



## DOCKLANDS SDZ : ARCHAEOLOGY AND HISTORICAL PUBLIC REALM SURVEY

PUBLIC REALM MASTERPLAN FOR THE NORTH LOTTS & GRAND CANAL DOCK SDZ PLANNING SCHEME 2014



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council





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Cover image: Perspective of the Liffey, North Lotts and Grand Canal Dock.

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Date: December 2012 and January 2016

Dublin City Council

Prepared by Ruth Johnson (DCC) and Howley Hayes Architects in collaboration with REDscape Landscape & Urbanism.

77 Sir John Rogerson's Quay, Dublin 2.



**Ruth Johnson**  
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## Content

Docklands SDZ: Archaeology (2012) by Ruth Johnson PhD FSA MIAI

Historical Public Realm Survey (2016) by Howley Hayes Architects



Docklands SDZ: Archaeology by Ruth Johnson PhD FSA MIAI

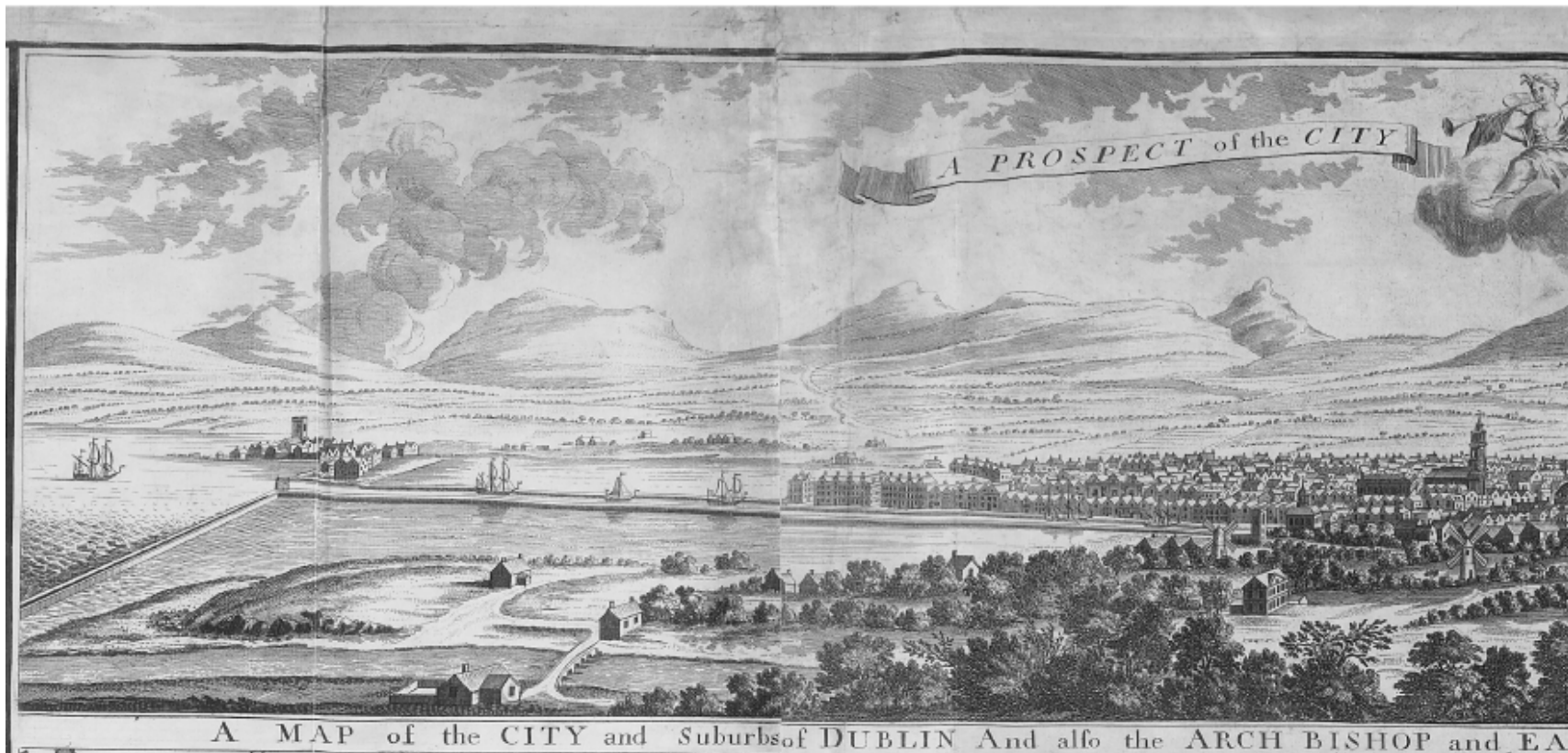




## Docklands SDZ: Archaeology

By

Ruth Johnson PhD FSA MIAI



Extract from Brooking's Prospect of Dublin 1728

## Introduction

A key challenge for the SDZ is to balance the significant archaeological and architectural heritage of the area with its growth. An important mechanism to achieve this is to formulate appropriate objectives for the protection, enhancement and management of the built heritage, while encouraging regeneration and change. It is equally important to increase public awareness of the importance of the legacy and riches of the built heritage. Dublin's tourism industry relies largely on the city's built heritage, with its unique character and identity as a city of neighbouring but distinct quarters. There is potential for a Museum of Dublin or exhibition of cultural heritage information in the former Stack A (now CHQ) warehouse building. A further key challenge to the City's built heritage is to keep those industrial buildings which are not on the RPS and in active use thus avoiding dereliction and loss of historic fabric. The development of a long term management plan to promote the conservation, enhancement, management and interpretation of archaeological sites and monuments and to identify areas for strategic research in the SDZ area would be a key objective.

## Historical Development

Dublin is located on the island's only significant coastal plain, which not only forms a natural gateway to the rest of the country but also looks out towards Great Britain. Furthermore, Dublin Bay provided early settlers with a substantial and easily defended harbour, protected to some extent by treacherous sandbanks, shallows and mudflats, and overlooked by the twin sentinels of Howth Head and Killiney Hill. There is archaeological evidence that Dublin was settled from the Mesolithic period onwards, being in a strategic location served by overland routes. The River Liffey and its tributaries were exploited from earliest times as a resource for fishing and the river shores were a focus for human activity in the Neolithic and Bronze Age. There were two settlements at Dublin in the early medieval period, Ath Cliath and Dubhlinn.

In 841 the Norse established a *longphort* or naval ship camp at Dublin, probably in the area around Wood Quay, allowing the fleet to over winter in Dublin and remained there until 902 when they were expelled by an Irish coalition, returning in 917 as a major emporium and slave centre for the Viking World. Dublin went on to become the principal city in Ireland from the 10<sup>th</sup> century until present day. Fragments of a Viking ship were discovered close to the Liffey during construction of the Dublin Bay sewerage pipeline, indicating the archaeological potential of the Liffey mouth, whereas the centre line of the River itself has been subject to dredging since at least 20<sup>th</sup> century, reducing but not eradicating potential for underwater archaeology here.







Phillips 1685

The establishment of the quays on the banks of the Liffey and eastern ward expansion into the flood plains and land reclamation was a response to the need for land in the rapidly growing city of the 18<sup>th</sup> and 19<sup>th</sup> centuries. In 1707 the Corporation for Preserving and Improving the Port of Dublin, was established, later known as the Ballast Office. The committee of Directors appointed by the City Council was responsible for the management, maintenance and development of the Port, quay wall and bridge structures of the Liffey. Work started in 1710 in the north wall area while Alderman and MP Sir John Rogerson began building a private quay on the southern bank. Brookings map of 1728 shows the area to the north side of the Liffey and to the east of Bachelor's Walk as walled in but largely undeveloped land overflowed by the tide, with a strand running diagonally north east across the SDZ area. His

prospect of the city shows the strand as a high land part of St Mary's parish with trees, individual buildings including windmills, dwellings, a bridge and a large house.



Brooking 1728

The wall from Ringsend to the Pigeon house fort was completed in 1735. The Poolbeg light-house was completed in 1767 and the wall connecting it with the Pigeon house was completed in 1790. (Haliday, 237, 238) The Pigeon-house road or -wall, is so called from the Pigeonhouse there - at first a house for storing wreck, subsequently a hotel (1790) for persons crossing to or from England, and finally (1798) a fort or magazine a barrack, and a military port. In



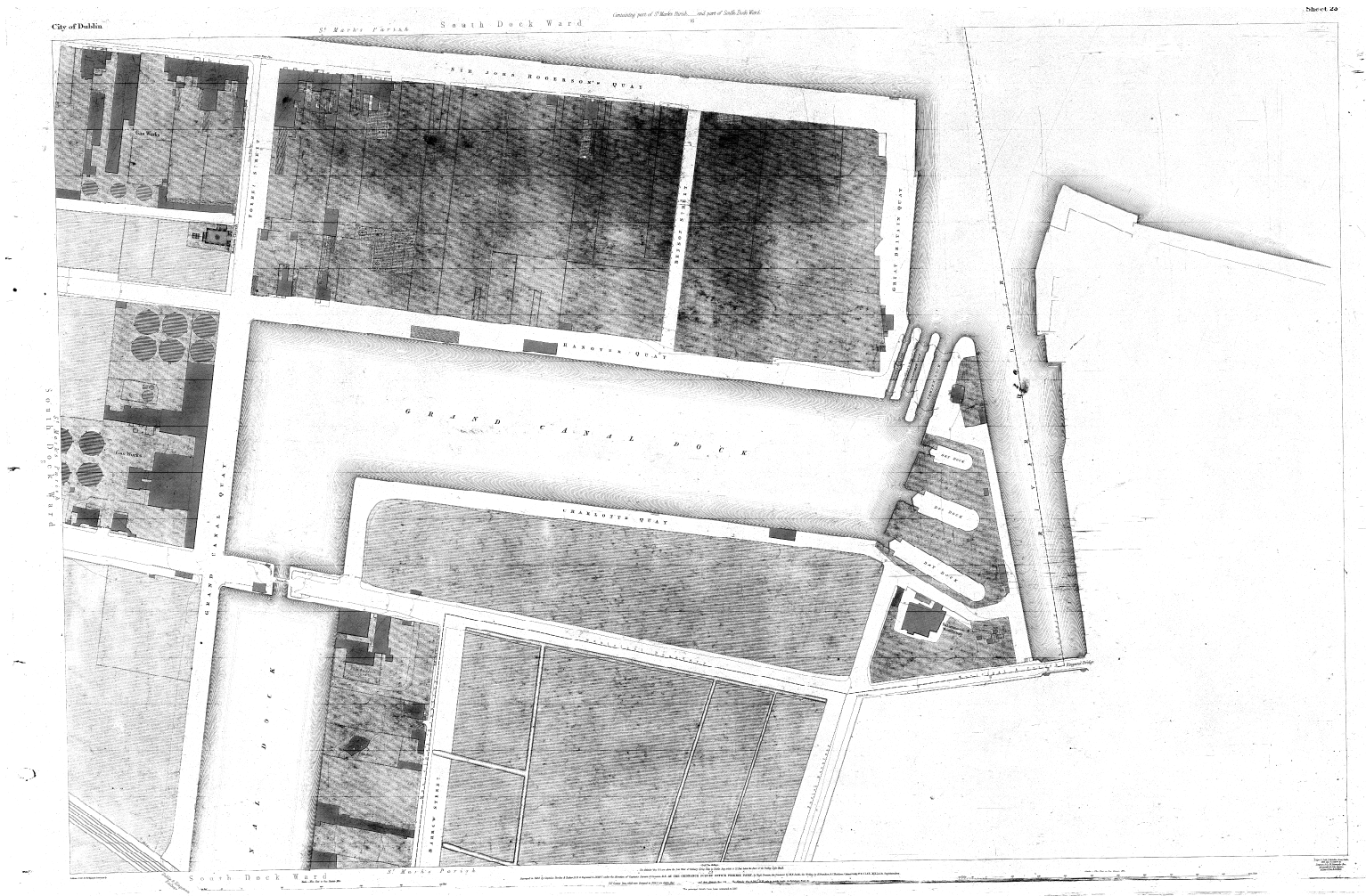
1814 the Government paid the Harbour-board £100,183, for the basin and premises. The name was probably derived from one John Pigeon, employed there in 1786. In 1791 a harbour to be called Pigeonhouse Harbour or Dock was planned. The existing South Wall formed its southern and eastern quays, and new walls were built in the channel of the Liffey to form the north and west sides of the basin. It came into service in 1793 and made it possible for passengers to disembark directly onto a quay. It must be said that it was never an efficient harbour, as it could dry out completely at low tide and was shown for instance on Frazer's survey of 1838/42 as dry and standing wholly on dry ground at low tide.

By the late 1750s the North Lotts and East Wall area was reclaimed and laid out in its distinctive grid patterns and by 1760 a bank had been constructed along the South Lotts road. Construction of the Royal Canal commenced in 1789 and was completed by 1806. The Gandon designed custom house was completed in 1791 and the adjacent Custom House docks opened for trade in 1796. The Grand Canal Dock was opened in 1796 attracting warehouses and manufacturing sites around it. This Dock, being roughly contemporary with the Customs house reflects the boom in the 18<sup>th</sup> century and is an important feature with a strong character and cultural heritage associations and requires careful consideration for new developments.



Rocque 1760

The 1847 OS sheet (23) for Dublin shows the Grand Canal Dock with three locks and three graving docks on a triangular spur between the Dock and the Dodder. Other features noted are a coast guard station at Sir John Rogersons Quay and a Mariner's Church on Forbes Street. The dry dock between the canal dock and the Dodder was in filled in 1918. The south docks were largely used by two industries flour milling and gas production. In 1867 the passenger and freight rail system reached north wall quay.





### Archaeological Background

Pre development archaeological assessment and monitoring of the footprint of the National Conference Centre at Spencer Dock revealed archaeological remains dating to the Mesolithic and post medieval period. The former shoreline of the Liffey was identified 13-16m north of the North Wall Quay at -5 Ordnance Datum. The discovery of late-Mesolithic fish trap remains radiocarbon dated to 6000-5840 BC and a Neolithic wattle fence dated to 5980-5760 BC may have been associated at a depth of -5m and 4.6mOD respectively. Very well preserved archaeological remains of five finely woven fish traps of late Mesolithic date were identified in silts at an adjacent site at -6m OD. These represent the earliest fish traps recorded in Ireland and UK. The activity was within 1.2 and 1.3m metres from the Liffey shoreline and indicates the high potential for previously unknown prehistoric and later archaeology in the area.

Ground reduction and excavation for the National Conference Centre revealed post medieval remains 17th-19th centuries associated with land reclamation from the estuary and its flood waters and subsequent development of land were identified and recorded. A substantial 18<sup>th</sup> century structure supported on timber piled foundations was found beneath one of the railway buildings at this site which was not known from cartographic sources. Structural remains of yards and buildings were uncovered related to the development of the area by Midland and Great Western Railway Company in the mid/late 19<sup>th</sup> century. The results of these excavations, and information gained from a review of the cartographic evidence for the area's development from 1700s onward indicate the potential for previously unknown and important archaeology in the SDZ area, which would benefit from a research agenda for the archaeology and built heritage of the Strategic Development Zone.

Monitoring of the North Wall Quay Environmental Improvement and Bus Priority Scheme was undertaken by Dublin City Council between April and August 2012. A total of six walls were identified within the trench located on the north side of street along North Wall Quay. The most substantial of these was an east-west running wall (Wall A) which ran the length of the development works parallel to the current quay face (c. 460m in length). The wall was located c. 25m north of the current quay and was identified c. 0.55m beneath the current ground surface. The wall appeared to have a depth of c. 4.3m and had a slight batter on the north face. Brookings Map of 1728 shows the first depiction of the reclamation of the North Lotts. This wall was later rebuilt in the 19th century and the resultant quay wall (DU018-020564) is located c. 5m north of the current quay face. It is probable that Wall A represents the back (or northern) wall of the late 19th century quay structure however it cannot be ruled out completely that the wall represents the 18th century structure. A further east-west running wall (Wall B) was identified to the immediate north of Wall A. This wall comprised large stone blocks located beneath the surface of the road however it was shallow and only survived as a number of courses. Four additional north-south running wall foundations (Wall C-F) were identified running at right angles to Wall A. These were not substantial in size and were in poor condition. Walls B-F represented the remains of pre-existing structures shown on North Wall.



Wall A North Wall Quay

## Legislation

Archaeology is the study of past societies through material and environmental remains, therefore all remains relating to human activity and objects are considered part of our archaeological heritage. Irish legislation for the protection of archaeological heritage is based on the National Monuments Acts 1930 to 1994. This is in accordance with the Valletta Convention. The Minister for Arts, Heritage, and Gaeltacht has a specific role in relation to the protection of the archaeological heritage through powers provided by these acts and the National Cultural Institutions Act 1997. The overall state archaeological service is provided by the Department of Arts, Heritage and the Gaeltacht (DAHG) and delivered through the Planning and Heritage Section of the Department of the Environment, Heritage and Local Government and the National Museum of Ireland (Irish Antiquities Division) on behalf of the minister. The National Monuments Acts secure the archaeological heritage in several key areas through the DAHG:

- *The Record of Monuments and Places*
- *Register of Historic Monuments*
- *Preservation Orders and Temporary Preservation Orders*

## Department of the Arts Heritage and Gaeltacht Guidelines

The following policy and guidance documents are issued by the DAHG

- *Policy and Guidelines on Archaeological Excavation*
- *Framework and Principles for the Protection of the Archaeological Heritage*
- *Archaeology and the Planning Process*
- *Guidelines for Authors of Reports on Archaeological Excavations*
- *National Policy on Town Defences*
- *Guidelines for Directions*
- *Guidelines for Consents*

Under Irish legislation “archaeological object” means any chattel whether in a manufactured or partly manufactured or an unmanufactured state, which by reason of the archaeological interest attaching thereto or of its association with any Irish historical event or person has a value substantially greater than its intrinsic (including artistic) value, and the said expression includes ancient human, animal or plant remains. The current legal position is that all archaeological objects which have no known owner (i.e. where neither the original owner nor their present legal heirs are known) are State property. The National Museum of Ireland is the State’s repository of archaeological objects. Effectively this means that all excavation finds, including human remains, are State property and that landowners do not have any prior claims on, or rights to material excavated on their lands. The Topographical Files held by the National Museum of Ireland provide information on artefacts, their find spot, and any field monuments that have been notified to the National Museum of Ireland.

Dublin also has a rich underwater cultural heritage located in its marine, coastal and inland waterways. The National Monuments Service is responsible for the identification and designation of monuments through the Archaeological Survey of Ireland, for the implementation of legislative provisions in relation to the protection of monuments and sites including shipwrecks. In accordance with international best practice guidance and national policy, preservation in situ of buried archaeological remains is the preferred option and new development should, where practical, be designed in such a manner to facilitate in situ preservation.

Zones of archaeological interest are marked on the Record of Monuments and Places (RMP) maps and new sites are marked on the archaeological survey database hosted on [www.archaeology.ie](http://www.archaeology.ie). The RMP also documents known individual archaeological monuments and their original locations in the case of destroyed monuments. RMP sites are protected under the National Monuments Acts 1930-1994. Zones of Archaeological Interest in urban areas must be addressed in relation to development and regeneration and development led archaeology provides opportunities for understanding the City's past. The SDZ study area is partly in the archaeological zone for Dublin City DU018-020. This archaeological zone extends eastwards from the city centre along North Wall Quay as far as the east link bridge on the northern campshires and along Sir John Rogerson's Quay on the south campshires with a spur south down Macken Street. The zone extends south from the River at York Street taking in a trapezoidal shaped area along the Dodder's east bank.

The Dublin City Development Plan maps include a number of discrete archaeological sites and a zone of archaeological potential for the city centre, both of which reflect the RMP mapping. Dublin City Council employs a City Archaeologist whose role is to ensure the appropriate archaeological assessment and site specific mitigation for developments, in accordance with the Planning and Development Acts and National Monuments Acts, in consultation with the National Monuments Service. The City Archaeologist offers a dedicated advisory service to DCC Planning Department and to developers and their representatives from pre-planning through to compliance and acts as a liaison between the planning authority and the National Monuments Service. Industrial Heritage sites not marked as protected structures on the Development Plan or as sites on the RMP may nevertheless be considered of archaeological interest and subject to archaeological planning conditions and requirements.

The Underwater Archaeology Unit (UAU) was established within the National Monuments Service to manage and protect Ireland's underwater cultural heritage, including the quantification of the underwater resource and assessing development impacts in order to manage and protect this aspect of



Ireland's heritage. The Shipwreck Inventory is principally a desktop survey with information gathered from a broad range of cartographic, archaeological and historical sources, both documentary and pictorial. An inventory of wrecks covering the coastal waters off county Dublin was published in 2008. Wrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Amendment) Acts 1987 and 1994. Significant wrecks less than 100 years old can be designated by Underwater Heritage Order (UHO) on account of their historical, archaeological or artistic importance. UHOs can also be used to designate areas of seabed or land covered by water to more clearly define and protect wreck sites and archaeological objects. Under the legislation all diving on known protected wreck sites or with the intention of searching for underwater cultural heritage is subject to licensing requirements.

Summaries of all licensed archaeological excavations in the Republic of Ireland from are published in the *Excavations Bulletin* edited by Isabel Bennett, various publications of which list excavations between 1970 and 2007.

### **Industrial Heritage**

The SDZ area is physically defined by a number of historic waterways and associated spaces principally the rivers Liffey and Dodder, the Grand Canal and the Royal Canal, the canal docks, and locks etc. for which the preservation of character, setting and amenity, are important. Retention of historic street pattern, plot width, use of appropriate materials and maritime/industrial character are major considerations in maintaining the character and identity unique to the Docklands. Historic sites and character areas present excellent opportunities for tourism and leisure facilities for international and national visitors to the capital, as well as for the inhabitants of wider Dublin.



Grand Canal Dock

The creation of attractive environments with a genuine sense of place is a prerequisite to achieving sustainability. The Docklands SDZ area has a strong character deriving from its industrial archaeology (maritime, rail and canal transport, and power generation) and this is reflected in the Record of Protected Structures, the Dublin Docklands Development Authority Inventory of Architectural and Industrial Archaeological Heritage and the Dublin City Industrial Heritage Record (DCIHR). The DCIHR is a map and site based survey of the city's industrial heritage. There are 61 DCIHR sites in the SDZ area with 1

significant site of National interest and importance just outside the boundary (the Custom House designed by Gandon). The DCIHR survey team rated the extant remains according to the NIAH method. The Custom House is given a National rating, while 30 sites are given a regional rating and 3 are considered to be of local importance. Few DCIHR sites are currently listed on the RPS and it is a policy of the current Dublin City Development Plan 2011-17 to review the DCIHR in relation to the RPS. The range of industrial sites noted from the map based DCIHR research reflects the trade, transport and manufacturing heritage of the Docklands. Sadly many structures and items of IH plant have disappeared from the Docklands in recent years, notably the distinctive landmark cranes on the north quays, and further loss of such features will weaken the unique character of Dublin Docklands as a robust city port. The SDZ area is also intrinsically linked physically and historically to the Poolbeg peninsula, in particular, the Pigeon House Road, the Great South Wall military fort and hotel, and the 20<sup>th</sup> century power generating station.

The Dublin Docklands Master Plan 2008 environmental protection objectives (Section 6.4, especially Objectives UD 60-68) seek to record and protect sites of archaeological and industrial archaeology within the Docklands area. That plan had some successes to a greater and lesser degree in delivering these objectives including the retention and enhancement of the Maritime character around the IFSC, retaining a water element at Georges Dock and reuse of Stack A and the development of Grand Canal Dock. Linking these vibrant spaces and the areas yet to be developed with the city centre will be important consideration, that will be delivered through improved public transportation, bridges, ferries, parking and traffic movement, as well as cultural hubs where people will chose to spend leisure time and money. Improved public realm along North Wall Quay is a good example of how good landscape design can encourage leisure activities and pedestrian usage. Other positive interventions include the Gasworks at Barrow Street where a gasometer was converted into residential apartments by a commercial company.



North Wall Quay



Maritime Character

### **Recommendations**

- Archaeological material to be preserved in situ where this is not feasible the archaeological excavation of all in situ features including post medieval in situ fabric in consultation with DAHG and DCC Archaeologist.
- To create a linear link along the south quays for pedestrians/cyclist by way of a light bridge crossing at the Dodder mouth/Grand Canal and Liffey confluence (allowing access from Sir John Rogerson's Quay and the former Ballast Office Wall/Pigeon House Road/Great South Wall).
- To preserve and reinstate the Grand Canal Dock graving docks as a heritage feature.
- To preserve the views to and from the Grand Canal and Liffey Dodder confluence.
- To support the Pigeon House Precinct Conservation Plan in SDZ.
- All planning applications for development sites in the SDZ area to be accompanied by archaeological desktop assessment.



- All DCIHR sites to be reviewed for protection by the RPS.
- All planning applications for development sites in the SDZ area to be accompanied by industrial heritage desktop assessment.
- The RPS to be reviewed in light of the DCIHR for the SDZ area as pilot for the citywide review, which is an objective of the current Development Plan
- A research agenda could be developed for the archaeology and built heritage of the Docklands Strategic Development Zone to promote awareness of, and access to, the city's archaeological and industrial inheritance.
- Archaeological material to be preserved in situ where this is not feasible the archaeological excavation of all in situ features including post medieval in situ fabric.
- Archaeological assessment including an Industrial heritage assessment of proposed new developments in the Docklands SDZ
- Planning applications/ Part VIII applications/strategic plans (development plan, LAPs/framework plans/ Urban framework plans etc.) with input from and screened by the City Archaeologist
- Minimise impact on potential archaeology through encouraging early pre planning consultation with the City Archaeologist and the NMS DAHG
- Promote best practice for archaeological excavation and encourage the dissemination of the findings of archaeological investigations and excavations through the publication of excavation reports thereby promoting public awareness and appreciation of the value of archaeological and industrial heritage resources
- Identify and protect the visual amenity of known heritage sites and features
- Minimise interference in original maritime and river, and transport heritage, protecting quays, canal walls, docks, graving docks industrial fabric and allowing space around these features for amenity
- Retain historic paving and street furniture, maritime features such as mooring rings etc.
- Retain the robust mid 18<sup>th</sup> century street grid pattern of North Lotts
- Retain and promote Industrial Heritage of the area by keeping sites (rail, canal, military and maritime fabric) plant and structures in situ and adapt for reuse
- To recognise the importance of underwater/intertidal archaeology. Developments with potential implications for underwater archaeology including any disturbance of the river bed to be assessed in advance of works via licensed intertidal and underwater archaeological assessment in consultation with DAHG and City Archaeologist
- Archaeological monitoring of all geotechnical investigations and ground works in SDZ area

- Ensure that new development considers and recognises the landscape qualities of the Docklands, Poolbeg peninsula, river and bay area in SDZ developments
- Safeguard the historic open spaces and Zones of Archaeological Interest
- Protecting and embracing the built heritage as a finite resource while supporting the city as an attractive destination for tourism
- To promote the development of the Dublin City Archaeological Archive and GIS mapping for archaeological sites in the SDZ area
- The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the current Development Plan and it should be consulted prior to the lodgement of any planning application.
- To recognise the emerging role of Liffey and Canals as a cultural destination in the Capital City

Archaeology Appendix 1: DCIHR Features Docklands SDZ

| Feature No. | Site Function               | Type          | location                    | notes           | Rating |
|-------------|-----------------------------|---------------|-----------------------------|-----------------|--------|
| 18 11 151   | Custom House                | Trade         | Custom House Quay           | not in SDZ area | N      |
| 18 12 020   | Goods Shed                  | Trade         | Lime Street                 |                 | R      |
| 18 12 031   | Railway Station             | Transport     | Cumberland Street South     |                 | R      |
| 18 12 032   | Bridge                      | Transport     | Sandwith Street Upper       |                 | R      |
| 18 12 033   | Bridge                      | Transport     | Erne Street Upper           |                 | R      |
| 18 12 034   | Bridge                      | Transport     | Erne Place, Brunswick Place |                 | R      |
| 18 12 040   | Gas Works                   | Manufacturing | Pearse St, Macken St        |                 | NR     |
| 18 12 049   | Bridge                      | Transport     | Mount Street Crescent       |                 | R      |
| 18 12 050   | Canal Lock                  | Transport     | Herbert P, Percy Pl         |                 | R      |
| 18 12 060   | Canal Office                | Transport     | North Wall Quay, Guild St   |                 | NR     |
| 18 12 061   | Bridge                      | Transport     | North Wall Quay             |                 | NA     |
| 18 12 062   | Sea Lock                    | Transport     | North Wall Quay             |                 | R      |
| 18 12 063   | Bridge                      | Transport     | North Wall Quay             |                 | R      |
| 18 12 064   | Garage (Tram power station) | Transport     | Ringsend Road               |                 | R      |
| 18 12 067   | Docks                       | Transport     | Spencer Dock                |                 | R      |
| 18 12 068   | Timber Yards                | Trade         | Hanover St East, SJR Quay   |                 | NR     |
| 18 12 069   | Railway                     | Transport     | North Wall Quay             |                 | NR     |
| 18 12 070   | Goods Shed                  | Trade         | North Wall Quay             |                 | NR     |
| 18 12 071   | Railway                     | Transport     | North Wall Quay             |                 | NR     |
| 18 12 072   | Railway Station             | Transport     | North Wall Quay             |                 | R      |
| 18 12 073   | Goods Shed                  | Trade         | North Wall Quay             |                 | NR     |

|           |                                   |               |                                       |  |    |
|-----------|-----------------------------------|---------------|---------------------------------------|--|----|
| 18 12 074 | Vitriol Works                     | Manufacturing | New Wapping St, Mayor St              |  | NR |
| 18 12 075 | Iron Works                        | Manufacturing | New Wapping St, North Wall Quay       |  | NR |
| 18 12 076 | Goods Shed                        | Trade         | North Wall Quay                       |  | NR |
| 18 12 077 | Saw Mills                         | Manufacturing | Castleforbes Road, North Wall Quay    |  | NR |
| 18 12 078 | Packing Case Factory              | Manufacturing | North Wall Quay                       |  | NR |
| 18 12 079 | Goods Station                     | Transport     | North Wall Quay                       |  | R  |
| 18 12 080 | Railway                           | Transport     | North Wall Quay                       |  | R  |
| 18 12 084 | Quay                              | Transport     | North Quay Extension                  |  | R  |
| 18 12 089 | Quay                              | Transport     | Alexandra Basin                       |  | NR |
| 18 12 090 | Quay                              | Transport     | Alexandra Quay                        |  | NR |
| 18 12 091 | Basin                             | Transport     | Alexandra Basin, North Wall Ext       |  | R  |
| 18 12 093 | Light House                       | Transport     | North Wall Extension, North Wall Quay |  | NR |
| 18 12 095 | Chemical Works                    | Manufacturing | North Wall Quay                       |  | NR |
| 18 12 096 | Iron Works                        | Manufacturing | North Wall Quay                       |  | NR |
| 18 12 097 | Railway Station                   | Transport     | North Wall                            |  | NR |
| 18 12 098 | Tramway                           | Transport     | Mayor Street Upper, North Wall Quay   |  | NR |
| 18 12 100 | Cooker and Meter Factory          | Manufacturing | SJR Quay                              |  | NR |
| 18 12 101 | Corn Mill                         | Manufacturing | Barrow Street                         |  | R  |
| 18 12 102 | Chemical Manure Works             | Manufacturing | SJR Quay                              |  | R  |
| 18 12 103 | Chemical Manure and Oilcake Mills | Manufacturing | SJR Quay & others                     |  | NR |
| 18 12 104 | Granary                           | Manufacturing | Hanover Quay, Green St E, Benson St   |  | R  |
| 18 12 106 | Canal Lock                        | Transport     | Britain Quay                          |  | R  |
| 18 12 107 | Canal Lock                        | Transport     | Britain Quay                          |  | R  |
| 18 12 108 | Canal Lock                        | Transport     | Britain Quay                          |  | R  |
| 18 12 109 | Dry Dock                          | Transport     | Charlotte Quay, S Docks Rd            |  | R  |

|           |                      |               |                             |  |    |
|-----------|----------------------|---------------|-----------------------------|--|----|
| 18 12 110 | Dry Dock             | Transport     | S Docks Rd, Charlotte Quay  |  | R  |
| 18 12 111 | Coal Yard            | Trade         | S Docks Rd, Charlotte Quay  |  | R  |
| 18 12 112 | Bridge               | Transport     | Pearse St, Ringsend Rd      |  | NR |
| 18 12 114 | Glass bottle factory | Manufacturing | Ringsend Rd, Charlotte Quay |  | NR |
| 18 12 115 | Bottle factory       | Manufacturing | South Docks Road            |  | NR |
| 18 12 118 | Boat Slip            | Transport     | York Road                   |  | L  |
| 18 12 119 | Bottle Works         | Manufacturing | Thorncastle St, York Rd     |  | NR |
| 18 12 121 | Landing Stage        | Transport     | Thorncastle Street          |  | L  |
| 18 12 126 | Sack Factory         | Manufacturing | Barrow Street               |  | R  |
| 18 12 127 | Corn Kiln            | Manufacturing | Barrow Street               |  | R  |
| 18 12 128 | Mills                | Manufacturing | Barrow Street               |  | R  |
| 18 12 133 | Railway Engine Shed  | Transport     | Barrow Street               |  | NR |
| 18 12 134 | Bridge               | Transport     | Barrow Street               |  | L  |
| 18 12 144 | Bottle factory       | Manufacturing | Ringsend Road               |  | R  |
| 18 12 145 | Gas Works            | Manufacturing | SJR Quay & others           |  | R  |
| 18 12 146 | Coal Yard            | Trade         | Thorncastle Street          |  | NR |

Key to DCIHR Rating

|    |           |    |
|----|-----------|----|
| N  | National  | 1  |
| R  | Regional  | 30 |
| L  | Local     | 3  |
| NR | No Rating | 28 |

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Total 62 (including Custom House just outside SDZ boundary)



## Appendix II Archaeological Investigations

2002:0543. River Liffey, Guild Street/Macken Street, Dublin  
No archaeological significance

2004:0565. BUILDING C, SPENCER DOCK, NORTH WALL QUAY,  
DUBLIN  
Late Mesolithic fish traps and post-medieval structures

2006:634. National Conference Centre, Spencer Dock, North Wall  
Quay, Dublin  
Post-medieval reclamation deposits

2007:491. North Wall Quay, Dublin  
Monitoring

2007:492. North Wall Quay, Dublin  
No archaeological significance

2007:493. National Conference Centre, Spencer Dock, North Wall  
Quay, Dublin  
Urban, post-medieval

2007:494. Spencer Dock, North Wall Quay, Dublin  
Prehistoric fish traps

2012E0126. Environmental improvement and bus corridor  
scheme  
Post medieval maritime and land reclamation.

Sir John Roberson's Quay  
2002:0577. Sir John Rogerson's Quay, Dublin  
Urban

2003:0577. Sir John Rogerson's Quay, Dublin  
Urban post-medieval

2006:641. 17–19 Sir John Rogerson's Quay, Dublin  
Urban, post-medieval

2006:642. 17–19 Sir John Rogerson's Quay  
Urban

2006:643. 17–19 Sir John Rogerson's Quay, Dublin  
Urban, post-medieval

2008:412. Grand Canal Docks/Sir John Rogerson's Quay, Dublin  
Canal basin/riverine

2004:0519. U2 TOWER, BRITAIN QUAY, DUBLIN  
Urban

2005:445. 5–7 AND 8 HANOVER QUAY, DUBLIN  
Urban

2006:624. 5–7/8 Hanover Quay, Dublin  
Urban



Historical Public Realm Survey, by Howley Hayes Architects





London North Western Hotel in 1921



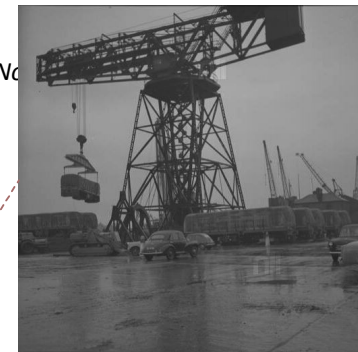
Sherzer bridge at Sherriff Street ca. 1900



North Wall ca. 1900



Aerial View over North & South Lotts 1955



Lifting crane at North Wall 1962



Troop movements along Rogerson's Quay 1922



Undated aerial photograph of graving docks



Ringsend bridge 1960





View of historic setts along Castleforbes Road



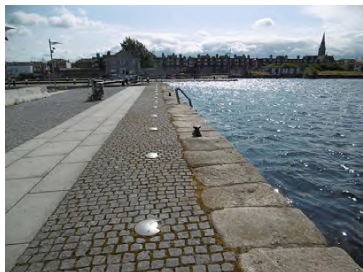
Mooring & granite quaystones along North Wall



Setts and train track along Rogerson's Quay

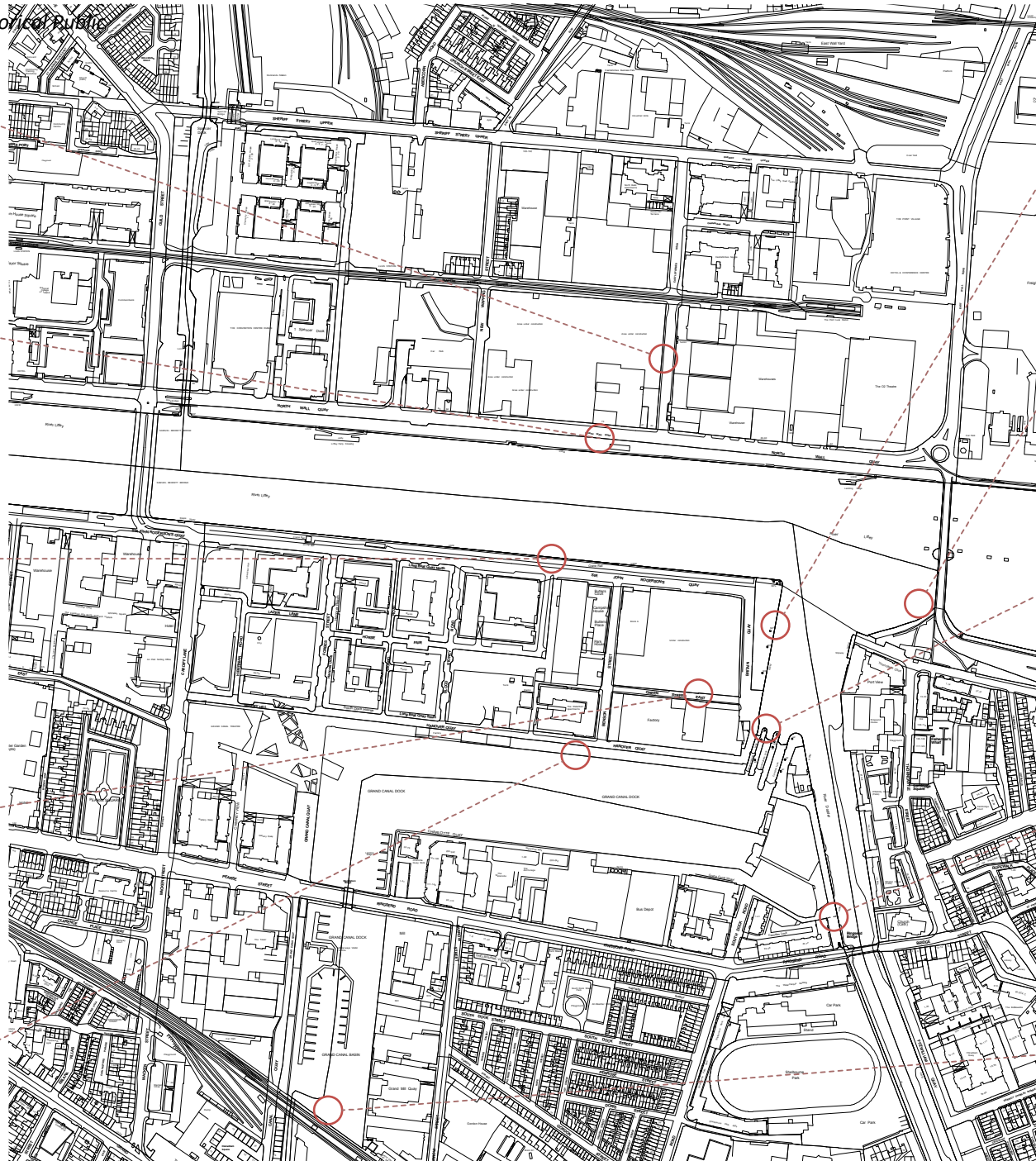


Setts along Green Street East



Quaystones along Grand Canal Dock

Historical Public



Carved granite quaystones at Britain Quay



Granite quaystones at start of Great South Wall



Views of lock gates into Grand Canal Dock



View of setts along Dodder at Ringsend Bridge



View towards Boland's Mills in Grand Canal Dock

