Draft Louth County Development Plan 2021-2027

Forward Planning Unit,
Development Plan Review,
Louth County Council,
Town Hall,
Crowe Street,
Dundalk,
Co. Louth A91 W20C.

To whom it may concern,

Please accept the following as a submission from a collective of interests that include, Ship Street Residents' Association, Upstate Theatre Project, Conservation Architect Caroline Whately and builder John Cassidy who have been collaborating for the last number of years to revitalise Ship Street, Drogheda. This collective has convened around the understanding that Ship Street is a site that intersects many of the areas of concern covered in the draft plan including sustainable regeneration in compact urban area, the conservation and redevelopment of an area of special architectural, artistic, cultural and historical significance as well as a residential area.

Request 1: There are many policy statements extant in the draft document that support collaborative regeneration and specifically identify areas within the land use zoning map. Although the buildings of Ship Street are included in D1 Regeneration, the street itself has been omitted. This would appear to be an oversight and we ask that this is included in this D1 regeneration zoning accordingly.

HOU 9 To support and facilitate investment in areas and lands in the County identified for regeneration including those as set out on the Land Use Zoning Maps and to collaborate with landowners and stakeholders in the development of these lands.

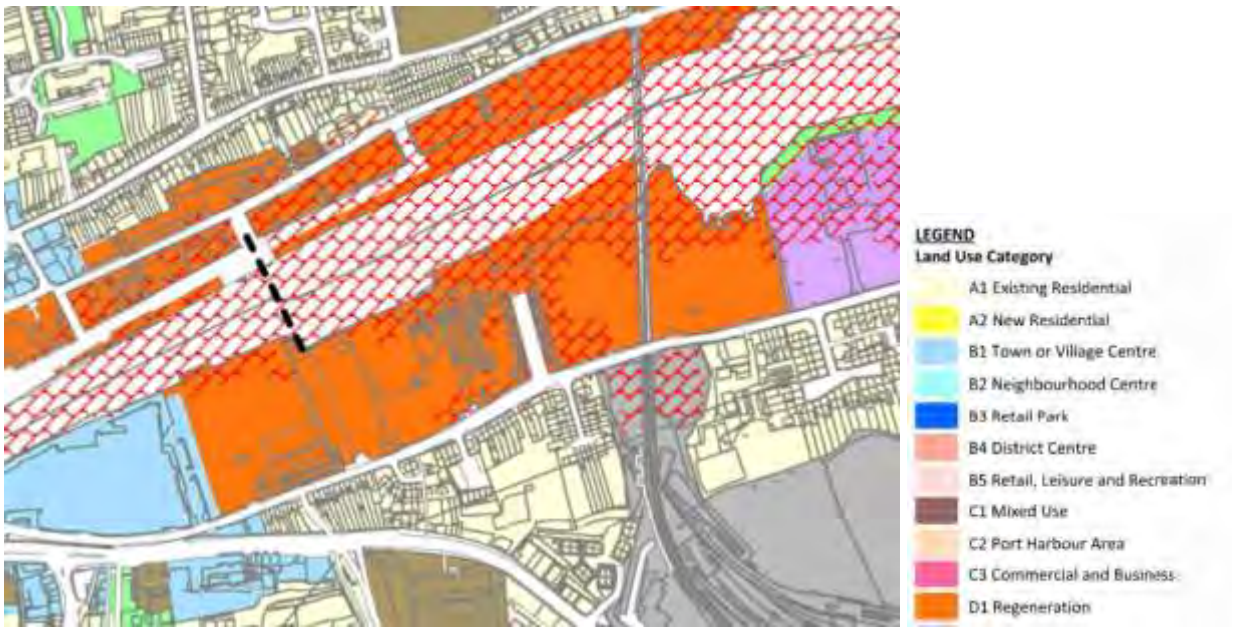


Figure 1.1 Draft Zoning and Flood Zones Map

Request 2:
The collaborative arts project 'futurepastpresent' led by Upstate Theatre Project included *Ship Street Architectural Conservation Statement* prepared by Caroline Whately, Grade 1 Conservation

Architect. This document identifies the significance of this Architectural Conservation Area including a strong community heritage with a culture of boat building in the street. It is critical that any future plans retain physical connection to the river to accommodate future access as a resource for the street and wider communities of Drogheda. We ask that *Ship Street Architectural Conservation Statement* is adopted to identify the significance of this ACA within the development plan and that the ACA plan area is extended to the river front as included within this recommendation

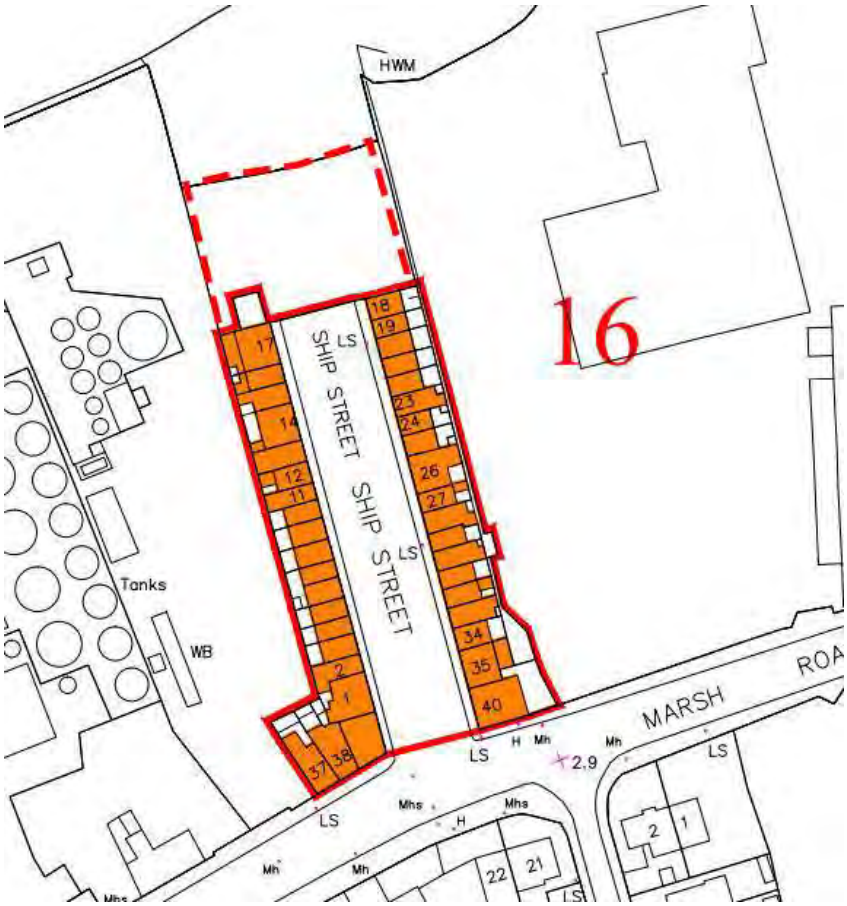


Figure 1.2 ACA

Existing ACA 16 outlined in red. Request that the area outlined in a dashed red line is included within this ACA.

Request 3: As part of the regeneration of this area, we wish that the Ship Street Residents Association and Upstate Theatre Project are engaged in this regeneration process. Although a masterplan was prepared for the area in 2007, *Drogheda Docklands Area Plan* there was no collaboration with Ship Street residents association or Upstate Theatre. This Plan has not sufficiently explored the historical development of the docklands including the significance of Ship Street. Ship Street has been identified as one of the last significant features from the Industrial age on the South bank of the Boyne. We ask that this plan *Drogheda Docklands Area Plan 2007* is not adopted within the development plan without modification in respect of Ship Street outlined in the *Ship Street Architectural Conservation Statement*. This includes the extension of the ACA of Ship Street to the River; the consideration of the setting of the street in any development and the removal of a vehicular route along the river front which impinges on the cultural connection between the street and the River Boyne.

Request 4:
As part of this regeneration process, we ask that a **Task Force** for the development of the street including relevant council departments, residents, other utility authorities and other interested parties be put in place to create a collective vision for the re-invigoration within the public realm to rejuvenate cultural activity connected with the Boyne River. The site is composed of 40 potential

dwelling units of a unique character. A Conservation Management Plan should be developed by this task force. It is important that this should be a collaborative process. Although the policies are in place as indicated below the path to collaboration is not clear. We request that Ship Street is identified with a specific objective for collaboration in addition to policy objectives HOU 9, 10, 11 32 and 34.

> *HOU 9 To support and facilitate investment in areas and lands in the County identified for regeneration including those as set out on the Land Use Zoning Maps and to collaborate with landowners and stakeholders in the development of these lands.*
>
> *HOU 10 To continue to support the creation of sustainable communities throughout the county by facilitating the creation of attractive neighbourhoods where there are strong links and connections to local services, community facilities and employment areas and where walking, cycling, and public transport is prioritised.*
>
> *HOU 11 To encourage and support a range of appropriate uses in town and village centres that will assist in the regeneration of vacant and under-utilised buildings and land and will re-energise the town and village centres, subject to a high standard of development being achieved.*
>
> *HOU 32 To encourage and promote the development of underutilised infill, corner and backland sites in existing urban areas subject to the character of the area and environment being protected.*
>
> *HOU 34 To encourage sensitively designed extensions to existing dwellings which do not negatively impact on the environment, residential amenities, surrounding properties, or the local streetscape and are climate resilient.*

Request 5:
Upstate Theatre Project have been actively engaged through artistic endeavours in Ship Street to create awareness for all parties of the challenges and opportunities inherent within the street. As part of the overall development of the south quays, there is the potential within the street to develop one of the buildings as a cultural facility managed by Upstate Theatre Project which could be supported by the Percent for Art scheme and other suitable funding mechanisms.

There are a number of derelict properties that have the potential to fulfil this purpose. No. 17 has been identified as the one property whose owner remains unidentified. It might prove appropriate for a CPO in collaboration with Upstate Theatre and other parties. We believe the site complements TOU 23 and the promotion of Drogheda as a 'Destination Town'. The street's historical culture and the regeneration project could both act as an educational/cultural attraction. In addition this proposal Complements policy SC22 to continue to enhance the public domain by considering the street as part of the public art domain

SC 22 To continue to enhance the public domain by encouraging the provision of public art across all art forms and throughout the County, supported by the Percent for Art Scheme.

TOU 23 To support and promote Drogheda as a designated 'Destination Town' and engage with Fáilte Ireland in developing and promoting the tourism potential of the town.

Request 6:

To identify Ship Street as a specific priority project and actively encourage and support owners with

repair and conservation.

BHC 25 To seek funding streams for specific priority projects and to assist owners with the repair and conservation of protected structures and aim to make the structure climate resilient.

BHC 21 To encourage the retention, sympathetic reuse and rehabilitation of protected structures and their settings where appropriate and where the proposal is compatible with their character and significance. In certain cases, development management guidelines may be relaxed in order to secure the conservation of the protected structure and architectural features of special interest.

Request 7:

To identify Ship Street as a specific priority project in relation to the following policies.

IU 2 To work in conjunction with Irish Water to protect and make climate resilient existing water and wastewater infrastructure, to maximise the potential of existing capacity and to facilitate the timely delivery of new water and wastewater services infrastructure, to facilitate existing and future growth.

IU 3 To support the provision, extension and upgrade of high quality water and wastewater services infrastructure for both existing and future developments within County Louth, consistent with the principles of sustainability, prioritising those centres where serious deficiencies are in evidence or where further sustainable development can be reasonably anticipated.

IU 27 To implement the Flood Risk Management Measures as detailed in the Neagh Bann Flood Risk Management Plan, the Eastern Flood Risk Management Plan and the Dunleer Flood Risk Management Plan.

Climate Action Chapter 12

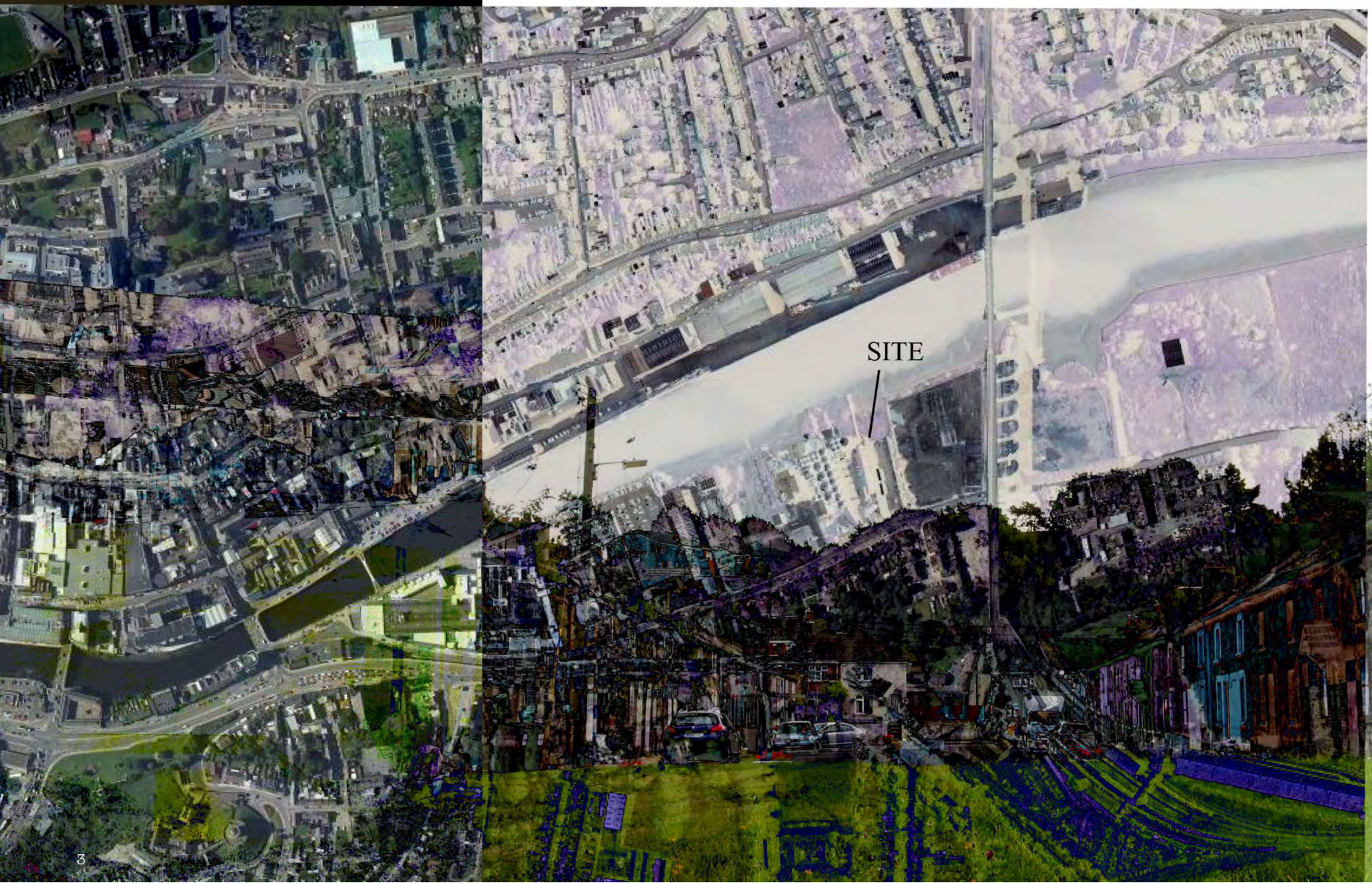
CA 3 Actively implement policies that support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon dioxide and greenhouse emissions.

CONCLUSION
The seven sections that we indicate above are a snapshot of the intersections that have implications for Ship Street and its future. We also believe that an enhanced collaborative approach might serve as an action research project that could illustrate practice and process that is useful to public service bodies, community groups, arts and heritage and citizens interested in developing greater participative programmes at local government level. It is an opportunity for learning, engagement and understanding for all.

SIGNED ALL

SHIP STREET

Conservation Statement by Caroline Whately MRIAI MUBC



Introduction

This publication is a collaboration with Upstate Theatre Project as a continuation of the conversation which commenced in 2012 exploring the role and contribution of community engaged arts in shaping and reforming our built heritage.

The street has been identified as an Architectural Conservation Area within the Drogheda Development Plan 2011-2017 which is the current development Plan for Drogheda. This designation proclaims the councils recognition of the importance of preserving the unique character of this townscape within Drogheda. There has been no assessment to date made of the distinctiveness, significance and special interest of the street. This study explores the categories of special interest and contributes to identifying the value and significance of the street in order to ensure its protection into the future.

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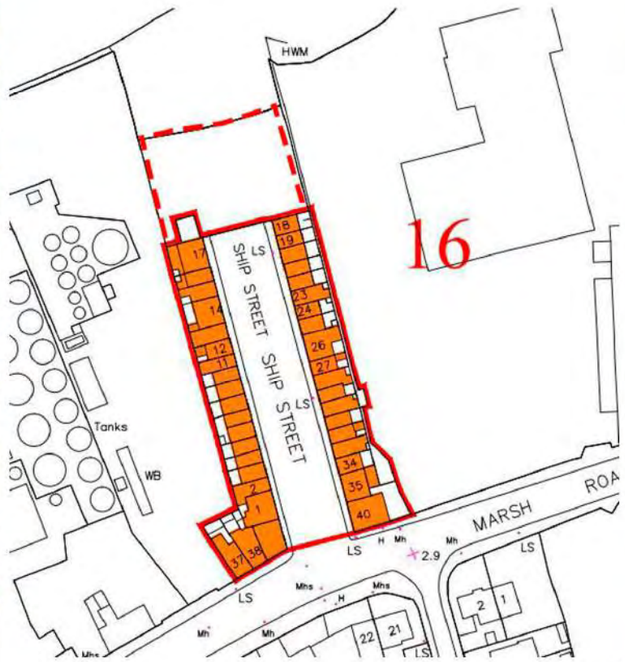
Location / Context

Existing ACA 16 outlined in red. Recommendation that the area outlined in a dashed red line is included within this ACA.



1

2

3

4

futurepastpresent

Ship Street consists of two stone terraces oriented north-south containing a total of forty building units. The street is 17.7 M wide and 81.6M long with a single plot width predominantly 3.5M wide. Each unit originally consisted of a two-storey one-over-two bay dwelling in a one-up-one-down configuration. A total of five of the units were amalgamated to create larger units. The gable walls to the river were constructed to allow for extension of the terrace northward evident in the construction of the gable chimney and stone buttress detail. To the south, the terrace returns onto the Marsh Road.

Use

It is understood that there are twelve buildings in use, eleven as dwelling units and No.1 Ship Street is home to the Drogehda Invitation Pigeon Club. Five of the units are owner occupied and six are leased to the current residents. The remainder of the terrace dwellings are unoccupied.

1. West Terrace Ship Street 2020 2. Drogheda Invitation Pigeon Club showing the amalgamation of two units with blocked up entrance door painted. 3. No.4 Ship Street (left) showing the fanlight configuration to the entrance door. 4. No 2&3 Ship Street showing the combination of occupied unit adjacent vacant premises. 5. View of the Street in good repair c. 1970's .

Materials

The roofs were originally constructed as a simple pitched Bangor Blue slate roof with 115mm ǿ half round cast-iron gutter and downpipe provided at c.16 M intervals along the street. External walls are 500mm wide random rubble limestone/greywacke with red brick door and window surrounds. The chimneys were constructed in red/brown brick. Six-over-six timber sash windows have been replaced with a variety of fenestration styles. The original timber doors with square headed fanlights divided into three sections similarly have been replaced, the last reference to this configuration found at No. 4. The houses have predominantly been extended to encapsulate the small external yard to the rear in a variety of forms. The stone and brick elevations have been modified in a myriad of styles creating a unique character.

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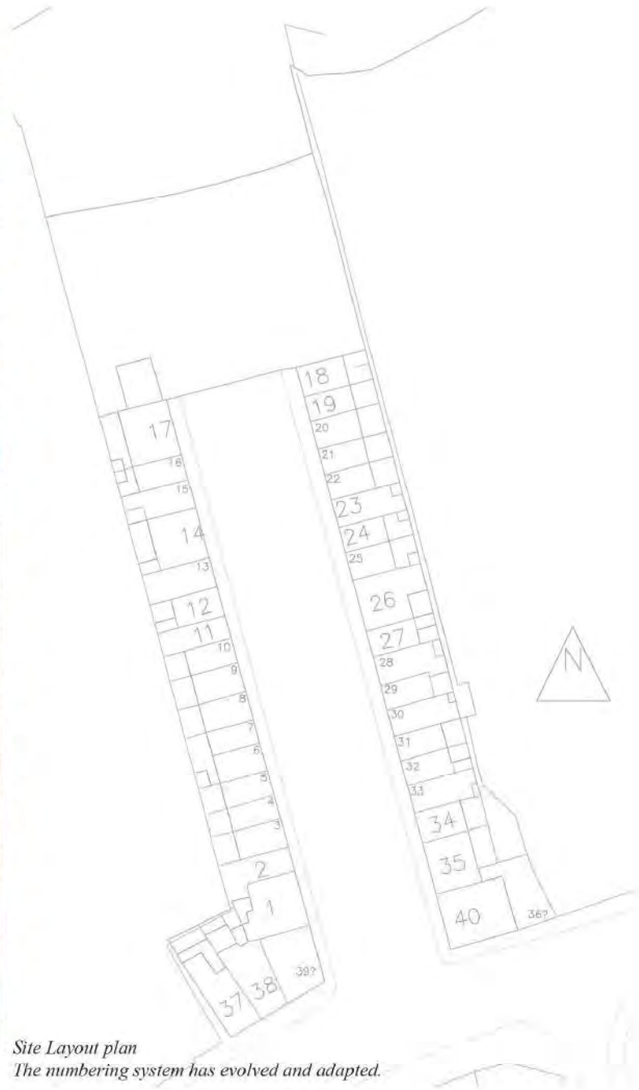
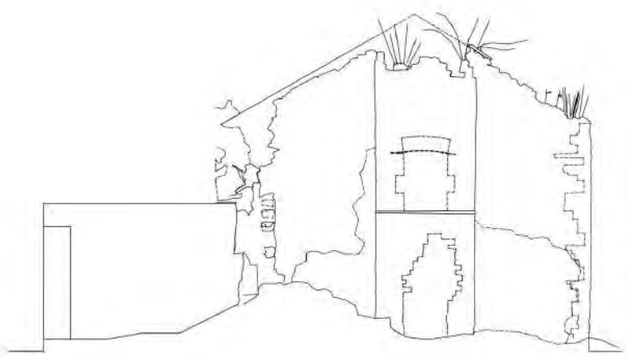
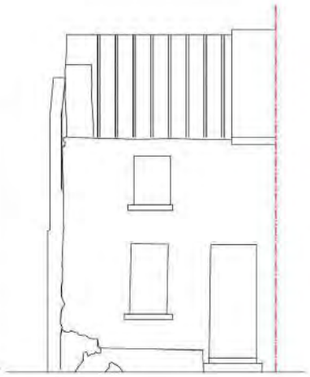


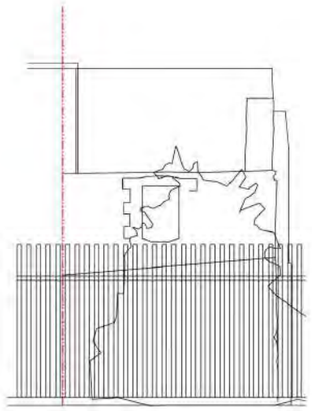
Site Layout plan
The numbering system has evolved and adapted.



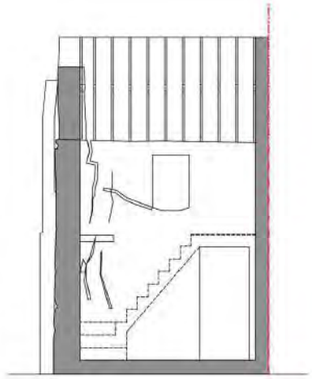
03/100 NORTH ELEVATION



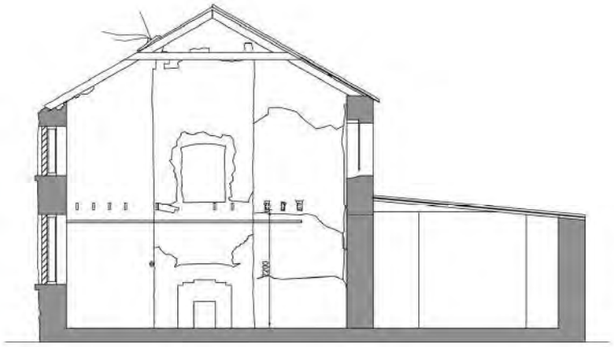
04/100 WEST ELEVATION



05/100 EAST ELEVATION



06/100 SECTION A-A



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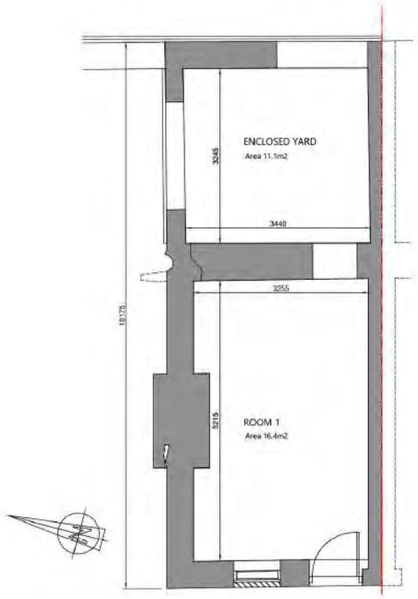
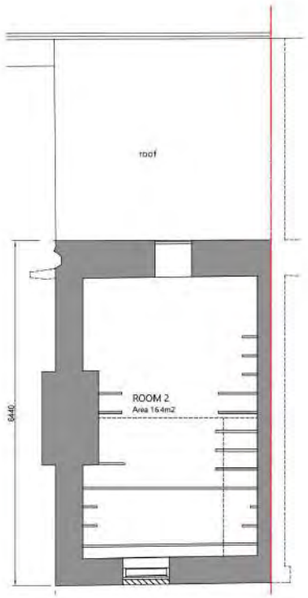


01/100 GROUND FLOOR PLAN



02/100 FIRST FLOOR PLAN

No 18. Ship Street

A decision was made to undertake a measured and condition survey of the property deemed to be in the worst condition on the street, No. 18 Ship Street. This structure located at the north end of the eastern terrace was subject to a fire in June 2017. The structure is open to the elements and currently in an extremely poor condition. There are many traces however of original fabric that can assist in reconstructing the building in an appropriate manner. The structure of the roof is readily visible; the line of the original staircase on the rear wall; the first floor structure; timber sash boxed windows; lime plaster with local sea shell aggregate and chimney and fireplaces on both floors. The area of the main dwelling is 32m2 with an additional area of 10m2 within an enclosed yard.

Although the area of the dwelling is below current standards, it is ideally suitable for restoration and use as a small dwelling. A detailed condition survey is appended with repair methodologies.

View of Drogheda, (W.L.3825) The Lawrence Collection.
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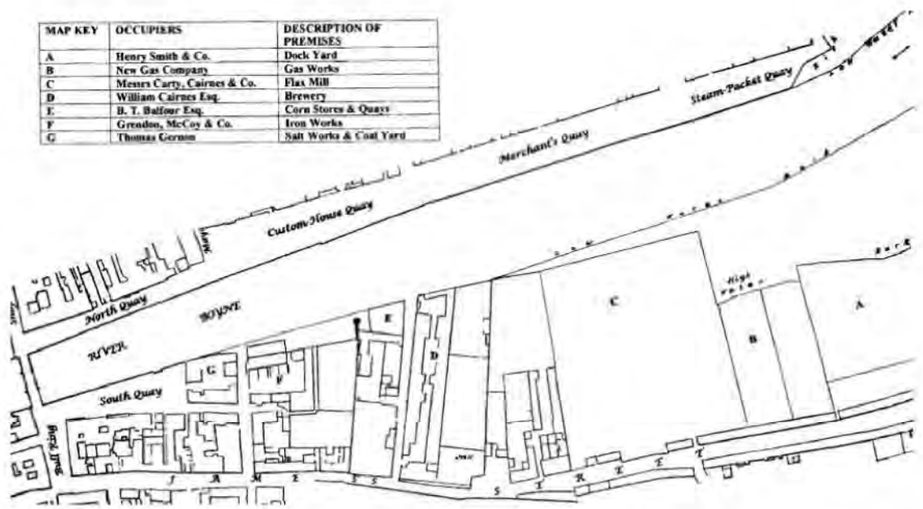
Smith Family

Henry Jeremiah and his brother St George Smith were very influential in the industrial development of Drogheda during the 19th Century. Family tradition suggests that the Smiths came from Yorkshire and settled in Co. Louth around 1600. Historical research into the extended family has been undertaken by John McCullen, a descendant of one of the tenants of the family. The family had amassed great wealth by buying Consols, a type of war loan established in 1787 by the British government, during the war with France. McCullen established that the sale of this stock gave his two sons, Henry Jeremiah and St George '*a great start in life*'. The family were involved in every industry along the Quays including saltworks, linen, corn-milling and ironworks. They were very interested in the development of the shipping industry and were instrumental in the improvements to the Boyne river, facilitating the dredging and associated reclamation of the land through their positions as Harbour Commissioners in 1830. The material raised from the riverbed was used to reclaim lands allowing for the construction of St Mary's Mill in the 1830's by the Smith family. St George Smith sat on the first board of directors of the Drogheda Steam-packet Company in 1825 with Henry acting as secretary to the company. Later Henry Smith was a key promoter for the development of the Drogheda Dublin railway and acted as director of the board appointing the esteemed engineer Sir John Macneill as the company civil engineer. St George Smith was a major shareholder in Grendon's Ironworks, one of the few manufacturers of steam engines in Ireland that supplied locomotive engines for the new line. The Drogheda Chemical Manure company was later set up by F. St. George smith in 1867. Henry Smith died in 1857.

MAP KEY	OCCUPIERS	DESCRIPTION OF PREMISES
A	Henry Smith & Co.	Dock Yard
B	New Gas Company	Gas Works
C	Messrs Carty, Cairnes & Co.	Flax Mill
D	William Cairnes Esq.	Brewery
E	B. T. Balfour Esq.	Corn Stores & Quays
F	Grendon, McCoy & Co.	Iron Works
G	Thomas Gernon	Salt Works & Coal Yard



Map of South-bank industries east of the bridge 1840 extracted from Ned Mc Hugh, "The Port of Drogheda 1790-1850: An Era of Regeneration and Resurgence." Journal of the County Louth Archaeological and Historical Society 26, no.2 (2006): 151-32

futurepastpresent

The improvements to the port of Drogheda in the early 19th Century saw a considerable increase in trade along the riverside landscape which opened up many development opportunities for enterprising merchants. Henry Smith saw the opportunity to develop a dockyard on the southern bank of the River Boyne, which included the site of Ship Street. In December 1835 he purchased a lease of a site extending to an area of 3.1767 hectares. At that time the site contained a 'piece of marshy ground with a house and garden'. In order to ensure a return on his investment, he renegotiated the terms of the original lease with Drogheda Corporation for the purposes of providing a shipbuilding yard.

Shipbuilding at the site

The shipbuilding enterprise started in 1836 with the repair and construction of small boats for local clients. The first sea-going vessel, The Harriet, a schooner of 100 tons burden attracted much public attention in 1838. The business expanded and became a major local employer with a workforce in 1838 comprising fifty-five shipwrights, four sawyers, three smiths, thirty apprentices and twelve labourers . Many of the shipwrights came from the east coast of England or Scotland as this specialised skill was not locally available. At this time the site contained 15 workmen's houses that were built in connection with the yard and yielded a total of £68 in rent . Although the business was in good stead, Henry Smith became burdened with financial difficulties which was compounded by and extended strike by shipwrights seeking wages commensurate with workers in Dublin. He attempted to sell the business in 1839 to no avail. Smith left Drogheda in 1843 just before the Great Famine and the shipyard declined significantly under the care of his trustees who were unable to pay local taxes and reneged on the rent to Drogheda Corporation in 1849.

Gradwell Family

By 1864, the property had come into the hands of John and Richard Gradwell and John and Francis Chadwick. John Gradwell lived at Platin Halll and Richard owned the Dowth Estate , which stretched from the Curley Hole on the Boyne to Slane incorporating Dowth, Knowth and Newgrange. The Gradwells were heavily involved in St. Mary's Flax Mill which was operational until 1878. The family managed the leasehold the houses on Ship Street until as recently as the 1980's.

References

McHugh, Ned. "The Port of Drogheda 1790-1850: An Era of Regeneration and Resurgence."- Journal of the County Louth Archaeological and Historical Society, 26, no. 2 (2006): 151-326.

McCullen, John. "The Smith Family of Maine, Greenhills, and Piperstown, County Louth, and Beabeg and Annesbrook, County Meath."Journal of the County Louth Archaeological and Historical Society, 27, no. 3 (2011): 379-409.

McCullen, John. "The Account Books of James McCullen, Builder, 1817-1877.", Journal of the County Louth Archaeological and Historical Society, 23, no. 1 (1993): 115-26.

Geraghty, P. J. "The Dublin and Drogheda Railway: The First Great Irish Speculation." Dublin Historical Record, 66, no. 1/2 (2013): 83-132.

O'Brien, Elena. "Industrial Lives: Social Archaeology of the Industrial Period. "Archaeology Ireland 19, no. 2 (2005): 23-25.

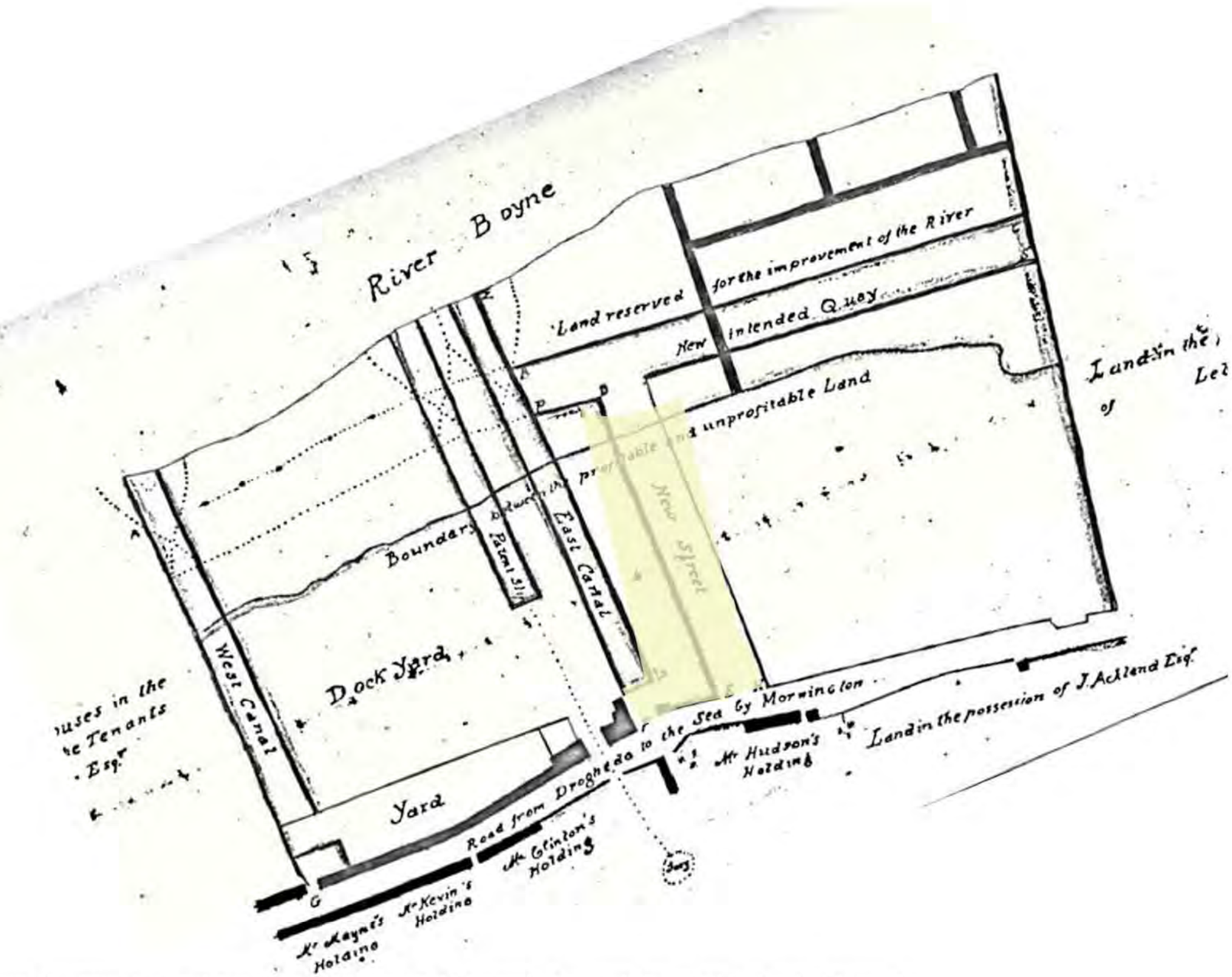


Figure 2.1 Map relating to Lease: Drogheda Corporation to Smith, 10.02.1837 McK-T surveyed by William Codd May 1836 with Ship Street highlighted in yellow.

The extent of the lands are delineated between profitable and unprofitable lands relating to the high water mark and low water mark respectively. The 'New Street' is indicated 60 feet wide (18.2M) and 394 feet long (120.0M) connecting to a 'New Intended Quay' which is proposed from the east bank of the East Canal extending to the eastern boundary of the site. A dockyard is located to the west of the street and contains a patent slip which is aligned to entrances on the opposite side of Marsh road (Road from Drogheda to the Sea by Mornington). The western boundary is formed by the 'West canal'. A row of structures and yard are situated to the southwest of the site.

Origins of Ship Street

Ship Street was laid out to align with conditions set out in a lease between Drogheda Corporation and Henry Smith in 1837. The unusual width of the street was set out to facilitate access to a proposed new quay which unfortunately never materialised. The street was constructed slightly narrower and shorter than the lease agreement at 58 feet wide (17.7M) by 268 feet long (81.6M). The shipbuilding business although initially successful was shortlived and Henry Smith on failing to sell the business left it in the care of trustees on leaving the country in 1843. The trustees began constructing dwellings to support a large base of industrial workers now employed along the south quays. In 1851, a total of ten plots had been laid out, three were occupied, five were vacant or unfinished and two were set out for construction.

Condition of lease

In Feb 1837 a new 199 year lease was agreed at a yearly rent of £25 subject to the following conditions:

- *That a road at least 60 feet wide should be opened (within twelve months) from the road leading to Mornington extending to the River Boyne and to be laid out at such distance from the Eastern Canal as described on Map enclosed.*
- *A Quay of 80 feet wide is to be laid out adjoining the river and to commence at the Eastern Bank of this canal and to be continued from that point to the extreme Eastern boundary of the site.*
- *In case any during the lease an open Quay is constructed from the bridge to the western boundary of the site, then the Authorities should be allowed freely to continue this Quay through the site to connect to the eastern Quay constructing drawbridges over canals or slips as required.*
- *The entire space lying between Low Water Mark and described on map enclosed should be yielded by the tenant to the Boyne Commissioners for the improvement of the River Boyne when they require.*

Smith Family Builder

It is likely that the street was constructed by builders James and Henry Mc Cullen, ancestors to John Mc Cullen refered to earlier. James was a tenant of the Smith Family and according to his account books undertook works not only for the many Smith enterprises including Grendon's Ironworks, the Steampacket Company and Smith and Smyth's Mill but also the private houses of the extended family. During the years 1850-51, 1,350 mandays were assigned to Grendon's Ironworks which may have included works at nearby Ship Street.

Drogheda : sheet XXIV.12.1

Drogheda : sheet XXIV.12.2

"Drogheda," held by Ordnance Survey Ireland. © Public domain. Digital content: © Ordnance Survey Ireland, published by UCD Library, University College Dublin <http://digital.ucd.ie/view/ucdlib:41350

Ship Street 1870

A total of forty three dwellings were laid out by 1870, twenty three on the west side and twenty on the east. A small privy and yard to the rear of the properties is evident at this time. A stone quary is located to the east of the site and to the west, the dockyard, gas-works and St. Mary's Flax mill are well established at this time.

Overlay of Ship Street on the IHTA map 1 First edition OS Map c. 1836

Ship Street mid 20th Century
Extracted from Gerard, Richard, The Marsh Road/ Scotch Hall Story

Significance of Site

Ship Street has been designated an Architectural Conservation Area in accordance with Section 81 of the Planning and Development Act 2000. The street is of Architectural, historical and cultural significance as outlined below.

Architectural Significance

The houses strongly reflect the early 19th Century industrial architecture of Drogheda with functional stone and brick detailing. The backdrop of the contemporaneously built Boyne Viaduct, the Boyne River and the composition of the wide street creates a dramatic setting. The internal layout is particularly interesting as a one-up-one-down configuration with a single flight staircase to the rear wall. Although many of the houses have suffered from inappropriate intervention and loss of historic fabric, the street retains the original form, setting and a substantial amount of original fabric. Ship Street makes an important contribution to the urban and industrial heritage fabric of the area. This is a rare intact example of mid-19th Century terraces of Industrial workers housing in Ireland.

View towards Ship Street late 19th Century
NLI Lawrence Collection

View of Drogheda L.Roy (01730),The Lawrence Collection.
This image is reproduced courtesy of the National Library of Ireland. www.nli.ie

Historical Significance

Although large-scale industrialisation in Ireland during the 19th century was predominantly located in the Ulster counties, Drogheda also aligned to British levels of industrialisation at that time. On the South quays alone from the 1830's, the Smith family were heavily involved in the development of St Mary's Flax mill, Grendon's iron works and later the Chemical Manure factory. These industries were at the cutting edge of technology at the time and employed thousands of workers. The houses of Ship Street predate legislation introduced by the Labouing Classes (Lodging Houses and Dwellings) Act of 1866 to support private companies to construct suitable housing through loans from the Board of Works which was not adopted on any meaningful scale. The provision of working and lower-middle class housing by local Authorities in Ireland did not commence until the later part of the 19th Century. Ship Street exemplifies the progressive nature of the enterprising Smith Family and is one the last significant features from the Industrial age on the South bank of the Boyne.

View towards Ship Street late 19th Century
Stratten and Stratten

Cultural Significance

The houses represent the advancement of living conditions for middle income industrial workers in the mid-19th century. As famine forced people to the city in search of work they took up residence in squalid and impoverished conditions. Thatched one-room mud cabins, with no proper water supply and sewerage system were commonplace. It is in that context that the two-storey cottages of Ship Street were constructed.A strong community developed within the street over time and the associated social history is well recorded. There is a strong tradition of ship and boat building connected to the street.

Threats

Flooding
The street is subject to flooding when easterly or southerly winds combine with spring tides and heavy rainfall.

Drainage
The existing drainage provision for the street requires up-grading.

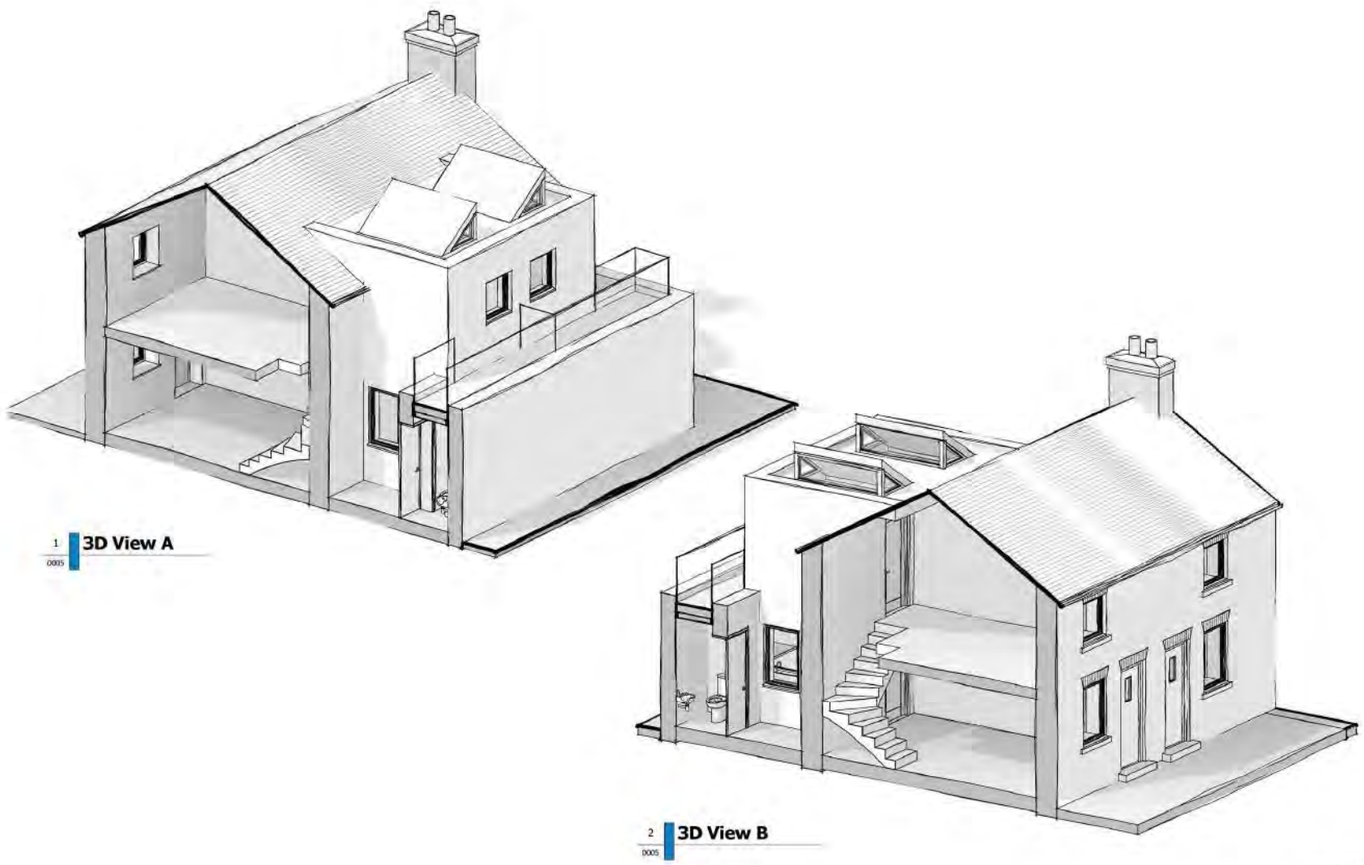
Drogheda Docklands Area Plan 2007
The setting of Ship Street has not been fully assessed from an Architectural Heritage viewpoint in the DDAP 2007 plan. The connection between Ship Street and the river is an intrinsic part of the heritage of the street and this should be conserved in a sympathetic manner. The masterplan should be updated to reflect the findings of this study to re-tain both the physical connection to the river and the visual connection to the Viaduct to maintain the character of this Architectural Conservation Area.

Opportunities

Partnership with Local Council
Planning authorities are empowered to protect architec-tural heritage within their respective functional areas and to prevent its deterioration, loss or damage. Louth Coun-ty Council have a strong record in acquiring vacant and derelict houses by compulsory purchase for the purposes of social housing. Since 2016, the council has been a formida-ble force in refurbishing and restoring over 50 dwellings by this process.

Restoration of an important Heritage Street
Provision of c. 40 dwelling units that are adaptable for modern use particularly for single occupancy.

Community-led Development
The scheme is highly suitable for a meaningful co-living development. A innovative approach to public space and car-parking should be explored with the possibility of con-version of a dwelling unit to a community facility.



3D image by archidraft

Prepared by:

Caroline Whately MRIAI MUBC

August 2020

RIAI | Registered Architect 2020 | Conservation Architect G1 | PSDP Accreditation P

Condition Report No.18 Ship Street.

1.0 INTRODUCTION

This report has been commissioned by Upstate Theatre Project as a continuation of a community-led study 'futurepastpresent' undertaken in 2012 which sought to inform a future vision for the street through the personal histories and accounts of residents, past and present. The study has been proudly funded by the Arts Council and Create Louth.
The aim of the condition report is to:

1. Assess the condition of No.18 Ship Street
2. Prepare a methodology of repair which may inform other structures within the street.
3. Assist in the Conservation of a unique townscape of Industrial Architectural Heritage.

2.0 CONDITION SURVEY

No. 18 Ship Street is a one-over-two bay end-of-terrace stone dwelling. The internal layout was a traditional one up one down configuration and is currently in a very poor state of repair. It was subject to a fire in June 2017.

2.1 Roof

Description: The roof originally was a simple pitched slate roof.

Condition: The roof cladding is lost, has been partially replaced to the east side with corrugated metal sheeting and is open to the elements on the west side. The roof structure consists of 11 No. timber rafters with collar beams charred by fire. The charred remains of the timber purlins with felt to the east slope are still extant. Within the rubble at ground floor level, the following remnants are found: 600mm Bangor blue slates; 150mm clay ridge tile; 115 ø half round cast iron gutter.

Rainwater Goods: The original 115mm ø half round cast iron gutter exists within the rubble at ground floor.

Condition: All rainwater goods are in very poor condition. The end of terrace downpipe is lost and a modern square uPVC downpipe serves No.19 Ship Street. A single cast-iron downpipe is provided at c.16 M intervals along the street (equivalent to four single unit intervals).

2.2 External Walls

Description: External walls are random rubble limestone/greywacke with brick quoins, doors and window surrounds. The chimney is constructed in red/brown brick. The gable wall was constructed to allow for extension of the terrace northward.

Condition: Front façade- A hard wet dash cement render has been applied to a 500mm wide stone structure with brick quoins which conceals the condition of the front wall. It is likely that this cement render has resulted in deterioration and disintegration of the stone. The door and window openings have been blocked up and rendered. The wall is in moderate condition.

Side Elevation- The gable wall is constructed in stone, with a lined render and is in poor condition. A large brick chimney stack has partially collapsed at the top with the loss of the clay pots and the upper brick courses. The brick stack has a significant crack along the west joint. The corner to the west has also collapsed and a shrub has rooted within the stone core with further vegetation along the gable. A voussoir brick-arched opening with cast-iron head is bricked up at first floor and at ground level the chimney opening has been partially reconstructed.

Rear Elevation- A large structural crack has formed in the north-west corner exacerbated by vegetation roots.

2.3 Windows/ Doors

Description: The original timber doors with fanlight over and timber sash windows have been blocked or boarded up.

Condition: Doors: All internal doors are lost. The entrance door head and ground floor window have been reconstructed in concrete. A 220x65mm deep timber lintel above the rear door has rotted.

Windows: To the front elevation, part sections of the boxed sash windows remain. The windows have been blocked in concrete blocks. The upper rear window is lost and boarded up with plywood. The timber lintel to this window is in fair condition.

Plate 0.15
View of local sea shells forming part of the aggregate within the original lime plaster

2.4 Interior

Description: The internal layout was a traditional one-up-one-down configuration with a steep staircase along the rear wall providing access to the first floor. The rear yard is substantially enclosed. The floor is solid at ground level and was a suspended timber floor at first floor level.

Condition: Overall the condition of the interior is extremely poor owing to the damage from fire and later water ingress through the open roof. Damage as a result of intermittent flooding was not clear due to the extent of debris within the structure and modern plasterwork and cement render.

Floors: The interior of the structure is in poor condition. The first floor structure is lost with partial joists, 135mm x 38mm @330-350 spacing. Part sections of 18mm timber floor boards remain at first floor and a replacement plasterboard ceiling are evident. The ground floor is covered in debris and the condition is not determinable.

Walls: The west wall is plastered in cement render with a gypsum skim finish which continues along the northern gable to the brick chimney breast. A 20-25mm lime plaster is evident to the chimney breast and rear wall. The separating wall has been painted to a height of c. 1.2M with a liquid tanking membrane over lime plaster. In the north-east corner, a large crack and visible opening with roots embedded in structure. Small sea-shells are visible within the lime plaster.

Stairs: The stairs are lost however the outline is clearly legible within the rear plaster and consisted of a flight of 11 No. risers with 3 No. winders at the base of the stairs with goings of 200mm and risers of c. 235mm.

Joinery: A section of 150mm x 12mm timber skirting is evident at the entrance door. A moulded picture rail 200mm below ceiling level remains.

Fireplaces: A 1950's art deco style ceramic tile fire place surround can be found at ground floor and is in good condition. The fire place surround at first floor is lost and a brick opening of c. 700mm remains.

Services: The remaining services consist of a vertical copper pipe located in the north-west corner of the building; a gas valve to the left of the chimney breast at ground level and a lead pipe within the region of the first floor structure connecting to the adjacent building.

Plate 0.2
Front wall (West)

3.0 RECOMMENDATIONS FOR REPAIR

3.1 Philosophy of Repair

- Restoring the residential/community use of this building is the means to its long-term survival and sustainability.
- Any surviving elements will be carefully conserved.
- New elements within the restoration should be clearly legible as new so as not to confuse the original artefact.
- The works will be carried out in accordance with good conservation practice.
- Decorative finishes will blend with existing and be of traditional materials
- Liaison will take place with the Conservation Officer throughout.

It is advised that a Mechanical and Electrical consultant and Structural Engineer inform the detailed design methodology.

3.2 Roof

The structure should be inspected by a structural engineer to support the following recommendations. The roof structure within 1.5M of the adjacent dwelling to be retained for structural support and historic record. The remainder of the charred structure to be removed and a new treated timber structure should be installed to match the existing @300mm centres to a structural engineers design. A new slate roof should be installed by an experienced heritage roofing contractor as follows:

Option 1:

- 600 x 300 x 9mm Welsh Penrhyn Bangor Blue Slate or equivalent (conforming to I.S 12326-1) with an 80 year min warranty should be fixed using 2 jagged shank copper slate nails, 3.5mm thick longer than two thickness of slates to;
- 50 X 25MM treated timber battens on;
- Breathable membrane, Proclima Solitex plus or equivalent with;
- Insulation to consist of two layers of breathable insulation, gutex wood fibre (0.036W/(mK)) to an overall thickness of 135mm (depth of rafters) with;
- New lath plaster ceiling / 15mm plasterboard ceiling;
- Roof Ventilation to be provided by means of inline compact slate roof ventilators at 1m centres to the rear pitch of the roof.

Please note this specification relates to No.18 only. Where existing lath plaster ceilings are extant in other dwellings, these should be retained.

Plate 0.1 Rear Elevation (East)

Plate 2.1 Side Elevation (North)

Plate 0.15 View of timber skirting adjacent entrance door

4.3 External Walls

The external walls should be inspected by a structural engineer prior to the works being undertaken to address the structural cracks within the rear wall and chimney and the lack of restraint between the external walls and the internal party walls causing bulging at each party wall to the eastern terrace. A suitable helifix system should be designed by a qualified structural engineer.

Front Elevation-

The existing wet dash cement render should be carefully removed by an experienced stone mason using a chisel and a hammer. Great care must be exercised to ensure that the underlying stone and brick is not unduly damaged. A sample section 1m2 to be undertaken under supervision of a conservation architect to assess the impact of the removal of the render. On completion of the removal the preferred finish is to repoint where necessary the stone wall with a lime mortar. A sample of the existing lime mortar should be assessed to assist in determining a suitable repair lime mortar. The assessment of the condition of the stone structure on removal of the mortar is necessary. It is envisaged that 1 part NHL3.5 to 3 parts washed, sharp, well graded 5mm down local quartz/limestone mix sand would be appropriate applied with flushed joints.

Side Elevation-

The chimney structure should be carefully dismantled to first floor level and reconstructed using the existing brick as practical, reinstating the voussoir brick arch and cast iron lintel. The chimney coping to match detail of No 7 Ship Street. New brick to the upper levels to be carefully selected and agreed with conservation architect. The new brick should be similar in performance characteristics but be clearly legible as a modern intervention. A sample of the lined render should be analysed prior to removal. Where repointing is required this should be undertaken in a suitable lime render.

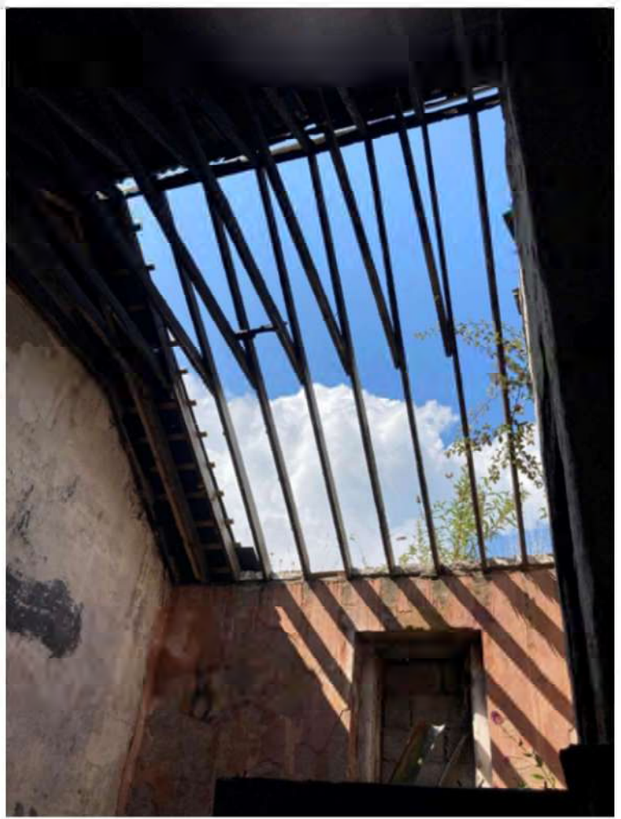
Rear Elevation-

The north east corner of the structure to be dismantled as required by structural engineer to facilitate the removal of the embedded root system and repair of the large structural crack in this area. A sample of the core to be analysed for record. The wall to be reconstructed in limestone with lime pointing. The window and door opening to be repaired in brick. Samples of brick and limestone to be approved by Conservation Architect.The covered yard area to be fully demolished to allow for a suitable extension to the rear of the structure to provide kitchen and sanitary facilities.

Plate 3.2
Images showing the original window configuration and door with glazed fanlight

Plate 0.14
View of ground floor boxed sash frame to front wall

Plate 0.3
North wall showing: the chimney breast with 1950's art deco ceramic tile fire surround; lime render over brickwork at upper level, timber moulded picture rail under collapsed timber first floor structure



4.4 Windows/ Doors

Windows: It is recommended that background ventilation is provided within the window frame. Full detail of replacement window to be agreed with Conservation Architect. As the windows are lost, the following options for reinstatement of the windows are suitable:
Option 1. New six-over-six timber sash windows with ultra slim kypton filled double glazed units to match windows in Plate 3.2;
Option 2. New one-over-one double glazed timber sash windows.

Doors: A new timber door to be designed with reference to the historic timber door with square headed fanlight divided into three sections (see plate 3.2, Entrance door No 4 Ship Street and the rear door No.34 Ship street for reference). A slot in flood barrier to be incorporated into the front and rear door design.

4.5 Interior

Floors: The first floor structure should be reconstructed in timber to match the original structure 135mm x 38mm @330-350 spacing and approved by structural engineer. The ceiling can be reinstated in 15mm plasterboard to provide 1hr protection to the upper floor or lath plaster ceiling with suitable fireboard installed between the joists. 18mm t&g timber floor boards to be laid over the new floor structure.

Ground Floor. It is recommended that a new drainage strategy within the access road will be required for the terraces to ensure their viability. New kitchen and sanitary facilities should be installed within rear yard with new drainage installed under the existing building. The ground floor concrete structure should be removed and a new limecrete floor installed over a glass foam aggregate system (supplied by Geocell Ireland or Technopor).

Walls: All gypsum plaster to be removed. Existing sound lime plaster to be retained. The base of the external walls up to 1M in height should be plastered in a cork infused lime plaster with high dehumidifying capacities such as Diathonite Deumix. This product consists of a mix of clay, diatomaceous earth and NHL 5. At a higher level, a NHL 2.5 lime plaster or cork infused lime plaster with less strength to be applied in accordance with suppliers' recommendations. The thickness will be determined by the overall BER required and renewable solutions provided by M&E engineer.

Stairs: The stairs should be fully reinstated in the original form consisting of a flight of 11 No. risers with 3 No. winders at the base of the stairs with goings of 200mm and risers of c. 235mm. It is recommended that the three winders to the base are reconstructed in limecrete. The re-instated layout should be agreed with the fire officer prior to proceeding.

Fireplaces: The 1950's art deco style ceramic tile fire place should be retained.

Electrical/ Heating system: A suitable system to be designed by an M&E Engineer to provide an energy performance of 125kWh/m2/yr when calculated in DEAP as set out in column 2 Table 7 Part L 2019.

Plate 0.6
View towards west slope of roof showing;charred timber trusses with collared beams; vegetation at eaves level; boxed timber sashwindow frame within blocked up opening; gypsum plaster over cement render to front wall

Plate 0.15
View of moulded timber picture rail and remains of later plasterboard ceiling

Plate 0.12
View of rear stone wall within covered yard showing the extension of crack to base of wall with large openings within structure

Plate 0.4
North wall showing: the chimney breast at upper level.

Plate 0.5
South separating wall showing: liquid tanking membrane over lime plaster at lower level; collapsed timber first floor structure;half round cast-iron gutter within rubble.

Plate 0.7
View towards east slope of roof showing; charred timber trusses with collared beams; charred timber purlins and felt with corrugated sheeting over; timber head to first floor window.

Plate 0.8
View towards east wall showing; significant cracks in north-east corner; root system within wall structure in north-east corner; outline of timber stairs in lime plaster; openings formed in red brick; timber heads to door and window; gypsum plaster at lower level to north wall and lime plaster to rear wall; windows and doors are lost.

Plate 0.9
View towards ridge showing; charred rafters with collar beams covered to the east with corrugated iron and open to the west; A rafter along the party wall has been sistered and new timber purlins have been laid to provide support to roof cladding of adjacent building.

Plate 0.11
View within covered yard: Walls are constructed in a mix of stone, concrete block and corrugated metal cladding; a crude corrugated roof structure covers the yard.

Plate 0.10
View towards ridge showing; charred rafters with collar beams covered to the east with corrugated iron and open to the west; A rafter along the party wall has been sistered and new timber purlins have been laid to provide support to roof cladding of adjacent building.

Plate 0.13
View of side entrance to rear yard.