

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated rounded shapes and circles. On the right edge, there are circular elements that appear to be cut off by the page boundary. The overall style is modern and clean.

## **Appendix A16.1** Historical Background

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## Appendix A16.1: Historical Background

### 1.1 Introduction

An historic background of the study area is provided Chapter 15 (Archaeological & Cultural Heritage). As described therein, the majority of the study area is outside the Royal Canal, and prior to the twentieth century, was comprised of agricultural land. Settlement consisted of small villages, country houses and their demesnes, modest farmsteads and mills.

Blanchardstown (which is largely outside the study area), was the most significant settlement outside of the historic city. In the middle of the nineteenth century it was a relatively small linear village with R.C Chapel. Constabulary Barracks and Court House. It was situated just southeast of the Abbotstown demesne, at the convergence of roads which were rationalized in the early nineteenth century, and in proximity to the Royal Canal which had commenced in 1790, and was complete by 1817.

Other smaller settlements, such as Cabra, also developed at the convergence of roads, and in association with country villas and more modest farmsteads including Bellville, Cabragh Lodge and Everton House.

Within the Canals the area initially developed as a Viking suburb of Oxmantown Green and remained a Hiberno-Norse settlement after the Anglo-Norman conquest in the twelfth century. The area around Stoneybatter and Grangegorman developed in the eighteenth and nineteenth centuries. Prussia Street and Manor street contain 18th and 19th century terraced houses, public houses and retail units as well as the old market square located at the junction of Aughrim Street, Prussia Street and Manor Street.

Two substantial historic designed landscapes bordered the study area in the nineteenth century. Abbotstown demesne (NIAH 2280) and the Phoenix Park (NIAH 2309). Abbotstown House was built following the amalgamation of the Faulkner and Hamilton estates in 1832. It was a substantial house in extensive grounds which remained the principal seat of the Hamilton family until 1947 when part of the lands was purchased by the State for the building of James Connolly Memorial Hospital, a portion of which was later sold for the development of the Waterville housing development and park. The house was sold to the Marine Institute of Ireland, and later became the headquarters of Sports Campus Ireland, with much of the demesne in use by the Department of Agriculture for agricultural research, and managed by the Office of Public Works.

Phoenix Park takes its name from Phoenix House, the now demolished seventeenth century residence of Sir Edward Fisher. The house and lands, comprising 330 acres of Kilmainham Castle Demesne and Kilmainham Wood, were surrendered by Fisher to the crown in 1618 when additional lands at Chapelizod, Grangegorman, Castleknock and Ashtown were also purchased. Phoenix House was used as a Viceregal residence until 1665. It was demolished in 1734 for the construction of the Magazine Fort. A deer park was first proposed in 1623, but was not realized until 1662 when the Duke of Ormonde fenced off land north of the Liffey for use as a hunting park by visiting British monarchs. The 4th Earl of Chesterfield is credited with opening the park to the public in 1747, along with a series of landscaping works, considerable replanting and the erection of the Phoenix Column. Through the eighteenth century, the park was extensively used by the military, with its many lodges and residences providing homes for government officers and park officials including the Viceregal Lodge for the Lord Lieutenant (now Áras an Uachtaráin), the Chief Secretary's Residence (now the residence of the U.S. Ambassador to Ireland) and the Under-Secretary's Residence (subsequently the Papal Nunciature and now the Phoenix Park Visitor Centre). A master plan for the park was drawn up by Decimus Burton in the nineteenth century resulting in the construction of new gate lodges, including Bessboro Lodge West and Ashtown Gate, extensive tree planting, drainage improvements, the restoration of the boundary wall and creation and realignment of the Park roads. The Royal Dublin Zoological Society opened Dublin Zoo in 1830 from which time sporting and recreation uses were established. The presence of the police overtook military uses in the nineteenth century, as illustrated by the construction in 1842 of the Royal Irish Constabulary depot near the North Circular Road entrance to the Park, and two police barracks – one at Ashtown Gate and the other at Parkgate Street. The Phoenix Park is the largest urban park in Europe, and has been the site of a number of major national and international spiritual, cultural, sporting and charitable events in the twentieth century.

A number of institutional buildings were built in the nineteenth century and include St. Vincent's on the Navan Road which is a former workhouse now in use as a hospital (DCC RPS 5808). Other institutional buildings include

Dominic's Secondary School, Navan Road (NIAH 50060134). In the 20th century, the area Cabra was developed as a Garden Suburb. Buildings which were constructed as part of this settlement include Our Lady Help Of Christians, Navan Road (NIAH 50060137).

The nineteenth century also saw the development of institutional buildings around the perimeter of the historic city core. These included penitentiaries, workhouses and asylums such as the Richmond Penitentiary and Lunatic Asylum at Grangegorman (DCC RPS 3281), and St. Vincent's Workhouse on the Navan Road (DCC RPS 5808); orphanages, schools and homes including the former female orphanage on the North Circular Road, and St Patrick's Home (now demolished) and the former Deaf and Dumb Institute (NIAH 50060140) on the Navan Road; and the Morgan's Schools in Ashtown (also now demolished).

Later institutional buildings include Dominic's Secondary School, Navan Road (NIAH 50060134) and Our Lady Help of Christians, Navan Road (NIAH 50060137) which developed in the early twentieth century, associated with the garden suburb of Cabra.

There are a number of industrial heritage features associated with the Canal and Rail infrastructure which developed in the early nineteenth century. These include locks and bridges at the M50/N3 junction (FCC RPS 0694 Ranelagh Bridge, FCC RPS 0944 Locks 10, 11 and 12) associated with the Midland Great Western Railway and the Royal Canal, which were complete by the middle of the nineteenth century. There is also a railway bridge on the Old Cabra Road (NIAH 50060148), and tramlines on the North Circular Road which were taken up at the end of the twentieth century.

The city limits began to extend beyond Prussia Street with the completion of the North Circular Road in the middle of the nineteenth Century.

## 1.2 Cartographic Analysis

Analysis of historic mapping shows how the landscape has changed over time. The comparison of editions of historic maps can show how some landscape features have been created, altered, or removed. Sometimes features that appear on these early maps are found to be of potential historic, archaeological, or architectural significance during fieldwork. For this study, the following cartographic sources were consulted.

### 1.2.1 Pre-Ordinance Survey Maps

The following pre-Ordinance Survey maps were consulted:

- John Speed's Map of the Province of Leinster (1610).
- William Petty's Down Survey maps of the County of Dublin (1655–56).
- Bernard de Gomme's The City and Suburbs of Dublin from Kilmainham to Ringsend (1673).
- Thomas Dineley's Map of Dublin (1681).
- Thomas Phillips' 'Exact survey of the City of Dublin and part of the Harbour (1685).
- Charles Brooking's 'Map of the City and Suburbs of Dublin (1728).
- John Rocque's Map of the City of Dublin (1756).
- John Rocque's 'An actual survey of the County of Dublin' (1760).
- John Rocque and Bernard Scale's Map of the City of Dublin (1773).
- Robert Pool and John Cash's A plan of Dublin (1780) Printed in Pool and Cash's Views of the most remarkable public buildings, monuments, and other edifices in the city of Dublin.
- Samuel Byron's 'A Plan of Dublin' (1782) printed for William Wilson in the gentleman's and citizen's almanack.
- William Faden's 'A Plan of the City of Dublin (1797).
- Thomas Campbell 'City of Dublin (1811).
- John Taylor's 'Map of the environs of Dublin, extending 10 to 14 miles from the Castle' (1816).
- William Duncan's 'Map of the County of Dublin' (1821).
- Cooke's 'Royal Map of Dublin,' (1822).

- London Illustrated News, 'City of Dublin' (1846).

Of the pre-Ordnance Survey Maps, John Rocque's maps of 1756 and 1760 provide the most detailed view of the study area. 'An Accurate Survey of the City and Suburbs of Dublin' provides a view of the inner city centre, prior to the setting out of Blackhall Place on Oxmantown Green. The Blue Coat School is shown fronting onto Queen Street rather than Blackhall Place which must be a cartographic error arising from the fact that the building was not complete at the time of the map.

The distinctive curving streets of Stoneybatter and Prussia Street are shown, fully developed with buildings lining both sides of the roads. The market place at the junctions of Aughrim Street and Prussia Street is shown in accordance with its modern shape and proportion though the eighteenth century Watch House is now gone.

As depicted on 1760 map, the urban footprint extended as far as the end of Prussia Street which becomes Cabragh Lane, and winds its way through settlements labelled Cabragh and Little Cabragh.

The Phoenix Park is beautifully rendered with Ashtown marked on the north eastern boundary, though no entrance is indicated. Abbotstown and Hill Book are prominent features on the other side of the Tolka with the bridge at Mill Road marked and linking the demesne to Blanchardstown which was then a small settlement, clustered around a cross roads with a chapel.

## 1.2.2 Ordnance Survey Maps

- The first edition 6-inch Ordnance Survey Map (1837-44).
- 1:1056 Ordnance Survey Map (surveyed 1838 and published 1847).
- The Griffith Primary Valuation Map (corresponding records dates to 1854).
- 1:1056 Ordnance Survey Map (1864).
- The 6-inch Ordnance Survey Map (1876).
- 1:1056 Ordnance Survey Map (1886-9).
- Goad Fire insurance maps 1893 maps 10-13.
- The 25-inch Ordnance Survey revision maps (surveyed 1907, published 1911).
- The 6-inch Ordnance Survey Cassini map (surveyed 1944, published 1953. Ringsend published 1961).

The first OS shows Blackhall Place extending only as far as Hendrick Street, dominated by the Blue Coat Hospital which fronted onto Blackhall Street. Brunswick Street are shown in roughly their current arrangements, Though George's Lane, the northern extension of Queen Street is no more than an alley.

The curving streets of Stoneybatter, Manor Street and Prussia Street are shown, with the watch tower gone from the market place at the junction of Aughrim Street. The streets extend the urban form into open countryside, though the Richmond Penitentiary and Lunatic Asylum are prominent features to the west of Manor Street, and the Female Orphan House had already been established at the corner of the North Circular Road.

Beyond the North Circular Road, settlement was sparse with a small cluster of buildings shown at Cabragh, Belleville (now the Ashtown Road roundabout) and the village of Blanchardstown marked including an R.C Chapel, Convent, Female School, National School and Ball Court. The Royal Canal was constructed with a police station and Mill at Talbot Bridge, and a quarry and gravel pit noted close to Ranelagh Bridge.

The Phoenix Park is shown in beautiful detail. Ashtown Gate is marked with a lodge on the east side. The Castle is marked Under Secretary's Lodge.

Abbotstown demesne is similarly rendered with less elaborate parkland and dense woodland lining the Tolka banks.

The Griffith's Valuation maps show some changes from the earlier OS including the construction of the Midland Great Western and Great Southern and Western Railway lines, further development around the North Circular

Road intersection, and expansion of the settlement at Cabragh. Institutional expansion is also notable with the construction of the Morgan and Mercer Schools (now demolished), and the Deaf and Dumb Institute.

Late nineteenth century Ordnance Survey maps show a detailed view of the area inside the North Circular Road with the 1886-8 editions marking the positions of lamp-posts and post boxes, as well as kerb lines, front boundary walls, railings and steps. This map-set confirms that Blackhall Place was extended to the quays between 1864 and 1886.

1909 Ordnance Survey map shows extensive change and development in the city with the construction of the housing to the west of Stoneybatter, and the extended Blackhall Place and Benburb Street intersections surrounded by regular and orthogonal plots in contrast to the older plot grain along Stoneybatter, Manor Street and Prussia Street. The suburban expansion extended beyond the North Circular Road with the construction of terraced houses to the south of Everton House.

Cabra remained a small settlement with Roosevelt Cottages having a rural character, with the wide fronted cottages set on ling plots. Further institutional developments include the construction of the Work House and St. Patrick's Home on the Navan Road. The Phoenix Park Race Course was developed to the northeast of Ashtown House and a Police Station was added inside the park at the Ashtown Gate.

### **1.2.3 Postal Services**

The identified heritage post boxes in the study area are all cast iron pillar box type, two bearing Royal insignias which were introduced from 1879, and two which were erected c.1935, which are of similar design, but marked 'P and T' and one later reproduction.

The General Post Office (GPO), which was designed by Francis Johnson and built between 1814 and 1818 (Casey 2005). It was one of a small number of receiving houses where letters could be received, as until the introduction of the Penny Post in 1840, letters were paid for on receipt (Ferguson 2009). There were also wooden general post receiver boxes and the original plan of the GPO had a number of them in the main entrance hall (Ferguson 2009). These wooden boxes were located outside the city as well and similar to the Iron Post boxes which replaced them they had a slot for letters and were sometimes set in to the walls of shop fronts or premises that acted as post offices (Ferguson 2009).

Iron Post Boxes were introduced in London in 1854 by the novelist Anthony Trollop, while he was working for the General Post Office (O'Connell 1975, Ferguson 2009). Those introduced in England were made by Mr. Ashley of Burnley and it is likely that the same type was used in Ireland as there is one Ashworth type box in the National Museum (Ferguson, 2009). The metal Founder, William Turner was offered a contract to produce Post boxes in 1856 and his tender was accepted (Ferguson 2009).

By 1858 there were 8 pillar boxes in Dublin City (Ferguson 2009). These were located at Palace Street, Stephen's Green North, Clanbrassil Street, Manor Street, Phibsborough, Upper Dominick Street, Fitzgibbon Street and Commons Street. Early post boxes were olive or bronze green in colour (Ferguson 2009). There was no official policy on the colour of post boxes until 1859 then Bronze green was adopted for all post boxes (Ferguson 2009). Improvements included a push in flap at the letter slot which was intended to keep the rain out. It also had an internal wire cage to prevent the letters spilling out when the door was opened for collection (Ferguson 2009).

By the 1860s there were many pillar boxes in Ireland. The earliest examples do not survive in Dublin but can be found in Kilmacanogue in Wicklow (O'Connell 1975). Others were erected by the institutions where they were located, as at the Four Courts, the Linen Hall and the Dublin Library (Ferguson 2009). The Dublin and Wicklow Railway erected post boxes at its stations in Harcourt Street and Westland Row (Ferguson 2009). By 1865 there were 46 pillar boxes in Dublin City and a further 30 pillar and wall boxes in the suburbs from Ashtown on the north side to Goatstown on the south side (Ferguson 2009).

In 1866 a hexagonal post box with an acanthus leaf motif and finial to the top which was designed by J. W Penfold was introduced and was inspired by the Temple of the Winds in Mount Steward (Ferguson 2009). They were produced until 1879 (Ferguson 2009) A small number survive in Bray, Co. Wicklow.



In 1874 the design of the Post Box was standardised so that post boxes displayed the royal insignia of the era in which they were produced (O'Connell 1975). These had a weighted base below ground (O'Connell 1975). It was at this point that the official colour was changed to red as it was believed that it would be more visible than the green. (Ferguson 2009). The standard cylindrical post box was introduced in 1879 (Ferguson 2009). Those produced by Andrew Handyside had no insignia and are known as anonymous boxes (Ferguson 2009). The large oval Type C letter box with twin letter slots were introduced in London 1899 but not introduced to Ireland until 1965 (Ferguson 2009).

Pillar boxes were expensive to produce and were therefore located in cities, town and areas with the highest postal traffic (Ferguson 2009). The production of a smaller cheaper post box was necessary for other areas. Trollop had suggested '*an iron letter box, about five ft from the ground, wherever permanently built walls, can be found*' in 1851 (Ferguson, 2009). This idea was revisited in 1857 when specimen wall boxes were produced in England by Phensaul of Plymouth and Smith and Hawkes of Birmingham (Ferguson 2009). By the following year a few of the Birmingham boxes had been installed in Ireland including one at Dundrum. Smaller wall boxes, similar to the Smith and Hawkes models were also produced by the Cork based firm H & C Smith of the King Street Foundry from 1856 onward (Ferguson 2009). Most of the wall boxes produced in the late 19th century were made by W. T Allen of London (Ferguson 2009).

Post boxes which were affixed to lamp posts of telegraph poles were introduced in London in 1896 in response to calls for more post boxes and were based on those used by the United States Postal Service. These were used where the expense of a pillar or wall box could not be justified and are more typically found in rural locations (Ferguson 2009).

Information on the history of post boxes and post box types was obtained through the NIAH building survey for Dublin (NIAH 2020a) and by referring to the Inventory of Historic Street Paving and Furniture, (Dublin Civic Trust 2004), The Antique Pavement: an illustrated guide to Dublin's Street Furniture (O'Connell, D. 1975), and the Irish Post Box: Silent servant and Symbol of the State (Ferguson, S. 2009).

#### **1.2.4 Public Lighting**

Public lighting first appeared in Ireland in the 17th century (DELG 2002). In 1616 The Candlelight Law was passed in Dublin, compelling 'every fifth house to display light within prescribed hours of night for the guidance of street users' (O'Connell 1975). These were initially privately-operated candle based torches that were later replaced with oil based or flambeaux (Dublin Civic Trust 2004, O'Connell 1975). It was not until 1697 that publicly operated public lighting was undertaken by contract in parts of Dublin (Dublin Civic Trust 2004, O'Connell 1975). A contractor by the name of Michael Cole was appointed to place lights on both sides of the thoroughfares eight houses apart and on side streets six houses apart. They burned on oil from six to midnight at the cost of three shillings per year to each householder (Dublin Civic Trust 2004, O'Connell 1975).

In the early years of the 18th century, it is recorded that the public lamps were supplied with oil made from Irish rapeseed (Cornwall 2020b). In 1816 oil lamps consisted of a small tin vessel half filled with oil consisting of fluid fish blubber into which was suspended a wick of twisted cotton. The wicks were trimmed and the lamps filled and lit by lamplighters who were selected by the Parochial Vestries (O'Connell 1975). The lamps themselves were hung on wall brackets which had to be accessed by ladder (O'Connell 1975).

Following the introduction of Gas lamps in 1825, gas lamps started to take over from oil and this form of lighting was still in use up to 1957 (O'Connell 1975, Dublin Civic Trust 2004, DELG 2002). The early gas lamps had a free burning flame in a lantern (Dublin Civic Trust 2004, O'Connell 1975). The Major gas companies were located in the Dublin Docklands. These amalgamated in 1866 to become the Alliance and Consumer's Gas Company. They lit the city as far as Kilmainham, Fairview and Rathmines (Dublin Civic Trust 2004, O'Connell 1975).

In 1887 the gas mantle was introduced (Dublin Civic Trust 2004). Public lighting was still confined between the canals with the addition of the townships of Rathmines, Ballsbridge, Glasnevin, and Drumcondra (Dublin Civic Trust 2004). In the 1890s open flame gas lamps were superseded by silk-web incandescent gas light (O'Connell 1975).

Early antique pillars are beautifully proportioned and have mostly a rounded fluted base, leaf mouldings and a crossbar to support a ladder for the gas lighter when illuminating the shorter standard, 4.5m in height (Dublin Civic Trust 2004, DELG 2002). At the peak of this service the Corporation employed 25 lamplighters to light and quench 3,750 lamps (Dublin Civic Trust 2004).

Some surviving examples survive in the study area, including the lone single lamp outside No. 39 Stoneybatter (CBC0005BTH007), the swan neck standards at the junctions of Manor Street and Aughrim Street (CBC0005BTH003) and the lamp standard at the corner of St Joseph's Road and Prussia Street (CBC0005BTH002).

When electricity superseded gas, the standard increased in height as high as 9m (Dublin Civic Trust 2004). Electric light was first introduced in 1890 and was in operation for the tercentenary of the founding of Trinity College in 1892 (O'Connell 1975). The change allowed an increase in height of the standard to nine meters. Early standards were large cast iron columns supporting an electric lamp at the top. The initial scheme consisted of 80 nine meter 'swan neck' lamp standards and covered most of the city from Sackville (now O'Connell) Street to Grafton Street and Mary Street to Parliament Street. These were made in Britain (O'Connell 1975).

The opening of the Pigeon House Generation Station in 1903 extended public electric lighting to almost all major streets in the City Centre (O'Connell 1975, DELG 2002). The large Scotch Standards with straight stem-heads and semi-circular overhangs were part of this scheme (O'Connell 1975, Dublin Civic Trust 2004). The Rathmines and Pembroke Urban District Councils also undertook their own public lighting schemes (O'Connell 1975).

In the 1938, 95 new art deco style concrete lamp standards were introduced (Cassidy 2020b and 2020c, Neylon 2020). The lanterns were designed first and were then manufactured by Holophane Ltd in London (Neylon 2020). They incorporated refracting glass units, which were considered unique at the time (Neylon 2020). The concrete structure of these lamps was manufactured by the Société Française des Poteaux Électriques (Sofrapel, the French Society of Electric Poles) in Paris (Cassidy 2020b and 2020c, Neylon 2020). They featured a concrete column, octagonal in plan with a wider base with lanterns suspended from either a single Deco bracket or a double bracket. Reinforced concrete was chosen because of its low cost and because it was believed to have low maintenance requirements. The shafts and brackets were cast separately using a Portland cement and a crushed marble aggregate which was then polished with a terrazzo like effect.

Concrete Lamp standards were produced until the 1960's. By the 1980s, concrete was starting to lose ground. More bulky than steel counterparts, and with many existing installations starting to spall badly (Cornwall 2020b). Very few of these concrete lamp posts survive intact with the columns vulnerable to frost damage (Neylon 2020) whilst the brackets containing the lamps have in most cases been replaced. There are some concrete columns within the study area, on the Old Cabra Road (CBC0005LP001), though the heads have been replaced.

Street lighting contributes to public safety and the style and design of lamp standards contribute to the overall appearance of the streetscape (Dublin Civic Trust 2004). Many surviving light standards display a high level of artistry and craftsmanship and complement historic streetscapes. Many lamp standards have been replaced by replicas and replicas have also been installed along streetscapes in the City Centre including those along the Quays (CBC0005BTH010), Queen Street (CBC0005BTH009), King Street North, Stoneybatter (CBC0005BTH006) and Manor Street (CBC0005BTH005). Between 1920-40 Dublin Corporation reproduced many of the gaslight design standards to a greater height and positioned them on the secondary streets (Dublin Civic Trust 2004). While these are not as significant in architectural heritage terms, they still contribute positively to the historic streetscapes which they are located in and have often been installed by Local Authorities as part of improvements to the public realm. Others are adapted tram standards such as those associated with Nelson's Pillar to Kingstown Tramway (Cornwall 2020b). These are pear based with an acanthus leaf frieze. Others including two on the Kimmage Road Lower are adapted sewer vent pipes such as those produced by the South Dublin Rural and District Council between 1909 and 1912. The purpose of sewer vents was to release noxious fumes to the environment. These also have bulbous bases decorated with modillions and typically have the letters S.D.R.D.C and the date at the base with the manufacturers plate on the reverse side.



## 1.2.5 Paving and Surface Treatments

Historic paving includes stone paving, stone steps, cobbles or setts and kerbs. In medieval Ireland, the use of stone to pave streets and trackways became more common. Sections of cobbled paving have been found in archaeological excavations in Dublin (DAHG 2015). A section of medieval cobbled pavement, uncovered in archaeological excavations at the medieval St Audoen's Church in High Street, Dublin can be viewed within the Office of Public Work's Visitor Centre now located in the former Guild Chapel of St Anne (DAHG 2015).

Early cobbles survive in Front Square, Trinity College Dublin, including rounded limestone clasts interspersed with white quartz, granite and other igneous rocks including andesite and diorite (DAHG 2015). Unlike setts, cobbles are not dressed but are rounded as found (DAHG 2015). Randomly laid cobbles can be seen on footpaths and carriageways in early photographs of the main urban centres in Ireland (DAHG 2015).

The majority of historic paving found in Ireland today dates from the eighteenth century onwards (O'Connell 1975, DAHG 2015). In 1717 an Act entitled 'For the better amendment of the pavement, and more effectually cleansing of the streets of the city of Dublin, and removing encroachments and nuisances that are or shall be erected therein, etc.', was passed (DAHG 2015). Under the Act, the Lord Mayor, Sherriff and two Aldermen, were authorised 'to direct the levelling, new paving, raising and mending of the pavements' and empowered to charge the chief tenants inhabiting houses and owners of waste ground with the price of carrying out this work before their houses and grounds' (DAHG 2015). Under the Act of 1719, the Lord Mayor and one Sheriff within the City and every Alderman were appointed 'to regulate the pavements' (DAHG 2015, 6 Geo. I. c. 15). Further legislation passed in 1729 charged the Church Wardens and the Directors of the Watch 'to examine and return all defects in the paving and cleansing, and the Lord Mayor was required to execute the trust imposed on him according to such returns.' (DAHG 2015).

The Board of Commissioners for Paving the Streets of Dublin, or the Dublin Paving Board, was set up by an Act of Parliament in 1774 'for paving the streets, quays, bridges, squares, yards, courts and alleys within the city and county of the city of Dublin, etc' because of the poor quality or lack of pavements and because such public areas were not properly 'pitched, paved or regulated for the free intercourse of the inhabitants' (DAHG 2015, Dublin Civic Trust 2004, DELG 2002). It was funded by a Watch Tax which was extended to include a Pavement Tax of a shilling in the pound of the yearly rent (DAHG 2015). The five city divisions entered into contract with the various paviours, stone-cutters, masons and gravel suppliers for work within their groups of parishes, while the specifications were provided by Mr Thomas Owen, Surveyor to the Board (DAHG 2015). Each committee reported on the state of the pavements in its division and proposed the streets most in need of paving (DAHG 2015). The remit of the Paving Board extended beyond paving the city streets. An early meeting in 1774 resolved, that 'all signs, sign irons, posts whether of wood or stone, spurr stones, landing stones, boards, bulks, show-glasses, show-boards, sett-out windows, and pent-houses, in this city and other places mentioned in the Act for the Paving the Streets etc. shall be immediately removed' (DAHG 2015). In addition 'all steps, and doors, opening or leading from the foot ways or carriageways into vaults, cellars or other places be immediately removed, filled up, or altered' (DAHG 2015). The Corporation for Paving specified the materials required as follows (DAHG 2015):

*Flags of the best hard mountain stone, at least four inches thick at the edge, free from yellow soft grit (those at the top of the quarry by no means to be used) chizzel'd flat in the surface, & squared on the four edges, all other flags, at least two inches & one half thick on the edges, not chipped or spaul'd off as they are generally on the under edge, but squared and made very flat on top;*

*Curb [kerb] of the best mountain stone, squared at the ends, the outer face, the surface and the inner edge, to be full nine inches deep on the outer face and edge, & one foot on the Top or Surface, free from Yellow Grit;*

*The curb-stones of the foot-way be of mountain stone of twelve inches broad, nine inches deep, with a bed of not less than six inches, & four inches thick at the tail squared through;*

*Sound pebbles [i.e. cobbles, paving stones] or paving stones free from Shakes or Splinters, which will bear hand trimming not less than four inches over each way;*

*The best screened Gravel free from Loam;*

*Bullock stones or any other hard Granite, of nine inches deep, dressed on the Top and Side, & made wedge fashion, the bottom to be four-fifths of the top;*

*That the grates be made of Iron Bars, not less than one inch square at the least, the bars to be no more than one inch asunder.*

In addition to 'the best hard mountain stone', the Board, following several representations also authorised the use of Arklow stone 'of quality allowed by Judges to be superior to the Scotch paving stones used in London.' Square-paving, by some called Scotch-paving were of blue whynn or Scotch granite; a hard material, usually of a bluish or reddish colour, with which the London road-pavements were paved formed (Herbert 1836). It is likely that the Arklow stone referred to was diorite (DAHG 2015).

Limestone kerbs were also used, as a contract dated 7th October 1774 stipulated the furnishing of 'limestone curbing stone...punched on the face & rough squared in the edges & ends, with a punch or hammer, the stones not less than nine inches thick at the thinnest place, and from two to five feet long, & twelve inches broad, no stones to be taken but what has their full corners: and also as many other stones as they want, of twelve inches over and nine inches thick squared & edged as above; all at the rate of seven pence per foot, superficial measure, face only to be measured & not edges'(DAHG 2015). Another contract suggests that Dublin calp was sometimes used for kerbing, 'for laying black stone curbings from twelve to sixteen inches broad' (DAHG 2015).

In addition to the works of the paving board, private developers stipulated the use of granite paving. Leases pertaining to the construction of the Georgian terraces such as Merrion Square stipulated that a fine quality of paving was to be laid to the front of each building as part of its overall development (DAHG 2015). Coal hole covers can be found in these Georgian areas. Coal hole covers, or the cast iron covers to delivery chutes above subterranean coal cellars, usually located under the path and road in front of the houses to Georgian Terraces. Original cast iron Georgian coal hole covers were cast between 1760 and 1830 and were set in to a granite surround (O'Connell 1075).

Most of Dublin's streets which had been previously covered with earth, rubble and round cobbles were covered with stone setts by the beginning of the 19th century (O'Connell 1975). As early as 1838, The Penny Cyclopaedia of the Society for the Diffusion of Useful Knowledge reported that: 'The streets [of Dublin] in general are Macadamized, the footpaths for the most part flagged, and the curb-stones and crossings of cut granite. The city has been well lighted since 1825 with gas' (DAHG 2015). In 1841, following the Municipal Corporation Reform (Ireland) Act, the old City Assembly of Dublin was replaced by a more representative City Council and, in 1849, the Council took over the duties of the Wide Street Commissioners and the Paving Board under the Dublin Improvement Act (DAHG 2015).

In 1870, the Council was asked to consider a 'Proposal for a system of tramways for the City of Dublin and Suburbs.' (DAHG 2015). Seven tramways were subsequently laid in the major thoroughfares of Dublin, and stone setts were the favoured form of street surface associated with them (DAHG 2015). The tram company appears to have paid the Council for repair to streets following track laying (DAHG 2015).

Setts or square block cobbles developed from cobbles between the 16th and 19th centuries (O'Connell 1975). The type which survives today in cities and towns across the country appears to date from the mid to late nineteenth century (DAHG 2015). A source of diorite of a dark green hue was the quarry owned by Charles Stewart Parnell on his estate at Avondale, County Wicklow from 1884 until his death in 1891, after which the business went into decline (DAHG 2015). Many setts are understood to have been of imported Welsh and Scottish stone (DAHG 2015). It is possible that granite setts of reddish colour which can be seen in many places were such imports. Paving setts were also recorded being made from diorite at Arklow in 1911 (DAHG 2015). Tar grouting of setts was already common practice in the late-nineteenth century (DAHG 2015).

Asphalt as a surfacing material began to be introduced in the late-nineteenth century as a watertight and economical alternative for surfacing of footpaths (DAHG 2015). In 1880, the Council received a report on asphaltting of footpaths (DAHG 2015). Macadamising was also a widespread surfacing method, primarily for carriageways, but possibly also for footpaths. As distinct from later tar-bound macadam, the use of water-bound macadam was pioneered around 1820 by Scotsman John Loudon McAdam (DAHG 2015). Consisting of two-inch broken stones in a single layer, six to ten inches (150-250mm) deep and compacted either by the road traffic itself

or by a cast iron roller, this method required a great deal of manual labour, but resulted in a strong and free-draining pavement, and remained the widespread method used until the advent of motor traffic. Contracts in 1881 mention both flagging and macadamising (DAHG 2015). The Paving Committee report of 1915, refers to the practice of spraying tar on the surface of macadamised roads to create tar-bound macadam (DAHG 2015). The 1915 report contains an assessment of the practicality of flagged pavements and shows that the introduction of concrete flags and of poured in-situ concrete had begun by 1915 (DAHG 2015).

Concrete paving began to be used for pavements from the early part of the twentieth century (DAHG 2015). Until the late 1980s, historic granite footpaths were routinely replaced with concrete paving (DAHG 2015). In these repaving schemes, historic paving was often re-laid or left untouched outside pubs, where delivery of beer kegs demanded a more robust material (DAHG 2015). As motor traffic became widespread, asphalt or tarmac and also poured concrete became the norm and many setted surfaces were dug up and replaced, or were simply covered over (DAHG 2015). Stone pavements and setts have been replaced, not only by asphalt, concrete paving and coloured brick, which is visually incompatible with our traditional streetscapes (DELG 2002).

The restoration of setted carriageways was a key feature of the successful revitalisation of the Temple Bar area of Dublin in the 1990s and these are now perceived by residents and visitors alike as an essential element of the heritage of the city (DAHG 2015). However, many of these setts were moved to the area from other parts of the city, a practice which would not be considered appropriate today, particularly if the location of the setts is original (DAHG 2015). Likewise, the granite pavements which survive to a degree throughout the Georgian areas of Dublin are now identified as a characteristic feature of the city and their role as an essential component of the iconic eighteenth-century architectural ensembles (DAHG 2015).

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a dynamic, non-repeating pattern.

**Appendix A16.2**  
Inventory of Architectural  
Heritage Sites

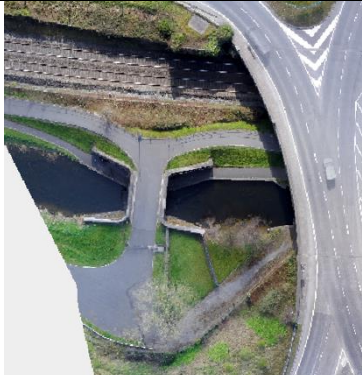
## Appendix A16.2: Inventory of Architectural Heritage Sites

The following is an inventory of architectural heritage sites identified during the course of this assessment, with the entries arranged from the Outer Suburbs to the City Centre as they occur along the Proposed Scheme.


The locations of the BTH sites are represented on the accompanying mapping (Figure 16.1 in Volume 3 of this EIAR) and labelled using the Proposed Scheme name (CBC05) followed by the AH identification number (e.g. BTH2 is shown as CBC0005BTH002.).


### 1.1 Protected Structures

#### Section: N3/M50 Junction to Navan Rd/ Ashtown Rd Junction

Identification No.	FCC RPS 0695
Additional Identifiers	NIAH 11354004
Legal Status	A Protected Structure
Location	Ranelagh Bridge, Royal Canal, M3/M50 Junction
Date of Construction	1810
Original Use	Bridge
Description	Single-arch humpback road bridge over Royal Canal, c.1810, now pedestrianised.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	




**Section: Navan Road/ Ashtown Road Junction to Navan Road/Old Cabra Road Junction**



Identification No.	DCC RPS 6770
Additional Identifiers	NIAH 50060026, NIAH 50060027, NIAH 50060028
Legal Status	Protected Structures
Location	Bessborough Lodge West and Ashtown Gate and Ashtown Gate Lodge, Ashtown Gate Road, Phoenix Park, Dublin 8
Date of Construction	1839 and 1847
Original Use	Gate Lodges and gates
Description	Cast-iron and granite gate screen c.1830 and detached three-bay single storey red brick gate lodge, built c.1839, to designs by Decimus Burton. Cruciform on plan, abutted to rear by modern flat-roofed extensions. Semi-detached three-bay single storey red brick gate lodge, built c.1847, to match existing gate lodge to east, erected to designs by Decimus Burton, c.1839. T-shaped on plan, abutted to rear by stone building, built c.1847 as constabulary barracks. Complex now used as pair of houses.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Technical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6771
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	Belleville Gate Lodge, Castleknock Road, Phoenix Park, Dublin 7
Date of Construction	c.1820
Original Use	Gate Lodge
Description	Detached hip-roofed gate lodge and gates, built c.1820, Dashed walls and replacement windows, 2 bays to the road with extension to the rear. Historic and replacement iron work
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	





**Section: Navan Rd/Old Cabra Rd Junction to Ellis Quay**


Identification No.	DCC RPS 5808
Additional Identifiers	NIAH 50060128, 50060129 and 50060130
Legal Status	A Protected Structure
Location	St Vincent's Home, Navan Road, Dublin 7
Date of Construction	c.1890
Original Use	Work house, chapel, gate lodge
Description	St. Vincent's Home, main convent building, church and stone gate lodge. Freestanding gable-fronted single-cell chapel, built c.1890, facing north with five-bay nave elevations, projecting gabled porch to east and two-bay wing abutting rear. Detached L-plan two-bay single-storey gate lodge, built c.1890 Detached U-plan twenty-one bay three-storey former workhouse, built c.1890
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	  

Identification No.	DCC RPS 1088
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	Everton House, 47 Cabra Road, Dublin 7
Date of Construction	c.1870
Original Use	House
Description	Hipped three bay two-storey house built c. 1860.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	 


Identification No.	DCC RPS 1658
Additional Identifiers	NIAH 50070024
Legal Status	A Protected Structure
Location	John J. Hanlon, 189 North Circular Road, Dublin 7
Date of Construction	c.1890
Original Use	Public House
Description	Corner-sited L-plan two-storey public house, built c.1890, having four-bay south-east elevation, single-bay chamfered corner to south, and six-bay south-west elevation, having arcaded shopfronts to ground floor, with main entrance to canted bay.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6874
Additional Identifiers	NIAH 50070059 and 50070060 (Coach House)
Legal Status	A Protected Structure
Location	55 Prussia Street, Dublin 7
Date of Construction	c.1771
Original Use	House
Description	Detached seven-bay three-storey over raised basement former house, built 1771, possibly incorporating earlier fabric, second floor added 1881, now in use as college. Attached multiple-bay two-storey coach house, built c.1800
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Cultural, Historical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6873
Additional Identifiers	NIAH 50070061
Legal Status	A Protected Structure
Location	29 Prussia Street, Dublin 7
Date of Construction	c.1770
Original Use	House
Description	Late 18th century man-made canal, including the tow paths, the canal channel with its stone and earth banks, and the canal locks incl. 10th, 11th and 12th Lock formed by cut stone walls and timber gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6875
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	66 Prussia Street, Dublin 7
Date of Construction	c.1920
Original Use	House
Description	Attached three-bay two-storey house, possibly re-built c.1920. with integrated an carriage arch – now accommodating a retail unit with shopfront
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	





Identification No.	DCC RPS 6876
Additional Identifiers	NIAH 50070056
Legal Status	A Protected Structure
Location	67 Prussia Street, Dublin 7
Date of Construction	c.1750
Original Use	House
Description	Attached two-bay three-storey house, built c.1750, having two-storey return to rear (west) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6872
Additional Identifiers	NIAH 50070494
Legal Status	A Protected Structure
Location	6 Prussia Street, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Three-storey Georgian-style house Attached terrace of three three-bay two-storey over raised basement former houses, built c.1800 curved rendered plinth wall to steps and bounding basement area to front, with wrought-iron railings and gates.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 287, 4885
Additional Identifiers	NIAH 50070073
Legal Status	A Protected Structure
Location	Kavanagh's, 48-49 Manor Street, 1-3 Aughrim Street, Stoneybatter, Dublin 7
Date of Construction	1901
Original Use	Public House
Description	Corner-sited attached multiple-bay two- and three-storey public house, dated 1901, with circular-profile turret to south-east corner, and shopfronts to both south and east elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 4884
Additional Identifiers	NIAH 50070076
Legal Status	A Protected Structure
Location	43 Manor Street, Stoneybatter, Dublin 7
Date of Construction	c.1750
Original Use	House
Description	Attached two-bay three-storey house, built c.1750, having two-storey return to rear (west) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 4883
Additional Identifiers	NIAH 50070077
Legal Status	A Protected Structure
Location	42 Manor Street, Dublin 7
Date of Construction	c.1740
Original Use	House
Description	Attached three-bay three-storey over raised basement house (formerly a Garda Station now offices/creche) having half-dormer attic, built c.1740, reclad and reroofed c.1870
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 4882
Additional Identifiers	NIAH 50070078
Legal Status	A Protected Structure
Location	41 Manor Street, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Two-bay two-storey house built c.1800
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	





Identification No.	DCC RPS 4876, 4877, 4878, 4879, 4880 and 4881	
Additional Identifiers	NIAH 50070079 – 84	
Legal Status	Protected Structures	
Location	32, 33, 34, 35, 36 and 37 Manor Street, Dublin 7	
Date of Construction	c.1820	
Original Use	Houses	
Description	Terrace of six two-bay two-storey over raised basement former house, built c.1820,	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural	
Sensitivity	Medium	
Photographs		


Identification No.	DCC RPS 4873, 4874, 4875	
Additional Identifiers	NIAH 50070085 – 87	
Legal Status	Protected Structures	
Location	27, 28 and 29 Manor Street, Dublin 7	
Date of Construction	c.1790-1870	
Original Use	Houses	
Description	Terrace of two-bay three-storey houses, built c.1800	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic	
Sensitivity	Medium	
Photographs		


Identification No.	DCC RPS 4886, 4887, 4888, 4889, 4890, 4891, 4892
Additional Identifiers	NIAH 50070091
Legal Status	Protected Structures
Location	Temple Terrace, 74, 75, 76, 77,78,79, 80 Manor Street, Dublin 7
Date of Construction	c.1850
Original Use	Houses
Description	Terrace of seven two-bay two-storey houses, built c.1850.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 4872
Additional Identifiers	NIAH 50070184
Legal Status	A Protected Structure
Location	Gate Lodge, Sisters of Charity Convent , 10 Manor Street, Dublin 7
Date of Construction	c.1870
Original Use	Gate lodge, gates railings, walls
Description	Attached two-bay two-storey gate lodge to convent and school, built c.1870, having gable-fronted end-bays to front (west), north and south elevations, attached gateway to north.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 7851
Additional Identifiers	NIAH 50070186
Legal Status	A Protected Structure
Location	L. Mulligan Grocer, 18 Stoneybatter, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Terraced four-bay three-storey house, built c.1800, having shopfront to front (west) elevation. Now in use as public house.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 7850
Additional Identifiers	NIAH 50070187
Legal Status	A Protected Structure
Location	The Glimmerman, 14-15 Stoneybatter, Dublin 7
Date of Construction	c.1880
Original Use	Public House
Description	Attached four-bay three-storey public house, built c.1880, having shopfront to front (west) elevation designed by J.J. O'Callaghan
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 7849
Additional Identifiers	NIAH 50070189
Legal Status	A Protected Structure
Location	J. Walsh & Co. 6-7 Stoneybatter, Dublin 7
Date of Construction	c.1850
Original Use	House
Description	Corner-sited end-of-terrace three-storey house (public house), built c.1850, having four-bay front (north elevation and four-bay west elevation. Shopfront to front and west elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 7848
Additional Identifiers	NIAH 50070192
Legal Status	A Protected Structure
Location	5 Stoneybatter, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Attached three-bay two-storey house built c.1800 with integrated carriage arch and shopfront to the ground floor
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 763, 764
Additional Identifiers	NIAH 50070210-11
Legal Status	Protected Structures
Location	15 and 17 Blackhall Place, Dublin 7
Date of Construction	c.1790
Original Use	Houses
Description	Pair of attached five-bay three-storey over basement houses, built c.1790.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DU018-020177, DU018-020178
Additional Identifiers	DCC RPS 756, NIAH 50070212-3
Legal Status	A Recorded Monument, A Protected Structure
Location	Blue Coat School/ Law Society of Ireland, Blackhall Place, Dublin 7
Date of Construction	c.1775
Original Use	School
Description	Attached former school, built c.1775, comprising central five-bay three-storey over basement block flanked by two-storey single-bay pavilions, linked by curved screen walls. Steeple with copper dome to roof, pedimented Ionic portico to front (east) elevation. Nineteenth-century extensions to south of rear (west) elevation.
Significance Rating	National (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	High
Photographs	


Identification No.	DCC RPS 766
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	48 Blackhall Place, Dublin 7
Date of Construction	c.1800
Original Use	Houses
Description	Pair of 2 bay two storey houses built c. 1800 and altered in the nineteenth and twentieth centuries (façades only)
Significance Rating	Regional
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 767
Additional Identifiers	NIAH 50070217
Legal Status	A Protected Structure
Location	52 Blackhall Place, Dublin 7
Date of Construction	c.1770
Original Use	Church / chapel
Description	Attached three-bay two-storey gable-fronted former Methodist church, built c.1770, adjoining south elevation of two-bay three-storey former manse, now incorporated into recent apartment development.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	




Identification No.	DU018-020312	
Additional Identifiers	DCC RPS 900, NIAH 50080522	
Legal Status	A Recorded Monument, a Protected Structure	
Location	Mellowes Bridge, Dublin 7	
Date of Construction	c.1765	
Original Use	Bridge	
Description	Triple-arch bridge, built c.1765, carrying road over River Liffey.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical,	
Sensitivity	Medium	
Photographs		

Identification No.	DCC RPS 992	
Additional Identifiers	NIAH 50070207 – 8	
Legal Status	Protected Structure	
Location	32 Brunswick Street North / Stanley Street, Dublin 7	
Date of Construction	c.1850	
Original Use	Maltings	
Description	Detached six-bay two-storey former maltings, built c.1850 with Cobbled street, comprising granite setts laid around cast-iron Dublin Corporation tram tracks, laid c.1900.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Social, Technical	
Sensitivity	Medium	
Photographs		

Identification No.	DCC RPS 4269
Additional Identifiers	NIAH 50070193
Legal Status	A Protected Structure
Location	101 King Street North, Smithfield, Dublin 7
Date of Construction	c.1700
Original Use	House
Description	Attached two-bay two-storey house, built c.1700, having shopfront to front (south) elevation. Now disused.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 4270, 4271
Additional Identifiers	NIAH 50070194 – 5
Legal Status	Protected Structures
Location	115b, 115c King St North, Smithfield, Dublin 7
Date of Construction	c.1870
Original Use	Houses
Description	Pair of attached two-bay two-storey houses, built c.1770, set within curtilage of Saint Paul's Church
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	DU018-020414
Additional Identifiers	DCC RPS 4272, NIAH 50070196
Legal Status	A Recorded Monument and a Protected Structure
Location	Spade Enterprise Centre, King Street North, Smithfield, Dublin 7
Date of Construction	1824
Original Use	Church
Description	Former St. Paul's Church: Freestanding Church of Ireland church, built 1824: three-bay double-height nave fronted by three-stage square-profile tower to east.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 4265-8
Additional Identifiers	NIAH 50070200-204
Legal Status	Protected Structures
Location	77, 80, 81 and 85 King Street North, Smithfield, Dublin 7
Date of Construction	1720 - 1780
Original Use	Houses
Description	3 and 4 storey houses, two are vacant or derelict and two are in use as public houses
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6881, 6882
Additional Identifiers	NIAH 50070220
Legal Status	A Protected Structure
Location	69, 70 Queen Street, Smithfield, Dublin 7
Date of Construction	c.1790
Original Use	Houses
Description	Attached pair of former houses, built c.1790, comprising two-bay four-storey over basement house to north, and two-bay three-storey over covered basement house to south. Now connected and in use as pawnbrokers.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6883
Additional Identifiers	NIAH 50070221
Legal Status	A Protected Structure
Location	72a Queen Street, Smithfield, Dublin 7
Date of Construction	c.1790
Original Use	House
Description	Corner-sited detached three-storey house over basement, built c.1790, having two-bay east elevation, extension to north elevation. Now in use as funeral home.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	





Identification No.	DCC RPS 709, 710 and 711
Additional Identifiers	NIAH 50070222-4
Legal Status	Protected Structures
Location	23, 24 and 25 Benburb Street, Dublin 7
Date of Construction	c.1870
Original Use	Houses
Description	Terrace of two-bay two-storey houses, built c.1870, having shopfronts to front (south) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 727, 728
Additional Identifiers	NIAH 50070225
Legal Status	Protected Structure
Location	73, 74 Benburb Street, Dublin 7
Date of Construction	1885
Original Use	Apartment building
Description	Corner-sited L-plan five-bay four-storey apartment building, built between 1885-88, having central five-storey pedimented projecting bay to front (north) elevation and shopfronts to front elevation and north bay of east elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social
Sensitivity	Medium
Photographs	




Identification No.	DCC RPS 6880
Additional Identifiers	NIAH 50070243
Legal Status	A Protected Structure
Location	7 Queen Street, Smithfield, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	End-of-terrace two-bay four-storey house (vacant), built c.1800, as part of a terrace having shopfront to front (east) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6877, 6878, 6879
Additional Identifiers	NIAH 50070244-6
Legal Status	Protected Structures
Location	4,5,6 Queen Street, Smithfield, Dublin 7
Date of Construction	c.1800
Original Use	Houses
Description	Terrace of 3 two-bay three-storey houses, built c.1800 with shopfronts to the ground floor
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6884
Additional Identifiers	NIAH 50070233
Legal Status	A Protected Structure
Location	Dice Bar, 79 Queen Street, Smithfield, Dublin 7
Date of Construction	c.1860
Original Use	Public House
Description	Corner-sited attached three-storey commercial building, built c.1860, having six-bay north elevation, two-bay east elevation, angled corner bay and shopfront to ground floor.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 2526-31
Additional Identifiers	NIAH 50070238-42
Legal Status	Protected Structures
Location	1 - 6 Ellis Quay, Dublin 7
Date of Construction	c.1880
Original Use	House
Description	2 and 3 bay, 3 storey brick-fronted terraced houses built c.1860 (no. 4 is older, c.1800) 1-2 Ellis Quay is a corner-sited end-of-terrace three-storey house, built c.1880, having three-bays each to front (south) elevation and east elevation, recent shopfront to both elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 266-272
Additional Identifiers	NIAH 50070248-54
Legal Status	Protected Structures
Location	37 - 43 Arran Quay, Dublin 7
Date of Construction	c.1860
Original Use	House
Description	37 – 41 Arran Quay are 2 and 3 bay four-storey brick fronted terraced houses with shop fronts to ground floor built c.1860 42 and 43 Arran Quay are corner-sited three-storey former houses with half-dormer attic, built c.1860, having two-bay south elevation, three-bay west elevation. Recent shopfronts to both elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


## 1.2 National Inventory of Architectural Heritage Structures

### Section: Navan Rd / Ashtown Rd Junction to Navan Rd Old Cabra Rd Junction


Identification No.	NIAH 50060137
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Our Lady Help of Christians, Navan Road, Dublin 7
Date of Construction	c.1950
Original Use	Church / chapel
Description	Gable fronted 20th century church with bell tower set back from piers and railings
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50060134
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Saint Dominic's Secondary School, Navan Road, Dublin 7
Date of Construction	c.1950
Original Use	Gates, railings, walls
Description	Recessed symmetrical entrance with central vehicular gate flanked by pedestrian gates with sweep of railings in a plastered plinth wall
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social, Technical
Sensitivity	Medium
Photographs	





Identification No.	NIAH 50060140
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	The Deaf Village, Navan Road, Dublin 7
Date of Construction	c.1865
Original Use	Church / chapel
Description	Freestanding triple-height seven-bay Gothic-Revival chapel (school), built 1868, with three-stage gabled entrance tower and three-storey chancel. The former chapel is set back from the Proposed Scheme, that was part of a wider institutional complex of buildings, most of which are now demolished. There is also an associated burial ground, between the chapel and the Navan Road, behind high boundary walls.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social, Historical
Sensitivity	Medium
Photographs	

**Navan Rd Old Cabra Rd Junction to Ellis Quay**


Identification No.	NIAH 50060148
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Bridge, Old Cabra Road, Dublin 7
Date of Construction	c.1875
Original Use	Bridge (road/rail)
Description	Single-arch stone bridge, built c.1875, carrying Old Cabra Road over former Great Southern and Western Railway line. Rock-faced limestone abutments, with rusticated limestone piers with dressed granite coping. Rusticated limestone and replacement concrete parapet walling with dressed limestone string courses and dressed limestone voussoirs to arch.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Technical, Social
Sensitivity	Medium
Photographs	





Identification No.	NIAH 50070025
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Donard Terrace, 1-7 Annamoe Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 7 two bay two storey houses c.1890 with ground floor canted bay window. No. 1 has been altered to include shopfront to the ground floor
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070058, 50070057
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	56, 57 Prussia Street, Dublin 7
Date of Construction	c.1840
Original Use	Houses
Description	Pair of attached three-bay two-storey houses, built c.1840, with wrought-iron railings with cast-iron finials on carved granite plinth wall enclosing areas to front
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070514
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	58, 59 Prussia Street, Dublin 7
Date of Construction	c.1870
Original Use	Houses
Description	Attached pair of two-bay two-storey houses, built c.1870,
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070054
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	1-4 Saint Joseph's Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Pair of attached two-bay two-storey houses c.1890 (partially demolished)
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070568
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	69, 70, 71, 72, 73 Prussia Street, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 5 two-storey two-bay houses c. 1890 with associated front railings
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	NIAH 50060137
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	75, 76, 77 and 78 Prussia Street, Dublin 7
Date of Construction	c.1880
Original Use	Houses
Description	Terrace of 4 two-bay two-storey houses c.1880
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070563, 50070564, 50070565
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	16, 17 and 18 Prussia Street, Dublin 7
Date of Construction	c.1820
Original Use	Houses
Description	Attached terrace of three two-storey houses c.1820 2/3 bays with steps and railings
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070566, 50070567
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	14, 15 Prussia Street, Dublin 7
Date of Construction	c.1761
Original Use	Houses
Description	Pair of attached two-bay three-storey houses, built 1761 with cast-iron railings on painted concrete plinth enclosing area to front
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070570
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	81 Prussia Street, Dublin 7
Date of Construction	c.1820
Original Use	House
Description	Attached two-bay three-storey house c.1750
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	NIAH 50070571
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	11 Prussia Street, Dublin 7
Date of Construction	c.1750
Original Use	House
Description	Attached two-bay two-storey over raised basement house c.1750 with replacement front steps
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	




Identification No.	NIAH 50070572
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	88, 89, 90, 91, 92 Prussia Street, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 5 two-storey two-bay houses c.1890 with associated gates and railings
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	NIAH 50070574
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	2 Prussia Street, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Attached four bay house c.1800, much altered with shop front.
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	NIAH 50070575
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	1 Prussia Street, Dublin 7
Date of Construction	c.1920
Original Use	Commercial Buildings
Description	Attached three bay three-storey commercial building c.1920 with replacement shop front
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070497
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	84-87 Aughrim Street, Dublin 7
Date of Construction	c.1810
Original Use	Houses
Description	Corner-sited terrace of four three-bay two-storey houses, built c.1810, having two-storey returns to rear (south-west) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070515
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Stoneybatter Community Training Centre, 60-61 Manor Street, Dublin 7
Date of Construction	1914
Original Use	Cinema
Description	Attached three-bay two-storey former cinema, built 1914, having lower two-bay two-storey extension to south-east.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070088
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	26 Manor Street, Dublin 7
Date of Construction	c.1880
Original Use	House
Description	End-of-terrace two-bay three-storey house, rebuilt c.1880. Yard to front enclosed by wrought-iron railings having cast-iron corner post on rendered plinth wall.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070089
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	69 Manor Street, Dublin 7
Date of Construction	c.1860
Original Use	House
Description	Terraced two-bay two-storey house, built c.1860. Garden to front enclosed by cast-iron railings on rendered plinth wall having granite coping, with single-leaf cast-iron gate.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070090
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	72 Manor Street, Dublin 7
Date of Construction	c.1850
Original Use	House
Description	Terraced two-bay two-storey house, built c.1850. Single-leaf cast-iron gate to front, red brick wall having granite coping, some cast-iron railings, some remnants of render
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

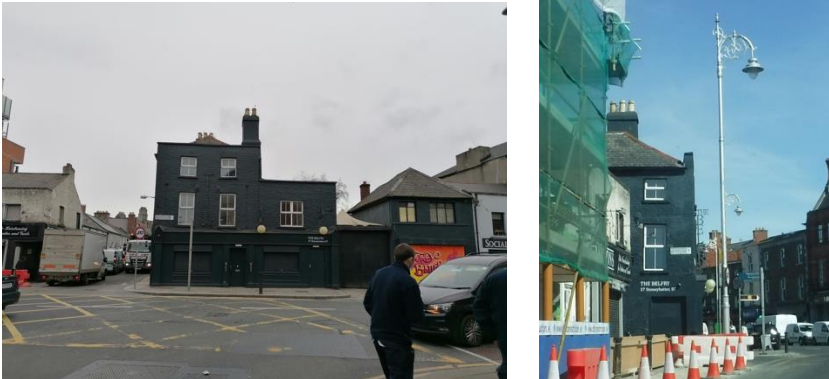
Identification No.	NIAH 50070512	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	Temple Terrace, 13, 14, 15, 16 17 Manor Street, Dublin 7	
Date of Construction	c.1840	
Original Use	Houses	
Description	Terrace of five two-bay two-storey houses, built c.1840-1855 with Wrought-iron railings on painted granite plinth walls surrounding gardens to front of houses, matching pedestrian gates.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic	
Sensitivity	Medium	
Photographs		


Identification No.	NIAH 50070092	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	Kinallen Terrace, 81, 82, 83, 84, 85, 86 Manor Street, Dublin 7	
Date of Construction	1865	
Original Use	Houses	
Description	Terrace of six two-bay two-storey houses, built c.1865 with associated walls and gates	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic, Social	
Sensitivity	Medium	
Photographs		

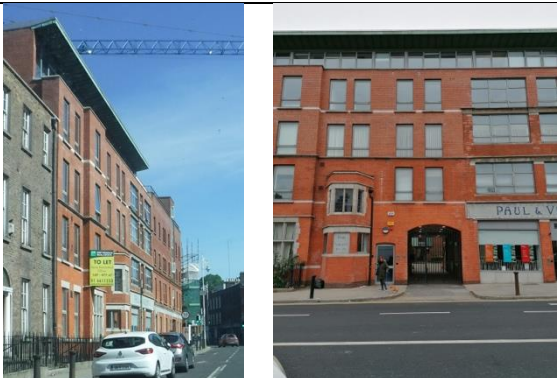



Identification No.	NIAH 50070185
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Tommy O'Gara, 19 Stoneybatter, Dublin 7
Date of Construction	c.1860
Original Use	House
Description	Attached four-bay three-storey house (public house), built c.1860, having shopfront to ground floor
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070188
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Centra, 11 Stoneybatter, Dublin 7
Date of Construction	1905
Original Use	Commercial Buildings
Description	Terraced two-bay two-storey commercial premise, dated 1905, having shopfront to front (west) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070182
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	The Belfry, 36-37 Stoneybatter, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Corner-sited two-bay two-storey house (public house) with two-storey attached house to the north and two bays to Arbour Hill
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070183
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	58-63 Arbour Hill
Date of Construction	c.1800
Original Use	Houses
Description	Terrace of one and two-storey houses and cottages c.1800
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070209	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	DMG Business Centre, Blackhall Place, Dublin 7	
Date of Construction	c.1915	
Original Use	Commercial Buildings	
Description	Attached three-bay three-storey commercial building with shopfront, adjoining seven-bay two-storey building with integral carriage arch, built c.1915, two-storey canted bay and single-bay breakfront to front (east) elevation, recently extended upwards	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural	
Sensitivity	Medium	
Photographs		

Identification No.	NIAH 50070210, 50070211	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	Blackhall Court, 14-15 Blackhall Place, Dublin 7	
Date of Construction	c.1790	
Original Use	Commercial Buildings	
Description	Pair of attached five-bay three-storey over basement house, built c.1790, flanked by wrought-iron railings, continuing around, with cut granite plinth wall, to enclose basement area to each side.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural	
Sensitivity	Medium	
Photographs		


Identification No.	NIAH 50070226
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	22 Benburb St, Dublin 7
Date of Construction	c.1870
Original Use	House
Description	Freestanding three-bay two-storey house c.1870
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070228
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	75 Benburb St, Dublin 7
Date of Construction	1887
Original Use	Dispensary, Surgery
Description	Corner-sited complex-plan two-storey former dispensary, built 1887, having two-bay front (north) elevation with single-storey two-bay block to east of this, and five-bay elevation facing west, with the south bay set back behind entrance porch.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070232
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	8 Queen St, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Corner-sited attached two-bay three-storey house, built c.1800, as part of a terrace having shopfront to front (east) elevation, wrapping around south-east corner.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070234, 50070235, 50070236, 50070237
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	80-91 Queen St, Dublin 7
Date of Construction	c.1860
Original Use	Houses
Description	Terrace of two and three-bay three-storey houses, built c.1860, having shopfront to ground floor.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	



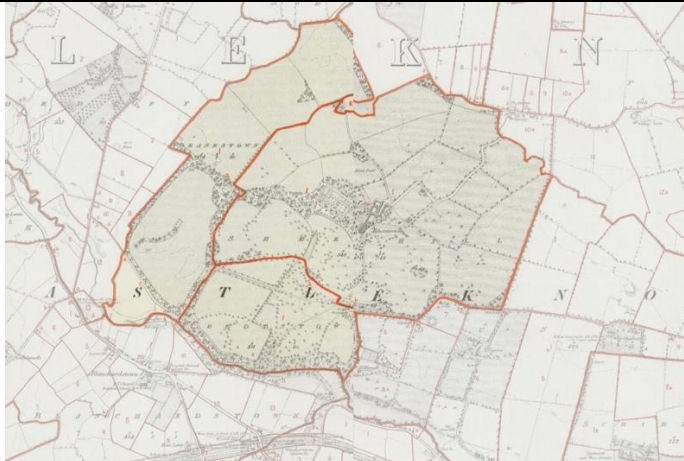

Identification No.	NIAH 50070246, 50070247	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	2, 3 Queen St, Dublin 7	
Date of Construction	c.1750	
Original Use	House	
Description	Terraced two-bay four-storey former house, built c.1750, later remodelled, terraced two-bay four-storey former house, built c.1750, having recent shopfronts to front (west) elevation.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Social	
Sensitivity	Medium	
Photographs		

Identification No.	NIAH 50060354	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	Ellis Quay, Dublin 7	
Date of Construction	1820	
Original Use	Quay	
Description	Ashlar evenly coursed granite quay wall, built c.1820,	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Social, Technical	
Sensitivity	Medium	
Photographs		

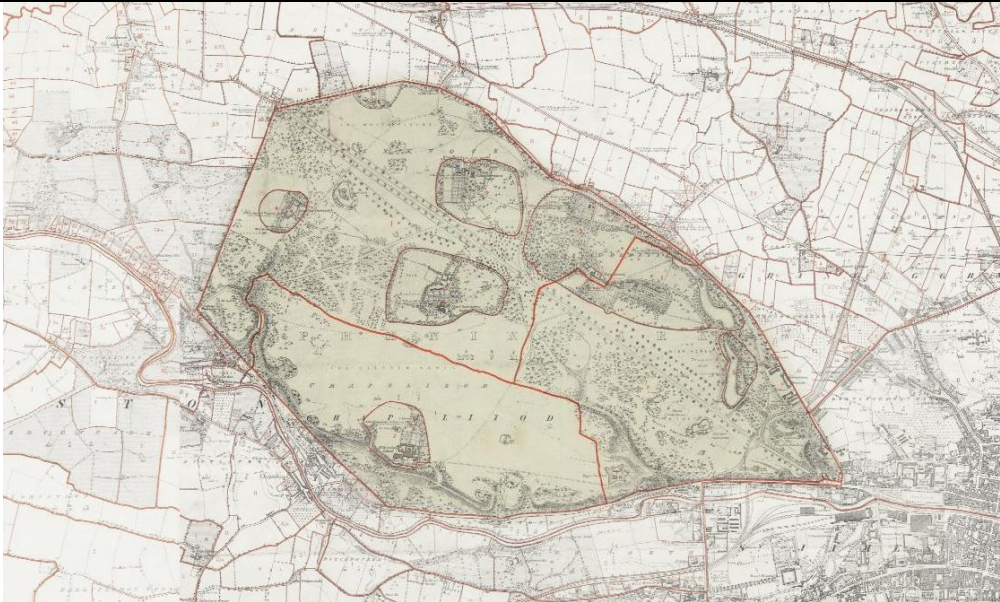

Identification No.	NIAH 50060352
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Sarsfield Quay, Dublin 7
Date of Construction	c.1800
Original Use	Quay Wall
Description	Granite ashlar quay structure, built c.1800
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social, Technical
Sensitivity	Medium
Photographs	

### 1.3 Designed Landscapes

#### Section: Snugborough Road to N3/M50 Junction

Identification No.	NIAH 2280 (Garden Survey)
Additional Identifiers	Abbotstown House: FCC RPS 0683, NIAH 11354006
Legal Status	Abbotstown House is a Protected Structure. The historic curtilage of the house extends to include the demesne as illustrated on Griffith's Valuation Map, 1848.
Location	Abbotstown House and Demesne, Snugborough Road, Sheephill, Blanchardstown, Dublin 15
Date of Construction	c.1790
Description	Abbotstown House sat in the centre of an extensive designed landscape which included woodland, parkland, formal and walled gardens, a summer house, and four gate lodges. The ruins of St Coemhin's Church and sixteenth century burial ground were incorporated into the designed landscape which also utilized the Tolka River along the southern boundary with three waterfalls and a wooden bridge within the demesne boundary.
Change and movement within the site	The NIAH garden survey notes that the main features of the historic designed landscape are substantially present with some loss of integrity. The former demesne lands are now in various uses, with much open and parkland retained, used as playing pitches and sports facilities. The southern demesne boundary has been impacted by the construction of the N3 and M50. Extensive historic woodland is retained along the Tolka Valley, some of which has been turned into Waterville Park. Connolly Hospital is sited on former estate lands to the southeast of the house which is in use as a veterinary laboratory.
Features associated with the designed landscape in the study area	Gate lodge (site of), Wooden Bridge (site of), Waterfall, Weir, Woodland walks
Surviving Features within the study area	Woodland walks
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Abbotstown House</p>
Photographs	


**Section: Navan Rd/ Ashtown Rd Junction to Navan Rd Old Cabra Rd Junction**

Identification No.	NIAH 2309 (Garden Survey)
Additional Identifiers	DCC RPS 6743-81
Legal Status	Phoenix Park contains 30 recorded monuments and 39 protected structures. The complete perimeter stone wall enclosing the park is protected DCC RPS 6781
Location	Phoenix Park, Dublin 8
Date of Construction	c.1660, opened to the public in 1747
Description	Originally a hunting park and later a public park, the Phoenix Park is a designed landscape of international importance associated with a large number of internationally renowned architects, including Decimus Burton who designed the Ashtown entrances and lodges.
Change and movement within the site	The NIAH garden survey notes that the main features of the historic designed landscape are substantially present and unchanged since the mid nineteenth century, including a defined site boundary, principal buildings, garden structures, gate houses, original entrances, drives and avenues, woodland, parkland, formal gardens, walled gardens and naturalistic water features
Features associated with the designed landscape in the study area	Ashtown Gate, Ashtown Lodge and Bessboro Lodge West
Surviving Features within the study area	Ashtown Gate, Ashtown Lodge and Bessboro Lodge West
Significance Rating	International
Categories of Special Interest	Architectural, Historical, Archaeological, Artistic, Cultural, Social
Sensitivity	High
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the Phoenix Park</p>
Photographs	




## 1.4 Other Structures of Heritage Significance

### Section: Snugborough Road to N3/M50 Junction


Identification No.	CBC0005BTH043
Legal Status	Not protected or included on any existing inventories
Location	Tolka Bridge, Mill Road, Blanchardstown, Dublin 15
Date of Construction	c.1800
Original Use	Bridge
Description	Quadruple arch road bridge over the Tolka River, limestone with limestone parapets and abutments. Altered / widened on the east side
Significance Rating	Local
Historical Map References	A bridge is marked on this site on the 1837 OS, 1850 Griffith's, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Technical
Sensitivity	Low
Photographs	

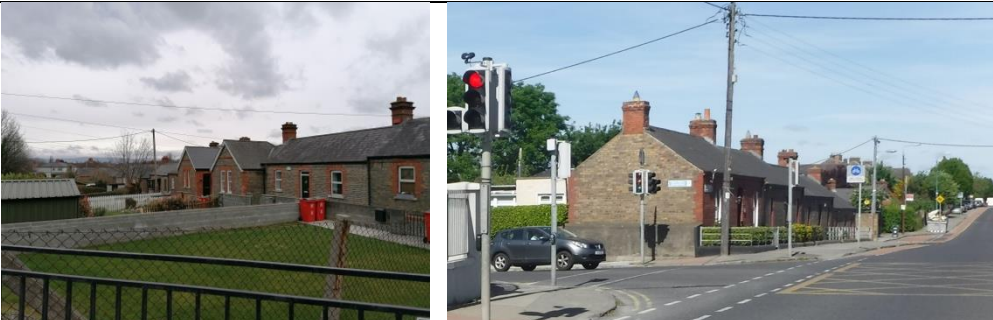
### Section: N3/M50 Junction to Navan Road / Ashtown Road Junction

Identification No.	CBC0005BTH001
Legal Status	Not protected or included on any existing inventories
Location	Ashtown (Arnott) House, Navan Road, Ashtown, Dublin 7
Date of Construction	c.1860
Original Use	House
Description	Detached house c.1840, fire damaged and in poor condition – site under construction and inaccessible The boundary wall to the Ashtown Roundabout and the R147 is a modern replacement wall of no interest. The boundary wall to Castleknock Road is historic rubble walling. There are historic gates associated with the house and a gate lodge opposite the Phoenix Park Ashtown Gate. Where the site can be viewed, there is evidence of an historic planting scheme, and historic metal railings.
Significance Rating	Local
Historical Map References	Building on the site on 1837 OS, Footprint changed 1848 Griffith's Valuation Map which shows lodge, avenue and walled garden, footprint changed 1907, unchanged 1930 Cassini
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	




**Section: Navan Rd/ Ashtown Rd Junction to Navan Rd Old Cabra Rd Junction**


Identification No.	CBC0005BTH002
Legal Status	Not protected or included on any existing inventories
Location	381 Navan Road, Dublin 7
Date of Construction	c.1920
Original Use	Lodge
Description	Single-storey, hip roofed, brick cottage, built c.1920 as a lodge to St Patrick's Home (now demolished) with associated walls, piers, railings and mature trees
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH003
Legal Status	Not protected or included on any existing inventories
Location	Roosevelt Cottages, Navan Road, Dublin 7
Date of Construction	c.1920
Original Use	Houses
Description	Terrace of 14 three-bay brick-built cottages c.1890, some with gabled breakfronts in a symmetrical composition accessed off the Navan Rd with 4 surviving three-bay cottages (136, 137, 138 and 139 Navan Rd) fronting onto Navan Rd
Significance Rating	Regional
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	

**Section: Navan Rd Old Cabra Rd Junction to Ellis Quay**


Identification No.	CBC0005BTH004	
Legal Status	Not protected or included on any existing inventories	
Location	192 Cabra Road, Dublin 7	
Date of Construction	c.1920	
Original Use	House	
Description	Early 20 <sup>th</sup> century house with gabled four-bay front, seven-bay to side, two-storey building set behind stone wall and hedge	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005BTH005	
Legal Status	Not protected or included on any existing inventories	
Location	90-116 Old Cabra Road, Dublin 7	
Date of Construction	c.1920	
Original Use	Houses	
Description	Semi-detached and detached hipped and gabled early 20 <sup>th</sup> Century two-storey houses	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005BTH006	
Legal Status	Not protected or included on any existing inventories	
Location	79, 81, 83, 85 Old Cabra Road, Dublin 7	
Date of Construction	c.1920	
Original Use	Houses	
Description	Early 20 <sup>th</sup> century semi-detached houses with mature gardens, walls, piers and gates	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005BTH007	
Legal Status	Not protected or included on any existing inventories	
Location	75, 77 Old Cabra Road, Dublin 7	
Date of Construction	c.1930	
Original Use	Houses	
Description	Semi-detached double fronted two-storey brick houses, c1930 with tall gabled bays	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005BTH008
Legal Status	Not protected or included on any existing inventories
Location	65, 67, 69, 71 Old Cabra Road, Dublin 7
Date of Construction	c.1920
Original Use	Houses
Description	Two sets of three bay two-storey brick hipped roofed semi-detached houses c.1920
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH010
Legal Status	Not protected or included on any existing inventories
Location	63 Old Cabra Road, Dublin 7
Date of Construction	c.1920
Original Use	House
Description	Large 7 bay brick c.1920 two-storey house with three storey extension.
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	




Identification No.	CBC0005BTH011
Legal Status	Not protected or included on any existing inventories
Location	54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76 Old Cabra Road, Dublin 7
Date of Construction	c.1930
Original Use	Houses
Description	Eight semi-detached houses c.1930, gable fronted with associated walls, piers and gates
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH012
Legal Status	Not protected or included on any existing inventories
Location	52 Old Cabra Road, Dublin 7
Date of Construction	c.1920
Original Use	House
Description	Detached double fronted two-storey brick house, c.1920
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0005BTH013	
Legal Status	Not protected or included on any existing inventories	
Location	48, 50 Old Cabra Road, Dublin 7	
Date of Construction	c.1920	
Original Use	Houses	
Description	Semi-detached double fronted two-storey brick houses, c.1920 with tall bays and associated walls, piers and gates	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005BTH014	
Legal Status	Not protected or included on any existing inventories	
Location	36, 38, 40, 42, 44, 46 Old Cabra Road, Dublin 7	
Date of Construction	c.1920	
Original Use	Houses	
Description	Semi-detached two-storey brick built houses c.1920 with gabled breakfronts and ground floor bay windows, associated front walls, piers and gates.	
Significance Rating	Local	
Historical Map References	First shown on the Cassini maps c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005BTH015
Legal Status	Not protected or included on any existing inventories
Location	Everton Terrace, 21, 23, 25, 27, 29, 31, 33, 35, 37 Old Cabra Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Nine two-bay two-storey brick-fronted houses with stone detailing, c1890 with associated front walls topped with decorative railings
Significance Rating	Local
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH016
Legal Status	Not protected or included on any existing inventories
Location	34 Old Cabra Road, Dublin 7
Date of Construction	c.1920
Original Use	House
Description	Detached two-storey hip roofed house c.1920
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH017
Legal Status	Not protected or included on any existing inventories
Location	Everton Terrace, 1, 3, 5, 7, 9, 11, 13, 15 Old Cabra Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 8 two-storey two-bay houses c.1890 with associated steps and gates
Significance Rating	Local
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH018
Legal Status	Not protected or included on any existing inventories
Location	2, 4, 6, 8, 10 Old Cabra Road, Dublin 7
Date of Construction	c.1910
Original Use	Houses
Description	Terrace of five two-storey two-bay shops with residence set at the rear of the footpath
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH019
Legal Status	Not protected or included on any existing inventories
Location	Ellesmere Terrace, 159-187 North Circular Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 15 two-storey two-bay houses c.1890
Significance Rating	Local
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH024
Legal Status	Not protected or included on any existing inventories
Location	22-25 Manor Street, Stoneybatter, Dublin 7
Date of Construction	c.1900
Original Use	Houses
Description	Terrace of two-bay two-storey houses c.1900 with brick boundary walls topped with iron railings
Significance Rating	Local
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH025
Legal Status	Not protected or included on any existing inventories
Location	1-9 Manor Street, Stoneybatter, Dublin 7
Date of Construction	c.1760
Original Use	Houses
Description	Terrace of two and three storey two-bay over shop buildings, some with integrated carriageways c. 1760, some re-built, most much-altered
Significance Rating	Local
Historical Map References	First shown on Rocque's map of 1760
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH026
Legal Status	Not protected or included on any existing inventories
Location	21-22 Stoneybatter, Dublin 7
Date of Construction	c.1800
Original Use	Houses
Description	Terraced two storey shops c.1800, modern shopfronts
Significance Rating	Local
Historical Map References	First shown on the 1837 OS map
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	




Identification No.	CBC0005BTH027
Legal Status	Not protected or included on any existing inventories
Location	20 Stoneybatter, Dublin 7
Date of Construction	c.1760
Original Use	Houses
Description	Terraced 3 storey house c.1760 with integrated carriage arch
Significance Rating	Local
Historical Map References	First shown on Rocque's map 1760
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	


Identification No.	CBC0005BTH028
Legal Status	Not protected or included on any existing inventories
Location	16-17 Stoneybatter, Dublin 7
Date of Construction	c.1760
Original Use	Houses
Description	Terraced three-storey buildings with shops to the ground floor and integrated carriage arch. c.1760, altered C20th
Significance Rating	Local
Historical Map References	First shown on Rocque's map 1760
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH030
Legal Status	Not protected or included on any existing inventories
Location	Centra, 9-10 Stoneybatter, Dublin 7
Date of Construction	c.1760
Original Use	Houses
Description	Pair of terraced three-storey brick shops c.1760 with altered gables
Significance Rating	Local
Historical Map References	First shown on Rocque's map 1760
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Photographs	There was scaffolding across the façade of Centra at the time of survey.

Identification No.	CBC0005BTH031
Legal Status	Not protected or included on any existing inventories
Location	Lavanda, 31 Brunswick Street North, Dublin 7
Date of Construction	c.1820
Original Use	Commercial Building
Description	Detached two-storey two-bay brick built commercial building (restaurant) c.1820 with stone trims (poor condition, much altered)
Significance Rating	Local
Historical Map References	First OS map, 1837 shows a building on the site, unchanged on Griffith's map and the 1907 OS.
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH034
Legal Status	Not protected or included on any existing inventories
Location	2-46 Blackhall Place, Dublin 7
Date of Construction	c.1930
Original Use	Houses
Description	Terrace of two-storey two-bay brick houses c.1930
Significance Rating	Local
Historical Map References	First shown on the Cassini maps c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH038
Legal Status	Not protected or included on any existing inventories
Location	4 Hendrick Place, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terraced three-bay two-storey house c. 1890
Significance Rating	Local
Historical Map References	First shown on the 1907 OS map, unchanged on Cassini map c.1930
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH040	
Legal Status	Not protected or included on any existing inventories	
Location	27-35 Blackhall Place, Dublin 7	
Date of Construction	c.1760	
Original Use	Houses	
Description	Two-storey, two-bay semidetached brick houses c. 1910	
Significance Rating	Local	
Historical Map References	First shown on Cassini map, c.1930	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005BTH041	
Legal Status	Not protected or included on any existing inventories	
Location	54 Blackhall Place, Dublin 7	
Date of Construction	c.1870	
Original Use	Houses	
Description	Detached two-storey two-bay house c.1870	
Significance Rating	Local	
Historical Map References	Marked on the 1907 OS and subsequent maps	
Categories of Special Interest	Architectural, Social	
Sensitivity	Low	
Photographs		

## 1.5 Street Furniture

### 1.5.1 Post Boxes

#### Section: Navan Rd/ Ashtown Rd Junction to Navan Rd Old Cabra Rd Junction


Identification No.	CBC0005PB001
Legal Status	Not protected or included on any existing inventories
Location	Post box, Navan Rd, near junction with Kempton Avenue, Dublin 7
Date of Construction	c.1895
Description	Freestanding cast-iron pillar box erected c.1895 with circular profile and domed cap, fluted edge. VR (Victoria Regina) royal cipher on the curved hinged door, and raised 'POST' and 'OFFICE' lettering on the neck flanking the letter aperture
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0005PB005
Legal Status	Not protected or included in any existing inventories
Location	post-box, at 194 Navan Road, Dublin 7 (opposite the entrance to Our Lady's Help of Christians)
Date of Construction	c.1980
Description	Freestanding cast-iron pillar post box, erected c.1980 with raised 'P&T' monogram to door, raised lettering to neck and dentillated cornice to cap.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	



**Section: Navan Rd Old Cabra Rd Junction to Ellis Quay**

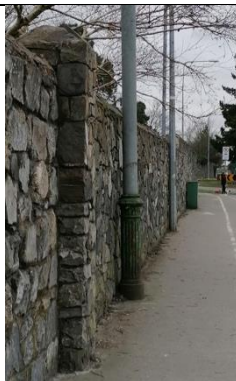
Identification No.	CBC0005PB002
Additional Identifiers	NIAH 50060147
Legal Status	Not protected but recognised through inclusion in the NIAH
Location	post box, Glenbeigh Road / Old Cabra Road, Dublin 7
Date of Construction	c.1935
Description	Freestanding cast-iron pillar post box, erected c.1935 with raised 'P&T' monogram to door, raised lettering to neck and dentillated cornice to cap.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0005PB003
Additional Identifiers	NIAH 50070518
Legal Status	Not protected but recognised through inclusion in the NIAH
Location	post-box, Prussia Street, Dublin 7 (Opposite No. 55)
Date of Construction	c.1935
Description	Freestanding cast-iron pillar box erected c.1895 with circular profile with domed cap, moulded corona, neck moulding, cylindrical shaft and moulded plinth. Raised lettering, 'Post' and 'Office', to neck flanking letter aperture. Curved hinged door facing west incorporating raised frame and raised royal insignia of Queen Victoria.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	

Identification No.	CBC0005PB004	
Additional Identifiers	NIAH 50070519	
Legal Status	Not protected but recognised through inclusion in the NIAH	
Location	post box, Blackhall Place, Dublin 7 (in front of No. 37, near the junction with Benburb Street)	
Date of Construction	c.1935	
Description	Freestanding circular-profile cast-iron pillar box with plinth base, installed c.1935. Raised insignia of P&T to front (north) elevation, moulded neck, dentillated frieze and shallow domed cap.	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Artistic, Social, Technical	
Sensitivity	Medium	
Photographs		


## 1.5.2 Lamp Posts


### Section: Navan Rd/ Ashtown Rd Junction to Navan Rd Old Cabra Rd Junction


Identification No.	CBC0005LP011
Legal Status	Not protected or included in any existing inventories
Location	Navan Road R147, Dublin 7 (in front of Belleville and to the east of the Ashtown Roundabout)
Date of Construction	c.1890
Description	Historic cast iron fluted base with modern lamp head. The base is isolated and in poor condition, but it is a rare feature in Dublin's streetscapes. It is possible that it is was used as a vent pipe originally. The reuse of vent pipes as lamp post bases is not uncommon and has been identified elsewhere in Dublin including the Kimmage Road, Harold's Cross and Terenure Village
Significance Rating	Local
Categories of Special Interest	Artistic, Technical
Sensitivity	Low
Photographs	


Identification No.	CBC0005LP001
Legal Status	Not protected or included in any existing inventories
Location	Old Cabra Road, Dublin 7
Date of Construction	c.1930
Description	Free standing concrete reinforced electric lamp standards, manufactured c.1930 with octagonal profile tapered base and neck and replacement heads.
Significance Rating	Local
Categories of Special Interest	Artistic, Technical
Sensitivity	Low
Photographs	

**Section: Navan Rd Old Cabra Rd Junction to Ellis Quay**


Identification No.	CBC0005LP002
Legal Status	Not protected or included in any existing inventories
Location	Saint Joseph's Road, Dublin 7 (south side of the Prussia Street Junction)
Date of Construction	c.1915
Description	Free standing cast iron gas lamp standard c.1915, fluted column, curved access door and replacement modern head
Significance Rating	Local
Categories of Special Interest	Artistic, Technical
Sensitivity	Low
Photographs	


Identification No.	CBC0005LP003
Legal Status	Not protected or included in any existing inventories
Location	Manor Street, Aughrim Street Junction (two in front of 48-49 Manor Street and one in front of No.57)
Date of Construction	c.1920
Description	3 no. swan-neck standards c.1920 S-bend necks with spiral motif, small inset shamrock and fluted base with Dublin City Insignia
Significance Rating	Regional
Categories of Special Interest	Artistic, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0005LP004
Legal Status	Not protected or included in any existing inventories
Location	Traffic Island at 46-47 Manor Street
Date of Construction	c.1920
Description	Free-standing single lantern on large ornamental base, possibly a replica, or relocated
Significance Rating	Regional
Categories of Special Interest	Artistic, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0005LP005
Legal Status	Not protected or included in any existing inventories
Location	Manor Street
Date of Construction	Mid to late C20th
Description	18 no. Rathmines Type replica lamp standards,
Significance Rating	Local
Categories of Special Interest	Artistic, Technical
Sensitivity	Low
Photographs	




Identification No.	CBC0005LP006	
Legal Status	Not protected or included in any existing inventories	
Location	Stoneybatter	
Date of Construction	Mid to late C20th	
Description	12 no. Rathmines Type replica lamp standards,	
Significance Rating	Local	
Categories of Special Interest	Artistic, Technical	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005LP008	
Legal Status	Not protected or included in any existing inventories Within the Blackhall Place Conservation Area	
Location	Blackhall Place	
Date of Construction	Mid to late C20th	
Description	7 no. Rathmines Type replica lamp standards,	
Significance Rating	Local	
Categories of Special Interest	Artistic, Technical	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005LP012	
Legal Status	Not protected or included in any existing inventories	
Location	King Street North	
Date of Construction	Mid to late C20th	
Description	6 no. Rathmines Type replica lamp standards,	
Significance Rating	Local	
Categories of Special Interest	Artistic, Technical	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005LP009	
Legal Status	Not protected or included in any existing inventories	
Location	Queen Street	
Date of Construction	Mid to late C20th	
Description	6 no. Rathmines Type replica lamp standards,	
Significance Rating	Local	
Categories of Special Interest	Artistic, Technical	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005LP010
Legal Status	Not protected or included in any existing inventories Within the Liffey Quays Conservation Area
Location	Arran Quay, Ellis Quay
Date of Construction	Mid to late C20th
Description	Rathmines Type replica lamp standards,
Significance Rating	Local
Categories of Special Interest	Artistic, Technical
Sensitivity	Low
Photographs	


### 1.5.3 Paving and surface Treatments

#### Section: Navan Road Old Cabra Road Junction to Ellis Quay


Identification No.	CBC0005BTH010	
Legal Status	Not protected or included in any existing inventories	
Location	Old Cabra Road, Dublin 7 (in front of nos. 54-76)	
Description	Isolated groups of granite kerbs lining the footpath between driveways	
Significance Rating	Local	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

Identification No.	CBC0005BTH021	
Legal Status	Not protected or included in any existing inventories	
Location	Prussia Street, Dublin 7 (in front of nos. 84-86)	
Description	Isolated sections of granite kerbs lining the southern footpath (poor condition)	
Significance Rating	Local	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005BTH022
Legal Status	Not protected or included in any existing inventories
Location	Manor St / Aughrim St Junction, Dublin 7
Description	Setts and limestone kerbstones across the roadways (appear to be modern replacements c.2000) with a small portion of historic paving around the naming stone
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	 <p>The photographs show two views of the site. The left image is a close-up of a cobblestone paving pattern. The right image shows a stone naming stone with the word 'STONEBATTER' inscribed on it, situated on a sidewalk next to a road. The stone is surrounded by a green metal railing.</p>


Identification No.	CBC0005BTH023
Legal Status	Not protected or included in any existing inventories
Location	Manor Street, Dublin 7
Description	Setts and Limestone kerbs crossing the junctions and lining the lane / vehicular entrances (probably replacements c.2000)
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	 <p>The photographs show two views of the site. The left image shows a street view with a cobblestone paving area crossing a junction. The right image is a close-up of a limestone kerb and cobblestone paving.</p>





Identification No.	CBC0005BTH029	
Legal Status	Not protected or included in any existing inventories	
Location	Stoneybatter, Dublin 7	
Description	Setts and Limestone kerbs crossing the junctions and lining the lane / vehicular entrances (probably replacements c.2000)	
Significance Rating	Local	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	CBC0005BTH032	
Legal Status	Not protected or included in any existing inventories	
Location	Arbour Hill, Dublin 7	
Description	Granite kerbs and four rows of setts lining the footpaths and drainage channels	
Significance Rating	Local	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		

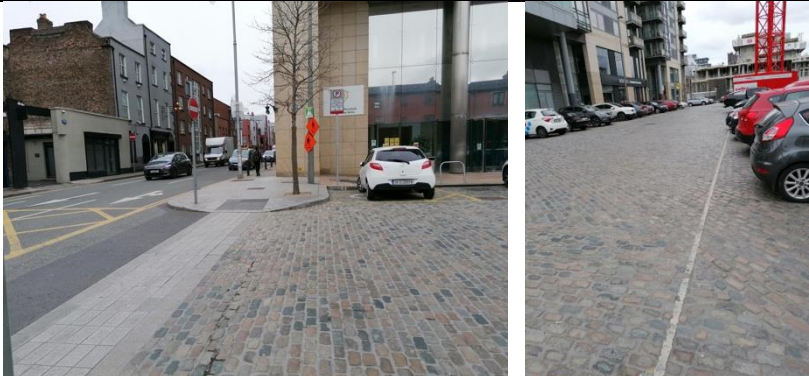
Identification No.	CBC0005BTH044
Other Identifiers	DCC CBC 992, NIAH 50070207
Legal Status	Within the curtilage of a Protected Structure, and Included in the NIAH and DCIHR
Location	Stanley Street, Brunswick Street North, Dublin 7
Description	Setts, rails: Cobbled street, comprising granite setts laid around cast-iron Dublin Corporation tram tracks, laid c.1900.
Significance Rating	Regional
Categories of Special Interest	Social, Technical
Sensitivity	Medium
Photographs	

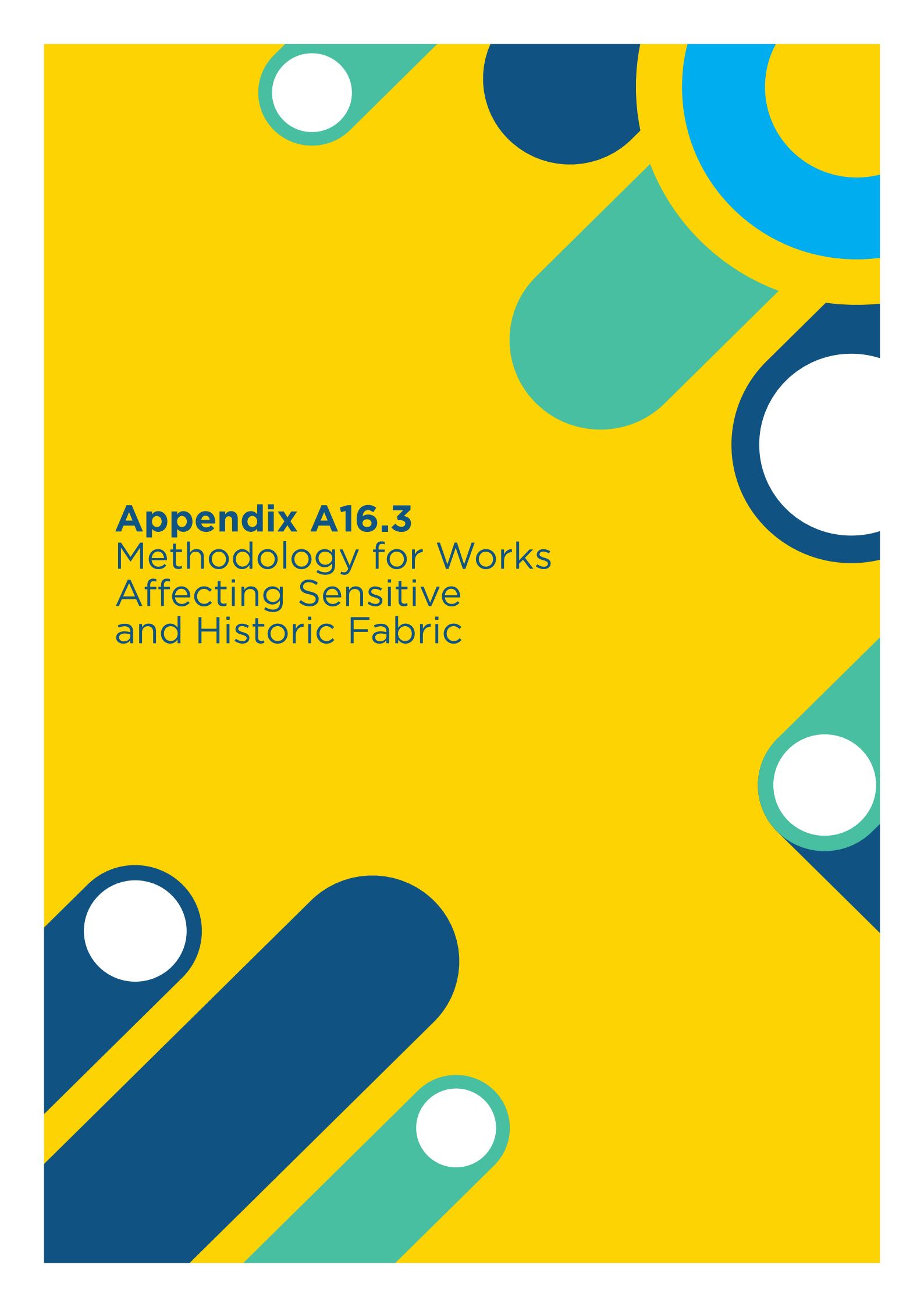
Identification No.	CBC0005BTH033
Legal Status	Not protected or included in any existing inventories, To the front of 15c King Street North, a Protected Structure (DCC RPS 4270)
Location	King Street North, Dublin 7
Description	Isolated group of granite kerbs in front of 15c King St North The kerbs are in front of Protected Structures (DCC RPS 4270 and DU018-020414) making a positive contribution to their settings.
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0005BTH035
Other Identifiers	DU018-020177, DU018-020178, DCC RPS 765, NIAH 50070213
Legal Status	At the entrance to and within the curtilage of a Recorded Monument which is also a Protected Structure
Location	Law Society of Ireland, Blackhall Place, Dublin 7
Description	Historic setts at entrances
Significance Rating	National
Categories of Special Interest	Architectural
Sensitivity	High
Photographs	

Identification No.	CBC0005BTH036
Other Identifiers	DCC RPS 6883, NIAH 50070221
Legal Status	At the entrance to and within the curtilage of a Protected Structure
Location	72a Queen Street, Dublin 7
Description	Historic setts at the entrance
Significance Rating	Regional
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	CBC0005BTH037
Legal Status	Not protected or included in any existing inventories. No 12 Hendrick Place is a protected structure which looks onto the cobbled street (DCC RPS 3646)
Location	Hendrick Place, Dublin 7
Description	Cobbled Street
Significance Rating	Regional
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	CBC0005BTH039
Legal Status	Not protected or included in any existing inventories.
Location	Haymarket, Dublin 7
Description	Historic setts recently re-laid
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a way that creates a sense of movement and depth.

**Appendix A16.3**  
Methodology for Works  
Affecting Sensitive  
and Historic Fabric



## **Appendix A16.3: Methodology for Works Affecting Sensitive and Historic Fabric**

### **1.1 Introduction**

Buildings or structures of Architectural interest, be they recorded monuments, protected structures, buildings in architectural conservation areas or conservation areas, buildings which are recognized through inclusion in the NIAH or DCIHR, or unprotected structures of built-heritage interest, are a unique and irreplaceable resource which often demonstrates a high level of craftsmanship. They may be of architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest.

Boundary treatments, including boundary walls, railings and planting which define the boundaries of protected and other historic structures, can make an important contribution to the quality and character of the building and the surrounding streetscape or landscape (DAHG 2011, 13.4.1). Boundary walls, railings, gates and gardens can also contribute to the character of other protected and unprotected historic structures in the same area or street (DAHG 2011, 13.3.2 e).

Everyday features such as paving and street furniture, not only enhance the setting of historic buildings but are heritage assets in their own right (DAHG 2015). Consequently, proposed works must respect the setting of architectural heritage buildings, street furniture, surface treatments and the character of the street or area (DELG 2002).

Road works including road widening and other large-scale infrastructural developments adjacent or within architectural conservation areas, areas with an historic or architectural character, or within the setting of protected structures have the potential to impact on the architectural heritage and character of the areas in question (DAHG 2011, 3.11). Any alteration of the historic built environment must be carefully considered to maintain the visual and historic integrity of the local area, whether it is an urban, suburban or rural locality (Trinity Haus 2012).

#### **1.1.1 General Principles of Conservation**

Where conservation works to features are required as a result of the construction of the Proposed Scheme it will be carried out by the Contractor in accordance with the principles of the Venice and Burra Charters produced by ICOMOS Australia in 1979 and amended in 1981, 1988, 1999 and 2013. The Contractor will also adhere to the conservation principles set out in the Department of the Environment, Heritage and Local Government's Protection Guidelines for Planning Authorities (2011) and the Departments advice series publications on various elements. Conservation work will be based on an understanding of the historic built environment and its development as described in Section A16.1, and with respect the features identified and described in Appendix A16.2.

Conservation Principles and the principle of 'minimal intervention', have informed the design of the Proposed Scheme as follows:

- *Intervention should be avoided where possible.* (DCC 2014, DAHG 2011, 14.4.7).  
A range of alternative engineering and design solutions have been considered during the design of the Proposed Scheme to avoid or mitigate works that will detract from the special character of, or cause damage to, elements that contribute to the character of architectural conservation areas, areas of historic or architectural character or the setting of protected structures (DCC 2014). The design and location of any proposed traffic-calming measures such as ramps, bollards or traffic islands has also been considered in this regard;
- *All features and materials of importance to maintain the character of the historic built environment should be retained including features of all ages.* (DCC 2014, DELG 2002).  
Architectural heritage features such as buildings, boundary treatments, working quays, stone setts, cobbles, paving and other heritage artefacts such as street furniture have been retained in situ where possible in the design of the Proposed Scheme;

- *Where intervention is required the proposed changes should be kept to a minimum (DAHG 2015).*  
The philosophy of doing ‘as little as possible and as much as necessary’ applies. Any necessary intervention to an architectural heritage feature will be reversible where possible, both in the materials used and methods employed;
- *Where possible repairs should be carried out rather than replacing materials (DELG 2002).*  
Repairs will be carried out without an attempt to disguise or artificial ageing and new repairs should be discernible without detracting from the structure; and
- *Unsatisfactory alterations that disfigure earlier work of greater merit should be reversed, where feasible. Where new work is required, processes that are reversible should be used (DAHG 2011);*  
All efforts will be taken to ensure that necessary new work on historic structures looks appropriate and is in keeping with the fabric, materials and style of the original work.

### **1.1.2 Consultation**

The guidelines recommend that consultation with the planning authority and relevant stakeholders should be carried out in advance of proposed road works to ensure that agreement is reached in the approach architectural heritage features including buildings, protected structures located in architectural conservation areas. This is particularly the case with regard to street furniture and historic surface treatments and works to the public realm since local authorities are responsible for the public realm (DAHG 2015, DELG 2002). Consultation has been carried out with both Dublin City Council and Fingal County Council, and with the Development Applications Unit of the Department of Culture, Heritage and the Gaeltacht.

### **1.1.3 Survey**

Architectural heritage buildings, bridges and other structures, boundary treatments and elements of existing street furniture and paving including historic kerbing, post-boxes, lamp posts, railings, bollards etc. have been identified, with a view to retaining sensitive fabric where possible (DCC 2014).

A comprehensive inventory of architectural heritage buildings, their boundary treatments and street furniture has been compiled and is provided in Section A16.2 Inventory of Architectural Heritage Sites, of this Appendix.

Features to be removed or relocated include post boxes and boundaries. For these items specific surveys will be necessary to record the features prior to the commencement of the construction works. The survey requirements are outlined in the relevant sections of this methodology.

## **1.2 Architectural Heritage Buildings and Structures**

The majority of architectural heritage buildings including recorded monuments, protected structures, buildings within architectural conservation areas, and other buildings or structures which are not protected but which are of architectural heritage interest and which are located along the proposed scheme will not be directly impacted by the proposed scheme.

There are a few exceptions, however. These include the relocation of heritage lamp-posts, post boxes and ground surface treatments.

### **1.2.1.1 Protection During Works**

Some architectural heritage features will require protection during the course of works, where there is potential for damage of sensitive fabric during the course of works proposed in close proximity to them.

The fabric will be recorded in position prior to the commencement of construction works, protected and monitored for the duration. Appropriate protections will be determined depending on the nature of the fabric and the construction activities. Protective measures will include cordoning off as appropriate and/or the provision of

protective wrapping or temporary hoardings, or boxing off. More specific protections are outlined in the relevant sections of this methodology.

## **1.2.2 Historic Paving and Surface Treatments**

Historic paving or hard landscaping makes a significant contribution to the character of both protected and unprotected architectural heritage buildings and historic streetscapes and Architectural Conservation Areas and is a fundamental part of the identity of Dublin, particularly the City Centre (DAHG 2011, 13.4.15, DCC 2012).

The measures to be implemented when historic paving and surface treatments are being impacted are described in the following sections. In general where alterations to, or re-laying sensitive ground surfaces is required, the disturbance of fabric shall be kept to the minimum required, and shall re-instate or re-use historic material in its original location where possible. Any modern alterations or additions shall be visually identifiable and reversible. Historic slabs shall not be cut in to smaller sizes nor shall edges be trimmed with power tools.

The contractor shall refer to *Paving, The Conservation of Historic Ground Surfaces* published by the Department of Arts Heritage and The Gaeltacht (DAHG 2015).

### **1.2.2.1 Survey**

The identified historic ground surface treatments are detailed in Section A16.2 Inventory of Architectural Heritage Sites, of this Appendix.

Where they are to be retained in situ, they will be recorded photographically prior to the commencement of the construction works. The dimensions of the stones will be recorded, noting in particular their proportions, the material, detail and rhythm of the bonding pattern.

Where the lifting of historic paving and kerbs is required, the slabs or kerbs shall be numbered with a weather-resistant removable water-soluble marking and the numbering recorded on survey drawings or photographs to allow for the correct reinstatement of the paving in the same location or on the new alignment in the vicinity. The level of recording shall suit the extent of intended alterations.

Where historic paving slabs or kerbstones have been previously re-laid it is likely that the layout is not historic. The existence and location of previous alterations shall be recorded where the coherence and integrity of the original bonding pattern was lost or disturbed in earlier poorly conceived interventions. The record shall make a distinction between historic paving and later modifications.

Records shall be filed in a systematic way for reference and archival purposes..

### **1.2.2.2 Protection During Works**

There is potential for damage of granite pavements and kerb stones w during the construction phase. For example, care needs to be taken when construction materials are being delivered so that HGVs avoid mounting stone kerbs and pavement slabs as this could result in cracking.

Temporary bollards, or other deterrents, protective covers, wrappings, or padding shall be used as appropriate, to prevent damage to kerbs, The design of the protective measures shall take account of the extent, condition and sensitivity of the existing, and the nature of the proposed construction works.

### **1.2.2.3 Removal or lifting of historic paving**

The lifting and removal of historic paving is a highly skilled operation which shall only be carried out by an experienced practitioner such as trained and skilled masons (DELG 2002). Double-handling of historic elements shall be avoided wherever possible to protect the historic kerbs or slabs as well and ensuring the practitioners employed in the lifting of historic paving.

Where lifting of historic kerbs or paving is required, the greatest care shall be taken not to chip corners or break lumps off the stones (DELG 2002). Power tools shall not be used because of the potential damage that they can cause. The use of powerful air compressor tools can cause great damage. And shall be avoided (DELG 2002). Great care shall be taken in removing any cement pointing around stone slabs to avoid damaging the arrises of the stones. Where stones are not required, they shall carefully remove, and returned to the Local Authority for salvage. On no account will historic paving stones be dumped.

#### **1.2.2.4 Cleaning**

Prior to storage, paving elements which have been lifted shall be cleaned of all bedding and jointing materials and any other materials adhering to them. The latter may include paint from road markings or graffiti, chewing gum and other deposits.

#### **1.2.2.5 Storage**

Granite paving and kerbs will be removed to safe storage ahead of repair and reinstatement in the new position. Where space can be accommodated safely on site and where there are no security issues, it is preferable that paving materials be stored on site.

Historic slabs, setts, cobbles and kerbstones shall be laid on pallets and evenly supported to prevent breakage. Large granite slabs can be very brittle and it may not be possible to stack them.

Where transport off-site is necessary, slabs shall be placed evenly on pallets, covered and taken directly to the relevant depot. The storage facility shall provide clean, dry conditions, free of contamination. The stones shall be stored clear of the ground. An inventory system shall be used to record the locations from which all stones were taken. Storage shall be organised to ensure that paving is returned to its original location.

#### **1.2.2.6 Repair**

Cracked or broken slabs or kerbs shall be reused where possible. Slabs with clean breaks shall be fitted together in their original form. Where edges are badly damaged, redressing by a skilled mason may be considered appropriate in order to enable reuse of a kerb or flagstone.

Where historic paving slabs or kerbstones have been previously re-laid it is possible that slab edges have been damaged by repeated lifting and repointing, or by earlier use of cutting tools. In such cases slabs may require redressing by a skilled mason.

Where worn or damaged stone paving or steps have been identified, where necessary and if the surface poses a danger, the existing stone shall be redressed by a skilled mason or indented or grafted with matching stone (DAHG 2011, 13.4.17).

#### **1.2.2.7 Reinstatement or Relaying of Historic Paving**

Where historic paving is intact and lifting is required, paving slabs and kerbstones shall be reinstated in their exact location and laying arrangement in as far as possible, following the historic layout, bonding pattern and junction details, and maintaining the same joint width and pointing detail. Re-laid surfaces shall fall away from adjoining buildings to ensure that the walls and foundations do not become saturated by water.

Where historic paving slabs or kerbstones have been previously re-laid it is likely that the layout is not historic reinstatement presents an opportunity to rectify previous insensitive or incongruous alterations. In such cases better layouts may be devised to ensure the paving follows traditional patterns. Reinstatement of incongruous modified layouts shall be avoided.

Joints shall be visually subservient to the paving slabs. Traditionally, joints in pavements were open and filled with fine sand so ideally, fine sand-filled joints shall be used. The sand shall be a sharp aggregate of a colour and character appropriate to the colour of the stone, brushed into the joints and thoroughly compacted. Joints shall be topped up in early life as the aggregate 'shakes down' and stiffens. Recessed joints allow the edges of the slabs to be seen and this is aesthetically the best detail.

Historic flagstones often have irregular edges and eroded arrises caused by earlier pointing and in some cases joints may be considered too wide to be left unpointed. When pointing, it is important to select a sacrificial jointing material, that is, one which is weaker than the host stone and which will absorb any thermal and structural movement, thereby preventing damage to the historic flagstones. In locations where the joints are too wide or the arrises are damaged joints may be pointed with a naturally hydraulic lime mortar, which will withstand movement, and will have a lighter colour more suited to granite and limestone paving. A suitable mix would consist of one part naturally hydraulic lime to two parts sharp/crushed sand of suitable colour, graded from 3mm down to dust. Traditional methodologies shall be followed in this work to ensure effective curing of the mortar.

Where an area of paving cannot be cordoned off long enough to allow lime mortar to set properly, a natural cement may be added to the mix to accelerate the setting time. This also strengthens the jointing material to better resist the wearing effect of motorised cleaning machines used in some urban areas.

Artificial cements, such as Portland cement, shall not be used in joints. Good quality sharp sand shall be used in lime based mortars. Aggregate shall be exposed by beating the finished joint with the stiff bristles of a brush

Where pavements have previously been pointed, the arrises of the flagstones may have become rounded or damaged, and a flush-pointed joint would be very wide at the surface. Broken corners and edges cause further localised widening in the joints. The joint shall be recessed where it is relatively narrow and does not result in a trip hazard. Wider joints shall be flush jointed. If flush joints are chosen, the colour and texture of the material shall be carefully selected as the impact of the wider flush joint on the overall pavement is much greater.

#### **1.2.2.8 Replacement paving**

In repairing damaged pavements, new stone may be required where broken slabs cannot be reused. A source of stone which is a good match for the historic flagstones shall be found. For smaller repairs, a matching native granite may be available in limited quantities and shall be obtained instead of imported granite.

New stone paving will also be needed where footpaths are being widened or reconfigured. Widening or other reconfiguring of footpaths shall respect the historic original layout where possible. Re-laying historic material in modern layouts shall be avoided. Widened footpaths will be contemporary additions which are sympathetic to the adjoining retained historic paving, conserving its key characteristics including existing falls and drainage arrangements.

New paving materials shall preferably be of natural materials, sourced locally and appropriate in scale and colour to the street (DAHG 2011, 14.4.6).

Historic bond pattern of flagstones shall be followed and slabs of uniform size avoided. It is essential to look at adjacent paving to achieve an understanding of the detail and pattern of the original. New stone kerbs shall be varied in length so that they measure sometimes more, sometimes less than a metre. Machine-cut kerb stones tend to be too regular, and are more pleasing to the eye when the length is varied. It also helps visually, and gives a more effective finish (DELG 2002). Kerbs for curves, which do not exceed 12 metre radius, shall themselves be curved to suit the particular situation (DELG 2002).

Where new stones are to be integrated into historic paving, the historic slabs shall take precedence over the new inserts, and new material shall be cut rather than the old. Existing tramlines and historic setts will be integrated into the proposed paving design where possible. Where strong, cement-based materials are used to point or bed new work this shall not be allowed to come in contact with historic paving stones.

### **1.2.3 Cobbles and Stone Sets**

One of the earliest means of paving a surface for vehicular traffic was the use of rounded stones gathered from beaches or river beds. These undressed stones, or cobbles, are often egg-shaped and naturally occurring (DAHG 2015).



Cobblestones were set, pointed end downwards in sand or directly onto earth, and were packed tightly together or bound with mortar. They were generally laid at right angles to buildings to ensure that surface water drained away from the base of a wall to avoid saturation.

Setts are squared or worked blocks of hard stone laid on edge in regular patterns to provide a surface of higher loadbearing capacity than cobblestones (DELG 2002, DAHG 2015). Setts were often made from whinstone - harder igneous rocks which were more suitable for this purpose, commonly of dark stone such as basalt, dolerite or andesite (DAHG 2015). Setts vary in size depending on the source of the material (DAHG 2015). Diorite examples can be approximately 95mm x 165mm to 235mm on the visible face, and 150mm in depth; while granite setts of reddish colour can measure approximately 80-90mm x 150-180mm. Setts were split rather than cut and the rough vertical faces laid in contact to each other, causing a tight surface joint of approximately 15mm.

#### **1.2.3.1 Survey**

The methodology for the survey of cobble or sett surfaces should follow the methodology above for recording paving. In areas where a group of setts have been evenly worn over time, it may be necessary to record and number the setts with removable markings, so they can be re-laid in correct order to reinstate the patina. The type of stone used in cobbles or setted surfaces shall be documented to avoid incorrect mixing of materials in reinstatement work. The gratings or other covers shall be documented, including their positions and the arrangement of paving stones around these elements. The location of previous alterations shall also be recorded where the coherence and integrity of the original bonding pattern was lost or disturbed in earlier poorly conceived interventions.

#### **1.2.3.2 Reinstatement of Cobbles and Setts**

Historic cobbles and setts will be retained in situ where possible. Where the relocation reinstatement of sets or cobbles is necessary they will be reinstated the same location but on the new alignment. The historic layout, bonding pattern and junction details of the retained cobbles or setts or the previously recorded cobbles or setts shall be followed where surfaces are to be re-laid, maintaining the same joint width and pointing detail. The setts returned to their original positions using a cord to ensure correct levels and alignment. Large areas of sett surfaces shall not be re-laid to achieve visual consistency if this would mean losing an authentic worn or undulating surface.

Where new sets or cobbles are needed in reinstated areas of cobbled or setted paving, they shall be of the same or similar stone and dimensions to be laid in stretcher bond in the traditional manner.

The sub-base shall be renewed with suitable sharp graded sand to the correct level and compacted. The sub-base is to be approved by the structural engineer and will depend on the foundation design and shall allow the paved surface to retain its historic appearance while avoiding future damage

Contact between the setts is structurally important in traditionally laid pavements as the matrix of stones acts in compression to form a structural unit. If not locked together in a bonded pattern with surface contact to other setts, individual stones can come loose and cause the surface to unravel.

For reinstated setted surfaces, flexible construction with tight joints filled with fine sand is the preferred option from the points of view of conservation and visual appearance. The joints shall be filled by pouring in fine sharp sand and the setts individually compacted using a heavy paving rammer of approximately 2.5 kilogrammes. The sand shall be brushed into the joints and thoroughly compacted. Joints shall be topped up in early life as the aggregate 'shakes down' and stiffens.

Ensure that any re-laid surfaces fall away from a building to make sure that the walls and foundations do not become saturated by water. The contractor shall refer to *Paving, The Conservation of Historic Ground Surfaces* published by the Department of Arts Heritage and The Gaeltacht (DAHG 2015) when relaying historic cobbles and stone sets.

### **1.3 Post Boxes**

The identified historic post boxes are detailed in Section A16.2 Inventory of Architectural Heritage Sites, of this Appendix.

Where they are to be retained in situ, protection during works may be necessary. The use of protective covers, wrappings, or padding, through cordoning off or boxing off as recommended by the Department's Guidelines (DAHG 2011, 14.4.4). In situ cleaning, repairs and painting will be carried out as necessary.

Where removal or relocation is required, the component parts of the post boxes will be recorded and labelled before removal takes place. The post boxes are to be carefully removed by an experienced contractor. Post boxes are often embedded in concrete and should be wrapped in protective coverings before the concrete foundations are drilled. Harnesses will then be secured around the post box so that it can be winched out of position. The post boxes will be stored securely on site or in the construction compound.

Any period for which access to the post-box is restricted/inhibited will be kept to a minimum and if required, an alternative, temporary post-box may be erected as close to the position of the historic post-box as possible to protect its position within the post network. Consultation with An Post will be undertaken in this regard.

A programme of cleaning, removal of rust and repainting will be carried out while in storage. Where paint-stripping of historic ironwork is proposed, and where there is likely to be evidence of original or interesting subsequent paint history, a small area of ironwork could be left unstripped or a proper paint analysis carried out before the work takes place (DAHG 2011,13.4.7). The method of paint-stripping should be appropriate for cast ironwork (DAHG 2011,13.4.7).

The repair and replacement of some of the lost and damaged decorative cast iron elements to the post boxes will be carried as necessary. Where the repair of historic ironwork is proposed, as much of the existing material as possible is to be retained rather than renewed (DAHG 2011, 13.4.6).

Post boxes will be repositioned within the vicinity of this previous or original position (not more than 20m away and on the same side of the road where possible), re-using all of the significant historic fabric and reinstating the fabric and function. It will be set back further from the traffic lanes where possible reducing the risk of accidental damage from passing vehicles.

### **1.4 Lamp posts**

The identified historic lamp posts are detailed in Section A16.2 Inventory of Architectural Heritage Sites, of this Appendix.

The Proposed Scheme engineers have made every effort to retain heritage lamp posts and lamp standards in situ. In most cases, they will not be directly affected by the proposed scheme.

Where they are to be retained in situ, protection during works will be necessary. The use of protective covers, wrappings, or padding, through cordoning off or boxing off as recommended by the Department's Guidelines (DAHG 2011, 14.4.4). In situ cleaning, repairs and painting will be carried out as necessary.

Where removal or relocation is required, the lamp posts and/or their component parts will be recorded and labelled before dismantling and removal takes place. The lamp posts are to be carefully removed by an experienced contractor. Lamp posts are often embedded in concrete and shall be wrapped in protective coverings before the concrete foundations are drilled. Harnesses will then be secured around the lamp post so that they can be winched out of position and removed to safe storage.

The lamp posts will be stored securely on site or in the construction compound. A programme of cleaning, removal of rust and repainting will be carried out while in storage. Where paint-stripping of historic ironwork is proposed, and where there is likely to be evidence of original or interesting subsequent paint history, a small area of ironwork could be left unstripped or a proper paint analysis carried out before the work takes place (DAHG 2011,13.4.7). The method of paint-stripping shall be appropriate for cast ironwork (DAHG 2011,13.4.7).

The repair and replacement of some of the lost and damaged decorative cast iron elements to the lamp posts will be carried as necessary. Where the repair of historic ironwork is proposed, as much of the existing material as possible is to be retained rather than renewed (DAHG 2011, 13.4.6).

Lamp posts will be repaired and repositioned within the vicinity of its existing position, re-using all of the significant historic fabric and reinstating the fabric and function.

Where it is not possible to repair and reinstate the removed lamp posts, e.g. where the bases are in poor condition and not possible to salvage, the lamps will be replaced with replica historic lamps matching the existing material and detail of the historic lamps that they replace. Though this will constitute a loss of fabric, it is in line with the approach that has been taken by Local Authorities previously.

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### **1.5.1 Relevant Guidelines, Policy and Legislation**

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