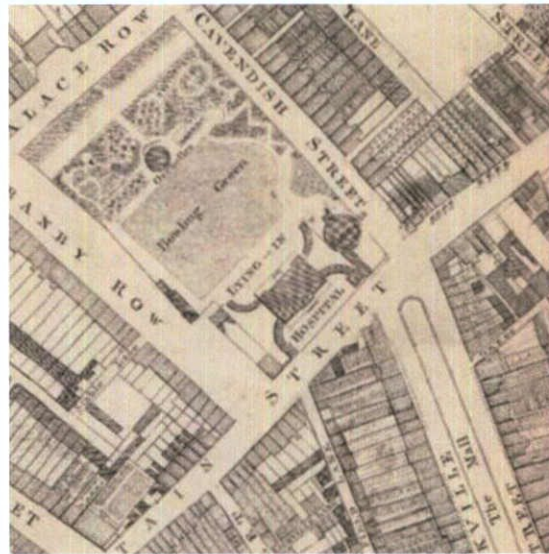
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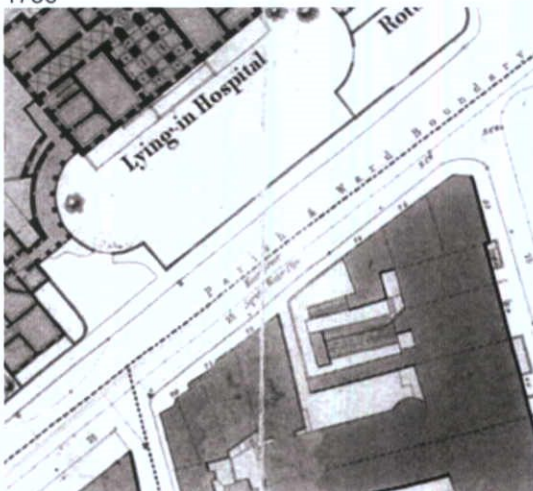
Figure 5.3 The junction of O'Connell Street and Parnell Street, 1949. (Britain from Above) Note the exploitation of the initial low scale of development on Parnell Street to develop a four-storey building on the garden of the plot of No.40 O'Connell Street that had a prospect of the Rotunda. See the 1847 map below.



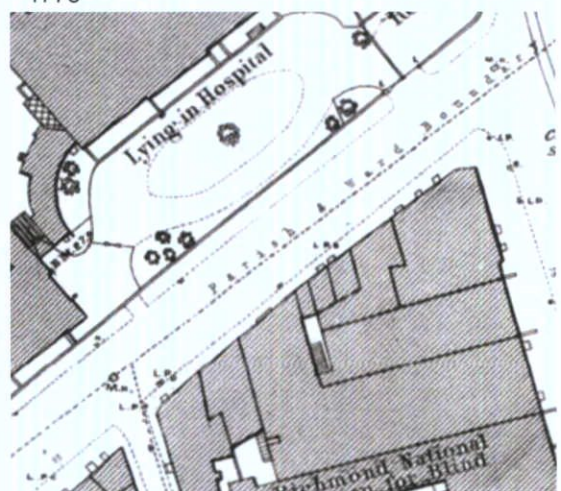
1756



1773



1847



1891

Figure 5.4 Sequence of maps showing development on Parnell Street opposite the Rotunda Hospital.



Figure 5.5 The northern end of Sackville Street. Detail of the Tudor perspective (NGI)

At the northern end of Sackville Street, Tudor's perspective shows the terraces along the Mall finishing abruptly and beyond an open space with a terrace of *Dutch Billy* houses and a row of trees to the right closing the view. (Figure 5.5) The construction of the Rotunda Hospital contributed nothing to resolving the view down the Mall. In 1756, two large houses adjacent to the hospital had views down the Mall. On Cavendish Row, a terrace of houses embracing a view of the new pleasure grounds presented an oblique view to Sackville Street, as it ascended the slope beyond the end of the corner plot that continued to address Great Britain Street. (Figure 5.4, 1756 map) The lower part of what was to become Cavendish Street was blindly addressed by the sides and rears of plots that continued to address Great Britain Street.

The Rotunda Rooms designed by John Ensor and built 1764-7, enriched with Coade stone in 1787 by Richard Johnston, and further enhanced by Gandon, went some way to aggrandise and partially terminate the vista from Sackville Street. (Figures 5.6 & 5.7) Rutland Square (now Parnell Square) developed around the pleasure grounds, which were developed to fund the hospital. The Rotunda Rooms formed a distinguished hinge supported on each side by Castle's hospital and Johnston's Assembly Rooms (which now accommodate the Gate Theatre). Now the grand urban space of Sackville Mall led up to and turned into the verdant new square.



Figure 5.6 The Rotunda before its enrichment with details of Coade Stone, 1784. (NGI) (note, on the far bottom left can be seen the curved end of the Mall enclosure shown on Scalé's Map, 1773, Figure 5.4)



Figure 5.7 *The Rotunda, and assembly rooms a prelude to the verdant Rutland Square.* James Malton c.1800.

Opposite the assembly rooms, further contribution to the view up Sackville Street was achieved by the redevelopment of a number of the plots on the corner of Great Britain Street and Cavendish Row. In 1787, a proposal was agreed by the Wide Streets Commissioners. (Figures 5.8) The end-of-terrace formed the corner seen approaching east along Great Britain Street and contributed to the vista at the north end of Sackville Street. The corner building was enriched by an elaborated ashlar ground storey, stone quoins, and a cornice topped with a vase that answered the one on Gandon's entrance building opposite. (Figure 5.9). In Figure 5.9, the junction of Sackville and Great Britain Street was completed with a fountain that had been proposed in a drawing dated 1789. (Figure 5.10) The fountain was criticised for its diminutive size and detail, one visitor wrote of the fountain that it is "ornamented with statuary, but the figures are so exceedingly small, that it would require a telescope on the flagged-way, to view them. This is an egregious absurdity." The site of the fountain was taken by the much more prominent Parnell Monument, unveiled in 1911 and still standing there today.

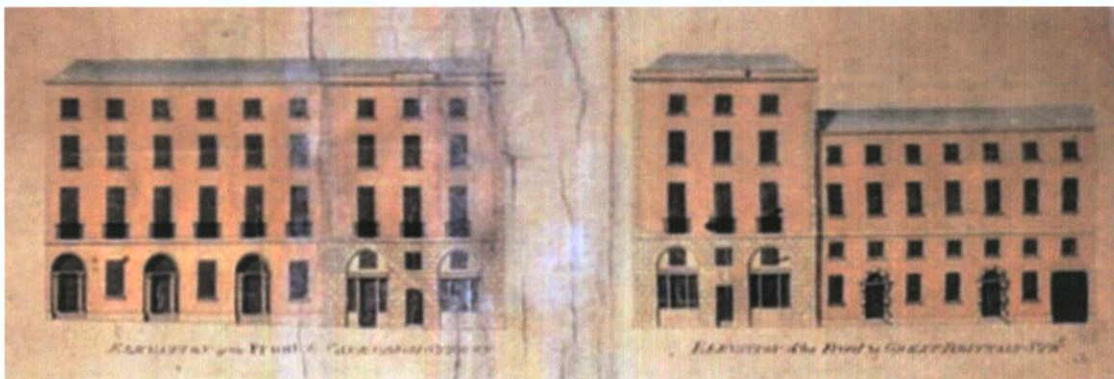


Figure 5.8 *Detail of the drawing approved by the Wide Streets Commissioners in 1787 for the corner of Cavendish Row and Great Britain Street.* (Courtesy of Dublin City Library and Archive)

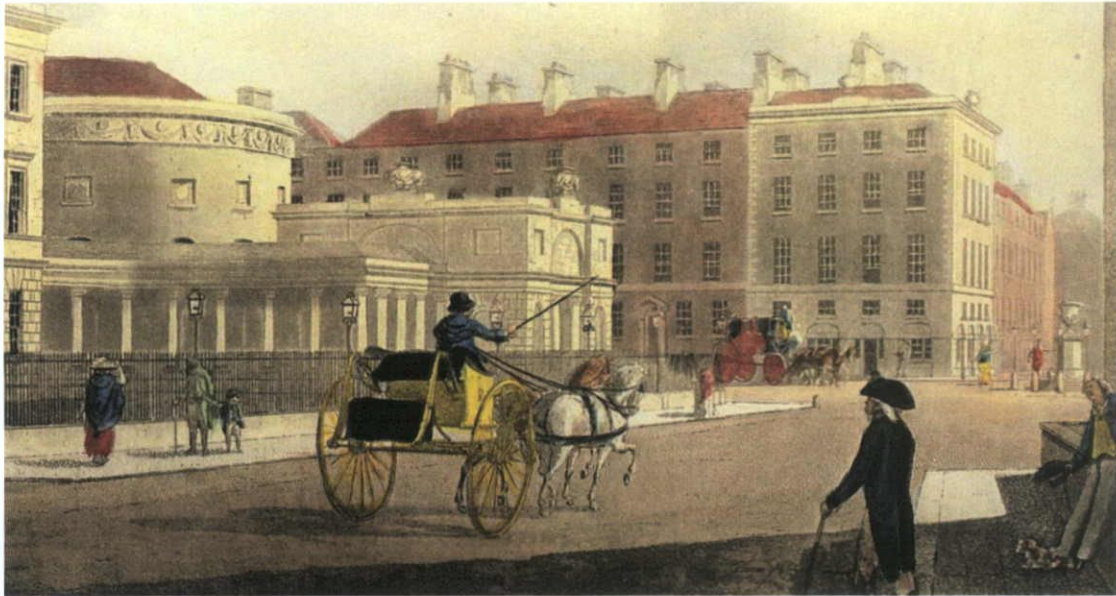


Figure 5.9 View along Great Britain Street to the junction with Cavendish Row and Sackville Street. Note the fountain on the far right marking the junction. (Attributed to James Malton, NLI)

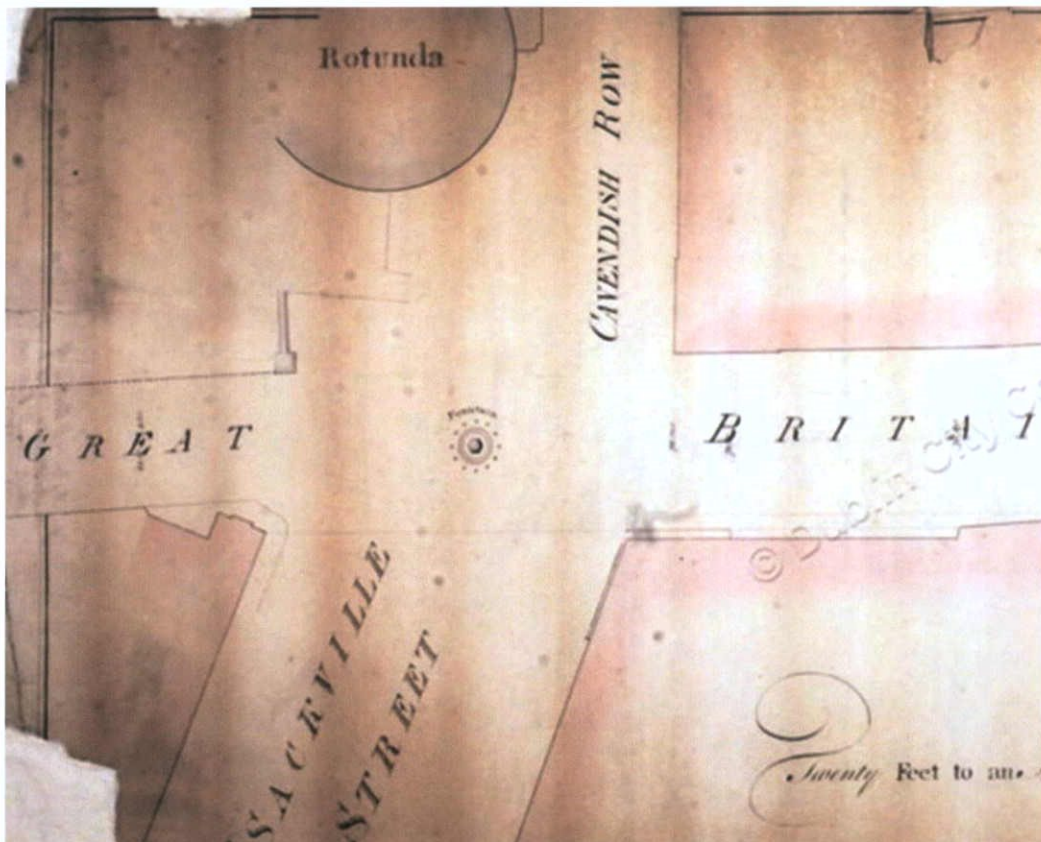


Figure 5.10 Proposal for a fountain to mark the junction of Sackville Street and Great Britain Street. 1789 (Courtesy of Dublin City Library and Archive)

Today a high wall of ordinary contemporary building has been advancing along Parnell Street from the west towards the last urban block before O'Connell Street. Thus, an important opportunity arises for the resolution of the south side of Parnell Street, as it approaches the junction with O'Connell Street, to address its relationship with the Rotunda Hospital across the street; to absorb and make physical the long-standing potential of the Rotunda Hospital to contribute to this distinguished urban moment. (Figure 5.2)

6. Mews lanes and the emergence of the court as an element in the urban fabric

From the outset, the mews, or stable lane, was an inherent element of the street structure of the Moore estate and of Sackville Street/Mall. The lane provided access to the utilitarian rears of the grand plots on Sackville Street and fulfilled a corresponding function behind Great Britain and Henry Streets. Henry Street was the most important street in the Moore estate; its plots took precedence.

The evidence from Rocque's detailed 1756 map suggests that this led, at least initially, to the southern ends of Coles Lane (location A), Moore Street (location B) and Drogheda Street (locations C and D) being no more than the sides of the Henry Street plots. (Figure 6.1) There is reason to believe that this was the case at location C in Figure 6.1; the corner building has a footprint that suggests its original orientation was to Henry Street; in all photographs, drawings and engravings, this building is significantly smaller in scale and proportion than others on Sackville Street/O'Connell Street. At location D across the Mall, the effect is more pronounced, where the entire depth of the original plot (the equivalent of seven house fronts), consisting of building side, garden wall and coach house are exposed to view from the Mall.

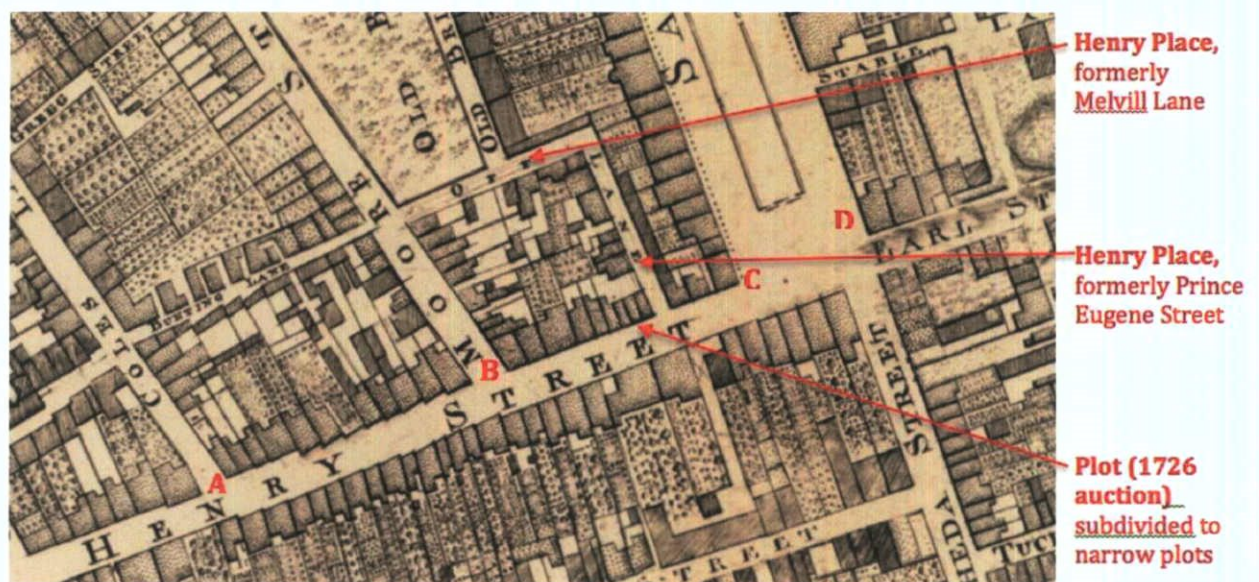


Figure 6.1 Detail of the 1757 Rocque map. Note the precedence of Henry Street at the junctions with Drogheda Street, Coles Lane, the west side of Moore Street and at the Earl Street-Sackville Street/Mall junction.

The east-west section of Henry Place (Off Lane on the Rocque Map) had originally continued further to the east to service the plots on Henry Street.

The north-south section of Off Lane (now Henry Place and in the early eighteenth-century Prince Eugene Street) followed a gap in the plots on Henry Street. It probably then kinked slightly to become the mews lane of Drogheda Street before the creation of Sackville Mall. In 1726, a large plot on Henry Street, extending to the east-west section of Henry Place, then known as Melvill Lane, was to be auctioned. However, by 1756 the block bounded by Henry Street and Place and Moore Street had undergone an intensification of land use. The original plot auctioned in 1726 was split into lots smaller in width and depth addressing Henry Street and residential buildings appeared along the lane. (Figure 6.2) This section of the lane became the mews lane for the newly created Sackville Mall. In addition, the development of plots at the southern end, east side of Moore Street began to cut up the depth of the plots on Henry Street. The need to give access to the rears of properties around four sides of the block gave rise to alleyways that became precursors to the "courts".

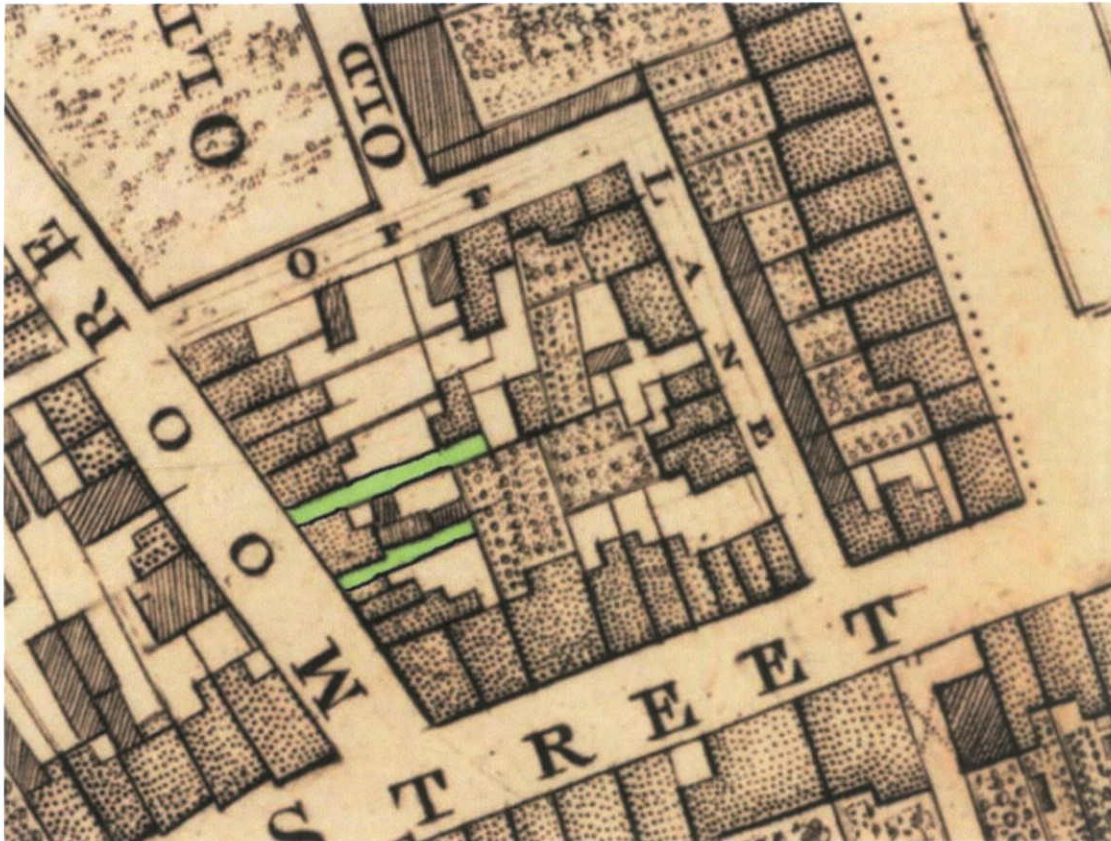


Figure 6.2 Detail of the 1756 Rocque Map indicating in green, part of the necessary access by alleyways into the centre of the block.

Two passageways lead off Moore Street through gaps in the built plots. (Figure 6.2) The first is what became Clarke's Court, access to which continues to this day through a stone-cut archway in the terrace on Moore Street, rebuilt after 1916. The second, possibly having been accessed initially through the narrow plot shown in the nineteenth century OS maps, no longer reached Moore Street by 1893, having become one arm of the dog-legged Moore Place/Mulligan's Court that emerged later. (Figure 6.3 & 6.4) By the early nineteenth century the interior of the block, via Mulligan's Court, was exploited to build three-storey tenements squeezing in residential buildings on either side of this eight-foot-wide passageway with nothing more than a four-foot-square light well to their rear. Around the elbow of the court as its width narrows further was another tenement. The creation of the courts in Dublin could be understood as a response to the shortage of accommodation, as rural poor migrated to the capital in search of a livelihood; landlords responded by exploiting the rear of plots to maximise rent returns.

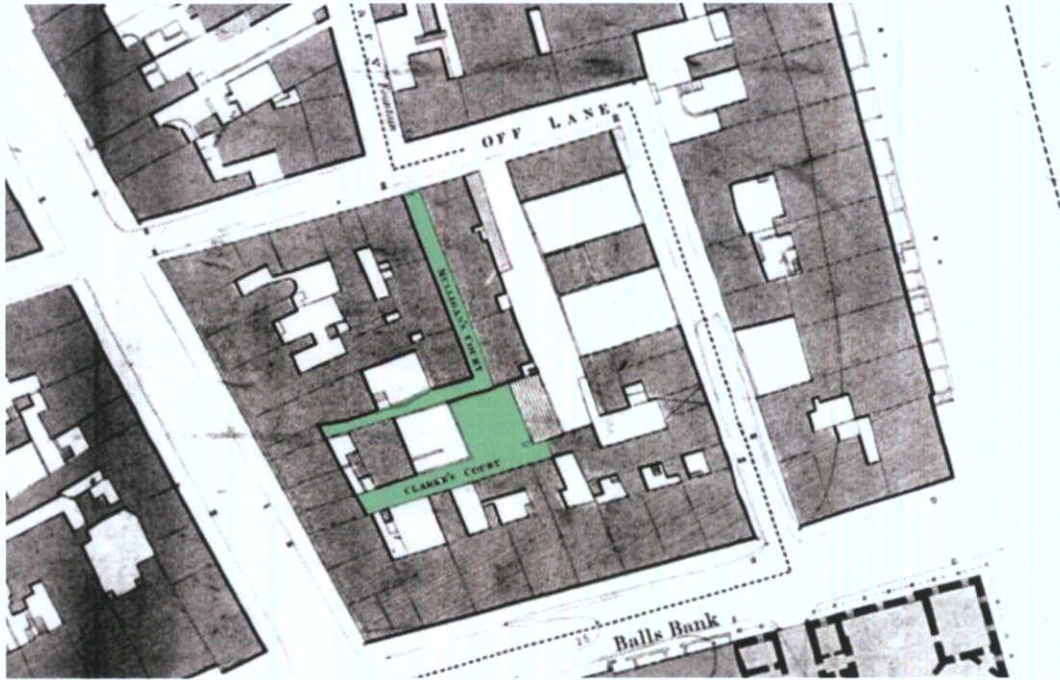


Figure 6.3 OS Map of 1864 (UCD Digital Library with permission of Osi) showing Clarke's Court and Mulligan's Court, later known as Moore Place, which now had tenements on either side.

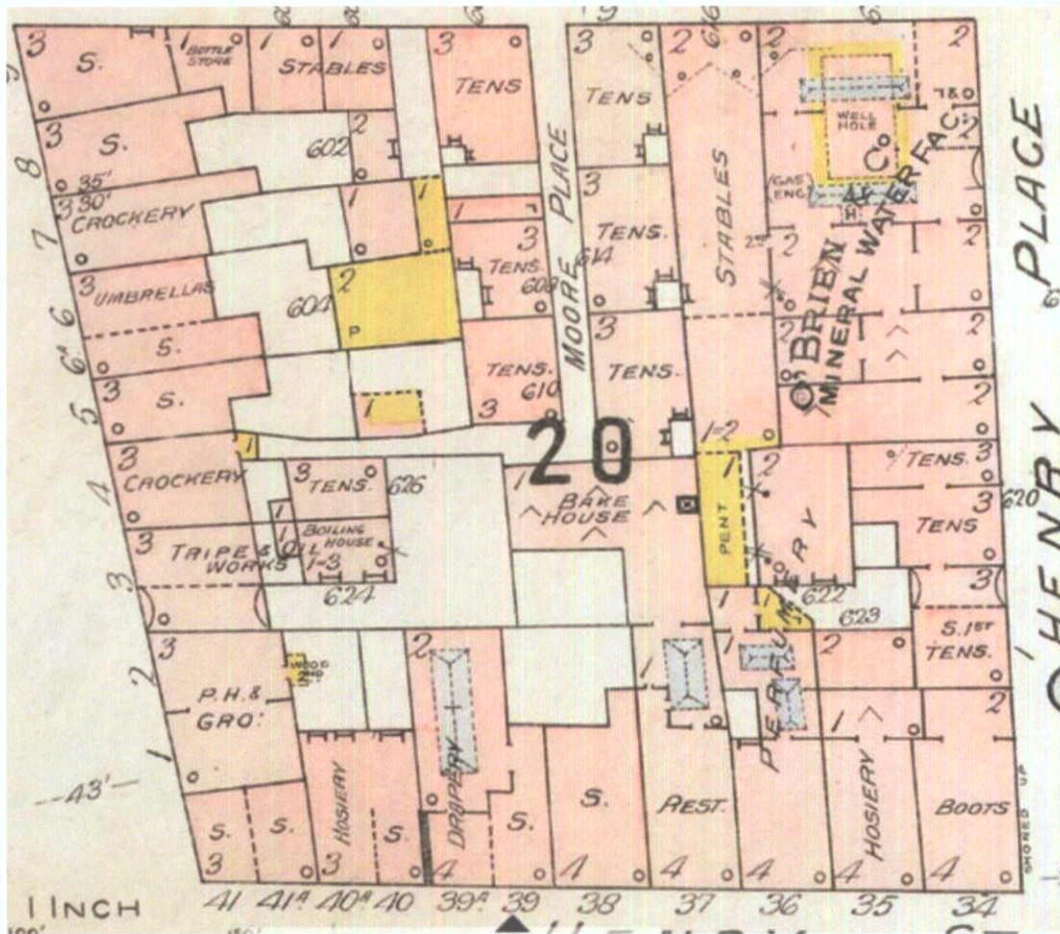


Figure 6.4 1893 insurance map. The eight-foot-wide Moore Place (formerly Mulligan's Court) with 3-storey residential buildings, the rear of which had only the smallest of light wells.

7. Henry Street

Henry Street had been the principal street of the Moore development; where it crossed Drogheda Street to become Earl Street its plots took precedence. Until beyond 1773, the southern end of the east side Sackville Street was presented with the garden wall and stables of the first plot on Earl Street. The mews lane serving the north side of Henry Street shown on the Brooking Map (Figure 2.5) continued on to Drogheda Street.

From the north side of Henry Street, because of the great depth of the northern quarter of the Moore Estate (Figure 2.6), two roads led off to Great Britain Street (now Parnell Street) - Coles Lane and Moore Street - neither of which was perpendicular to Henry Street. This meant that the plots met Henry Street at an angle. This was resolved in a variety of ways giving the street an irregular line. (Figures 7.1 & 7.2) It was left to the block from Moore Street to Drogheda Street to make the transition to the orthogonal junction at Drogheda Street and its later widened form as Sackville Street. A consequence of this was that Henry Street narrowed at Moore Street giving the corner building prominence when looking east along Henry Street and in return affording a view west down the street with the medieval tower of St. Michan's in the distance. (Figures 7.3 & 7.4)



Figure 7.1 Detail of the Rocque Map, 1756.

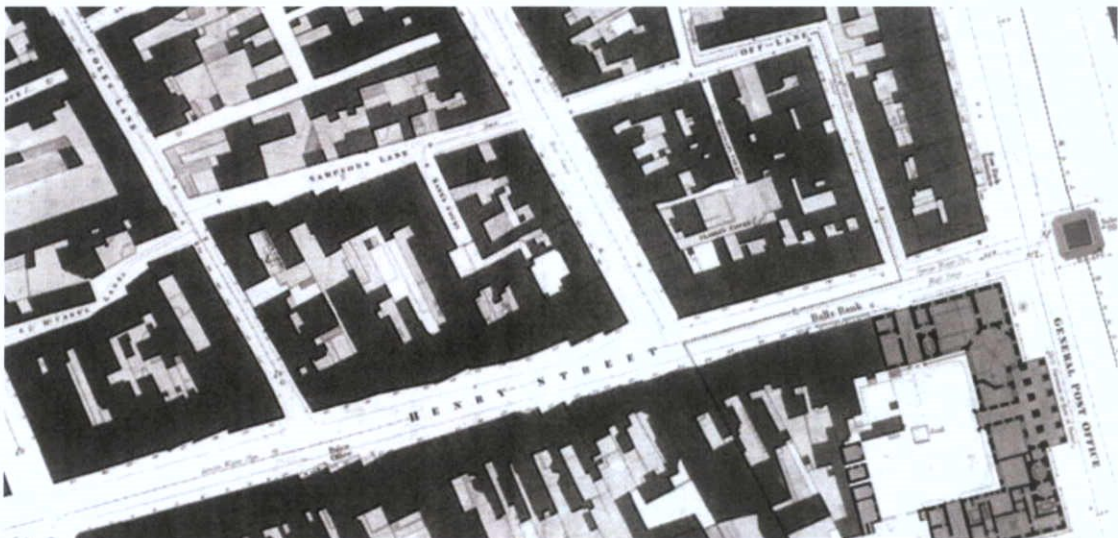
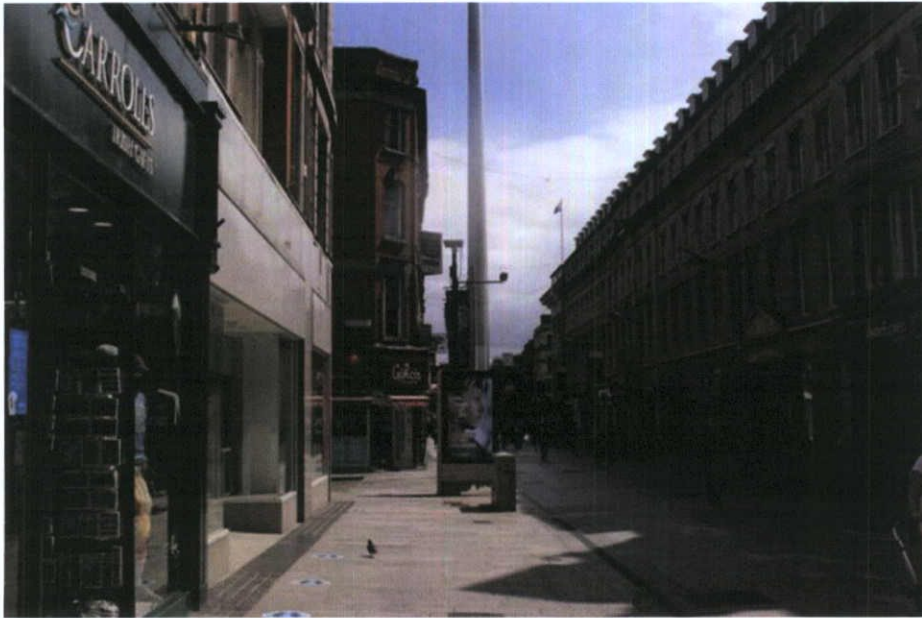


Figure 7.2 OS map of 1846. (UCD Digital Library with permission of Osi)



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Figure 7.3 Looking east along Henry Street to where the street narrows.

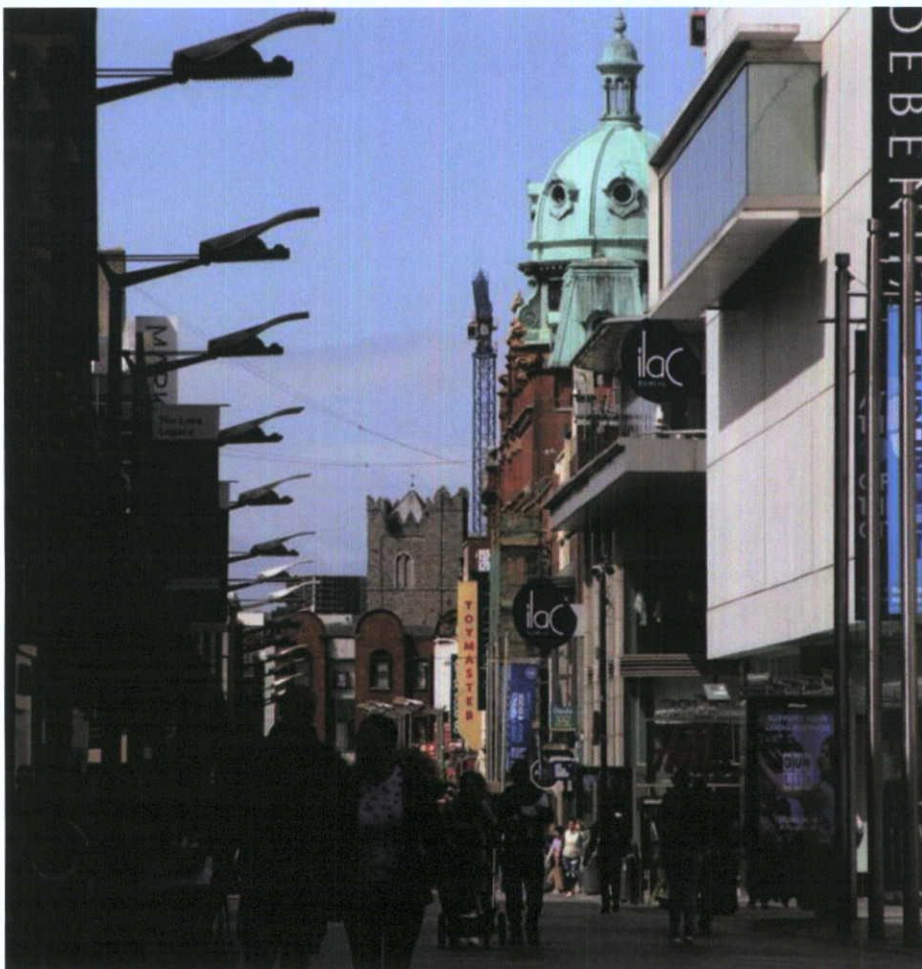


Figure 7.4 Looking west along Henry Street allowing a view of the medieval Tower of St. Michan's Church.

Through the nineteenth century, commerce reshaped the streetscape; facades and plots were refashioned or rebuilt to create a richer palate of styles and forms and the department store arrived (Arnott's). What began to emerge, as elsewhere in Dublin, was a typology that sought to increase sales space and increase display seen from the street. The retail was on two floors with increasing areas of glazing on the first floor. This typology was carved out of existing fabric or purpose built. (Figures 7.5 & 7.6)



Figure 7.5 Left, c.1900, photograph, with applied colour, Looking east along Henry Street. The turning into Henry place is visible (Courtesy of Dublin City Library and Archive). Right, the same location today.

The greater part of the urban block of Henry Street/Henry Place was destroyed in 1916 (Figures 7.6 & 7.7). Figure 7.6 reveals the existence of the new typology as purpose-built at the corner of Henry Street and Henry Place prior to the conflict.



Figure 7.6 Henry Street looking west, aftermath of the Easter Rising. Note the shell of the building on the right. This plot had been rebuilt to create the new typology with large first floor display windows before 1916. (Courtesy of Dublin City Library and Archive)



Figure 7.7 Henry Street looking east, aftermath of the Easter Rising. 1916 (NLI)

In rebuilding the urban block after the Easter Rising, the original plots were mostly retained including the irregular street line, still discernible by reference to the current paving border to the front of the buildings. (Figure 7.8)



Figure 7.8 looking west along the north side of Henry Street from just east of the junction with Henry Place. The irregular building-line is clearly visible.

The rebuilding of the façade of this block has been constructed to produce a coherent composition, yet with individuality asserted by each plot. (Figure 7.10) At the centre of the terrace extending between Moore Street and Henry Place, a pair of grander buildings sets the language; brick, stone and faience detail articulates individual plots contributing to the whole. This, the sun-lit side of the street, endows a vibrancy to Henry Street with its variety and colour of materials. In contrast, the sombre, grey uniform rear extension of the GPO, executed in a pared back, classical language, stretches all along the south side from O'Connell Street to beyond the junction with Moore Street. This makes the more human scale and intimate nature of the 1920s composed façade opposite all the more welcome.



Figure 7.9 The Street Façade (north side) of Henry Street from Moore Street to Henry Place.

8. Moore Street, a Market Quarter

If the site of the Moore Estate was on reclaimed wetlands, marsh or estuary, the land would have been valued for its fertility and may have been a prime site for agricultural and/or horticultural production. Rocque's map of 1756 displays a conspicuous presence of market gardens around the periphery of Dublin. In his earlier map of London, Rocque recorded the market gardens around that city, including that of his brother. Studies of the market gardens in London have revealed the dynamic of leases, their value and the location of sites of prime production. Land in the flood plain of the Thames was sought after for its fertility, as well as its ease of access to markets by river. Land was sublet in small parcels and often on short-term leases.⁹ Like London, the lands of St. Mary's Abbey had a value for market gardening, but also like London, the clay below the ground was suitable for brickmaking and could supply building booms. This is graphically depicted in a watercolour of 1852, of Hackney, London that shows market gardens, soon to be replaced by brick fields, that would then be succeeded by houses of the expanding capital all coexisting, as the wave of change follow in succession.¹⁰ In Dublin, the Moore Estate benefited from similar ground conditions - clay for brick manufacture (overlaid with fertile soil) with areas of sand and gravel – providing materials to fuel a building boom, without prohibitive transport costs.



Figure 8.1 Revised Rocque map of c.1760 of the Moore Street quarter.

Such conditions are apparent in the land to the west and east of Moore Street on the 1760 Rocque Map and in the wider estate and area. (Figures 8.1 & 2.6) On Moore Street between Gregg Street and Bunting Lane there was sparse development; to the east, no development

⁹ Malcolm Thick *The Neat House Gardens: Early Market Gardening Around London* 1998

¹⁰ Margaret Willes, *The Gardens of the British Working Class*, (2014) Plate VII.

had occurred on the area labelled the “Old Brick Field”; to the west only two thirds of the plots were developed. The central section of the west side is occupied by two gardens and a lane or empty plot that lead through to an area of large gardens. One such garden plot may be referred to in the “Lease for nine years for a piece of ground in a new street to be laid out and called Moore Street on 13 August 1707”¹¹

In 1756 the northern section of Moore Street, consisted of the sides of the plots onto Great Britain Street (now Parnell Street), whereas the southern section had seen some development within the Henry Street plots, with buildings now facing onto Moore Street.



Figure 8.2 Detail of Scalé's 1773 updated version of Rocque's map.

Because of the diverging orientation of Moore Street and Sackville Street, the depth of the plot of undeveloped land, the “Old Brick Fields”, gets larger towards the north. By the time of Scalé's updating of Rocque's map in 1773, the extensive gardens of the central section of the west side of Moore Street are unaltered. (Figure 8.2) However, the east side is now fully developed. To the north of this section, where the plot depths would have been substantial, there is an intensification of development linked to vacant land on Great Britain Street. Residential buildings face each other on the eastern end of the mews lane, then called Sackville Lane. On the north side, the new plots back on to those newly occupied on Great Britain Street, requiring a lane to access the rear. Similarly, south of Sackville Lane the plots require a rear access. Here is the beginning of Murray's Court, where already buildings appear. (Figure 8.3)

¹¹ Quoted in *Dublin Moving East, 1708-1844*, Michael Branagan, (2020) p139 but source not referenced

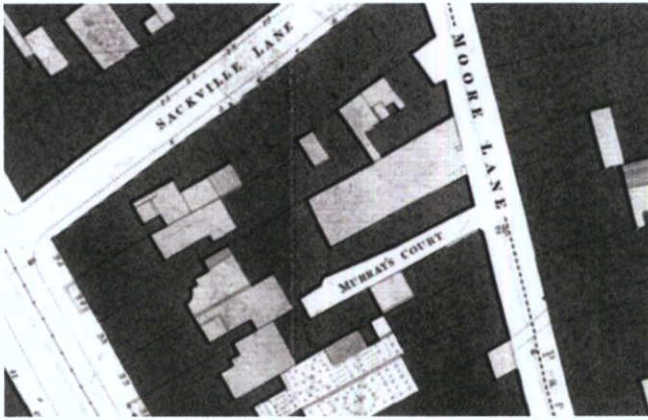


Figure 8.3 Detail of OS 1847 map showing the development of the deep plots to Moore Street. (UCD Digital Library with permission of Osi)

The Moore Street quarter would attain prime importance in the support and servicing of the grand households of what is now Parnell Square and the substantial development to the east of Sackville Mall. Very modest buildings had appeared on Moore Street certainly by the 1773, but probably c.1760. Were the surviving gardens off the west side of Moore Street productive market gardens and were they then a catalyst for evolution of the Moore Street area as a market quarter?¹²



Figure 8.4 Detail of OS 1891 map showing the market quarter replacing the earlier gardens (UCD Digital Library with permission of Osi)

The area of gardens on the west side of Moore Street was to become a dense, fully formed, market zone before 1847. A loose grid of streets and courts emerged, their configuration arising from the major plot boundaries of the gardens. (Figures 8.2 & 8.4) Some narrow lanes broadened in an arc to give space and identity as markets, in particular Market Street and Anglesea Market. (Figure 8.5)

¹² The history of the Moore Street Markets is explored by Barry Kennerk in his *Moore Street: The Story of Dublin's Market District* (2003)