

Environmental Impact Assessment Report

Appendix 16.1

Volume 3 Part 8



Appendix 16-1

Catalogue of Cultural Heritage Assets

Compiled by Niall Brady and Dominick Gallagher

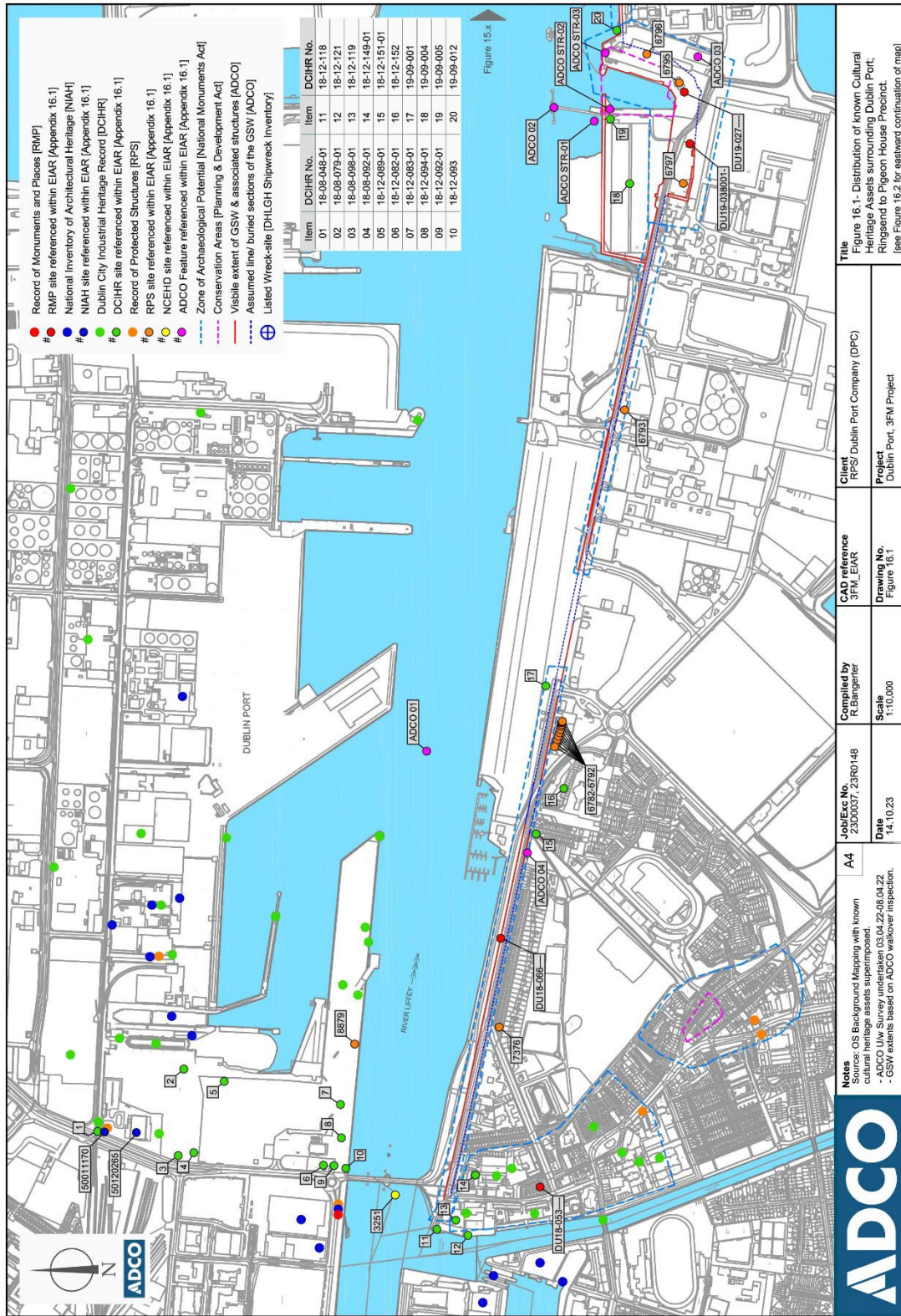
The catalogue is based on the known cultural heritage sites recorded within the development area and adjoining it. The entries are drawn from the National Monuments Service's Register of Monuments and Places (RMP), the National Inventory of Architectural Heritage (NIAH), Dublin City Council's Record of Protected Structures (RPS), the Dublin City Industrial Heritage Record (DCIHR), the National Civil Engineering Database (NCEHD) and Dublin Docklands Industrial Archaeology Survey (DDIAS).

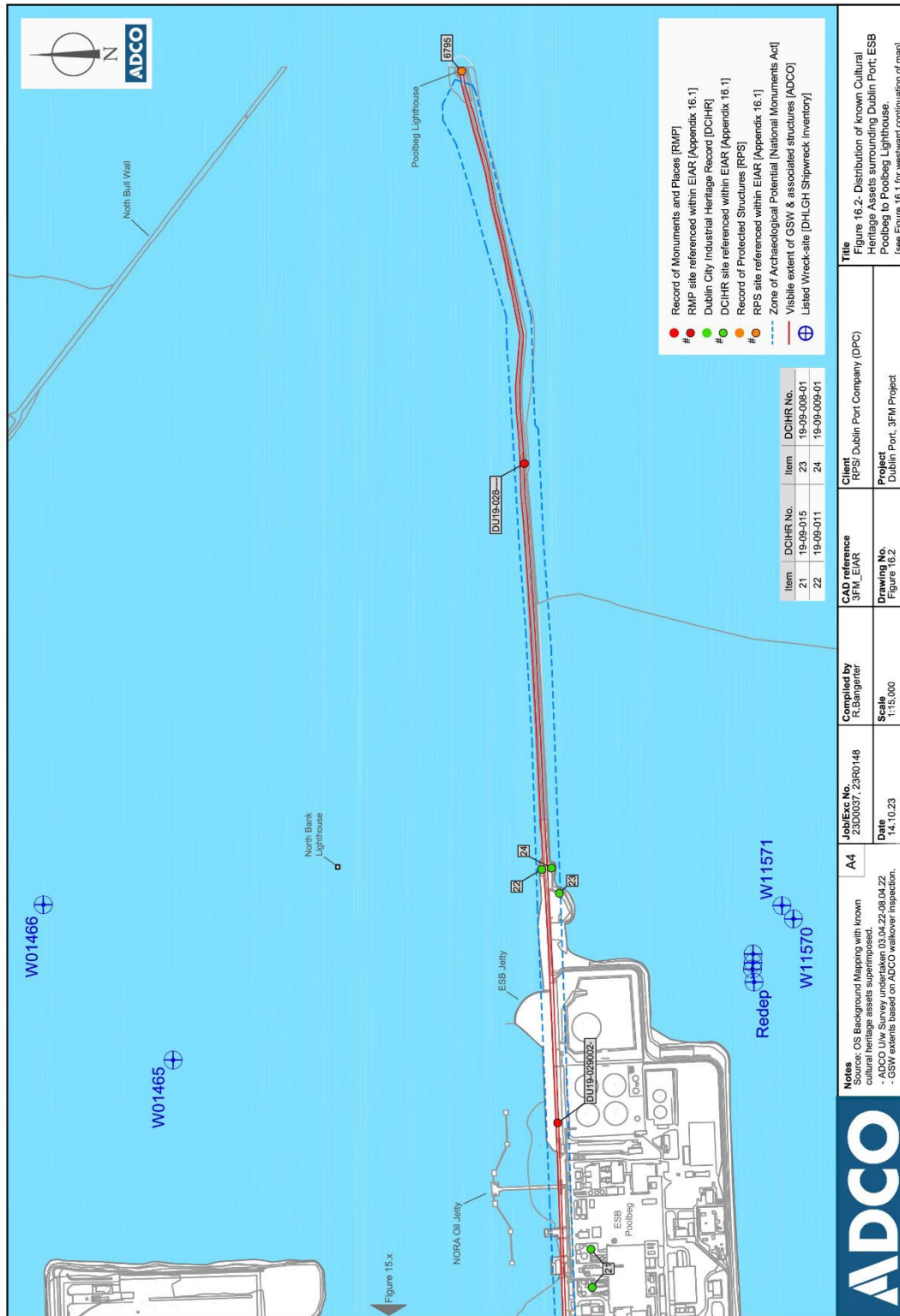
Supplemental information is provided where appropriate from the Dublin Port Archives and from field walkover inspection carried out to inform the 3FM project. Additional information based on record taken during archaeological monitoring of Site Investigations works for the 3FM project is described in Appendix 16-4, and on record taken during the underwater archaeological impact assessment for the 3FM project is described in Appendix 16-5.

Historic images are sourced from Dublin Port Archives unless otherwise indicated. Present-day photographs are sourced from ADCO's field inspections for DPC unless otherwise indicated.

The catalogue provides the official site registration reference; site name; site type; positioning data based on ITM Easting and Northing; Site Description; Proximity to the 3FM development area; Likely impacts and Recommended mitigation arising from the 3FM project. Where sites are included that have no official site reference number, they are given a project specific number; namely, ADCO #.


The catalogue entries are summarised in Chapter 16 Table 16-3, and are presented below following same order. The locations of each site are presented in Figures 16-1 and 16-2, which are included in Chapter 16 and are repeated in this Appendix for ease of reference.





North Side of the Channel

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-08-048-01	Level Crossing	Level Crossing	718129	734913
Description	Railway continues to crossroads though no trace of level crossing survives. Traffic lights now regulate crossing of road			
Image/s	None			
Proximity to development	Adjacent to development area			
Likely Impacts	None			
Recommended Mitigation	None			

Reference	Site Name	Site Type	ITM Easting	ITM Northing
NIAH 50011170	Substation	Substation	718133	734901
Description	<p>The redbrick building that stands at the junction of East Wall Road and Alexandra Road in Dublin Port is a former electricity substation that was built in 1922, the year of Irish Independence. It has been rehabilitated in 2023 by Dublin Port Company as a small event space known as the Substation. The rehabilitation works were monitored archaeologically by ADCO under licence 21E0737 and in fulfillment of Dublin City Council's grant of planning, reference 2681/20.</p> <p>The Substation was built over the eighteenth-century sea wall that gives its name to East Wall Road and served as a dyke within which the city's growth was able to develop the North Lotts and what became the East Wall. The sea wall is a significant structure whose full width probably extends across much of East Wall Road. The element that has been discovered under the redbrick building is the eastern edge of the sea wall.</p>			
Image/s	 <p>View looking east from East Wall Road towards the Substation</p>			

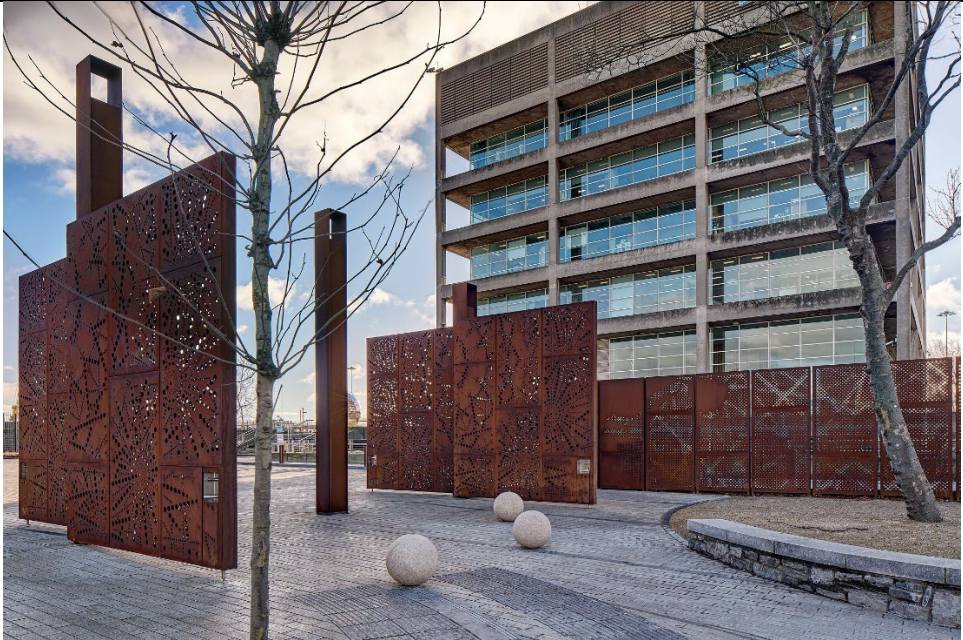


Excavated length of the former sea wall that lies under the Substation



ADCO laser-scan survey showing the exposed extent of the sea wall underneath the Substation

Proximity to development	Adjacent to development area
Likely Impacts	None
Recommended Mitigation	None

Reference	Site Name	Site Type	ITM Easting	ITM Northing
NIAH 50120265	Port Centre	Building	718138	734827
Description	Designed by Scott Tallon Walker and completed in 1981, Port Centre is a detached six-storey office building over basement, supported on single-height podium and is considered to be a prominent and striking office building that creates an architectural focal point at the entrance to Dublin Port, marking the transition between the urban fabric of the city to the west and the industrial landscape to the east. Construction of Port Centre was within the former shipbuilding yard.			
Image/s	 <p>View looking south from East Wall Road to Port Centre and including elements of the rehabilitated entrance plaza. Photograph by Enda Kavanagh for DPC</p>			
Proximity to development	Adjacent to development area			
Likely Impacts	None			
Recommended Mitigation	None			

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-08-079_01	Port and Docks Depot	Building, site of	718254	734736
Description	Building recorded on OS 3rd Edition 6-inch map. No trace upstanding.			
Image/s	None			
Proximity to development	Adjacent to development area			
Likely Impacts	None			
Recommended Mitigation	None			

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-08-098_01	Light House	Light House, site of	718073	734746
Description	Light house recorded on OS 1847 map. No trace upstanding			
Image/s	None			

Proximity to development	Adjacent to development area
Likely Impacts	None
Recommended Mitigation	None

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-08-092_01	Gasometer	Building, site of	718075	734721
Description	Gasometer recorded on OS 1910 map. No trace upstanding			
Image/s	None			
Proximity to development	Adjacent to development area			
Likely Impacts	None			
Recommended Mitigation	None			

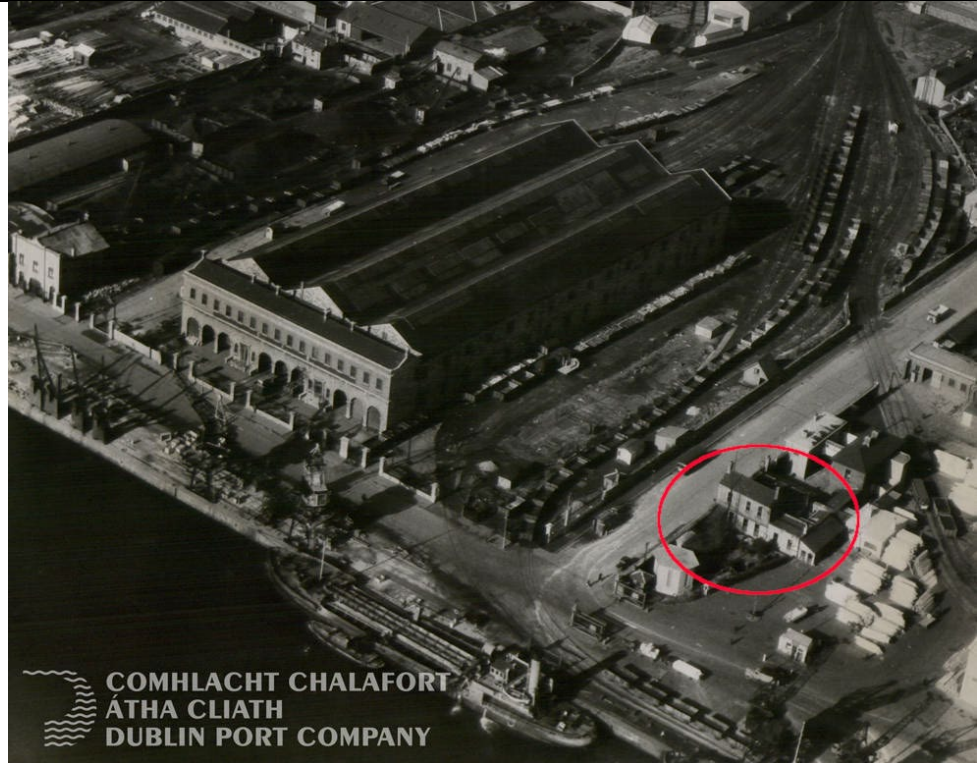
Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-089_01	Patent Slip No 2	Slip	718225	734627
Description	Patent Slip No 2 was recorded on historic OS maps and was exposed and archaeologically recorded by ADCO under the permitted Alexandra Basin Redevelopment Project, archaeological licence 16E0212.			

Image/s

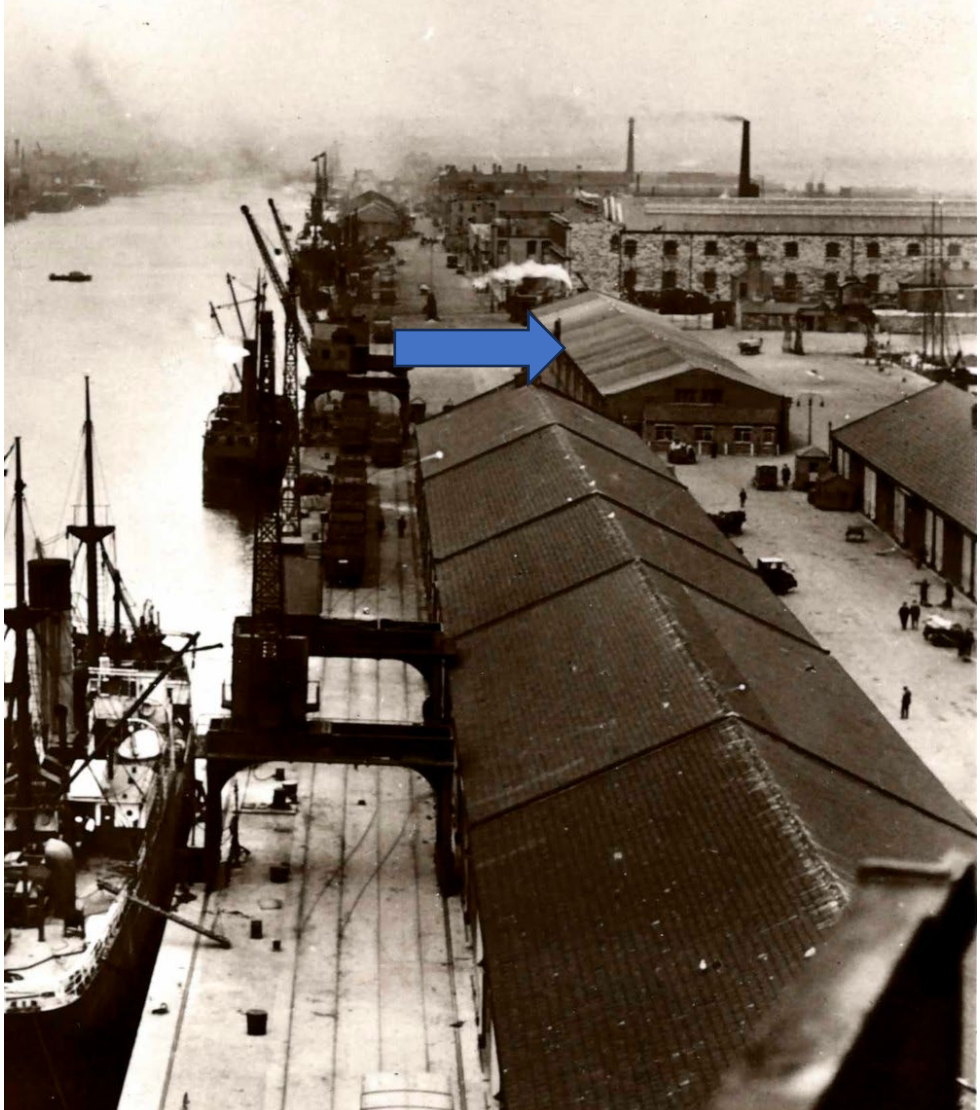


Proximity to development	Adjacent to development area
Likely Impacts	None
Recommended Mitigation	None

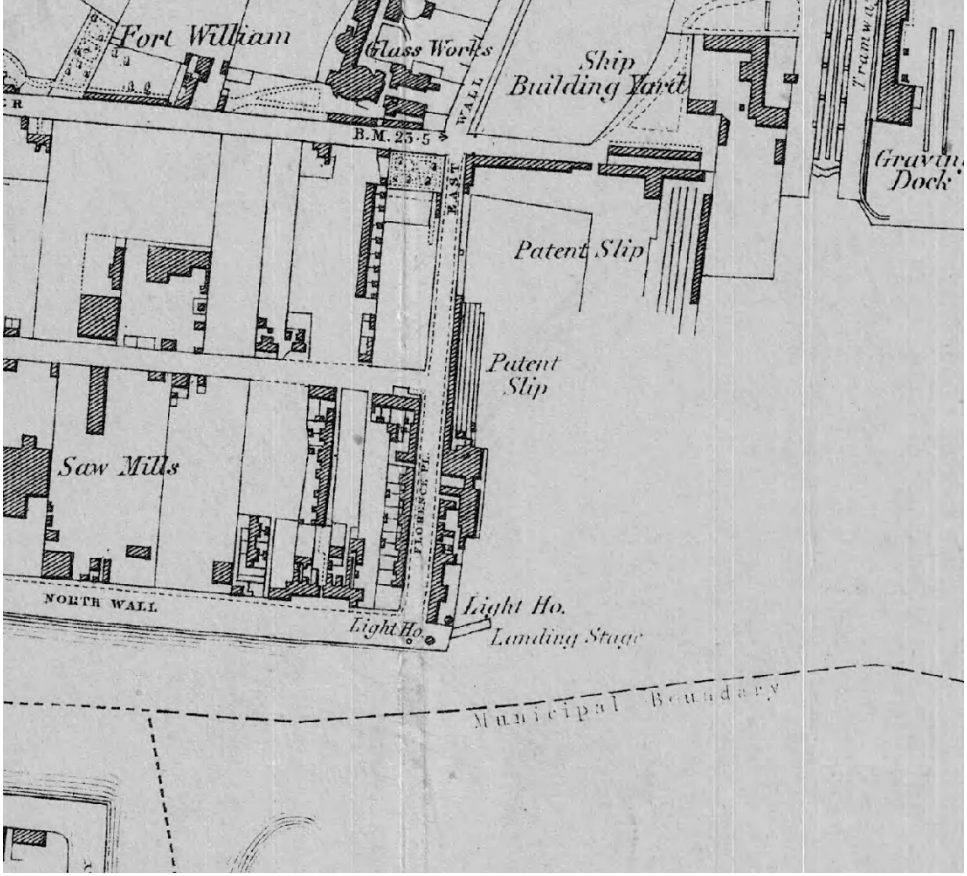
Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-082-01	Harbour Master's Office	Building	718060	734451
Description	Constructed c. 1880, the building was located along East Wall Road at Crossberth Quay, close to the entrance of the North Wall Quay Extension. Possibly replaced earlier office buildings at this location. In 1890, the roof of the Harbour Master's Office was taken down, and the building was raised and enlarged to give greatly improved accommodation. An enclosed yard and new sanitary appliances were also provided. The building was demolished in c. 1992 and area now functions as a car park.			

<p>Image/s</p>	
<p>Proximity to development</p>	<p>Outside development area</p>
<p>Likely Impacts</p>	<p>None</p>
<p>Recommended Mitigation</p>	<p>None</p>

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-083-01	Goods Shed	Goods Shed	718181	734407
Description	One of the sheds of the North Wall Quay Extension (in foreground of picture). Sheds were built on North Wall Quay Extension shortly after its construction and were demolished in c. 1990s.			


Image/s	
Proximity to development	Within development area
Likely Impacts	SPAR will cross over site. See Figure 5.5 in Chapter 5 of EIAR.
Recommended Mitigation	Archaeological monitoring and resolution


Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-094-01	Landing Stage	Landing Stage	718109	734403
Description	Historic record of feature that was demolished presumably when NWQE was constructed.			

<p>Image/s</p>	 <p>Extract of OSI 1864</p>
<p>Proximity to development</p>	<p>Adjacent to the development area</p>
<p>Likely Impacts</p>	<p>None</p>
<p>Recommended Mitigation</p>	<p>None</p>

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-092-01	Lighthouse		718062	734414
<p>Description</p>	<p>DCIHR Description and appraisal: Function at time of survey: Quay. No Remains identified.</p> <p>From available cartographic sources, no lighthouse is illustrated close to this location until the publication of the 1832 County of City, Boundary Commission and the OS 6-inch map. The Lighthouse Directory dated a lighthouse at the east end of the North Wall to 1820. However, it does seem plausible that some form of light was positioned here before 1820. There is a Revenue Watch House depicted in several paintings (1745 and 1793) at the junction of the North Wall Quay and East Wall and in neither is there a sign of a lighthouse. Taylor's map of 1816 shows this watch tower to have been switched to the opposite side of the river to Ringsend point, however no lighthouse is depicted to have taken its place.</p> <p>In 1786 a law established the Corporation for Preserving and Improving the Port of Dublin for lighthouses in the immediate area of the Port, and later in 1810 the Corporation assumed responsibility for the erection and maintenance of all lighthouses along the coast of Ireland. This responsibility was transferred to the Commissioner of Irish Lights in 1867. It is probable that the lighthouse at the east end of the North Wall was erected by the Corporation and dismantled by the Commissioner of Irish Lights.</p> <p>In a survey of sailing direction along the Coasts of Ireland dated 1842, a reference is made to 'A circular Iron lighthouse of a gray stone colour on the south-east angle of the North</p>			

	<p>Wall, directly opposite Ringsend shows a fixed white light at an elevation of 29 feet, visible in clear weather 10 miles'.</p> <p>It is possible that lighthouse was moved at some time. Maps have slightly differing locations for a lighthouse at this location. It is possible that this lighthouse is an earlier or later iteration of lighthouse DCIHR 18-12-093.</p>
Image/s	None
Proximity to development	Outside development area
Likely Impacts	None
Recommended Mitigation	None

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DCIHR 18-12-093	North Wall Quay Light	Lighthouse	718042	734390
Description	<p>Lighthouse at the entrance to the Liffey at the junction of the North Wall Quay and East Wall Road. Built c. 1820. Showed a steady light at a height of 33 feet and could be seen from a distance of 8 miles. Lighthouse contained a 5th order fixed lenticular light.</p> <p>Lighthouse was still present in 1864 during the launch of Knights Commander and was probably dismantled during the construction of North Wall Quay Extension. First addition Ordnance Survey 6-inch shows lighthouse. Not visible of Taylor's map 1816. Entrance gates to NWQE are now at this location.</p>			
Image/s	 <p>Historic image showing the Light house and Dublin Bay Gabbards. Image courtesy of Cormac Lowth</p>			

	
	<p>A view of the North Wall, City of Dublin. <i>Dublin Penny Journal</i> 1834</p>
<p>Proximity to development</p>	<p>Outside development area</p>
<p>Likely Impacts</p>	<p>None</p>
<p>Recommended Mitigation</p>	<p>None</p>

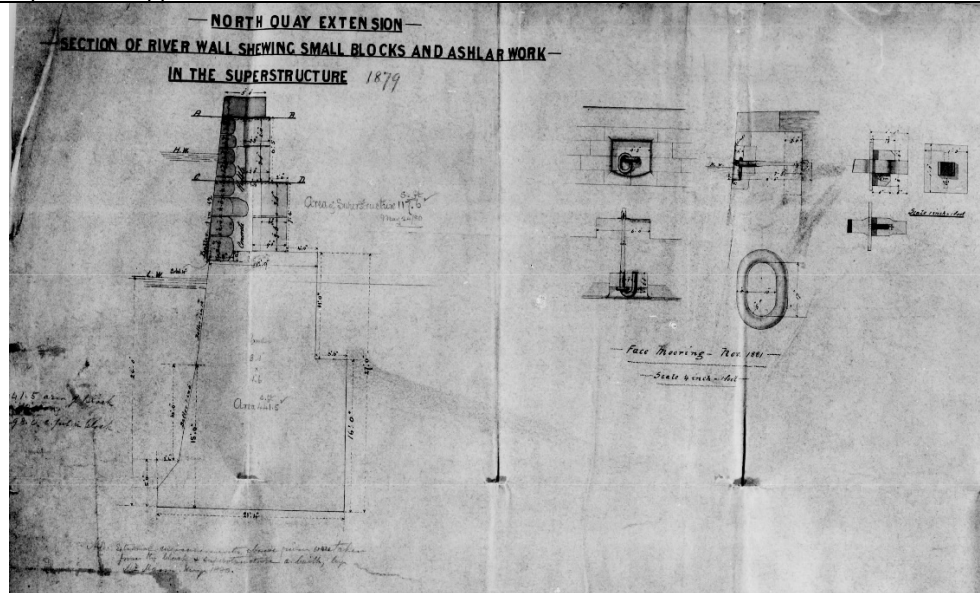
Reference	Site Name	Site Type	ITM Easting	ITM Northing
<p>RPS 8879; DCIHR 18-12-084-01</p>	<p>North Wall Quay Extension</p>	<p>Quay</p>	<p>718113</p>	<p>734378</p>
<p>Description</p>	<p>North Wall Quay Extension (NWQE) was constructed to enclose the southern part of the new deepwater basin that was built off the seaward side of East Wall Road. Construction began in 1869 and adopted the innovative design of Port Engineer Bindon Blood Stoney, who used Portland cement along with stone to make 350-tonne foundation blocks strengthened with iron girders. The blocks were cast on a block wharf located on the north shore of the deepwater basin and were floated across and then lowered into position, using Stoney's purpose-built vessel, his Shears Float. He also designed the Diving Bell so that workers could prepare the seabed in advance of lowering the blocks into position. Each block measured 21'4" wide at the base and varied in height between 26' and 29'. The blocks had a stepped profile in cross-section that was recessed by 3'6" at the rear and was of varied height, between 9'6" and 13'. The blocks form a continuous façade on both sides of the NWQE, with dredged sands filling the interior.¹ Granite ashlar was added to the blocks above the Low Water Mark, in keeping with the style of the city quays upstream. Stoney's construction continued until 1885 at which point 700m of the quay was built. Completion of the NWQE had to wait until the early twentieth century when, under the direction of Joseph Mallagh, the eastern terminus was completed in time for the Eucharistic Congress in 1932, employing a different method of construction that employed pre-cast caissons.</p> <p>Dublin Port Archives retains a series of engineering drawings that provide measured detail concerning the quay design and its furnishings as well as information on repairs.</p> <p>Archaeological inspection completed for the Alexandra Basin Redevelopment Project EIS confirmed the essential detail of the quay wall above and below sea level. The exposed facades of the quay survive largely untouched. The original mooring rings set into the quay wall are retained and elegant cut-stone steps are still in use. The granite blocks of the quay wall are however in various state of deterioration. The coping stones on the quay deck</p>			

¹ Ronald Cox, *Bindon Blood Stoney. Biography of a Port Engineer* (Dublin, 1998).

survive in places along the quay edge. The interior surface of the deck is masked by cobble-lock brick that conceals the earlier features on the quay's working surface but lengths of rail line are retained that speak to earlier uses. Underwater inspection (completed under licence 13D0019) also revealed the concrete foundation blocks, the toes of which can be partly buried in silt or exposed.

Further underwater archaeological inspection was carried out for the 3FM project, including detailed measured survey of an 80m-long stretch of the quay and supporting description is reported in Appendix 15-5.

Image/s



Detail from Dublin Port Archive engineering drawing reference 7929 dated 1879, showing section of quay wall highlighting a foundation block and the ashlar coursing placed above, and detail of a mooring ring.



Photograph shows the top of two mass concrete foundation blocks and the join between both at the base of the image, with the granite ashlar coursing constructed above and a recessed mooring ring

Proximity to development


Within development area

Likely Impacts

SPAR Bridge will cross over the NWQE. See Figure 1.2 in EIAR Impacts arising:

	<ul style="list-style-type: none"> • Capstones and upper courses of granite ashlar to be removed across bridge footprint • Excavation of NWQE surface to working depth of xxm across bridge footprint • Impact with one recessed mooring ring and associated stonework anticipated
Recommended Mitigation	<ul style="list-style-type: none"> • SPAR Bridge designed to minimise impact on NWQE • Supplemental detailed archaeological topographic survey prior to construction • Avoid impact with recessed mooring ring and associated stonework • Archaeological monitoring and resolution • Retention of ashlar granite for sympathetic re-use • Rebuild recessed mooring ring and associated stonework if impacts are unavoidable

Channel

Reference	Site Name	Site Type	ITM Easting	ITM Northing
ADCO 01	Liffey	Riverbed	7181093	734292
Description	The Liffey channel within the development area has a silt bed over gravel. It has been impacted on by dredging, by the development of the quaysides on the south Port and by development of the Tom Clarke Bridge in the 1970s with the associated reclamation of the southern foreshore. The channel was inspected archaeologically for the ABR project and was recently inspected archaeologically for the 3FM project and is reported on in Appendix 15-5.			
Image/s	 <p>Photograph from 1970s showing construction of the Tom Clarke Bridge and reclamation works along the south bank in advance of the toll road. Source: Roughan O'Donovan.</p>			
Proximity to development	Within development area. See Figure 1.2 in EIAR			
Likely Impacts	<ul style="list-style-type: none"> • SPAR Bridge will cross over site, supported by six in-water piers • SPAR will continue along the south shore as an elevated road supported on piles • Temporary relocation of Poolbeg Yacht and Boat Club Marina moorings will be secured by a series of weighted blocks off the NWQE, with no impacts on to the buried riverbed deposits and no impacts on to the NWQE • Capital dredging works will take place to facilitate new berths associated with the Maritime village • The Turning Circle proposed in front of Pigeon House Harbour will require capital dredging, and construction of a revetment for a portion close to the harbour • The Sludge Jetty and adjacent timber pier will be removed • Area N will be constructed on piles • Some element of capital dredging is anticipated associated with Area N 			
Recommended Mitigation	Archaeological monitoring and resolution			

Reference	Site Name	Site Type	ITM Easting	ITM Northing
NCEHD 3251	Liffey Services Tunnel	Tunnel	717995	734285
Description	Tunnel constructed across the Liffey channel between North Wall Quay and York Road, to serve as a services tunnel bringing water and electricity from the south side of the city. The tunnel was dug 100 feet below ground on the northern site, and ran from close to the			

	Harbour Master's Office () under the river to York Road.Thorncastle Street. The tunnel measured 830 feet long (253m) and 11 feet in diameter (3.4m), and was constructed in brick. It was completed in 1929. Archaeological monitoring in 2007 in the vicinity of the tunnel encountered stone walls, possibly former quay walls.
Image/s	none
Proximity to development	Outside the development area, crossing the river channel upstream of the East Link Bridge.
Likely Impacts	None
Recommended Mitigation	None

South side of the Channel: Great South Wall and Pigeon House Fort and Precinct

The Great South Wall (GSW) today is an amalgamation of three principal elements: the Ballast Office Wall; Pigeon House Harbour and Fort, and the GSW east of the fort to Poolbeg Lighthouse. Though recorded in the official registers as separate features, they are considered here as a contiguous whole. A series of other sites and features that are built on to the GSW are described in this section as well. To ease orientation, the GSW and the attendant features along it will be presented in three blocks:

1. GSW to Pigeon House Harbour
2. Pigeon House Harbour, Fort and Precinct
3. GSW east to Poolbeg Lighthouse

1. GSW to Pigeon House Harbour

Reference	Site Name	Site Type	ITM Easting	ITM Northing
DU018-066; RPS 6797	Sea Wall/Ballast Office Wall	Sea Wall	Various	Various
Description	<p>The Ballast Office Wall is the second main stage in the construction of the Great South Wall. In 1748, the Ballast Board announced plans to construct a double wall in stone that would extend 2,100m from the west end of The Piles to Ringsend Point. It was completed in 1759 and is recorded on John Rocque's 'Survey of the City, Harbour, Bay and Environs of Dublin' map of 1757 as 'The South Wall'. The wall was built with two parallel rubble walls and the intervening space (varying between 37 and 48 feet in width) filled with sand. The wall was furnished with parapets above the road surface, which served as a barrier between the road and the sea for those who travelled along the wall to and from Pigeon House harbour.</p> <p>A cross-section of the wall is included in Isaac Mann's essay on the Dublin Bar (1881), and this has served as a principal source, used subsequently by De Courcy (1996).</p> <p>Today this length of wall lies under York Road and Pigeon House Road. For ease of orientation, the description and accompanying images is divided into three sections:</p> <ul style="list-style-type: none"> • York Road-Pigeon House Road to Ringsend Park • Poolbeg Yacht and Sail Club to MTL Yard • Murphy's Yard to Pigeon House Harbour <p><u>York Road-Pigeon House Road to Ringsend Park:</u> Rocque's map shows the wall as being open-ended on its most upstream point, where the wall begins to curve south in the direction of what is today Thorncastle Street. Certainly the present-day waterfront at the Liffey/Dodder confluence dates from later decades and is associated with the nineteenth-century presence of industrial sites (see DCIHR 18-12-118 and 18-12-121 below).</p>			

An aerial photograph taken in the early 1930s shows a slight outward kink into the quay wall upstream of Thorncastle Street, supporting the view that waterfront at the Liffey/Dodder confluence is a later addition. The photograph also shows the shallow nature of the channel against the base of the GSW and a series of floating moorings in the river much as moorings are present today at this location.

The north-facing parapet of the sea wall survives today along York Road, where it can be seen as far west of St Patrick's Rowing Club, and as far east as the adjoining section of Pigeon House Road that runs alongside Ringsend Park. The parapet is the boundary wall between York Road and the R131 toll road. While there are several breaches in the wall along this stretch, it also retains a recessed vertical quay ladder.

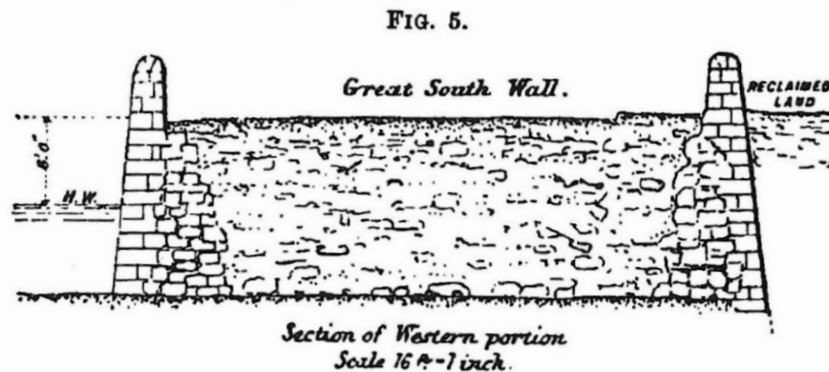
In contrast, the south-facing parapet is largely absorbed into the current building fabric, where the houses that front on to York Road are constructed directly on top of the parapet. However, a portion survives at the junction of York Road and Pembroke Cottages. Further elements survive as the boundary wall of Ringsend Park.

A Slipway is recorded off the south-facing side of the wall on Rocque's map of 1757, labelled St. George's Slip (ADCO 04 in this catalogue). A second slipway recorded by Rocque, Mackarel's Slip is recorded as DCIHR 19-09-001.

Image/s



Detail from Rocque 1757, showing the South Wall as constructed prior to its completion in 1759. Note the two slipways attendant to the wall, referenced ADCO 04 and DCIHR



Cross-section of the Ballast Office Wall recorded in Mann, 1881.



Detail from aerial photograph taken in early 1930s looking upriver, with the GSW/Pigeon House Road on the left, and the NWQE and Alexandra Basin on the right side



Two views of northern parapet looking south, showing quay wall ladder retained



View showing breach in north-facing parapet, and view looking east along north-facing parapet from York Road





Views of surviving south parapet wall at junction of York Road and Pembroke Cottages



View looking east along York Road where the south-facing parapet does not survive above ground but is replaced with the curtilage fencing of Ringsend College



View looking east along Pigeon House Road where the south-facing parapet survives as the standing boundary wall with Ringsend Park

	
<p>Description</p>	<p>View looking east along Pigeon House Road where the south-facing parapet survives as the front garden boundary wall to residential properties at junction with Cambridge Avenue Poolbeg Yacht and Sail Club to MTL Yard: The R131 has breached the GSW and cuts across the sea wall at an oblique angle.</p> <p>Pigeon House Road continues to the east of the R131 and the front garden walls of the former coastguard cottages (RPS 6782–RPS6792, see below) follow the line of the southern parapet. In contrast, the northern parapet is not upstanding but is most probably underneath a low concrete retaining wall that serves as the boundary with the northern reach of the MTL yard.</p> <p>Within the MTL Yard, a length of the GSW is apparent where a green verge extends for c. 122m. The north-facing wall that retains the grassed area is the southern parapet of the GSW. The northern limit of the GSW does not survive upstanding across the Yard.</p>
<p>Images</p>	 <p>View looking east where R131 (to right) breaches the GSW, and where Pigeon House Road (left) continues</p> <p>View looking west along Pigeon House Road, The parapets of the GSW are not upstanding at this point, and have been built over</p>



View looking west along Pigeon House Road, showing the southern parapet of the GSW as it survives serving as the boundary wall to the Ringsend Sea Scouts den



View looking east along upstanding southern parapet of the GSW that retains the north side of the grass verge in the MTL Yard



The south parapet of the GSW within the MTL Yard has been breached in several places, in this instance to insert step access



Detail showing fabric of the south parapet of the GSW in the MTL Yard where the wall core is exposed

Description

Murphy's Yard to Pigeon House Harbour:

At the junction of Whitebank Road and Pigeon House Road, the parapets of the GSW re-emerge. The southern parapet is preserved and serves as the northern boundary to Murphy's Yard. A 32 m-long stretch has been surveyed in detail.² The long façades of the wall are slightly battered, or sloped, and rise to a height of 800 mm above the current pavement. At this point, the top of the wall has a rounded cap that is 250 mm high and is made from stone cobbles. The main stone of the wall appears to be a schist, and the

² Niall Brady, 'Archaeological assessment, boundary wall, Pigeon House Road. CP1501-026, Compound Wall'. Report of ADCO for Dublin Port Company, 2019.