



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Oifig Áitiúil Lár,
51-53 Sráid Sheáin Mhic Dhiarmada Íocht,
Baile Átha Cliath 1. Do1 HW 44.

Central Area Office,
51-53 Sean McDermott Street Lower,
Dublin 1. Do1 HW 44.

The Chairperson and Members
Of Central Area Committee

14th July 2020

With reference to a Naming and Numbering proposal for a development(s) at the site that is known as 1 – 4 East Road, Dublin 3.

Development information

This is a housing development, as approved by Bord Pleanála (RefABP-304710-19) comprising of a mixed size residential units with access by a new purpose built entrance and ground level common landscaped areas within the lands known as 1 – 4 East Road, Dublin 3: as noted on Dublin City Council Plan Number SHD0012/19 (see attached map).

The 554 residential units shall be constructed within nine separate apartment blocks and each separate block will have its own name within the site address name. Within each apartment block every apartment dwelling shall have its own address number within that apartment block.

Address Proposal for the site address name.

The developer has submitted that the site address be recorded as “*Marshall Yards / Clóis an Mharascail*”, *East Road, Dublin 3*.

Address Proposal for the apartment buildings

The developer has submitted that the buildings be addressed, in a continuity sequence remedy, (individual residential dwellings are addressed by floor numbering with chronological sequencing) as follows:

- i. Block A1, as shown upon the attached map, be addressed as “*The Flagsman / An Fear Ladhróige*”, *Marshall Yards, East Road, Dublin 3* with 70 dwellings units therein.
- ii. Block A2, as shown upon the attached map, be addressed as “*The Sidings / An Taobhlach*”, *Marshall Yards, East Road, Dublin 3* with 69 dwellings units therein.
- iii. Block A3, as shown upon the attached map, be addressed as “*Engine House / Teach an Innill*”, *Marshall Yards, East Road, Dublin 3* with 56 dwellings units therein.
- iv. Block B1, as shown upon the attached map, be addressed as “*Merchants Hall / Halla na gCeannaithe*”, *Marshall Yards, East Road, Dublin 3* with 16 dwellings units therein.
- v. Block B2, as shown upon the attached map, be addressed as “*The Tramline / Líne na dTram*”, *Marshall Yards, East Road, Dublin 3* with 34 dwellings units therein.
- vi. Block C1, as shown upon the attached map, be addressed as “*Railyard House / Teach Chlós an Ráille*”, *Marshall Yards, East Road, Dublin 3* with 58 dwellings units therein.

- vii. Block C2, as shown upon the attached map, be addressed as “*The Crossings / Na Trasrianta*”, *Marshall Yards, East Road, Dublin 3* with 85 dwellings units therein.
- viii. Block D1, as shown upon the attached map, be addressed as “*Carriage Hall / Halla an Charráiste*”, *Marshall Yards, East Road, Dublin 3* with 78 dwellings units therein.
- ix. Block D2, as shown upon the attached map, be addressed as “*The Signal House / Teach na gComharthaí*”, *Marshall Yards, East Road, Dublin 3* with 88 dwellings units therein.

Naming Methodology

The developer has submitted that “The Marshall Yards” has been so-named to establish a clear connection between the new development and the important rail heritage of the area.

As the City of Dublin expanded equally Dublin Port grew rapidly and a railway line, that transported people and goods, was built. In 1877 a concerted effort was made to improve the Port facilities and access. A branch line was constructed to connect Amiens Street (now Connolly) Station and the North Wall Quay and adjoining docks. The area between Connolly Street Station and North Wall Quay was covered by rail tracks, sidings and other railway support infrastructure that allowed engines, wagons, carriages and trucks be marshalled. This area was the beating heart behind Dublin’s rail transportation to the rest of Ireland and beyond.

The North Wall goods and passenger stations are now all gone, replaced by The Convention Centre and the adjoining financial quarter of Dublin. Now most of the adjoining area, where these rail tracks, sidings and other railway support infrastructure once lay has been redeveloped. Only a portion of the rail network remains nevertheless the area’s great railway heritage will live on with the building names derived from the activities, rail structures and livelihood of local residents from the 1800s.

Heritage Officer Report

The City Councils’ Heritage Officer has considered the proposed name and gives a recommendation that the names are appropriate.

Recommendation

Naming proposal for the site address, as set out above, and the address proposal for the buildings upon the site address together with Individual unit numbers for each of the Residential Units is considered suitable and is recommended for adoption.

Karl Mitchell
Area Manager
Central Area