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Proposed Redevelopment at the Stanley Street Depot
Stanley Street
Dublin 7

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SHB4-SSD-RP-MA-AR-P3-001
Preliminary Heritage Impact Assessment Report

September 2024

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TABLE OF CONTENTS

1.0	Introduction	3
2.0	Historical Background	4
3.0	Existing Structures and Heritage Impact Assessment from the Proposed Development	11
4.0	General Comments on the Proposed Development	38
5.0	Post Planning Actions for Documentation and Salvage	41

1.0 Introduction

This Heritage Impact Assessment has been prepared by Thomas McGimsey, of MESH Architects, a Grade 1 Conservation practice, to accompany a Section 8 application, for proposals to redevelop the large Dublin Fire Brigade Depot, on Stanley Street, Dublin 7.

The subject planning application seeks to clear most of the structures and features on the site to accommodate the development of several multi-storey blocks of living accommodation.

The site contains some partial remains of 19th century structures that were part of a large waste depot, or scavenging yard, that remained in use into the 1970s. The site was largely redeveloped during the late 20th century to serve as a storage and maintenance depot for the Dublin Fire Brigade, a use that continues to the present time.

The site was inspected for the purposes of preparing this report on 21st June, 2024, on which date most of the photographs included in the report were taken, and the site examined by the author.



Plate No. 1. Historic photo showing an electric bin lorry in the Scavenging Depot around 1970. The structure to the rear is likely one of the large 19th century structures that stood at the centre of that depot, before being replaced by the currently existing maintenance garage.

2.0 Historical Background:

The site of the proposed development currently serves as the Dublin City Fire Brigade Maintenance Depot, a use that was established at the site around 1980. Prior to that date, the site served as major waste collection and processing depot, referred to as a Scavenging Depot, with origins in the early 19th century. An excellent account of the history of this part of Dublin is contained in the Archaeological Impact Assessment report prepared by John Purcell Archaeological Consultancy, and included in the pre-planning information pack.

The various editions of the Ordnance Survey maps show the site of the proposed development in great detail, and illustrate how it has changed over the course of nearly two centuries of use.

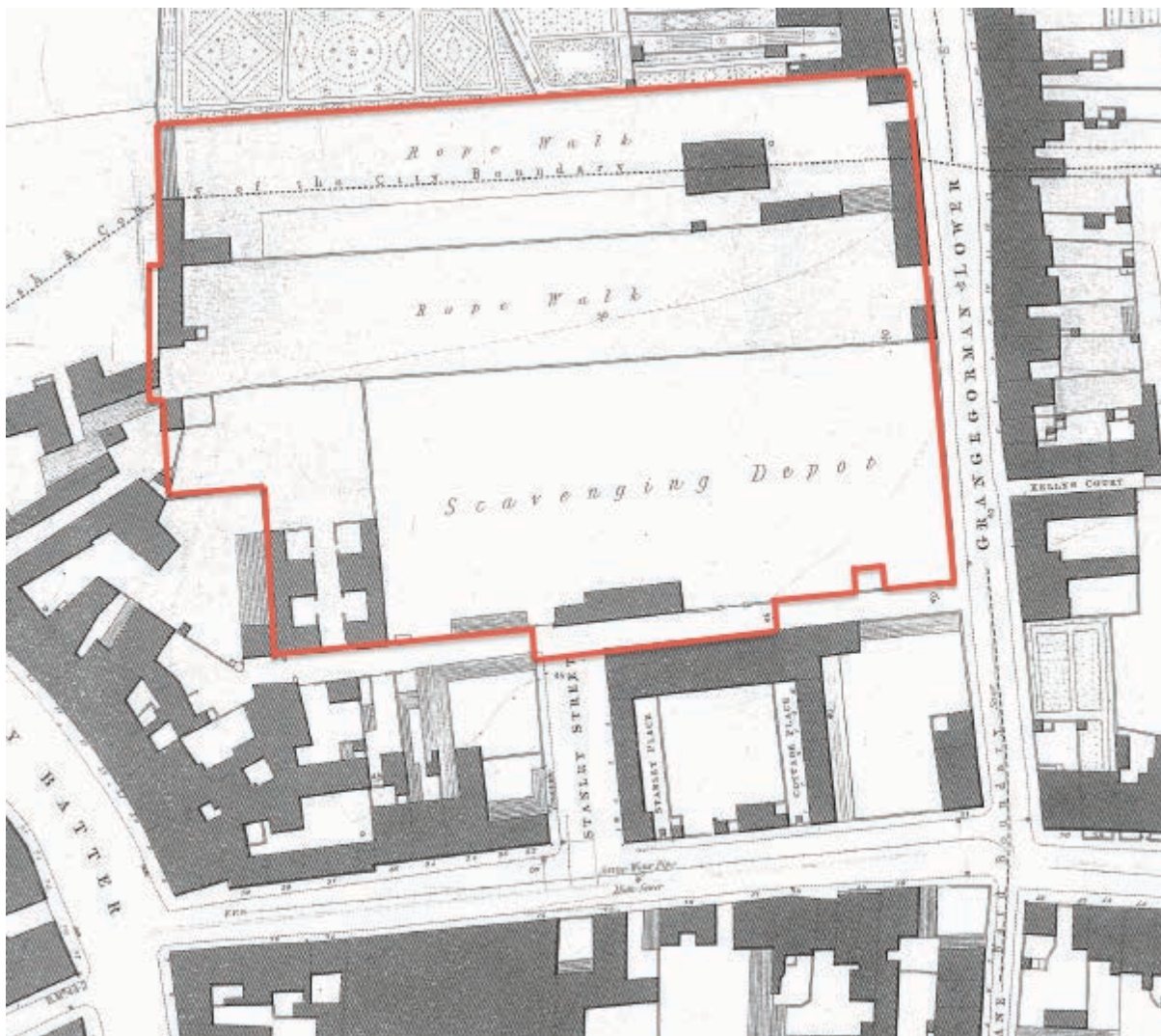


Plate No. 2. Extract from the First Edition of the Ordnance Survey, showing the subject area as surveyed in 1838, and updated in 1848. At that time, Stanley Street was in existence, along with Brunswick Street North and Grangegorman Lower. Another narrow lane is shown running east-west from Grangegorman Lower, later known as Fountain Place. The site of the current Dublin Fire

Services Depot is outlined in red. At this time, the Scavenging Depot has been established, on a large open site at the southern end of the subject site. A small group of structures are shown on the south-west corner of the subject site, as well as two separate Rope Walks in the upper half of the subject site. There is large structure shown on the site of the Malting House, on the east side of Stanley Street. It is possible that the northern section of that structure still remains as the northern range of the Malting House. No currently existing structures within the proposed development site were in existence when this area was resurveyed in 1848.

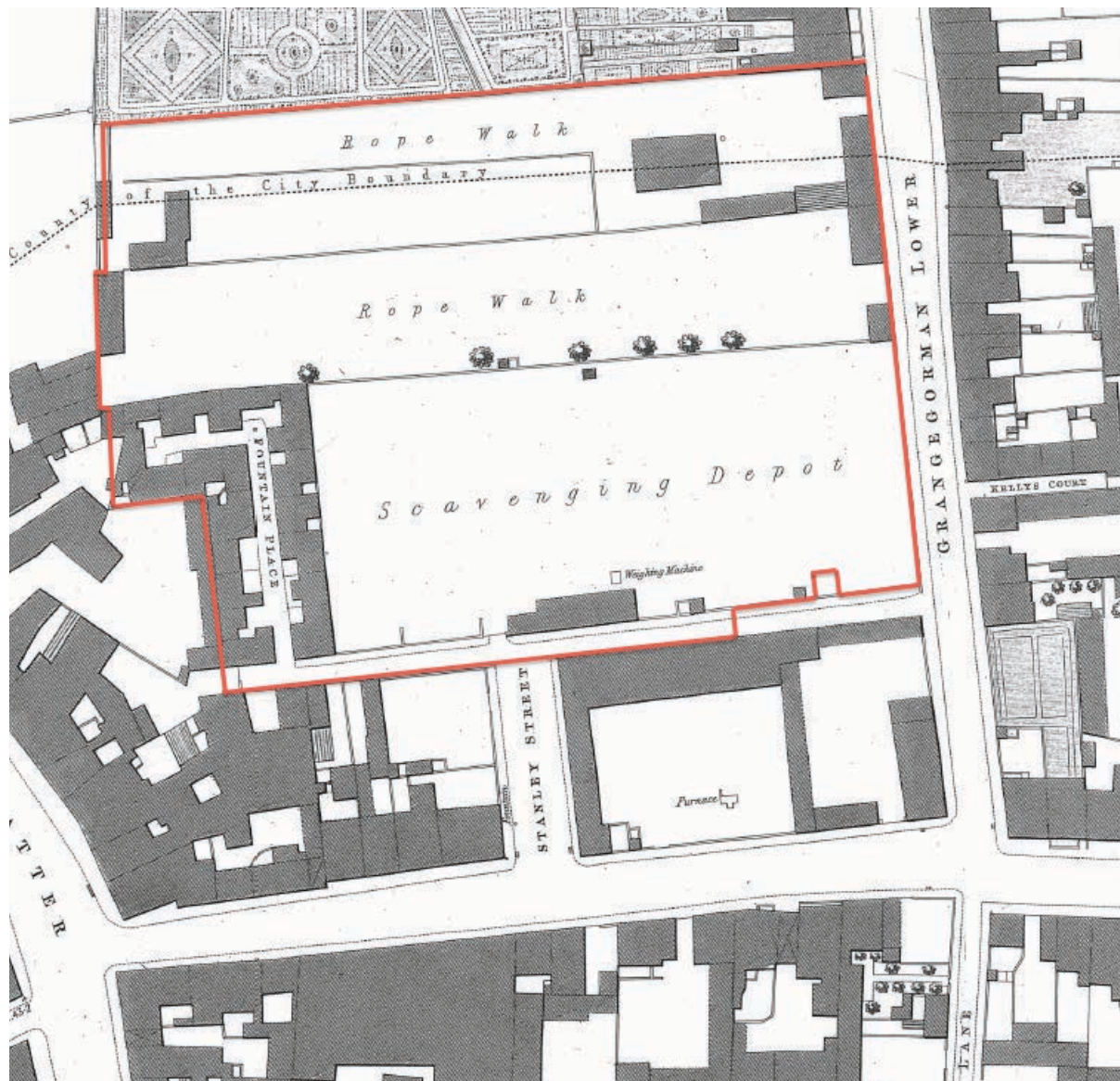


Plate No. 3. Extract from the next edition of the Ordnance Survey, showing the subject area as surveyed in 1864, and published in 1865. The group of structures along the western end of Fountain Place has been expanded, but otherwise there has been little change to the area within the proposed development site. Of particular note is the Weighing Machine shown in the open yard of the Scavenging Depot.

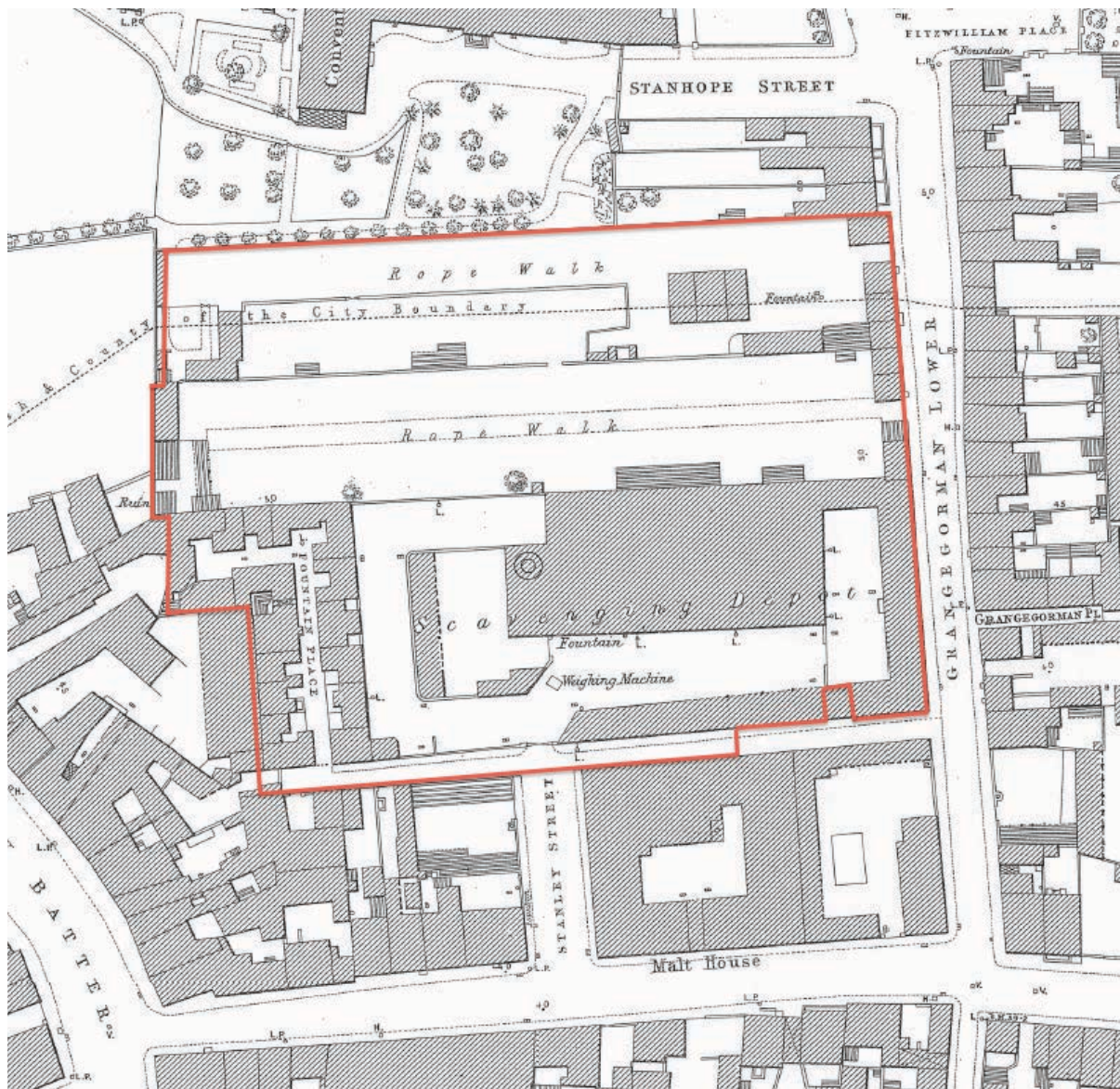


Plate No. 4. Extract from the later 19th Century Edition of the Ordnance Survey, showing the subject area as re-surveyed and published in 1882. It is clear that between 1864 and 1882, substantial changes have occurred to the Scavenging Depot. A large central structure has been built, along with a long narrow L-shaped structure along the south and east edges to the property. The Weighing Machine has been moved. The Malt House located on the south side of the depot has been developed into the large courtyard structure that remains to the present day. Of the structures that are shown in the Scavenging Depot, only a portion of the L-shaped structure remains in place at present. All of the other structures within the red line boundary of the subject development site have subsequently been demolished. It is possible that some fragmentary walls from this period have survived in the large central building, after several extensive redevelopments to accommodate the current use as a repair garage.

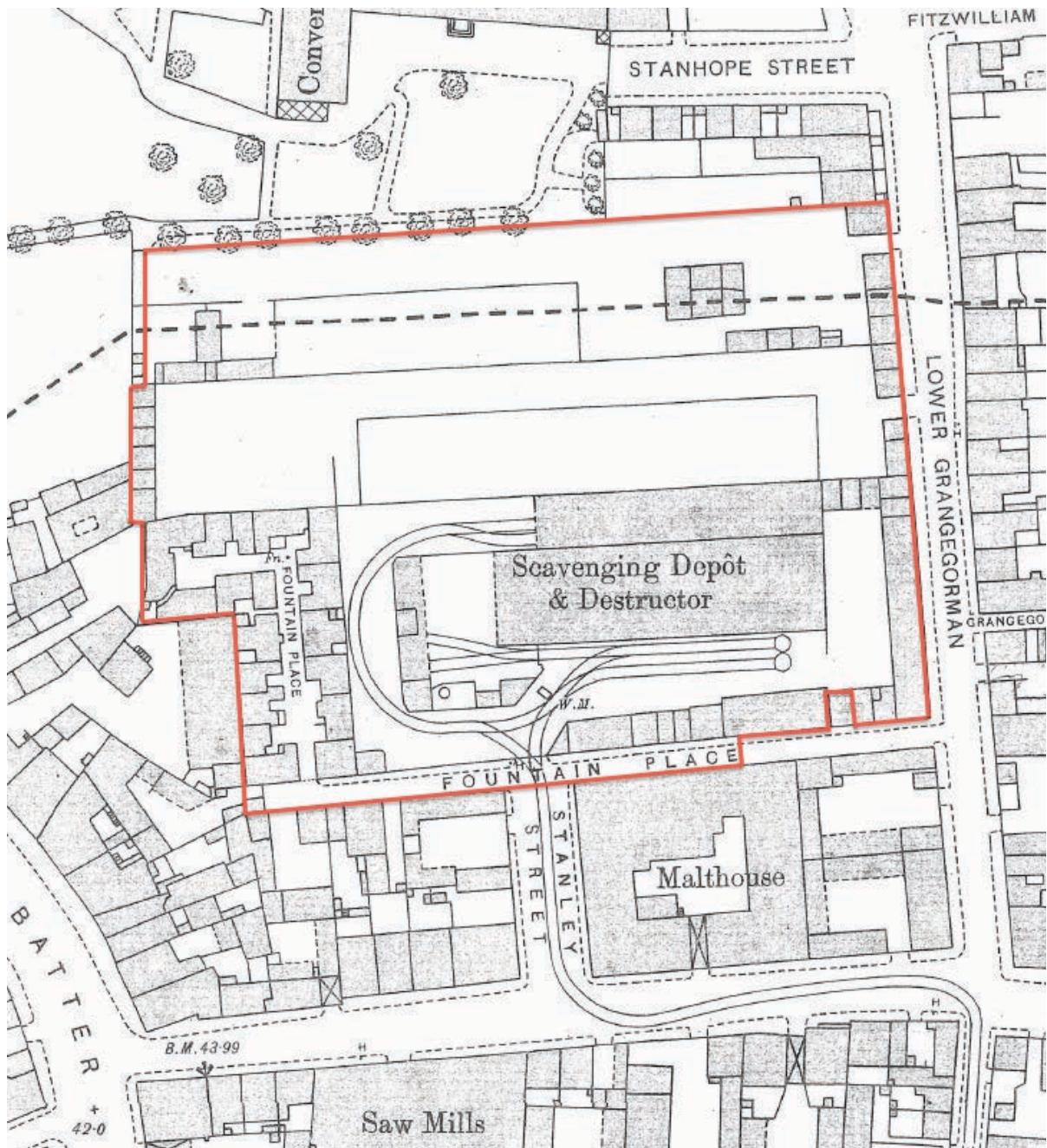


Plate No. 5. Extract from the early 20th Century Edition of the Ordnance Survey, showing the subject area as re-surveyed in 1907 and published in 1909. While most of the buildings within the Scavenging Depot are shown in slightly more detail than the previous OS map, they appear to be the same structures as shown in 1882. Of particular interest is the inclusion of the tram tracks, that provide access to many areas within the Scavenging Depot, and link the site by light rail to other parts of Dublin where the waste was further processed or disposed of. Fountain Place is still fully intact at this date, as well as Stanley Street and the small group of structures at the west end of Fountain Place.

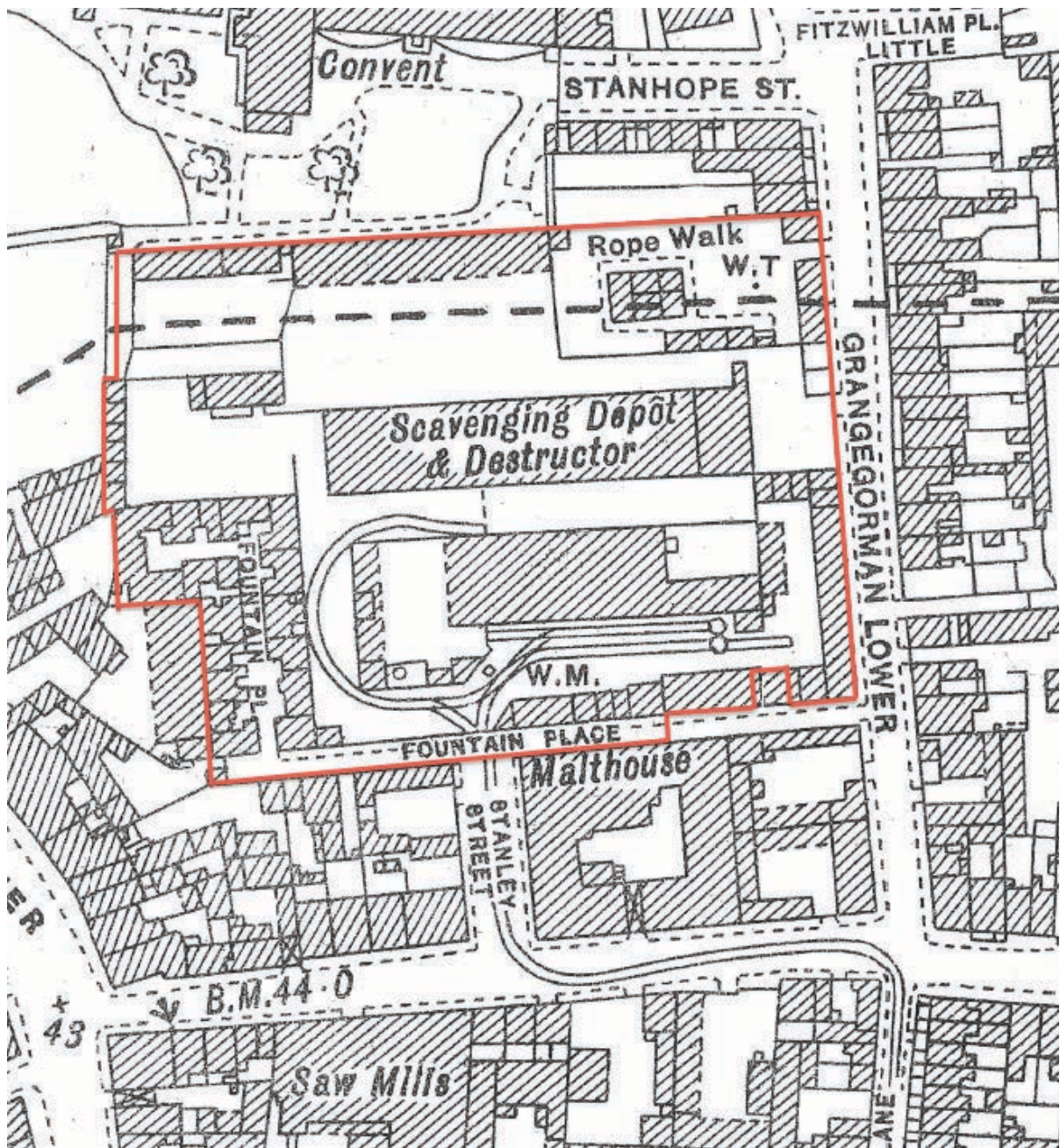


Plate No. 6. Extract from the later 20th Century Edition of the Ordnance Survey, showing the subject area as re-surveyed in 1936 and eventually published in 1965. This map shows that the former rope works properties had been amalgamated into the Scavenging Depot with new structures added to the north of the earlier Scavenging Depot buildings. The long narrow structure that is labelled Scavenging Depot & Destructor dates from this period of development and largely survives in place, although heavily altered. Not evident in this map is the five-storey block at the western end of this structure, shown in Plate No. 29 in this report. That structure was demolished around 2010-2015, and no longer exists.

The L-shaped structure that partially remains along the south-east corner of the proposed development site is still completely intact at this time.

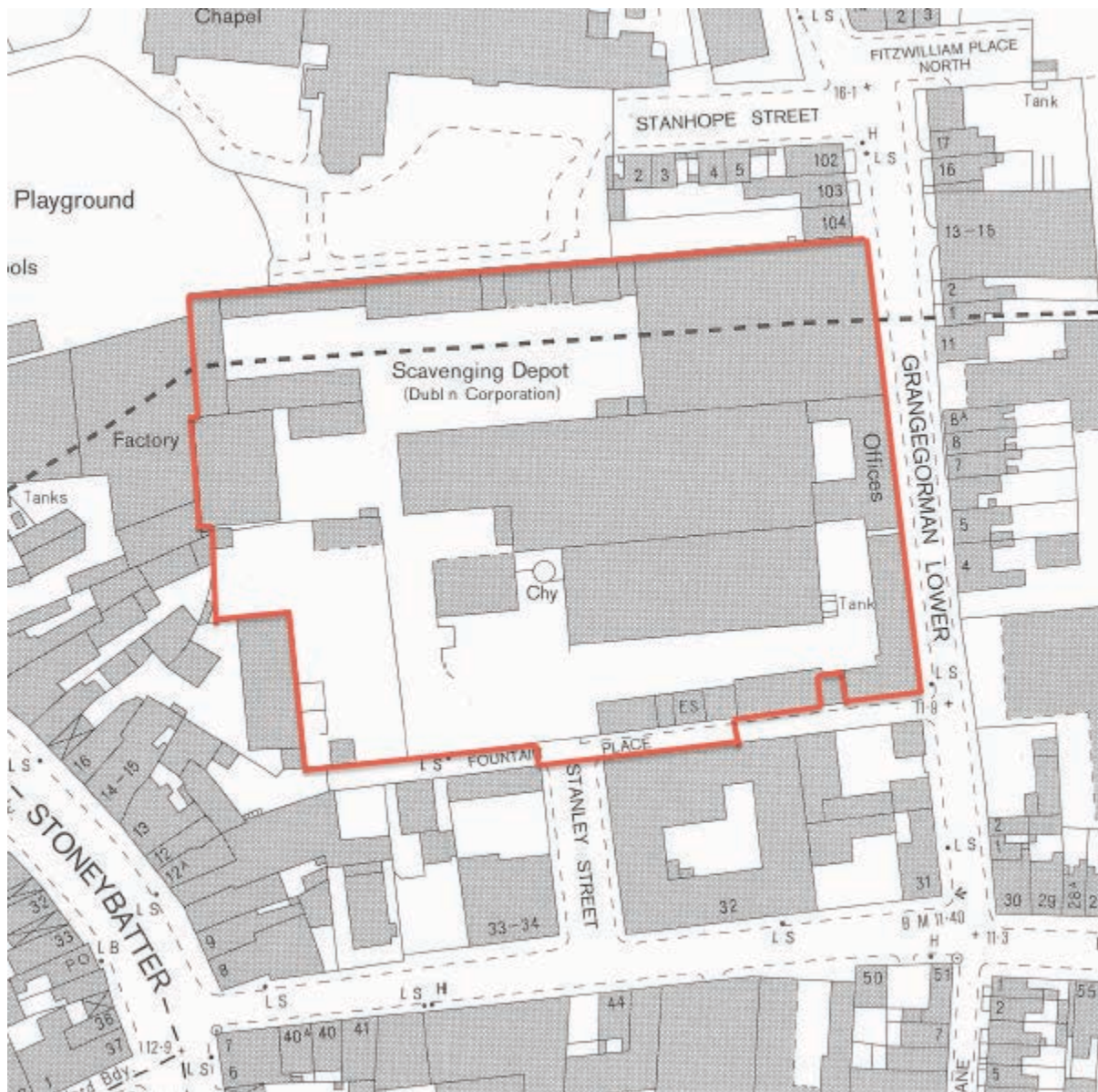


Plate No. 7. Extract from the late 20th Century Edition of the Ordnance Survey, showing the subject area as surveyed in 1972 and published in 1974. Starting around 1950, substantial changes were made to the property, when it was expanded further into the former Rope Walk sites to the north. It would appear in this OS map that much of the late 19th and early 20th Century Scavenging Depot structures were still in place, augmented with structures to their north dating from the 1930s expansion of that dept. Along the south-east corner of the original Scavenging Depot, the southern range of the L-shaped building, and approximately half of its eastern range appear to remain in place, with the north end of that range having been replaced with an office building. That structure remains in place to the present day, and is described below in more detail.

The group of building on the west end of Fountain Place has been removed, and Fountain Place appears to remain as a public lane opening onto Grangegorman Lower.



Plate No. 8. Recent aerial view of the site of the proposed development, showing all of the structures currently standing in the depot. This image is included in the Sean Harrington Architect's Architectural Design Statement, included in the current application. The buildings are numbered for reference in that report, and the following report will make reference to those numbers for clarity and continuity between those reports.

In this photo, Grangegorman Lower is seen on the upper right, forming the eastern edge to the depot site. Brunswick Street North runs east-west at the lower right, and Stanley Street is the short street beside The Maltings building.

In comparing this aerial view to the Ordnance Survey map shown on the previous page, there only a few changes to the site over the last half century. Building No. 06 has been built to replace an earlier structure of similar size. The large Building No. 05 is shown here as consisting of three long narrow sections, all covered with modern steel cladding materials. The southern part of Building No. 05 has been largely rebuilt, replacing whatever remained of the late 19th century Scavenging Depot main building. Also, a large five-storey structure that stood at the north-west corner of the large Building No. 05 was removed around 2010-2015.

3.0 Existing Structures and Heritage Impact Assessment from the Proposed Development

The subject site has been in use as a major repair and stores depot for the Dublin Fire Brigade for the last forty or fifty years. In its current configuration, the depot consists of many structures of varying ages and uses, in varying states of repair. At the centre of the site are large clear span garages, used for the maintenance and repair of the fire service's extensive range of vehicles, and storage of materials and equipment. Those structures vary in age but most appear to date from the second half of the 20th century, with some modifications and extensions from the early 21st century. None of those structures could be considered to have any particular historical or architectural significance.

Around the perimeter of the site are smaller structures of varying ages and significance. The earliest and most significant of these is the L-shaped building in the south-east corner of the depot site, being a truncated survivor of the 1870s era Scavenging Depot. That building was partially replaced at its northern end by a pleasant two storey block of offices/workshops, dating from the 1950s or 1960s, with a flat roof and steel framed windows. Another pair of 20th century structures are found in the north-west corner of the depot site, dating from an expansion of the Scavenger Depot around 1930, when the 19th century Scavenging Depot was enlarged and upgraded to better serve the needs of a growing city. This pair of structures face each other across a former small courtyard, which has more recently been infilled with a large open ended steel framed cover, in which to park emergency vehicles.

Other built features of some significance are two sections of old walls that currently form part of the western boundary to the overall site. These wall are of varying ages and materials, and have remained in place despite the replacement of the large buildings they were part of, and they new are party structures and must remain in place.

All of the above mentioned structures and other built features around the site are described below in more detail.

3.01 Protected Structures Adjacent to the Development Site:

The two most significant and well preserved historic structures in the immediate vicinity of the development site stand just outside of the redline boundary of the development. These structures are significant survivors of Dublin's industrial history, and the Malting House is protected by its inclusion in the Record of Protected Structures.

3.01.1 The Malting House, at the corner of Brunswick Street North and Stanley Street (RPS No. 994)



Plate No. 9. South elevation of the former Malting House, on Brunswick Street North. This view shows the principal south elevation, with the central access arch at the centre of the structure, providing access to a central courtyard.

The former Malting House is a Protected Structure (RPS No. 994) standing on the junction of Stanley Street and Brunswick Street North, in the north inner city of Dublin. It was recorded in the National Inventory of Architectural Heritage (NIAH Reg No. 50070208), and given a Regional Rating, having Architectural, Social and Technical categories of special interest. In that record, the structure is referred to as Texacloth Limited, with an

original use of Maltings. The NIAH record includes the following description and appraisal of the structure:

Description (From NIAH Record)

Detached six-bay two-storey former maltings, built c.1850, comprising buildings arranged around central courtyard with integral carriage opening to front (south) range. Hipped slate roofs with terracotta ridge tiles, kiln flues to range to rear (north). Cast-iron rainwater goods. Dressed limestone rubble walls. Red brick, laid in English garden wall bond, to east elevation and internal walls to east and north, cast-iron wall ties, some rendered and rebuilt concrete walls. Square-headed window openings, red brick voussoirs, surrounds and masonry sills, timber-framed and steel-framed windows, some blocked, some having cast-iron railings. Square-headed integral carriage opening to front, rendered surround, segmental-headed door and window opening within with rendered surrounds. Square-headed door opening to west elevation, render surround, steel door. Square-headed door openings to interior, timber battened doors. Square-headed door openings to first floor levels having double-leaf steel doors.

Appraisal (From NIAH Record)

Essential to beer and whiskey production industries, maltings contained facilities for the storage of barley and malt, steeps for soaking barley, floors for growing malt and drying kilns. Large breweries such as Guinness patronised independently-owned maltings all over Ireland, but some breweries had their own. In the mid-nineteenth century, the traditional rectangular form of these buildings was replaced by "courtyard" maltings, as can be seen in this example, which facilitated access for wheeled vehicles. This site is significant as an extant reminder of the industrial and social history of this part of the city. The rubble limestone walls adds textural and visual variation to the streetscape.

The northern range of the currently existing structure can be seen in the First Edition of the Ordnance Survey, as surveyed in 1838, with later portions of the present structure appearing in subsequent 19th century editions of the OS. Some evidence of the structure's construction chronology is visible in the different types of rubble stone masonry, changes to door and window openings, and the apparent earlier gable on the south front elevation.

This structure is not part of the subject development site, nor was it ever connected to the historic activities that were carried out the subject development site. However it is one of the most significant historic structures remaining in place in that area of Dublin 7, and represents a rare link Dublin's long and highly significant brewing and distilling industries.

Potential Impacts from the Proposed Development:

Following Policy BHA2(a), as contained in the DCC Development Plan, the proposed development has been designed to prevent any negative impacts on the setting of the former Malting House, or its physical integrity. There will be no direct physical impacts because of the creation of an open space within the proposed development along the junction with the Malting House. This will also allow for greatly improved visibility of the north elevation of the Malting House when viewed from several different areas within the proposed development.



Plate No. 10. West side elevation of the former Malting House, showing its relationship to Stanley Street at right.



Plate No. 11. Rear north elevation of the former Malting House, showing the characteristic roof forms over the drying kilns, required to dry out the freshly malted barley, to prevent it from continuing to grow. This elevation will continue to be visible from within the proposed development. The length of limestone rubble masonry behind the red and yellow car is the remaining south wall of the L-shaped single storey structure that was part of the Scavenging Depot.



Plate No. 12. General view looking east across the depot, showing the north side of the former Malting House, as well as the remaining corner of the L-shaped structure in the distance.

3.01.2 Stanley Street Tram Tracks and Stone Paving, Dublin 7

Adjacent to the Malting House is a short street called Stanley Street, which runs from Brunswick Street North, up to the gates of the Dublin Fire Service Depot. As shown on the late 19th and early 20th century Ordnance Survey maps, this lane provided access to the Scavenging Yard, including a linkage to the tram system in Dublin. While only a few fragments of the Scavenging Depot remain in place, Stanley Street has retained not only its historic paving stones, but a well preserved section of tram tracks that run the full length of the street.

Stanley Street is not included in the Dublin Record of Protected Structures, however it was recorded by the NIAH, (Survey Reg. No. 50070207). The NIAH record indicates that the street was considered to have Regional significance, with Social and Technical areas of special interest.



Plate No. 13. General view looking south showing Stanley Street, with its historic iron tram tracks and stone paving sets. The former Malting House is at the left of this photo.

Description (From the NIAH Record)

Cobbled street, comprising granite setts laid around cast-iron Dublin Corporation tram tracks, laid c.1900. Cast-iron point to north of tracks. Stone kerb, flush with surface of tracks, crossing south of tracks.

Appraisal (From the NIAH Record)

These tram lines formed part of Dublin Corporation's waste disposal system for the city in the opening decades of the twentieth century. Rubbish and street sweepings were collected by horse-drawn carts and brought to a Destructor Plant at Stanley Street, with the waste from this subsequently loaded into specially-constructed tipping wagons, which travelled along track laid from the North Quays up Queen Street, Redcow Lane and North Brunswick Street and carried to the Fairview sloblands, working at night to avoid pedestrians and traffic. Although the tracks and 70 specifically-designed tipping wagons were supplied by Dublin Corporation, DUTC provided power for the lines at a reduced rate. The layout at the Stanley Street Depot incorporated sidings, turntables and point work. The system ceased to operate in 1925. This site is of considerable social and technological significance, as the last vestiges of an early waste-disposal service in Dublin city, and one of the few remaining sites in the country where early tram lines remain in situ. The use of granite setts secured the positioning of the rails, which were laid flush with the street surface, and are testament to the skill and aptitude of civil engineers in the early twentieth century.

Stanley Street is not on the Dublin Record of Protected Structures, however it was specifically included in the Dublin Development Plan 2022-2028 Appendix 6, Section 1.1, (Stone Setts and Associated Features, to be protected, conserved or reintroduced), which lists a schedule of streets where historic and traditionally laid stone setts are to be protected, conserved and reintroduced, together with any associated gutter row(s) of setts; gutter flags or flat diorite gutters, diorite strip between central and side paving, and traditional gullies, gratings and covers.

Potential Impacts from the Proposed Development:

Following objective CHCO10 (6), as contained in the DCC Development Plan 2022-2028, the proposed development has been designed to prevent any negative impacts on the historic character or physical integrity of Stanley Street's historic paving and tram tracks. It is proposed to slightly modify the alignment of the public footpath at the junction of Stanley Street with the entrance to the proposed development area, which will entail lifting and re-laying areas of stone sets that have already been relaid in the past, and extending the smooth paving details of the public footpath into the development. This has been proposed to comply with the accessibility requirements of Part M of the Building Regulations for Accessibility.

Stanley Street will provide site access during the start-up phase of development, after which the main site entrance will be from

Grangegorman Lower. The *Stanley Street Traffic Mobility Management Plan*, prepared by Malone O'Regan Consulting Engineers, address the protection of the street during the construction phase.



Plate No. 14. Detail view showing the early 20th century tram track and colourful paving setts in the north end of Stanley Street. The section of poorly laid setts at the right of the photo are evidence of a poorly crafted repair to the paving. It appears that the setts have been placed on their sides instead with on their edges, and setts from different sources have been introduced that are of different colours and sizes.



Plate No. 15. General view looking north at the top of Stanley Street, showing the current appearance of the entrance into the development site. The north west corner of the former Malting House can be seen at the right.



Plate No. 16. Detail view showing evidence of changes to the the original stone setts at the north end of Stanley Street. Different types of stone, of different colours, can be seen. Most of the setts are pinkish granite, with black basalt stones seen in other areas such as above. The proposed extension of the public footpath on the east and west edges of Stanley Street, will improve accessibility into the new development.

3.02 Existing Buildings Within the Proposed Site Boundary

Despite its long use as a waste collection depot for the city of Dublin, the subject development site contains very few remaining buildings or other features from that period. The existing structures includes an assortment of buildings and perimeter walls that date from the second half of the 19th century up to the late 20th and early 21st century. None of the existing structures or site features were shown on the first edition of the Ordnance Survey, as recorded in 1837, on the subsequent OS map of 1866. None of the existing structures or site features were recorded by the National Inventory of Architectural History, and none are specifically protected by inclusion on the Dublin Record of Protected Structures. None of the 19th century buildings have survived fully intact, with only the L-shaped structure surviving at least partially intact, although heavily altered and truncated. The Dublin City Council Industrial Heritage Record is a non-statutory survey of the industrial heritage of Dublin. Objectives were included in the Dublin Development Plan, 2016-2022. In DHCO10, it was an objective to have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR), in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online.

These structures and features were viewed and photographed for this report in June of 2024, and their description and significance is described below, along with the possible impacts to those structures and features from the proposed development. Each of the buildings within the proposed development site are identified in the following descriptions using the numbers from the aerial photograph shown on page 10 of this report.

3.02.1 Early 19th Century L-Shaped Structure (Building No.03)

This structure is the last remaining structure to survive from the 19th century Scavenging Depot, and stands at the south-east corner of the proposed development site. It dates from around 1875 and originally extended further north along Grangegorman Lower, and further east along the southern edge of the development site. The structure appears as a single storey series of work spaces and offices from within the depot site. However due to the different levels between the depot and Grangegorman Lower, this structure appears taller from the east side. There are no entrances into the L-shaped structure from Grangegorman Lower, and the windows that serve the internal spaces are quite high above the public footpath. The elevations that face onto the depot have many doors and windows, with brick surrounds set into the limestone walls. Internally, the spaces have been adapted to serve as toilets, offices and staff break rooms, with no

historic features or materials left intact. As seen from the south and east, this structure was built of simple Dublin calp limestone, and has simple architectural details. It is notable for quality of the coursed rubble limestone masonry, and its impact on the Grangegorman Lower streetscape. In particular the massive blocks of limestone that form the corner quoins are notable for their technical and aesthetic qualities.



Plate No. 17. General view showing the south-east corner of the 19th century L-shaped structure and its relationship to Grangegorman Lower. The gate at the left blocks the former entrance to Fountain Place, now in private ownership. Note the massive limestone quoins in the corner, compared to the finer grain of the coursed rubble masonry on the rest of the walls.



Plate No. 18. Detail view showing the northern end of the east elevation to the L-shaped building, where it abuts the mid-20th century offices. The L-shaped building originally extended further to the north prior to the middle of the 20th century. Note the brick surrounds to the windows and simple slated roof.



Plate No. 19. General view looking east from within the depot, showing the south-east corner of the L-shaped building in its reduced size. The doors and windows were detailed the same as the openings on the east elevation, as shown in the previous photo.



Plate No. 20. General view looking north-east, showing the east range of the L-shaped building in its current reduced form. There are no historic doors or windows remaining in the structure and the stone masonry on the elevations facing into the depot are covered with dashed render.



Plate No. 21. General internal view showing the staff break room in the east range of the L-shaped building. Note the extent of modernisation that has occurred to this typical internal space.



Plate No. 22. General internal view showing the staff lounge in the south-east corner of the L-shaped building, showing its current appearance.

3.02.2 Mid 20th Century Offices on Grangegorman South (Building No.02)

This structure stands on the eastern edge of the development site, and is believed to have been built during the late 1950s or early 1960s as the Scavenging Depot was improved and upgraded for the growing city of Dublin. Approximately 10m of the northern end of the eastern range of the L-shaped building was demolished to accommodate this modern style structure. This structure was not surveyed by the NIAH, and it is not included in the Record of Protected Structures, due to its relatively simple design and detailing. It represents a competent example of a small mid-20th century commercial/industrial building, having a flat overhanging roof, strong emphasis on horizontality in its east elevation, steel framed windows, brick panels between the door and window openings and roughcast render used for the main expanses of wall. Internally the structure has a simple pallet of flat plastered walls and ceilings, glazed doors with moulded glass panels, and attractive steel framed windows overlooking a small internal courtyard.



Plate No. 23. General view looking west along Grangegorman Lower, showing the 1950-60s office buildings that form the east edge to the current depot. The simple modernist design is notable, but not particularly significant in its architectural quality.



Plates No. 24 and 25. General internal view looking down the internal corridors in the mid-20th century offices. The steel windows are notable but also quite typical of mid-20th century Irish commercial structures. Otherwise there is nothing remarkable in the design or construction of this structure.

3.02.2 Mid 20th Century Storage Garage on Grangegorman South (Building No.01)



Plate No. 26. General view looking west along Grangegorman Lower, showing Building No. 01, the large storage depot that forms the north-east corner to the current depot. This simple industrial structure is shown on the 1970s OS map, showing that it was in place by at least 1972.



Plate No. 27. General view showing the west elevation to Building No.01.

3.02.3 Structures at the Centre of the Site (Buildings No.05/06)

Standing at the centre of the large depot site are three long narrow structures that contain repair garages, vehicle storage and goods stores. They all appear to contain varying amounts of earlier building fabric that has been rebuilt and/or encased under modern cladding materials. The largest of these structures is the south-facing repair garage, illustrated below, consisting of a large open span space able to accommodate a large number of large emergency services vehicles for maintenance and repair. This structure stands on the approximate footprint of the main Scavenging Depot structure, built during the third quarter of the 19th century, and possibly retains some of the earlier structure's masonry in its eastern gable end.

A much narrower structure originally stood along the north elevation to this structure, with tram tracks shown in the 1907 Ordnance Survey map entering its west gable end. Another long narrow structure was added to the depot around 1930, when the Scavenging Depot was extended into the former Rope Walk site to the north. That structure is shown in the following photo, and originally consisted of a long narrow two storey range, with a large five storey block attached to its west gable. Around 2010.-2015, the five storey block was demolished, and the long two storey range was covered with modern cladding to the roof.

The large structures standing at the centre of the current depot are not considered to have any particular architectural or historical significance. They were not surveyed by the National Inventory of Architectural Heritage, and they are not included on the Record of Protected Structures. Their loss will not have a significant impact on the industrial heritage of Dublin.



Plate No. 28. General view looking north-west showing the south and east elevations to Building No.5, the main repair garage in the centre of the depot. This structure appears to date largely from the early years of the 21st century, and stands in the location of the original 19th century main Scavenging Depot structure. It has a large open plan internally and has minimal architectural or historic significance. The thickness of the east gable wall shown above, and the outline of a smaller gabled building suggests that at least some of the fabric from the late 19th century depot structure has remained in place. To the rear of this structure, just visible to the right of the gable, are two other long narrow structures that appear to contain fabric from earlier 20th century building periods, now covered with modern metal cladding.



Plate No. 29. General view looking south-west around 2008, showing the long narrow two storey range along the north side of the central block of garages, along with its original early 20th century five-storey western block, later demolished around 2010-2015. No trace of this structure currently survives on the site.



Plate No. 30. General view looking east showing the same early 20th century two storey range of stores in 2019, after the demolition of the five storey block that was shown in the previous photo. The structure in the distance to the left, is a large concrete framed storage shed that has an entrance from Grangegorman Lower, and was shown on the 1972 Ordnance Survey map.



Plate No. 31. General view looking west across the depot, showing Building No. 6, a medium sized steel clad garage for storing emergency vehicles. This structure dates from the early 21st century and has no particular architectural or historical significance.

3.02.4 Structures at the North and West Edges of the Site (Buildings No.04/07/08)



Plate No. 32. General view looking north across the depot site. The large gabled garage structures to the left, referred to as Building No. 08, date from the second half of the 20th century, and their rear west elevations form the site boundary in that location.



Plate No. 33. General view looking north the rear of the south range of Building No.04. The following photos show the other elevations to that early 20th century range of structures.



Plate No. 34. General view showing the north elevation of Building No. 04, the Scavenging Depot structure from the previous photo. This is a simple utilitarian structure of the 1930s without any particular architectural or historical significance. This structures in this photo and the following photo are shown in the north-west corner of the Scavenging Depot in the OS map shown in Plate No.6, showing the area in 1936.



Plate No. 35. General view looking north-west showing the poorly maintained range of offices that forms the northern perimeter to the depot. This structure was shown in the early 20th century OS map, as surveyed in 1936. The steel framed windows are notable in their design, but are generally representative of typical commercial construction of the time.



Plate No. 36. General view looking north, showing the repair shops and stores along the northern boundary to the development site, referred to as Building No. 07. This structure dates from the late 20th or early 21st century, and were built to serve the Fire Services Dept. None of these structures have any architectural or historical significance and their demolition for the new development will have no negative impact of the historic setting of any protected or otherwise significant structures.

3.03 Existing Walls Around the External Site Boundaries



Plate No. 37. General view looking south-east, showing concrete block site boundary wall along the west end of the south boundary. This wall has no architectural or historical significance.



Plate No. 38. General view west, showing the concrete block site boundary wall on the southern edge of the site, as it turns the corner and forms part of the western boundary. .



Plate No. 39. General view looking north-east from outside of the project's site, showing outer elevations to some of the late 20th century garages in the depot, where as they appear from outside of the development site. This photo was taken from a semi-public car park that is access off the southern end of Stoney Batter. The concrete block walls have no architectural or historical significance, however they form the physical boundary to the neighbouring properties.

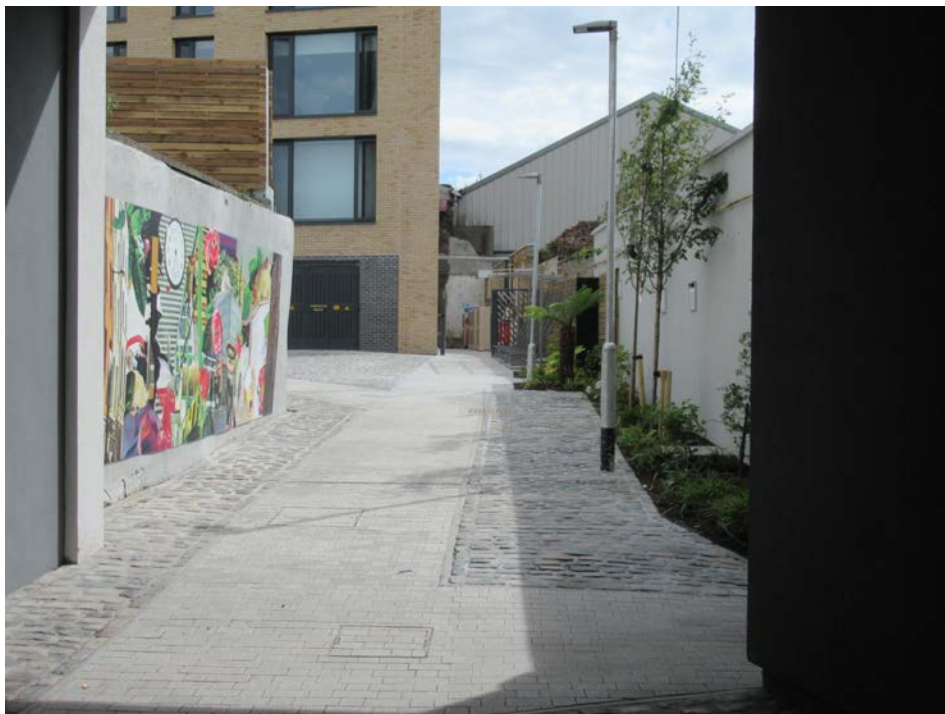


Plate No. 40 General view looking east, showing the west face of the large industrial structures in the current depot site, as they appear from a semi-public lane off of Stoney Batter.



Plate No. 41. General view looking south, showing concrete boundary wall along the northern end of the west site boundary as it appears from the adjacent site.



Plate No. 42. General view looking south-east, showing same cast concrete site boundary wall at the north-west corner of the development site, as it appears from the adjacent school car park. It is proposed to retain this wall, because it is now a party structure, but to reduce its height as part of the demolition of the 20th century industrial structures in the north-west corner of the development site.

4.0 General Comments on the Proposed Development

The proposed redevelopment of the Dublin Fire Services Depot will have a significant impact on the character its surrounding area. It is proposed to demolish most of the currently existing industrial and office structures that constitute the Depot, and to replace them with a new medium density development of houses and apartments, with new vehicular and pedestrian access directly from Grangegorman Lower, via a new public street.

Of the few remaining historic elements that survive within the red line boundary of the proposed development, the single storey L-shaped structure at the south-west corner of the site represents the only substantially intact structure whose construction dates from third quarter of the 19th century. As stated earlier in this report, this is a relatively simple single storey structure, wrapping around the south-east corner of the 19th century Scavenging Depot. Over the last century, the northern and western ends of this structure were removed or replaced by newer structures, leaving only approximately 60% of the original structure in place. Despite only addressing the internal depot yard, the south and east elevations consist of good quality calp limestone coursed rubble masonry, forming a simple industrial composition.

In an area where so much of Dublin's historical industrial heritage has already been demolished, the portions of this structure visible from Grangegorman Lower provide a tactile link to the area's industrial past. In comparison to the rest of the structures and features within the development site, the architectural fabric that remains from this structure require special consideration. There is a delicate balance to be struck between the need for housing in Dublin, and also a requirement to protect significant examples of Dublin's industrial heritage.

The current design proposals have been developed to with a view to achieving that delicate balance in the following ways:

- It is accepted that a substantial portion of the L-shaped structure should be retained on the site, to preserve a meaningful slice of the industrial heritage of the site.
- The rubble stone masonry, and simple window openings on the east and south elevations to the L-shaped structure represent robust and good quality stone masonry, as typified by the industrial structures of 19th century Dublin. Those elevations are important elements in the local streetscape and should be preserved within the redeveloped site.
- The rest of the structure is not possible to preserve as currently exists, without having a large impact on the provision of new housing units within the development area.

- The proposed development should not be incongruent with recent developments in the immediate area, and should not negatively impact on the appearance of the local streetscape. The provision of new housing units in an area of high population growth, during a national housing crisis, must also be recognised and valued.

The current development proposals, as designed by the project architects, will retain the south and east elevations of the L-shaped structure, with some modifications to the eastern elevation to accommodate a new entrance into the lower ground floor of the apartment block in the south-east corner of the development. The new entrance will provide access to the main stairwell in the block of apartments, as well as access to two communal spaces. New window openings will also be created through the rubble stone wall to provide light, ventilation and connection to the public street for the communal spaces. The rubble stone masonry will be repaired and repointed following conservation best practice, and all interventions to accommodate the new development will carefully detailed and executed, to recognise that those are contemporary interventions to the historic architectural fabric.

In considering the relative merits of the proposed development, the author of this report acknowledges that the L-shaped structure has not been considered to have sufficient social, technical, historic or architectural significance to merit its inclusion on the Record of Protected Structures. However, while the structure is a simple and fragmentary vernacular industrial structure from the late 19th century, its exposed calp limestone masonry is of very good quality and provides this heavily redeveloped quarter of inner city Dublin with an attractive and tangible link with its traditional industries and building types.

The other remaining fragments of the 19th century Scavenging Depot currently serve as party walls to adjacent properties and must be left in place. Some reduction in their heights is being considered, to make them safe and more easily maintained. The historic masonry and early 20th century in-situ concrete must be sensitively repaired during these works, and in consultation with the adjacent property owners.

The impacts on the two immediately adjacent Protected Structures will be positive. No modifications are required to Stanley Street to accommodate the proposed development, other than some realignment to the public footpath and tidying of areas of previously re-laid paving stones, both at the north end of the street. The potential for damage to the historic paving and tracks on Stanley Street have been addressed in the *Stanley Street Traffic Mobility Management Plan*, prepared by Malone O'Regan Consulting Engineers. Specifically, *It is noted that large vehicles currently access the Depot via Stanley Street hence the road surface is used to receiving loading of same and show be capable of supporting an infrequent number of heavy vehicles in the short term.* The following points were noted in the report in relation to construction traffic: *Entrance gates located within site boundary enforcing no set down on Stanley Street. Strict delivery schedule to limit queuing outside of the site boundary on Stanley Street.*

Similarly, there will be no direct physical impacts on the historic 19th century Malting House. The proposed development includes landscaped semi-public spaces on the north side of the malting house, with two very positive outcomes. There will be no new structures close to the north wall of the malting house, so there will be no excavation or new foundations laid in close proximity to that structure. Secondly, the proposed open courtyard at the centre of the proposed block of apartments on the north side of the malting house will allow its historic north elevation to be fully visible from that semi-publicly accessible area. This was never possible before, so there will be a significant conservation gain to that structure by making it more visible to be enjoyed to residents of the development as well as the general public.

5.0 Post Planning Actions for Documentation and Salvage

In recognition of the potential for the discovery of significant architectural and archaeological fabric remaining on the site, within modernised structures or covered up by layers of concrete and tarmacadam, the following actions are proposed to be carried out by the Contractors for the development:

Pre-demolition

1. Completion of a detailed survey of all structures by a Contractor Appointed Conservation Architect prior to demolition, including all internal rooms and spaces.
2. Identification of areas of interest that may result in historical finds. Examples could include historical building methods and materials, including roof trusses and iron tram tracks.
3. Contractor Appointed Conservation Architect directed opening-up of sample areas of works identified above, prior to demolition.
4. Subsequent Contractor Appointed Conservation Architect inspection of opening-up, and completion of a draft report for submission to DCC CO.
5. Contractor Appointed Conservation Architect and DCC CO engagement to agree strategy for further demolition.
6. Salvage strategy
 - a. Unless finds are of particular interest, record and carefully remove after agreement with CO.
 - b. If finds are of particular interest to DCC, record and then carefully remove after agreement with CO, provide to DCC for storage if requested.
 - c. If finds are of particular interest to DCC and can be accommodated within the works (for example tram tracks if uncovered), carefully record and then remove and retain by contractor for inclusion in works.
 - d. It is not anticipated that any finds will be retained in-situ, due to the setting out requirements for new buildings and revised site levels throughout the site, unless these finds are within boundary walls that have yet to be uncovered and are otherwise to be retained.
 - e. Below ground items not conveniently removed may need to be left in-situ and recorded.
 - f. Contractor Appointed Conservation Architect to agree strategy for salvage with CO prior to demolition (with strategy dependant on category of finds)

Demolition

7. Proceed with demolition
8. For areas where materials are to be salvaged, proceed with demolition under periodic supervision of Contractor Appointed Conservation Architect