



## Appendix A16.1

### Historical Background

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

## **1.1 Introduction**

The pre-historic, early historic and medieval development of the baseline environment are dealt with in Chapter 15 (Archaeological and Cultural Heritage). The periods in relation to the architectural heritage of the baseline environment are described below.

The Proposed Scheme follows a route from Ballymun Road along St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and the R132 Church Street as far as R148 Arran Quay. The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough where it will join the Ballymun Section of the Proposed Scheme.

Finglas and Glasnevin were significant early settlements which developed on the site of monastic foundations. The curved streets and steep topography are evidence of this in the modern street pattern and it follows that the villages retain buildings and features of many different styles from the medieval church yards to the great houses, with Georgian, Victorian and Edwardian terraces, and some large and small scale modern interventions. Similarly, the origins of Church Street can be traced back to the prehistoric period, right through the Viking / Anglo Norman period to the later medieval and post-medieval periods and this street too, is a juxtaposition of architectural characters. Fr Matthew Bridge is on the site of the earliest bridge over the river Liffey c.1000A.D. St Michan's Church of Ireland parish church (RMP DU018-020084), on the west side of Church Street, was built in 1685 to 1686 on an earlier site with a foundation date of c. 1096. It is the oldest parish church on the north side of the River Liffey.

Despite the presence of very early settlements at Finglas and Glasnevin, the majority of the study area has a modern character and is now characterized by three or four-lane highway and a dual carriageway with a median on parts of the outer R108 Ballymun Road and R135 Finglas Road. Along R108 Ballymun Road, R108 St. Mobhi Road and R108 Botanic Road the character changes to more suburban and residential, with small sections of neighbourhood and mixed-use facilities. These neighbourhoods developed between the early villages, with terraces of houses built, radiating out from the village cores. It is possible to read the expansion of the city and the outer villages through the nineteenth and twentieth centuries, in the changing architectural styles of the terraced housing lining Phibsborough Road, Botanic Road, Finglas Road and Ballymun Road, the architectural quality of many of these areas recognized through their designation as Conservation Areas (CAs) (along sections of R108 St. Mobhi Road, R108 Botanic Road, R135 Finglas Road at Prospect, south of the Royal Canal, R108 Phibsborough Road north of Constitution Hill and around Father Mathew Church off R108 Church Street) and ACAs (Prospect Square / De Courcy Square and Phibsborough).

Within the Royal Canal lies Phibsborough Village, which consists of nineteenth and early 20<sup>th</sup> century red-brick buildings, focused on a number of 19<sup>th</sup> century public houses at Doyle's Corner (DCC RPS 6734 – 6736). Public Buildings of note include the Carnegie Library in Phibsborough (DCC RPS 8884). To the south of the Phibsborough Road, North Circular Road, Royal Bank, Geraldine Street Dominic Street Upper, Constitution Hill and Church Street Upper contain eighteenth and 19<sup>th</sup> century terraced houses. Important buildings include the King's Inns and Registry of Deeds on Constitution Hill which was designed by James Gandon in 1801 (DCC RPS 3658), and the Four Courts, also designed by Gandon (DCC RPS 3999).

In contrast to Finglas, Ballymun, is an entirely-modern outer-suburb. Early features include the site of a 17<sup>th</sup> century Stormanstown House (RPM DU014-067001), though there are no surviving above ground remains of this structure. Construction of Ballymun began in the 1960s with substantial redevelopment in the 1990s.

Given that Church Street was a major historic route, it is appropriate that modern and historic developments in the study area, have followed infrastructural imperatives. On R108 Prospect Road, the Proposed Scheme crosses both the mid-19<sup>th</sup> century Cross Guns Railway Tunnel (NIAH 50060112) and the Cross Guns or Westmoreland bridge over Royal Canal (DCC RPS 8807 ). The canal and railway infrastructure played a significant role in the development in the city and its suburbs from the 18<sup>th</sup> century. In 1876 a tramline from Glasnevin was built along the Proposed Scheme and serviced the population of the new suburbs until 1939.

There are significant open spaces with mature tree planting, all originating in historic landscapes, such as the institutional lands at the King's Inns (NIAH 2359), the Convent of the Holy Faith (NIAH 5415), the Bon Secours (NIAH 2365), Whitehall College (DCC RPS 7746) and Albert College (DCC RPS 479). There are significant landscapes along the Tolka Valley at the Botanic Gardens (NIAH 2360) and Glasnevin Cemetery (NIAH 2356).

If Fr Matthew Bridge is on the site of a major historic route, an early Liffey crossing point (DU018-020042), it is appropriate that modern and historic developments in the study area, have followed infrastructural imperatives. The development of the canal and rail networks in the mid-19<sup>th</sup> century, and later road widenings and realignments, having a large bearing on the architectural character over time. This is acutely felt, along the outer Ballymun Road, the Finglas Road, Cross Guns, Western Way and Constitution Hill.

Industrial heritage features that have been identified range from the site of a smithy at 5 Finglas Road (DCIHR 18\_03\_044) to the modernist Hendron Building on Dominick Street Upper (DCC RPS 8783). Most of the industrial heritage features which were identified were either are associated with the Royal Canal, the construction of which began in 1790 or the Midland Great Western Railway which was built in the middle of the 19<sup>th</sup> century. The Royal Canal is designated as a Conservation Area (CA) and includes the 5th Lock (NIAH 50060184) and associated Lock House, a former canal spur, tow path, and dry dock are also located on Royal Canal Bank Which has since been infilled and is now a public park, as is the former Canal Basin on Blessington Street (DCC RPS 803).

Industrial heritage features associated with the Railway include Broadstone Station (DCC RPS 2029), Glasnevin Station (CBC0304BTH054), Cross Guns Tunnel on Whitworth Road (NIAH 50060112), a Railway Coach Factory at 21 Phibsborough Road (DCC RPS 6724). Bridges include the site of the Wad River Bridge, located at Our Lady of Victories Primary School on the Ballymun Road, a railway bridge on Prospect Road Glasnevin (CBC0304BTH117), Westmoreland Bridge/ Cross Guns Bridge (DCC RPS 8807) and the former Blaquiery Bridge on the North Circular Road at Broadstone Park (DCC RPS 8483). Former tram routes were identified on Botanic Road and Phibsborough Road, though no trace of these survives in the modern street scape other than the existence of cast iron tram standards which have been repurposed as lamp posts (CBC0304LP006, CBC0304LP007, CBC0304LP008, CBC0304LP010, CBC0304LP012).

## **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); and
- 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 Church Street winding down to cross the Liffey at the 'Old Bridge' (DU018-020042). The King's Inns (DCC RPS 3659) was at this time still on Inns Quay, with St Michan's Church (DU0180020084) providing the main point of interest along the street. The built-up area extended only to the end of Church Street at Linen Hall, with the later Constitution Hill, lined either side by buildings, stretching towards Cross Guns and Glasnevin. Glasnevin is an irregular settlement influenced by the steep topography associated with the river valley. As today, the road from the city splits towards Stormanstown House (NIAH 2363) now Ballymun, with few buildings shown either side of it, though none of them are named. Finglas is marked as a substantial settlement with some significant buildings marked between it and Glasnevin especially around Finglas Bridge, some of which are enclosed.

Taylor's Map of 1816 confirms the construction of the Royal Canal including the fifth lock (NIAH 5006018) and the spur which would become Broadstone Park (DCC RPS 8483), the city reservoir at Blessington Street Basin (DCC RPS 803) and the North Circular Road. The King's Inns were noted in their present position on Constitution Hill and the Botanic Gardens (DU018-009) had been laid out in Glasnevin.

### 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); and
- The 6-inch Ordnance Survey Cassini map (surveyed 1944, published 1953. Ringsend published 1961).

The first OS, surveyed 1837, shows that while the city limits expanded to the North Circular Road in the early nineteenth century. Beyond Broadstone, development remained concentrated along the principal routes of Constitution Hill and Phibsborough Road with limited housing fronting onto the Royal Canal (NIAH 50070379-83 and CBC0304BTH068). The intersection with the North Circular Road led to development of side streets and lanes in its vicinity. There were isolated terraces of housing beyond the city limits such as Bengal Terrace (CBC0304BTH105) and Prospect Cottages (CBC0304BTH046 and CBC0304BTH047). There was a school house and police station at Hart's Corner. Glasnevin Village is shown in vivid detail with Prospect Cemetery (DCC RPS 2745), Botanic Gardens (DU018-009), Glasnevin Demesne NIAH 5415), Delvin House (NIAH 2365) and Clareville (CBC0304BTH103) all notable features. Beyond Glasnevin and towards Ballymun the landscape was in open countryside. Stormanstown House was noted in ruins, with Cuilín (DCC RPS 3508) in use by the National Education Board, though the grounds were in an early stage of development. As before, Finglas was a substantial town, with three churches, three schoolhouses, a police station, a pound and a number of notable residences. Farnham House (NIAH 2331) was the most significant of these with a large and elaborate associated landscape. By 1837, it had already been converted to institutional use as a Lunatic Asylum, with two further asylums in the town. A small settlement had also developed at Finglas / Tolka Bridge by this date which was characterized by houses set into landscaped grounds including Bellevue (NIAH 2338, now demolished), Tolka Lodge (DCC RPS 475) and Violet Hill, with terraces of wide fronted cottages lining the roads, of which only Farrelly's Cottages survive (DCC RPS 2746-9). Like the vernacular cottages, many larger houses, including Farnham House, Belle Vue and Violet Hill have been demolished, to make way for late twentieth century residential and industrial developments. Their associated landscapes continue to influence development in morphological terms, with fragments of historic built fabric and planting often positively contributing to the modern streetscape.

The principal change between the first OS and Griffith's maps was the development of the railway including the construction of Broadstone Station (DCC RPS 2029). There was also substantial institutional development in the city, including the construction of Mountjoy Prison, just outside the study area on North Circular Road. The Public Records Office (DCC RPS4000) had been completed, behind the Four Courts, onto Church Street, Linen Hall is noted as a Barracks, and terraces of houses were built east of Royal Canal Bank (NIAH 50060622-3). St Pappin's Roman Catholic Chapel (DCC RPS 482) and National School was built on an isolated site, north of Stormanstown House, and south of Santry Demesne.

Late nineteenth century Ordnance Survey maps show a detailed view of the area inside the Royal Canal 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. A number of foundries are noted on Church Street with an iron works south of St Michan's Church and a large Brewery on Anne Street North (now demolished). A convent, national school and chapel are noted opposite (DCC RPS 3505, 2092 and 3174) the brewery. Workshops for use of the Midland Great Western Railway Company were built on Phibsborough Road (DCC RPS 6724). Grangegorman (now All Saints) Church and School House (DCC RPS 6731) with a detached Glebe (now demolished) were prominent features on the west side of Phibsborough Road. Further to the north, late nineteenth century housing was under construction between Connaught Street, Munster Street and Leinster Street North in 1886 (CBC0304BTH57-58 and CBC0304BTH61-64).

The 1909 Ordnance Survey map shows significant changes in the inner city with the construction of the city Fruit Markets (DCC RPS 5069) and the construction of more infill terraces of housing along Phibsborough Road and the Royal Canal (CBC0304BTH075, CBC0304BTH077, CBC0304BTH084). Early twentieth commercial buildings were also newly built, at the junction of North Circular Road (DCC RPS 6734 Mohan's, DCC RPS 6735 Doyle's and DCC RPS 6736 Allied Irish Bank, and commercial buildings CBC0304BTH064, CBC0304BTH072 and CBC0304BTH073) and at Hart's Corner (CBC0304BTH114). Regular late-Victorian and Edwardian terraces lined the road leading to Cross Guns, extending all the way to Glasnevin Village and along Prospect Avenue (CBC0304BTH110), De Courcy Square (an Architectural Conservation Area) and Finglas Road (CBC0304BTH104, CBC0304BTH107-09, CBC0304BTH112, CBC0304BTH114). Beyond Glasnevin and towards Ballymun and Finglas there were no significant changes from the earlier maps with the landscape remaining rural in character.

The Cassini maps illustrate the expansion of the city, with notable terraces of early twentieth century housing added along Mobhi Road, and Ballymun Road as far as Hampstead Avenue (CBC0304BTH002, CBC0304BTH04) while development along the Finglas Road was slower, with only isolated new buildings added.

Comparing modern aerial photographs to the mid twentieth century and earlier historic maps, primarily show the construction of new and upgraded roads and the breaking up of former designed landscapes at the end of the twentieth century to accommodate new sub-urban type residential developments. In the city, some sites have been consolidated for larger scale modern developments along Church Street, Anne Street North and Constitution Hill, Phibsborough Shopping Centre,

## **1.3 Street Furniture**

### **1.3.1 Postal Services**

Seven post boxes of heritage value were identified in the study area CBC0304PB001-7. Six are marked on the 1907 Ordnance Survey Maps for the study area, with only one of the existing boxes in the corresponding position (CBC0304PB005, a wall mounted box at the entrance to the Convent of the Holy Faith). Three boxes are in locations close to letter boxes marked on the 1907 OS, with CBC0304PB002 and CBC0304PB006 likely to be historic boxes relocated and CBC0304PB003 appearing to be a modern replica. CBC0304PB007 and CBC0304PB004 are modern boxes in the traditional style which contribute to the historic character of the streetscapes in the study area.

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 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 shopfronts 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 standardized 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 to improve visibility (Ferguson 2009). The standard cylindrical post box was introduced to Dublin in 1879 (Ferguson 2009). Those produced by Andrew Handyside had no insignia and are known as anonymous boxes (Ferguson 2009). Early boxes had their postal aperture very high up, which caused large letters to stick in the top of the box, this issue was later resolved. From 1887 the words POST OFFICE were added to the collar, below the rim of the roof, marking them as property of the postal services. No radical external change to the design of cylindrical pillar boxes has taken place since their adoption in 1879. They are distinguished through the various cyphers used in a tradition that was carried through to the establishment of the Department of Posts and Telegraphs (P & T) in 1924. The original symbol P7T in Irish, was later stylised P + T. In 1984, post office services transferred from the Department to 'An Post'. 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).

Six of the identified heritage post boxes in the study area are all cast iron pillar box type. CBC0304PB002 and CBC0304PB006 are of the type introduced from 1879, with CBC0304PB006 bearing the insignia of Edward VII c.1905. The remaining four pillar boxes appear to be reproductions c.1980.

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).

One wall box was identified in the study area, which is of heritage value, CBC0304PB005 set into the screen wall at the entrance to the Convent of the Holy Faith. It is in a position that corresponds to a letter box shown on the 1907 OS maps. The door is marked P7T, suggesting it postdates the map since this mark was only introduced in 1924. It is possible that only the door was replaced, and the box itself is older.

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).

### **1.3.2 Public Lighting**

Lamp-posts of heritage value were identified at 19 locations in the study area. These are generally 4.5m cast iron standards, found lining the streets of the early suburbs such as those on Ormond Square (CBC0304LP018), Temple Cottages (CBC0304LP015), Coleraine Street (CBC0304LP016), Royce Road (CBC0304LP014), Munster Street (CBC0304LP013), Leinster Street North (CBC0304LP011-2), Lindsay Road (CBC0304LP008), and St Mobhi Drive (CBC0304LP004). There are 9m standards along the quays ((CBC0304LP017), along Prospect Road (CBC0304LP010), along Botanic Road (CBC0304LP016-7), at the entrance to Botanic Gardens (CBC0304LP005), and on Griffith Avenue (CBC0304LP001). There is the base of a gas lamp at the entrance to Finglas Main Street, which may be a reproduction (CBC0304LP019).

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).

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. Bulkier than their 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, along St Mobhi Road (CBC0304LP002), 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. 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.

### **1.3.3 Paving and Surface Treatments**

Historic paving, particularly narrow granite kerbs, are common throughout the study area and were identified in 23 locations. Occasionally there are also setts lining the gutters, with some cobbled street surfaces on Cuckoo Lane (CBC0304BTH098) at Kelly's Lane (CBC0304BTH082) and on Phibsborough Road (CBC0304BTH071).

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 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, spur 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).




## Appendix A16.2


### Inventory of Architectural Heritage Sites

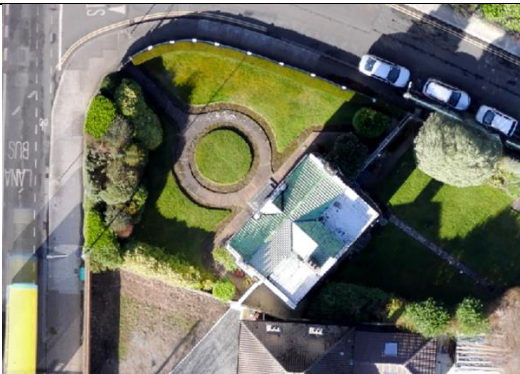
## 2. Appendix A16.2 Inventory of Architectural Heritage Sites

### 2.1 Protected Structures


#### Section: Ballymun Road from St. Margaret's Road to Griffith Avenue


Identification No.	DCC RPS 482
Additional Identifiers	NIAH 50130113
Legal Status	A Protected Structure
Location	St. Pappin's Roman Catholic Church, R108 Ballymun Road, Dublin 11
Date of Construction	C.1850
Original Use	Church
Description	Detached Gothic Revival limestone gable-fronted church (Nursing Home) built c.1850 with modern nursing home extension to the rear and associated front boundary walls, railings and gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 481
Additional Identifiers	NIAH 50130114
Legal Status	A Protected Structure
Location	Domville House, R108 Ballymun Road, Dublin 11
Date of Construction	c.1890
Original Use	Presbytery
Description	Detached two-storey five-bay red-brick presbytery (now in use as a clinic) with gabled breakfront, built c. 1890
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 478
Additional Identifiers	NIAH 50130127
Legal Status	A Protected Structure
Location	114 Ballymun Road, Dublin 9
Date of Construction	c.1920
Original Use	House
Description	Three-bay two-storey art-deco style modernist house, built c.1920, probably designed by Harold Greenwood
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


#### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner


Identification No.	DCC RPS 7746
Additional Identifiers	NIAH 50130149
Legal Status	A Protected Structure
Location	Whitehall College of Further Education, R108 St. Mobhi Road, Dublin 9 (Marlborough Hall)
Date of Construction	1905
Original Use	School
Description	Imposing Gothic-Style 22-bay three-storey main building faced in Ballyknocken Granite designed by James Franklin Fuller as a teacher training college. Set behind grass margins, with carpark to south, tennis courts to north and warden's booth on approach from southwest; site enclosed by hedges and trees, with cement rendered walls topped with cast-iron railings to St. Mobhi Road, and granite gate piers topped with ornamental cast-iron lamps.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 477
Additional Identifiers	NIAH 50130319
Legal Status	A Protected Structure
Location	12 Ballymun Road, Dublin 9
Date of Construction	c.1800
Original Use	House
Description	House built c.1800, three-bay two-storey-over-basement including two returns to the rear; front boundary wall round the lane to the north. There are historic setts across the vehicular entrance, see also CBC0304BTH126.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


#### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner


Identification No.	DCC RPS 3231
Additional Identifiers	NIAH 50130052 (Convent), NIAH 50130051 (Chapel), NIAH 50130050 (School) NIAH 5415 (Garden Survey, see also Designed Landscapes below)
Legal Status	A Protected Structure
Location	Convent of the Holy Faith, Glasnevin Hill, Dublin 9
Date of Construction	c.1730 and 1900
Original Use	House
Description	Attached seven-bay three-storey L-plan convent with dormer attic and courtyard range to north, built 1899-1902 onto west end of U-plan Georgian house of c. 1730 that presents seven-bay elevation to front (south) having three bays to east and middle parts and single-bay to west part, and five-bay two-storey elevation to north (garden) side, with further late twentieth-century accretions to east. Original lime-rendered stable block outlying to northeast having timber battened carriage and loft doors and diamond-light windows with granite sills. Rendered walls with concrete coping to Old Finglas Road, having cast-iron gate-screen with overthrow and integral post box ('P&T').
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 3230
Additional Identifiers	NIAH 50130049
Legal Status	A Protected Structure
Location	49 Glasnevin Hill, Dublin 9
Date of Construction	c.1720
Original Use	House
Description	House built c.1720, five-bay two-storey with attic under central gable with associated walls, gates and railings
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical
Sensitivity	Medium
Photographs	


Identification No.	DU018-009
Additional Identifiers	DCC 851, 852, 853 and 8694 NIAH 2360 (Garden Survey) NIAH 50130056 (Cactus, Aquatic and Fern House), NIAH 50130059 (Gate Lodges and Gates), NIAH 50130058 (Director's House), NIAH 50130057 (Palm House)
Legal Status	A Recorded Monument, a Protected Structure
Location	Botanic Gardens, Glasnevin, Dublin 9
Date of Construction	c.1830, 1880
Original Use	House (Botanic Gardens)
Description	Detached five-bay two-storey double-pile house over basement, built c. 1835 remodelled 1868 (keystone). Set in private plot in Botanic Gardens, behind front lawns with short metal fencing, having red brick arched gateway to rear garden enclosed by hedges; brick plinth wall with granite coping and concrete urns to front basement area; nine steps down to centre of rear basement area. Pair of detached three-bay two-storey gate lodges, built c. 1890, flanking entrance gate screen to National Botanic Gardens. Lodges linked by ornamental cast-iron gate screen with central granite piers and cement-rendered ancillary piers with granite plinths and copings; gilded ornament and lettering reading 'Garraithe Náisiúnta na Lus/National Botanic Gardens' above pedestrian gates with original cast-iron turnstiles. Set back from street behind angled open entrance plaza having planted margins with granite kerbs and iron rails to lodge fronts.
Significance Rating	National (NIAH)
Categories of Special Interest	Architectural, Historical
Sensitivity	High
Photographs	




Identification No.	DCC RPS 855
Additional Identifiers	NIAH 50130163 (factory building), NIAH 50130162 (Gates and Railings)
Legal Status	A Protected Structure
Location	Former Player's Factory, 57 to 75 Botanic Road, Dublin 9
Date of Construction	1923
Original Use	Factory
Description	Attached multiple-bay single-storey neo-Classical former tobacco factory administration block, built 1923. with dormer attic. Granite and steel boundary, erected 1923, to front (west) of former John Player & Co. tobacco factory. Symmetrical layout, comprising decorative steel railings with saltire crosses to top rail and equally spaced steel cage piers with hooped frieze and ball finials to corners, set on chamfered ashlar granite plinth wall; divided into sections by square ashlar granite piers with band-rusticated quoins and corniced caps. Paired vehicular steel gates to north and south ends with saltire panels, saltire top rail and central hoop, flanked to outer ends by matching pedestrian gates bearing maker's mark 'J & C McGloughlin Ltd. Dublin', supported on large square-plan piers, each having moulded plinth, band rustication, moulded stringcourse, plain frieze and corniced caps, supporting tapered steel lamp standards with geometric framework (lamps missing). Tarmac vehicular access with granite kerbing to concrete footpath, and with tarmac carparking within.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Technical
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 854
Additional Identifiers	NIAH 50130106
Legal Status	A Protected Structure
Location	Botanic House, 22 to 24 Botanic Road, Dublin 9
Date of Construction	1913
Original Use	Public House
Description	Five-bay two-storey public house with central castellated breakfront built 1913.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	





Identification No.	DCC RPS 8698
Additional Identifiers	NIAH 50130021
Legal Status	A Protected Structure
Location	Former St. Vincent's Orphanage, Dalcassian Downs, R108 Prospect Road, Dublin 9
Date of Construction	1878
Original Use	Boundary
Description	Railings and gates associated with St. Vincent's Orphanage which was demolished in late 20 <sup>th</sup> century
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural., Artistic, Historical, Technical
Sensitivity	Medium
Photographs	


**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


Identification No.	DCC RPS 8807
Additional Identifiers	NIAH 50060185
Legal Status	A Protected Structure
Location	Cross Guns Bridge, R108 Phibsborough Road, Dublin 7
Date of Construction	1864
Original Use	Bridge
Description	Single-span canal bridge likely rebuilt in c.1864 at same time as construction of railway bridge to north, carrying Phibsborough Road over the Royal Canal. Ashlar limestone abutments and terminating piers, latter with dressed limestone caps supporting cast-iron lamp standards with acanthus-leaf ornament to bases. Rubble limestone wing walls. Cast-iron parapets with rounded tops, round-ended vertical perforations and curving buttress-like elements to outer sides.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6734
Additional Identifiers	NIAH 50060229
Legal Status	A Protected Structure
Location	Mohan's, 159 Phibsborough Road, Dublin 7m
Date of Construction	1898
Original Use	Public house
Description	Attached three-bay three-storey public house over cellar, built 1898, with dormer attic, late 19 <sup>th</sup> century shopfront to front
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6735
Additional Identifiers	NIAH 50060230
Legal Status	A Protected Structure
Location	John Doyle's, Doyle's Corner, 160 to 161 Phibsborough Road, Dublin 7
Date of Construction	c.1873
Original Use	Public House
Description	Corner-sited commercial building (public house), built 1873, with six-bay three-storey elevation to front (south), four-bay three-storey elevation to west and curved single-bay three-storey elevation to southwest. Shopfronts to south, southwest and west elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 8714
Additional Identifiers	
Legal Status	A Protected Structure
Location	McGeough's, 66 Phibsborough Road, Dublin 7
Date of Construction	c.1910
Original Use	Commercial Buildings
Description	Corner-sited three-storey commercial building (public house) built c.1910 with canted corner entrance, one-bay to the east and six to the south
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 8715
Additional Identifiers	
Legal Status	A Protected Structure
Location	64 to 65 Phibsborough Road, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Georgian House (Glasnevin House) built c.1800 and altered and extended in the 19 <sup>th</sup> century (school, chapel, institutional buildings) with associated gates
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6736
Additional Identifiers	NIAH 50060264
Legal Status	A Protected Structure
Location	162 to 165 Phibsborough Road, Dublin 7
Date of Construction	c.1900
Original Use	Bank
Description	Corner-sited three-storey bank (vacant) built c.1900 with cut limestone shopfront, five bays to the north and five to the west
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 8884
Additional Identifiers	NIAH 50060231
Legal Status	A Protected Structure
Location	Phibsborough Library, R101 North Circular Road, Royal Canal Bank, Dublin 7
Date of Construction	1934
Original Use	Public Library
Description	Detached seven-bay single-storey public library, dated 1934 designed by Robert Lawrie
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 6731
Additional Identifiers	NIAH 50070378, 50070377
Legal Status	A Protected Structure
Location	All Saints Parish Church, R108 Phibsborough Road, Dublin 7
Date of Construction	c.1826 Church and c.1855 School
Original Use	Church and Schoolhouse
Description	Freestanding double-height Church of Ireland church, built 1828, comprising four-bay nave, two-bay chancel to east added 1856, single-bay baptistry to west elevation and porch to south elevation added 1887, four-bay full-height north aisle added 1887, with entrance porch with catslide roof to north elevation of this. Vestry to north of chancel, including boundary walls and gates Detached five-bay two-storey school house, built c.1855




Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6727-30
Additional Identifiers	NIAH 50070376
Legal Status	Protected Structures
Location	26, 27, 28 and 29 Phibsborough Road, Dublin 7
Date of Construction	c.1830
Original Use	Houses
Description	Gannon Buildings: Terrace of four two-bay two-storey Georgian-Style houses over basements, built c.1830
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6725-6
Additional Identifiers	
Legal Status	Protected Structures
Location	22 and 23 Phibsborough Rd, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Pair of Victorian-style house, including railings and gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium

Photographs	
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Identification No.	DCC RPS 6724
Additional Identifiers	NIAH 50070375
Legal Status	A Protected Structure
Location	21 Phibsborough Road, Dublin 7
Date of Construction	c.1850
Original Use	Railway Building
Description	Stone facade of Córas Iompair Éireann (CIE) Mechanical Engineering / Roads Department building, including return gable walls Attached six-bay two-storey former railway works, built c.1850,
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 6723
Additional Identifiers	NIAH 50070374
Legal Status	A Protected Structure
Location	McGowan's, 18 to 20 Phibsborough Road, Dublin 7
Date of Construction	c.1820
Original Use	House
Description	Corner-sited attached six-bay two-storey public house, built c.1820, with extensions and alterations c.1925, incorporating L-plan terraced house (part of Royal Canal Terrace) to south, with single-storey open-sided porch extension to front (east) elevation. Two-bay two-storey red brick block, built c.1925, having two two-bay two-storey houses to north, built c.1820, the whole with shopfronts to front (east) and south elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium

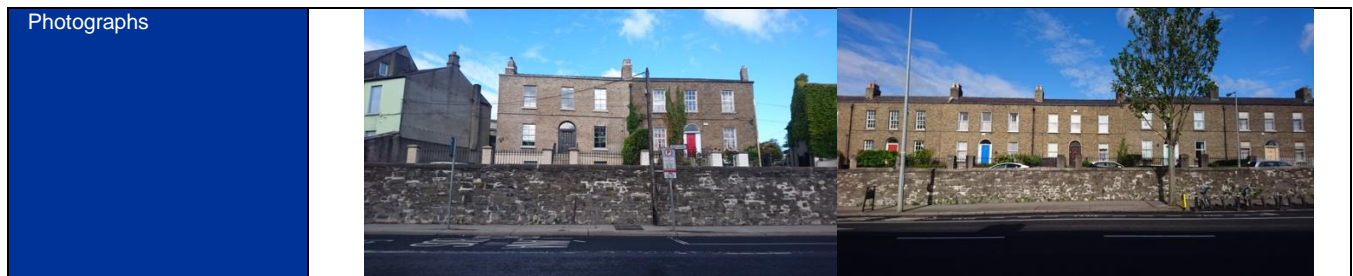
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Identification No.	DCC RPS 6737-40
Additional Identifiers	NIAH 50070384
Legal Status	Protected Structures
Location	Foster Buildings, R108 Phibsborough Road, Dublin 7
Date of Construction	1838
Original Use	Houses
Description	Terrace of four two-bay two-storey over basement Georgian-style houses, dated 1838 including railings and gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium

Photographs	
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Identification No.	DCC RPS 6709-22
Additional Identifiers	NIAH 50070372, NIAH 50070373
Legal Status	Protected Structures
Location	Royal Canal Terrace, 3 to 16 Phibsborough Road, Dublin 7
Date of Construction	1826
Original Use	Houses
Description	Terrace of fourteen three-bay two-storey houses over basement, dated 1826 including stone wall, railings and gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium







Identification No.	DCC RPS 6707
Additional Identifiers	NIAH 50070371
Legal Status	A Protected Structure
Location	Royal Canal House, 1 to 2 Phibsborough Road
Date of Construction	c.1750
Original Use	House
Description	House (school): detached double-pile three-bay two-storey over basement, built c.1750 including stone wall, railings and gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium

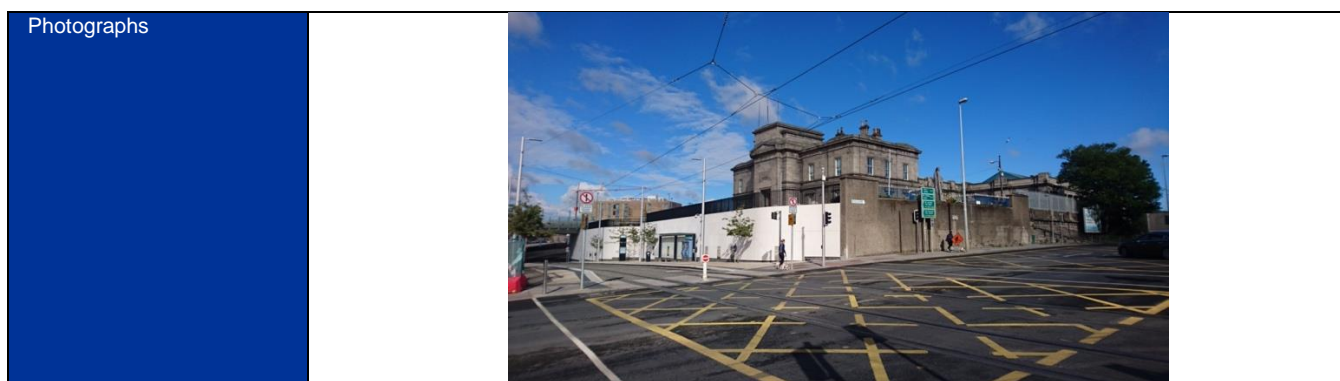


Identification No.	DCC RPS 8483
Additional Identifiers	NIAH 50060268
Legal Status	A Protected Structure
Location	Western Way, Broadstone Park, Dublin 7
Date of Construction	c.1930
Original Use	Canal
Description	Stone walls enclosing Western Way from the Black Church to Broadstone, and also the railings, plinth walls and gate piers at the eastern end of Western Way Linear park, laid out c.1930 on infilled Broadstone Branch of Royal Canal.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Social, Technical
Sensitivity	Medium


Photographs			
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Identification No.	DCC RPS 803
Additional Identifiers	NIAH 50070392
Legal Status	A Protected Structure
Location	Blessington Street Park, Royal Canal Bank, Dublin 7
Date of Construction	c.1810
Original Use	City Reservoir
Description	Entrance gates, railings and perimeter stone walls at Blessington Street Basin, including stone wall to Royal Canal Bank. Former city reservoir, built 1810, now in use as public park.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 2029
Additional Identifiers	NIAH 50070370
Legal Status	A Protected Structure
Location	Broadstone Station, R108 Constitution Hill, Dublin 7
Date of Construction	c.1850
Original Use	Railway Station
Description	Detached five-bay two-storey former railway terminus, dated 1850, double-pile train shed adjoining rear (north) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical
Sensitivity	Medium




### Section: Constitution Hill and Church Street to Arran Quay

Identification No.	DCC RPS 2323
Additional Identifiers	NIAH 50070387
Legal Status	A Protected Structure
Location	Cumiskeys 41 Dominick Street Upper, Dublin 7
Date of Construction	c.1850
Original Use	House
Description	Public House: corner-sited end-of-terrace two-bay three-storey house, built c.1850, with shopfront to front (north) and west elevations.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 8783
Additional Identifiers	NIAH 50070389
Legal Status	A Protected Structure
Location	Hendron's, Dominick Street Upper, Dublin 7
Date of Construction	1946
Original Use	Factory
Description	Detached six-bay four-storey showroom and workshop (artist studios), built 1946 to 1959, having two-storey workshop with ten-bay side elevation to rear (east), and three-bay single-storey entrance block to front (west) elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social, Technical
Sensitivity	Medium


Photographs	
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Identification No.	DCC RPS 6358, 2030, 2013 (See Also Designed Landscapes)
Additional Identifiers	NIAH 50010680, 50011220, 50070348, NIAH 2359 (Garden Survey)
Legal Status	A Protected Structure
Location	King's Inns and Registry of Deeds, R108 Constitution Hill, Dublin 7
Date of Construction	1800
Original Use	College
Description	Detached symmetrical 15-bay two-storey neo-classical public building, with concealed basement and attic, to designs of James Gandon and later Frederick Darley and Jacob Owen Landscaped park to front with mature trees, laid out c.1846. Enclosed to Constitution Hill by tall random coursed calp limestone wall with blind rectangular panels and piers, granite ashlar piers and arches supporting decorative wrought and cast-iron railings and gates. Detached single-bay single-storey gate lodge, built c.1845.
Significance Rating	National (NIAH), main buildings, Regional (NIAH), park and gate lodge
Categories of Special Interest	Architectural, Artistic, Social, Technical
Sensitivity	High
Photographs	


Identification No.	DCC RPS 1985
Additional Identifiers	NIAH 50070347
Legal Status	A Protected Structure
Location	Coleraine House, 49-50 Coleraine Street, Dublin 7
Date of Construction	c.1780
Original Use	House
Description	House (offices): detached L-plan three-storey over basement former house, built c.1780
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium







Identification No.	DCC RPS 1544
Additional Identifiers	NIAH 50070332
Legal Status	Protected Structures
Location	Richmond Bar, 119 to 121 Church Street, Dublin 7
Date of Construction	c.1720
Original Use	House
Description	Terrace of three three-storey two-bay houses, built c.1720, having shopfront to ground floor, and integral carriage opening to north end bay. Now combined as single seven-bay unit and vacant? formerly in use as public house.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 1545
Additional Identifiers	
Legal Status	A Protected Structure
Location	The Tap, 122 Church Street, Dublin 7
Date of Construction	c.1720 (re-built 20 <sup>th</sup> Century)
Original Use	Houses
Description	Three-storey two-bay house (apartments) with shopfront to ground floor, re-built C20th.
Significance Rating	Regional
Categories of Special Interest	Architectural, Social
Sensitivity	Medium

Photographs	
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Identification No.	DCC RPS 1546
Additional Identifiers	NIAH 50070317
Legal Status	A Protected Structure
Location	Fr. Matthew Hall, 131 to 135 Church Street / Nicholas Avenue, Dublin 7
Date of Construction	1891
Original Use	Hall
Description	Attached five-bay two-storey with attic accommodation former temperance hall, built 1891, having full-height gabled breakfront to front (east) elevation, gabled dormer windows to front and north roof pitches. Eleven-bay side elevation. Later 11-bay two-storey extension adjoined to south, built c.1908. Later in use as hospital, now in use as commercial offices.
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 1547
Additional Identifiers	NIAH 0070316
Legal Status	A Protected Structure DU018-020833 Habitation site is of archaeological significance is within the site
Location	Church of St Mary of the Angels, Church Street, Dublin 7
Date of Construction	1868
Original Use	Church
Description	Freestanding single-cell gable-fronted double-height limestone Roman Catholic church, built between 1868 and 1881, having adjoining single-story gable-fronted former side aisle added to north c.1910, now forming enclosed hall and sacristy, with porch
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium

Photographs	
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Identification No.	DCC RPS 1548-9
Additional Identifiers	NIAH 50070314-5
Legal Status	Protected Structures
Location	143 and 144 Church Street, Dublin 7
Date of Construction	c.1740
Original Use	Houses
Description	Pair of terraced two-bay two-storey houses, built c.1740, with later front (east) facade.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	DU018-346
Additional Identifiers	DCC RPS 1550, NIAH 50070312 (DU018-352 and DU018-020084 are additional features of archaeological significance on the site)
Legal Status	A Recorded Monument and a Protected Structure
Location	St. Michan's Church, Church Street, Dublin 7
Date of Construction	1685
Original Use	Church
Description	Freestanding cruciform-plan Church of Ireland church, dated 1685, renovated 1825, having vaults, four-stage entrance belltower to west end, single-bay nave, chancel to east (street) elevation, and three-bay two-storey vestry to north-west re-entrant corner.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Archaeological, Artistic, Historical, Social
Sensitivity	Medium






Identification No.	DCC RPS 1551
Additional Identifiers	NIAH 50070313
Legal Status	A Protected Structure
Location	Egan house / former widow's house, St. Michan's Church, Church Street, Dublin 7
Date of Construction	c.1720
Original Use	Almshouse
Description	Detached three-bay two-storey former widows' Almshouse associated with St. Michan's Church, built c.1720, now in use as church offices.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium





Identification No.	DCC RPS 4000
Additional Identifiers	NIAH 50070267
Legal Status	A Protected Structure
Location	Public Records Office, R148 Inns Quay, Dublin 7
Date of Construction	built between 1864 to 1867
Original Use	Office
Description	Attached seven-bay three-storey over basement office, built between 1864 to 1867, having ground floor of former record repository with recent office block to upper floors to rear (north). Pedimented breakfront to front (south) elevation and tetra-style portico to ground floor.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium



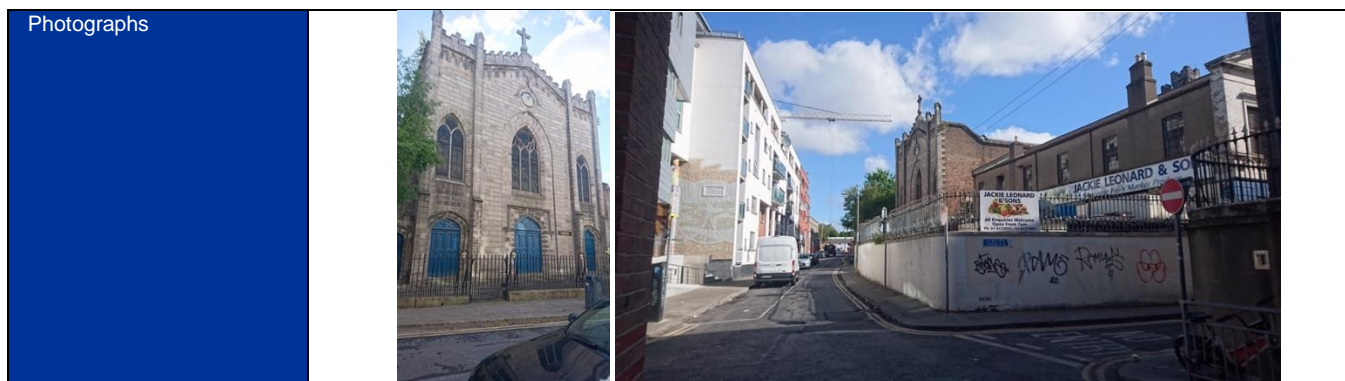
Identification No.	DCC RPS 256
Additional Identifiers	NIAH 50070266
Legal Status	A Protected Structure
Location	The Quill, 1 Arran Quay, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Corner-sited attached three-storey house (public house), built c.1800, having four-bay front (south) elevation and two-bay east elevation, pub-front inserted to both elevations in 1887.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 257-8
Additional Identifiers	NIAH 50070264-5
Legal Status	Protected Structures
Location	5-6 Arran Quay, Dublin 7
Date of Construction	c.1800
Original Use	Houses
Description	Pair of terraced two bay five storey houses with later shop fronts to the ground floor.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural,
Sensitivity	Medium

Photographs	
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Identification No.	DU018-020042
Additional Identifiers	NIAH 50080517, 50070503
Legal Status	A Recorded Monuments
Location	Fr. Matthew Bridge, Church Street / R148 Inns Quay Junction, Dublin 7
Date of Construction	1816
Original Use	Bridge
Description	Three-span humpbacked granite bridge, spanning the River Liffey, built 1816 to 1818. Three elliptical arches having feather-edged ashlar granite voussoirs and scrolled keystones. Ashlar granite abutments, piers and spandrels, and bull-nosed cut-waters. Corbelled course to underside of slightly canted parapets having painted cast-iron balusters with moulded stone copings. Cast-iron plaques to interior of central piers. Pair of round-headed granite boundary markers – 'Inns Quay' and 'Arran Quay', erected c.1820
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 3505
Additional Identifiers	NIAH 50070304 (church), 50070303 (presbytery)
Legal Status	A Protected Structure
Location	St. Michan's Roman Catholic Church and Presbytery, 12 to 13 Halston Street (Anne Street North), Dublin 7
Date of Construction	1810
Original Use	Church and Presbytery
Description	Attached gable-fronted double-height Roman Catholic Church, built 1810 to 1814 Corner-sited attached five-bay three-storey over basement presbytery, built 1861.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium

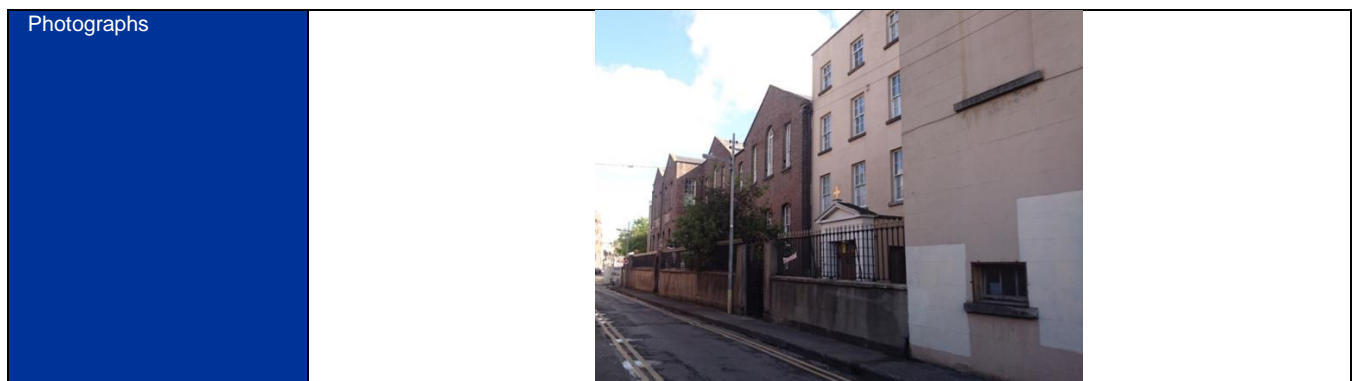


Identification No.	DCC RPS 2092
Additional Identifiers	NIAH 70070307
Legal Status	A Protected Structure
Location	Former St Michan's National School, Cuckoo Lane, Anne Street North, Dublin 7
Date of Construction	c.1800
Original Use	School
Description	Attached gable-fronted three-bay two-storey school (warehouse), built c.1800, having six-bay side (west) elevation - RPS notes facade, railings and granite plinth wall
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium

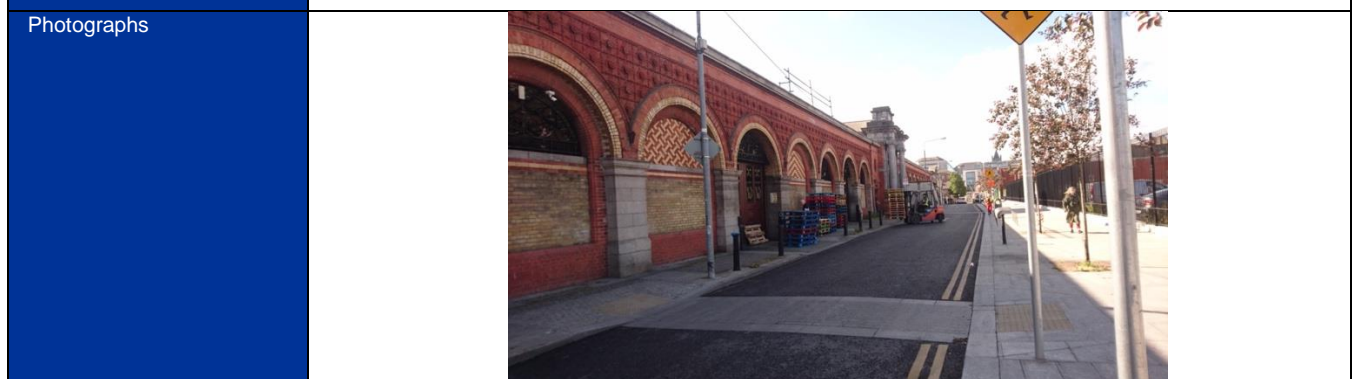


Identification No.	DCC RPS 3174
Additional Identifiers	NIAH 50070309 school, 50070308 convent, 50070310 chapel
Legal Status	A Protected Structure Two RMP sites of archaeological significance are within the complex - DU018-020605, DU018-020150
Location	St Theresa's College / Focus Ireland, George's Hill, Dublin 7
Date of Construction	1862
Original Use	Convent
Description	St. Teresa's College - older part of convent fronting George's Hill and Cuckoo Lane: Chapel, gates, railings, intrinsic stone surround of entrance door north-facing on return to George's Hill Attached double gable-fronted seven-bay two-storey over raised basement former school, built 1862, having four-bay two-storey over raised basement extension to north, built c.1906, having M-profile front (west) elevation. Attached five-bay four-storey over basement former convent, built 1788, having pedimented entrance porch to front (west) elevation and over full-height advanced central bay to rear elevation. Attached complex-plan double-height over basement former convent chapel, built 1878, now in use as training centre.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium






Identification No.	DCC RPS 5069
Additional Identifiers	NIAH 50070296
Legal Status	A Protected Structure
Location	Fruit Market, Chancery Street, St. Michan's Street, Dublin 7
Date of Construction	1892
Original Use	Market House
Description	Corner-sited double-height red brick and terracotta market, erected in 1892, having 15-bay north elevation to Mary's Lane and twenty-four bay west elevation to St. Michan's Street.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical
Sensitivity	Medium




Identification No.	DCC RPS 1343
Additional Identifiers	NIAH 50070271
Legal Status	A Protected Structure
Location	Chancery House, Chancery Street, Dublin 7
Date of Construction	1935
Original Use	Apartments
Description	Attached L-plan four-storey block of flats designed by Herbert Simms, forming north and west boundary to a central courtyard. Rendered balconies to upper floors in the interior, terminating in projecting staircase blocks. Single-bay three-storey blocks with curved corners to north corners and to south-west corner. Flat roofs with over-sailing eaves.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social, Technical
Sensitivity	Medium






Identification No.	DCC RPS 1342
Additional Identifiers	NIAH 50070272
Legal Status	A Protected Structure
Location	Dublin Christian Mission, 5 - 6 Chancery Street, Dublin 7
Date of Construction	1909
Original Use	Hospital / Infirmary
Description	Terraced three-storey five-bay former medical centre, dated 1909, with two-storey block adjoining rear (east) elevation. Now in use as Christian mission and community centre.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 3996-3998
Additional Identifiers	NIAH 50070276-8
Legal Status	Protected Structures
Location	1-3 Inns Quay, Dublin 7
Date of Construction	c.1780
Original Use	Houses
Description	Terrace of four storey brick-built houses built c.1780, fronting onto the quays comprising at number 1 a corner-sited end-of-terrace two-bay public house, with three-bay side elevation, at number 2 a mid-terrace two-bay office and at number 3 a corner-sited end-of-terrace three-bay office, with three-bay side elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium


Photographs	
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Identification No.	DCC RPS 902
Additional Identifiers	NIAH 50080502
Legal Status	Protected Structures
Location	O'Donovan Rossa Bridge, Dublin 7
Date of Construction	c.1815
Original Use	Bridge, Liffey
Description	Triple-arch bridge, built 1813-16, carrying road over River Liffey. Segmental-headed arches with carved granite voussoirs, and carved sandstone figurative keystones.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical
Sensitivity	Medium
Photographs	


#### Section: Finglas Road from St. Margaret's Road to Wellmount Road

Identification No.	DU014-066008
Additional Identifiers	DCC RPS 8734
Legal Status	A Recorded Monument and a Protected Structure (Refer also to Chapter 15)
Location	King William's Rampart, Finglas, Dublin 11
Date of Construction	1649
Original Use	Town Defences
Description	The north section of 'King William's Rampart' forms a boundary wall to the present Vicarage garden and the south boundary of the car park. It runs in a northeast to southwest direction (length 80m, width 3.5-6m, height 1.5 to 3.5m). Both faces are revetted with stone walling. In the west end of the rampart is a vaulted chamber entered from a round-arched opening. The vault runs north to south (length 3.7m width 3.6m height 2m). It is lit by slit opes.
Significance Rating	Regional
Categories of Special Interest	Archaeological
Sensitivity	Medium
Photographs	

Identification No.	DU014-066009
Additional Identifiers	DCC RPS 1552 DU014-066015, DU014-066016, DU014-066017, DU014-066010
Legal Status	A Recorded Monument and a Protected Structure (Refer also to Chapter 15)
Location	St. Canice's Church (in ruins) and graveyard, Church Street, Finglas, Dublin 11
Date of Construction	1647 (date stone)
Original Use	Hall
Description	Church in ruins with high limestone boundary walls and gates surrounding the associated graveyard which contains grave slabs and a high cross which are also listed in the RMP
Significance Rating	Regional
Categories of Special Interest	Architectural, Archaeological
Sensitivity	Medium
Photographs	


Identification No.	DCC RPS 8729-30
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	4 to 5 Barrack Lane, Finglas, Dublin 11
Date of Construction	c.1800
Original Use	Cottages
Description	Pair of semi-detached four-bay three-room cottages with associated boundary walls, built c.1800
Significance Rating	Regional
Categories of Special Interest	Architectural, Cultural
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 4849
Additional Identifiers	n/a
Legal Status	A Protected Structure
Location	Woodland's Lodge / Towson's Cottage, Finglas, Dublin 11
Date of Construction	c.1820
Original Use	Cottage
Description	Detached three-bay two-room brick-built cottage (office), built c.1820
Significance Rating	Regional
Categories of Special Interest	Architectural, Cultural
Sensitivity	Medium
Photographs	

Identification No.	DCC RPS 2746-9
Additional Identifiers	NIAH 50130040
Legal Status	Protected Structures
Location	11, 12, 13, 14 Farrelly's Cottages, Old Finglas Road, Dublin 11
Date of Construction	c.1800
Original Use	Cottages
Description	Terrace of four three-bay two-room cottages (stores / vacant), built c.1800
Significance Rating	Regional
Categories of Special Interest	Architectural, Historical
Sensitivity	Medium
Photographs	

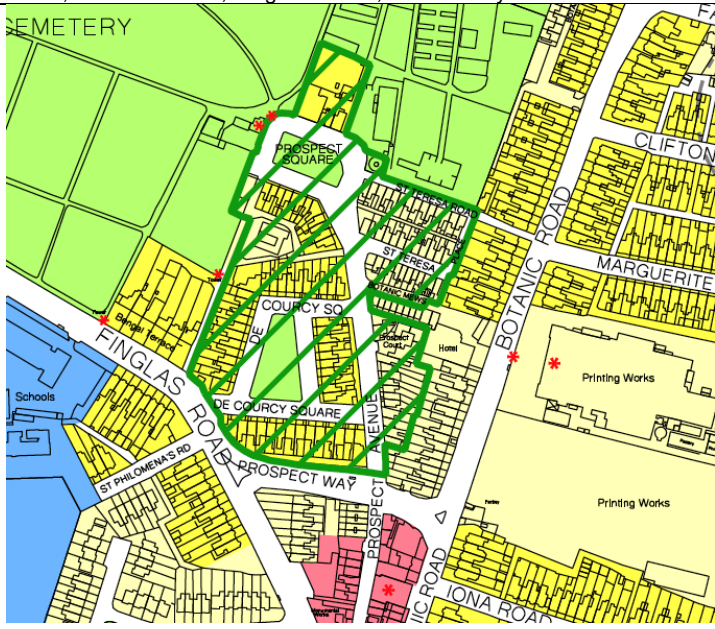


**Section: Finglas Road from Ballyboggan Road to Hart's Corner**

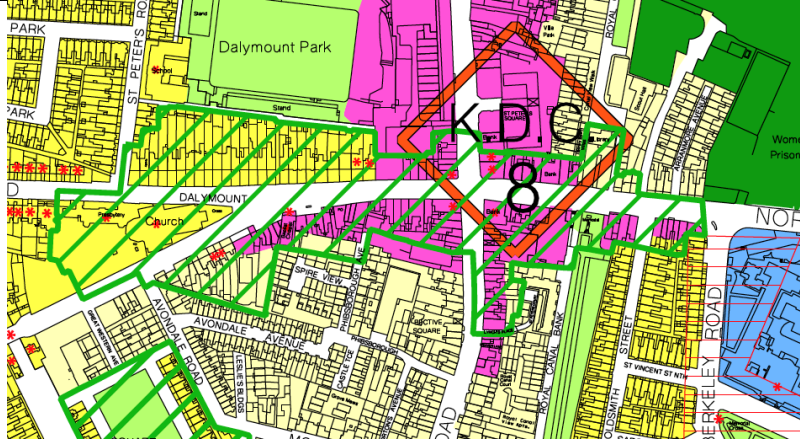
Identification No.	DCC RPS 2745
Additional Identifiers	NIAH 50130070 (Gates/railings/walls) NIAH 50130094 (Cemetery Office) NIAH 50130079 (O'Connell Monument)
Legal Status	A Protected Structure
Location	Glasnevin, Prospect Cemetery
Date of Construction	c.1830
Original Use	Cemetery
Description	Boundary wall and gates to Glasnevin Cemetery, comprising boundary wall erected c. 1835 and having six three-stage watchtowers, and main (south) entrance gateway erected c. 1880. Detached four-bay single-storey L-plan gate lodge with dormer attic to eastern three bays, built c. 1875. Main gateway and railings comprising square-plan sandstone piers on plinths, each with rebated engaged shafts with foliate capitals to corners, carved foliate frieze and coin-moulded cornice supporting octagonal cap with filigree Celtic crosses; cast-iron gates with Celtic cross central finials. Main gate lodge immediately to east. Cast-iron railings to west, supported on stepped and chamfered ashlar sandstone plinth.
Significance Rating	National
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	High
Photographs	

## 2.2 Architectural Conservation Areas

### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

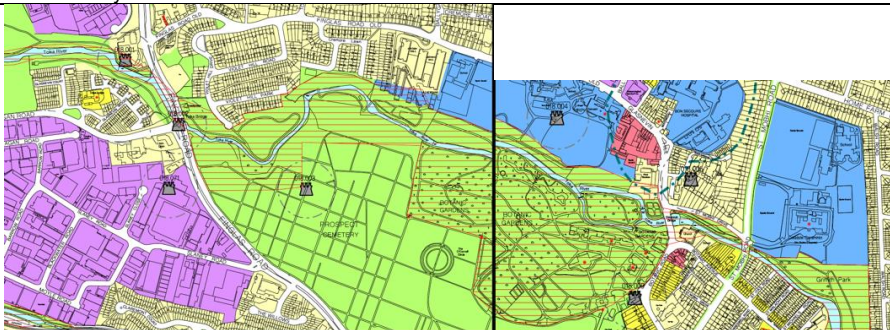
<b>Legal Status</b>	Architectural Conservation Area
<b>Location</b>	DeCourcy Square-Prospect Square
<b>Date of Construction</b>	19th century
<b>Description</b>	<p>The DeCourcy Square-Prospect Square and Environs ACA comprises of two squares (Prospect Square and DeCourcy Square) and three streets (St. Theresa Road, St. Theresa Place and the northern part of Prospect Avenue). It is characterised by terraces of late Victorian or Edwardian artisan houses with red and yellow brick facades. It interfaces with the study area along R108 Prospect Way at the back houses fronting onto the south side of De Courcy Square, and at the entrance to De Courcy Square from R135 Finglas Road.</p> <p>There are no protected structures or NIAH Structures in the DeCourcy Square-Prospect Square and Environs ACA, though there are a number of protected structures on the north and west boundaries within Glasnevin Cemetery (DCC RPS 2745). Two other structures of heritage value were identified that fall within both the ACA and the study area, these are the houses fronting onto DeCourcy Square West and South (CBC0304BTH118 and CBC0304BTH119). They are of Low and Medium sensitivity. There are no identified areas of significant surface treatments or items of statuary or street furniture which fall within both the ACA and the study area</p>
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, archaeological, historic and technical
<b>Sensitivity</b>	Medium
<b>Sources</b>	DCC 2016a, DCC 2007, 2003 to 2009, NMS 2009a, NMS 2020, NIAH 2020a, NIAH 2020b, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1863, OSI 1889, OSI 1911, OSI 1953, Bennett 2005, Dublin Civic Trust 2004, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**

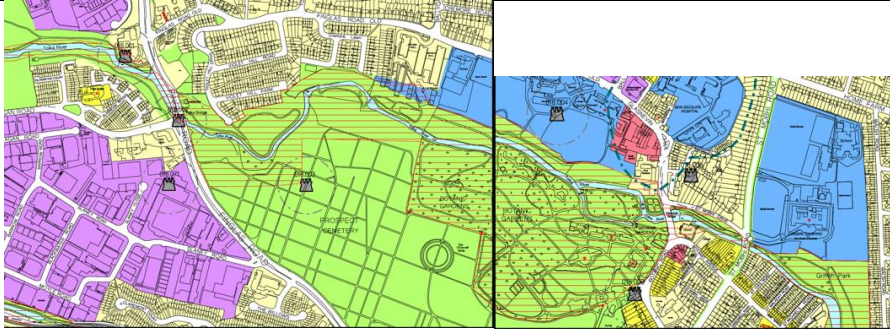
<b>Legal Status</b>	Architectural Conservation Area
<b>Location</b>	Phibsborough
<b>Date of Construction</b>	18th and 19th century
<b>Description</b>	<p>The Phibsborough Centre ACA comprises of the area west of St. Peter's Church at the junction of R147 Cabra Road and R101 North Circular Road to the junction of Berkeley Road and R101 North Circular Road and includes lands around Doyle's Corner and the Victorian Terraces along R101 North Circular Road and Dalymount. The Phibsborough Centre ACA is characterised by Victorian and Edwardian, residential suburbs, retail and commercial buildings with a diverse range of buildings, a dense grain enlivened with eclectic detailing. Doyle's Corner provides an identifiable landmark which is the commercial centre of Phibsborough.</p> <p>The Phibsborough Centre ACA interfaces with the study area at Doyle's Corner, and along R101 North Circular Road to Blaquiery Bridge (CBC0304BTH106). There are five protected structures around Doyle's Corner (Commercial Buildings DCC RPS 6734; 6735; 8714; 8715 and 6736) and an additional five structures included in the NIAH (Phibsboro Library NIAH 500060231; Commercial Buildings NIAH 50060390 and 50060391; Blaquiery Bridge School NIAH 50060232; Houses 50060599; and the Irish Volunteers Monument 50060267) which are within both the Phibsborough Centre ACA and the study area. Four other structures or groups of structures of architectural heritage value were identified which fall within both the Phibsborough Centre ACA and the study area (Commercial Buildings CBC0304BTH064; CBC0304BTH072; CBC0304BTH073; and CBC0304BTH075), with four areas of historic surface treatments (kerbs lining the junction at Doyle's Corner CBC0304BTH065; kerbs along R101 North Circular Road CBC0304BTH070; setts and kerbs at the entrance to 165 Phibsborough Road CBC0304BTH071) and one additional item of street furniture (Inns Quay Ward Boundary Marker CBC0304BTH106).</p>
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, archaeological, historic and technical
<b>Sensitivity</b>	Medium
<b>Sources</b>	DCC 2016a, DCC 2008, DCC 2015b NMS 2009a, NMS 2020, NIAH 2020a, NIAH 2020b, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1863, OSI 1889, OSI 1911, OSI 1953, Clarke 2002, Goodbody 2014, Lennon and Simms 2008, Bennett 2005, Casey 2005, Dublin Civic Trust 2004, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

## 2.3 Conservation Areas

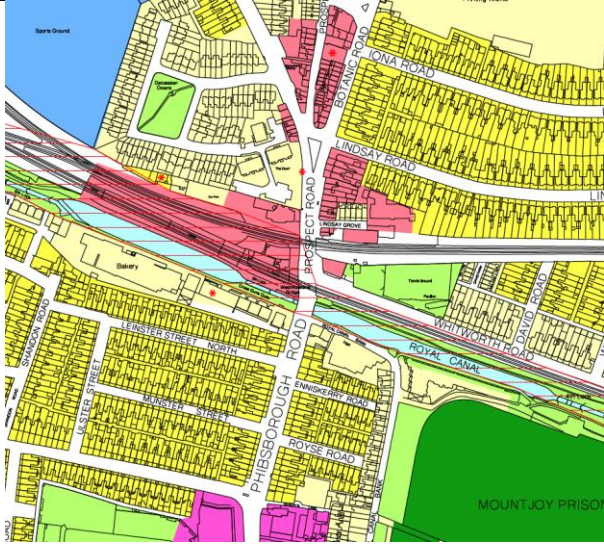
### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	River Tolka Conservation Area – Will intersect the Proposed Scheme at Glasnevin Bridge
<b>Description</b>	<p>The River Tolka Conservation Area follows the Tolka Valley. It is characterised by green spaces, many of which are the legacy of historic designed landscapes and later religious institutional lands and comprise lawns, paths and walks and mature trees following the river bank. It provides recreational space for the city. The study area intersects with the River Tolka Conservation Area in three places: at Dean Swift Bridge; Glasnevin Bridge; and Tolka Bridge. At Dean Swift Bridge the Conservation Area extends to include the north bank on both sides of the bridge, taking in Griffith Park on the east side, and the area between St. Mobhi Drive and the River Tolka on the west, as far as Glasnevin Bridge. At Glasnevin Bridge, the Church of Our Lady of Dolours is included on the east side of the bridge, with the Botanic Gardens and the grounds of the Convent of the Holy Faith included. At Tolka Bridge, the Conservation Area closely follows the river banks on the west side, but is extended on the east side to include part of Prospect Cemetery and Violet Hill Park. The Botanic Gardens and Glasnevin Cemetery are of National Importance and the Conservation Area is of Medium to High sensitivity.</p> <p>There are five significant or designed landscapes along the Tolka Valley, which fall within both the Conservation Area and the study area. These include: the historic garden of Tolka Lodge (DCC RPS 475), to the east of Tolka Bridge; parts of Prospect Cemetery (DCC RPS 2745), parts of Botanic Gardens (NIAH 2360), Convent of the Holy Faith (NIAH 5415); and the grounds of Whitehall College (DCC RPS 7746) which are now Griffith Park. There are two NIAH Structures at Glasnevin Bridge (2 Botanic Road NIAH 50130054, and the Church of Our Lady of Dolours NIAH 50130108). Dean Swift Bridge is also included in the NIAH (NIAH 50130053).</p>
<b>Significance Rating</b>	National
<b>Categories of Special Interest</b>	Architectural,
<b>Sensitivity</b>	High
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

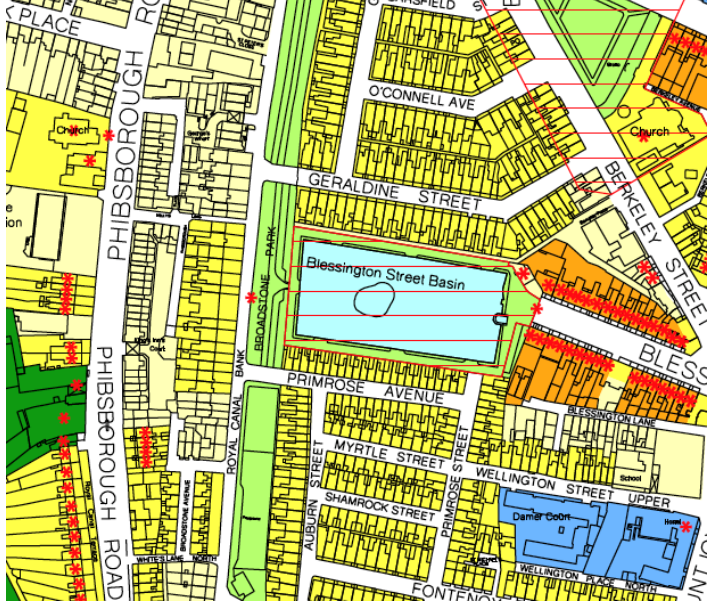


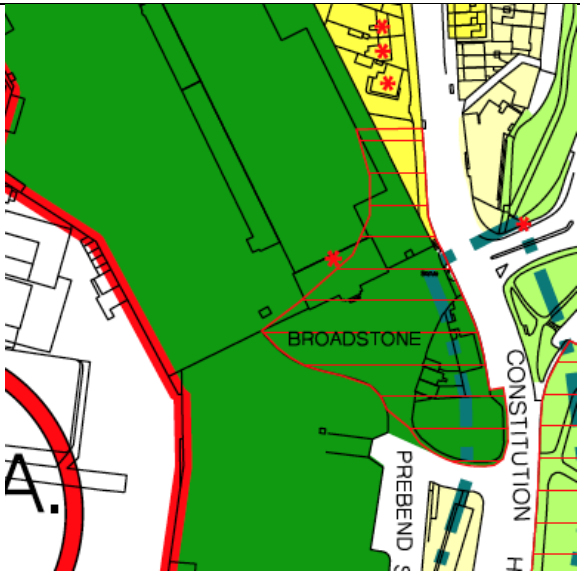
<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Botanic Gardens Conservation Area
<b>Description</b>	The Botanic Gardens Conservation Area encompasses the National Botanic Gardens. The early nineteenth century landscape comprised of garden buildings including a Lecture Room and Museum within formally laid out and ornamental gardens with a rockery, fountain, hydraulic pump, and naturalistic water features including a foot bridge. The Director's House is a recorded monument and a protected structure. The designed landscape is protected within its curtilage and includes three additional protected structures DCC RPS 851 (Palm House), DCC RPS 852 (Aquatic House) and DCC RPS 853 (Curvilinear Range)
<b>Significance Rating</b>	National Significance,
<b>Categories of Special Interest</b>	Architectural, Historic social and technical
<b>Sensitivity</b>	High sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Royal Canal Conservation Area – Will intersect the Proposed Scheme at Cross Guns Bridge
<b>Description</b>	<p>The Royal Canal Conservation Area follows the Royal Canal tow paths and associated walks. It intersects with the study area on R108 Phibsborough Road at Cross Guns Bridge. On the east side of the bridge, it extends to take in the railway lines to the north of the Royal Canal, Cross Guns Tunnel and the railway bridge.</p> <p>There are no protected structures which fall within both the Royal Canal Conservation Area and the study area. Cross Guns Tunnel and Cross Guns Bridge are included in the NIAH, as is the Royal Canal 5<sup>th</sup> Lock. These structures are of Regional importance, Medium sensitivity for reasons of Architectural, Social and Technical interest. One feature of Industrial Heritage Interest is located in the Conservation Area: the Great Southern and Western Railway Bridge (CBC0304BTH117) on Prospect Road is included in DCIHR (DCC 2020b), it is of Medium sensitivity, and there is one other group of structures of heritage interest at 1, 2 and 3 Prospect Road (CBC0304BTH055) which are of Low sensitivity. There are street lamps in front of the terrace which are in poor condition but are historic and of Low sensitivity, and there are narrow granite kerbs lining the footpath on the on the GSWR Railway Bridge(CBC0304BTH053) which are also of Low sensitivity.</p>
<b>Significance Rating</b>	Regional Significance,
<b>Categories of Special Interest</b>	Architectural, Historic social and technical
<b>Sensitivity</b>	Medium sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

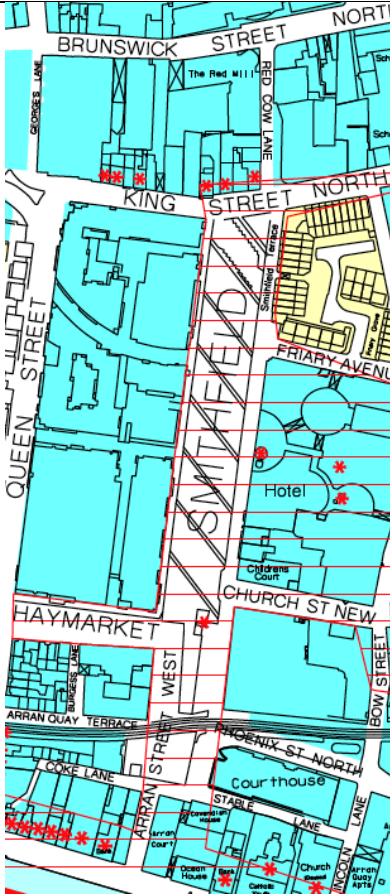
**Section: Constitution Hill and Church Street to Arran Quay**

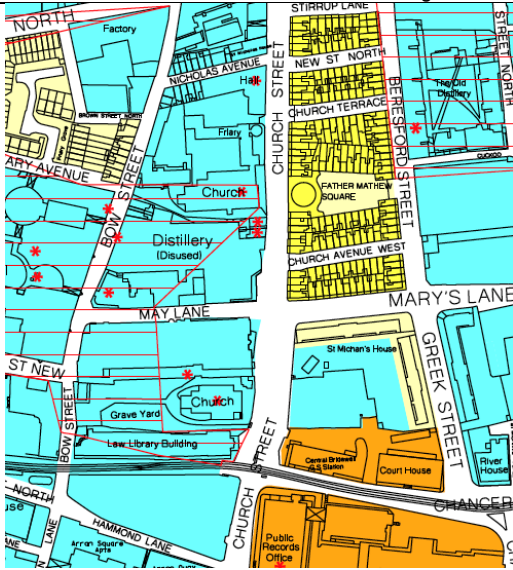
<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Blessington Street Basin Conservation Area
<b>Description</b>	The Conservation Area encompasses the Blessington Street Basin. While the study area extends into the Conservation Area, there is no intersection between it and the Proposed Scheme. The Blessington Street Basin Conservation Area is situated to the east Royal Canal Bank, where a Quiet Street Treatment is proposed. The Conservation Area is separated from the Proposed Scheme it by Broadstone Park and by its own high, masonry boundary walls
<b>Significance Rating</b>	Regional Significance,
<b>Categories of Special Interest</b>	Architectural, Historic social and technical
<b>Sensitivity</b>	Medium sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1863, OSI 1889, OSI 1911, OSI 1953, Clarke 2002, Goodbody 2014, Lennon and Simms 2008, Dublin Civic Trust 2004, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>


<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Broadstone Conservation Area, Constitution Hill
<b>Description</b>	The Broadstone Conservation Area encompasses the front of the former Broadstone terminus (DCC RPS 2029), a protected structure of Medium sensitivity, and a plaza to the south of it, opposite R135 Western Way. The plaza was under construction at the time of inspection, with significant urban realm improvements underway. The Broadstone Conservation Area is of Regional Importance and Medium sensitivity.
<b>Significance Rating</b>	Regional Significance,
<b>Categories of Special Interest</b>	Architectural, archaeological Historic social and technical
<b>Sensitivity</b>	Medium sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>



<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	King's Inns and Henrietta Street Conservation Area, Constitution Hill
<b>Description</b>	The King's Inns Conservation Area encompasses King's Inns Park (NIAH 2359) and Henrietta Street as far east as Henrietta Lane. The main library building (DCC RPS 6358) is of National importance, and the Conservation Area is of High sensitivity. It intersects with the study area along the western boundary of the King's Inns Park (DCC RPS 2031) in an area which also includes the Gate Lodge (DCC RPS 2030). The Broadstone and King's Inns Conservation Areas face each other on opposite sides of the study area at Constitution Hill which comprises four lanes of traffic, a LUAS crossing and six lanes of traffic on R135 Western Way. Narrow granite kerbs were identified lining areas of the footpath in front of the boundary to King's Inns Park, at the entrance to the Gate Lodge, and at the intersection with Western Way (CBC0304BTH089). At the Western Way end, historic kerbs have been relocated, and integrated with a modern paving scheme. No other structures of heritage interest, or items of street furniture were identified that are in both the Conservation Area and the study area
<b>Significance Rating</b>	National Significance
<b>Categories of Special Interest</b>	Architectural, archaeological Historic, social and artistic
<b>Sensitivity</b>	High sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1863, OSI 1889, OSI 1911, OSI 1953, Clarke 2002, Goodbody 2014, Lennon and Simms 2008, Dublin Civic Trust 2004, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Smithfield Conservation Area
<b>Description</b>	The Smithfield Conservation Area encompasses Smithfield, which is largely outside the study area, though it extends to its east to include the Church of St. Mary of the Angels (DCC RPS 1547) and the Law Library Buildings, south of St. Michan's Church (DU018-346). The Church of St. Mary of the Angels (DCC RPS 1547) is the only protected structure which falls within both the Smithfield Conservation Area and the study area. The church is bound by decorative iron railings and gates with granite piers along R132 Church Street. It is of Regional importance, Medium sensitivity. There is a good quality paving design (CBC0304BTH119) following the LUAS tracks in front of the Law Library Buildings which successfully integrate modern and historic fabric. No other features of note were identified which are both within the Smithfield Conservation Area and the study area.
<b>Significance Rating</b>	Regional Significance,
<b>Categories of Special Interest</b>	Architectural, archaeological Historic, social
<b>Sensitivity</b>	Medium sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>

<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	St Michan's Roman Catholic Church Conservation Area
<b>Description</b>	The St. Michan's Roman Catholic Church Conservation Area encompasses streets to the south of R804 King Street North including Beresford Street, Anne Street North, Halston Street, Green Street, George's Hill, Little Britain Street, Cuckoo Lane and Ball Lane. There are a number of important building in the St. Michan's Roman Catholic Church Conservation Area including Green Street Courthouse (NIAH 5007030, situated east of Halston Street and outside the study area), St Michan's Roman Catholic Church DCC RPS 3505, St Michan's National School (DCC RPS 2092), and the former Presentation Convent (DCC RPS 3174). The study area passes through the St. Michan's Roman Catholic Church Conservation Area along Anne Street North and George's Hill. In addition to the three protected structures noted above which lie within St. Michan's Roman Catholic Church Conservation Area and the study area, surface treatments of heritage interest were noted at two locations: narrow granite kerbs (CBC0304BTH097) were identified on Balls Lane; and a sett surface treatment survives on Cuckoo Lane (CBC0304BTH098). There are also granite bollards of note along the south side Cuckoo Lane (CBC0304BTH120).
<b>Significance Rating</b>	Regional importance
<b>Categories of Special Interest</b>	Architectural, archaeological Historic, social
<b>Sensitivity</b>	Medium sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1863, OSI 1889, OSI 1911, OSI 1953, Clarke 2002, Goodbody 2014, Lennon and Simms 2008, Dublin Civic Trust 2004, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>


<b>Legal Status</b>	Protected under Policy CHC4 of the Dublin City Development Plan (DCC 2016a). It is indicated as an area hatched in red.
<b>Location</b>	Liffey Quays Conservation Area
<b>Description</b>	<p>The Liffey Quays Conservation Area follows the course of the River Liffey encompassing the buildings fronting on to the quays as at Arran Quay, Inns Quay and Ormond Quay Upper, including the Four Courts (DCC RPS 3999) a building of International importance which is just outside the study area between R132 Church Street and Charles Street West). Due to the presence of a building of the importance of the Four Courts, this section of the Liffey Quays Conservation Area is of High sensitivity.</p> <p>There are three protected structures or groups of protected structures which lie within both the Liffey Quays Conservation Area and the study area (DCC RPS 256, 257-8 and 3996-8). They are tall, narrow fronted houses addressing the quays, which were converted in the 19<sup>th</sup> century to public houses and offices. Fr. Matthew Bridge (DU018-020042) is a recorded monument while O'Donovan Rossa Bridge is included in the NIAH (NIAH 50080502). All of these structures are of Medium sensitivity. There are 9m Scotch Standards lining the Quays (CBC0304BTH017) which are of Low sensitivity, and there are boundary markers at Fr Matthew Bridge (CBC0304BTH124) which are of Medium sensitivity.</p>
<b>Significance Rating</b>	National Significance
<b>Categories of Special Interest</b>	Architectural, archaeological Historic, social
<b>Sensitivity</b>	High sensitivity
<b>Sources</b>	DCC 2016a, NMS 2020, NIAH 2020a, NIAH 2020b, Speed 1610, Rocque 1756, Rocque 1760, Taylor 1816, Duncan 1821, OSI 1844, OSI 1847, OSI 1864, OSI 1889, OSI 1911, OSI 1953, O'Connell 1975, Ferguson 2009, Field Survey
<b>Image</b>	 <p>Image credit: DCC 2016a</p>




## 2.4 National Inventory of Architectural Heritage Structures


### 2.4.1 Inventory of National Inventory of Architectural Heritage Structures


#### Section: Ballymun Road from St. Margaret's Road to Griffith Avenue


Identification No.	NIAH 50130121
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Church of Our Lady of Victories, Ballymun Road, Dublin 9
Date of Construction	c.1967
Original Use	Church
Description	Freestanding Catholic Church, built 1967-9, having fan-shaped plan with projecting transepts to north and south and raised projecting porch to west with pitched copper-seamed roof supported on flanking yellow sand-lime brick piers. Building raised on stepped plinth, with landscaped gardens and tarmac driveway to west, carpark to east.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Technical, Social
Sensitivity	Medium
Photographs	


#### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner


Identification No.	NIAH 50130053
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Dean Swift Bridge, St Mobhi Road, Dublin 9
Date of Construction	c.1930
Original Use	Bridge
Description	Single-span concrete road bridge, built c. 1930 to carry St. Mobhi Road over the Tolka River. In-situ concrete abutments and reinforced cast-concrete deck spanned by cornice. Parapet comprises square-plan painted piers with recessed panels and stepped pyramidal caps and cast-concrete plinth wall supporting painted wrought-iron railings inset with series of 'X' motifs; wider outer piers with twin panels supporting inverse-tapered cast-iron lamp standards with spherical glass lanterns set in iron framework. Painted metal signage to east with lettering 'Dean Swift Bridge' and to west having 'Droichead Dean Swift'.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Technical
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130161
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Bank of Ireland, 112 St Mobhi Road, Dublin 9
Date of Construction	1932
Original Use	Bank
Description	Corner-sited detached two-storey bank, built 1932-5, having five bays to west elevation and seven to south, canted corner entrance bay to south-west with projecting flat-roofed porch (sides in line with building elevations), and having single-storey flat-roofed abutment to northwest. Boundary wall enclosing lawns to south and west, with brown brick coping, and stepped granite piers to corners; vehicular entrance to southwest with brick piers having granite caps; painted metal railing inset to west; pedestrian entrance to south with painted metal gate having stepped granite piers.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50130044
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Glasnevin Educate Together National School, Church Avenue, Dublin 9
Date of Construction	c.1850
Original Use	School
Description	Freestanding three-bay single-storey square-plan school building over basement, built c. 1850, having gabled porch to north end and later extensions to west and south. Cast-iron railings on granite plinth to basement area. Set in playground with foundations of recently demolished ancillary school structures enclosed by cement rendered boundary wall with granite copings, steel railings and internal secondary fencing; three sets of rendered gate piers.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130047
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Irish Meteorological Office, 90-91 Glasnevin Hill, Dublin 9
Date of Construction	1979
Original Use	Meteorological Station
Description	Detached multiple-bay four-storey building over basement, built 1979. Square-based truncated pyramid raised over street level with exposed basement to east side. Site raised above street with landscaped perimeter bounded by raking rubble stone-faced perimeter wall, accessed by double-leaf steel gate.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Scientific, Technical
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50130108
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Church of Our Lady of Dolours, R108 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1970
Original Use	Church
Description	Freestanding Catholic church, built 1971-2, having rectangular plan over undercroft, latter containing parish centre, and with projecting porch contained beneath roof structure to west. Building comprising two intersecting square-based pyramidal slate roof volumes with angled hip tiles, supported on steel I-beam structure extending to ground; exposed section of larger volume fully glazed with copper-clad eaves and having copper cross finial to apex. accessed by four cement flag steps leading to paved platform with rumble strip. Variety of secondary entrances to north and south. Undercroft doors concealed by roller shutters; access ramp to south side; rock-faced granite plinth walls with granite coping and steel railings with timber hand-rails. Paved surface to undercroft well/area to east with step and lift access. designed by Vincent Gallagher and opened in 1972
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130054
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	2 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Cottage
Description	Detached three-bay brick-built cottage c.1890 with associated rubble boundary walls and steps
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50130109-11
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	183, 185, 187 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1900
Original Use	Shops
Description	Terrace of three gable fronted two-storey commercial buildings c.1900 with timber and granite detailing and shopfronts to the ground floor
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	




Identification No.	NIAH 50130063-5
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Botanic View, 172, 174, 176 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1820
Original Use	Houses
Description	Terrace of three, three-bay two-storey over basement houses c.1800 with replacement front boundary walls
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130066
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	170 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1830
Original Use	House
Description	Attached three-bay one-storey-over-basement house c.1800 with side extension and associated steps and front boundary walls
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130067 (No. 158), NIAH 50130347-51	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	158, 160, 162, 164, 166, 168 Botanic Road, Glasnevin, Dublin 9	
Date of Construction	c.1880	
Original Use	Houses	
Description	Terrace of six two-storey two-bay brick-built houses with pedimented bay-window projection and associated gates and railings	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic	
Sensitivity	Medium	
Photographs		


Identification No.	NIAH 50130068 and NIAH 50130069	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	154 and 156 Botanic Road, Glasnevin, Dublin 9	
Date of Construction	c.1890	
Original Use	Houses	
Description	Pair of five-bay two-storey houses c.1890 with gabled breakfront, canted side-bays and balustrade porch and associated gates and railings	
Significance Rating	Regional (NIAH)	
Categories of Special Interest	Architectural, Artistic	
Sensitivity	Medium	
Photographs		

Identification No.	NIAH 50130107
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Hart's Buildings, 2 - 6 R108 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1924
Original Use	Commercial Buildings
Description	Curvilinear range of two-storey commercial buildings c.1920 with attic and decorative gables
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


Identification No.	NIAH 50130022
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	The Brian Boru, 5 Prospect Road, Glasnevin, Dublin 9
Date of Construction	c.1855
Original Use	Public House
Description	Detached public house, much altered from the original three-bay one-storey over basement house
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50130199
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	The Porterhouse, 22 Prospect Road, Glasnevin, Dublin 9
Date of Construction	c.1930
Original Use	Garage
Description	Detached single-storey trapezoidal-plan former garage, built c. 1930. Now in use as public house. Shallow pitched seamed zinc roof having raised central lantern with shallow pyramidal roof, glazed to sides.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Technical
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060112
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Cross Guns Tunnel, R108 Prospect Road, Dublin 7
Date of Construction	1864
Original Use	Railway Tunnel
Description	Railway tunnel, opened 1864, on branch line from former Broadstone Station to Connolly Station, via North Wall. Tunnel is 292 yards (263 meters) east to west, with elliptical arch to east end, having rusticated limestone voussoirs and walling. Late 20 <sup>th</sup> century extension to east, to front of tunnel, of concrete, with trapezoidal-profile metal parapets flanked by short pieces of recent brick walling with concrete copings.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Technical, Social
Sensitivity	Medium
Photographs	





Identification No.	NIAH 50060184
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	5 <sup>th</sup> Lock, Royal Canal, Phibsborough Road, Dublin 7
Date of Construction	c.1790
Original Use	Lock
Description	Double lock, constructed c.1790, as part of Royal Canal. Ashlar limestone chamber walls with gate recesses, cast-iron mooring rings and dressed limestone coping.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Technical, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060265
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Fadó Antiques, 182 R108 Phibsborough Road, Dublin 7
Date of Construction	c.1905
Original Use	Shop
Description	Attached three-bay four-storey commercial premises, built c.1905, with traditional shopfront and brick detailing
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060266
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	188 Phibsborough Road, Dublin 7
Date of Construction	1790
Original Use	House
Description	Attached two-bay three-storey house over basement, built c.1800 with associated steps and railings
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070385
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	227 Phibsborough Road, Dublin 7
Date of Construction	c.1800
Original Use	House
Description	Attached two-bay two-storey house, built c.1800, having disused shopfront and associated side gates
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060390, 50060391
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	363 to 377 North Circular Road, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of eight two-storey commercial buildings, generally three-bay with central pedimented break-front. Shopfronts to ground floor and red and brown brick detailing above.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060232
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Blaquiere Bridge School, R101 North Circular Road, Dublin 7
Date of Construction	c.1825
Original Use	School
Description	Corner-sited gable-fronted single-storey school (house), built c.1825, with three-bay elevation to front (south) and four-bay elevation to west.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060599
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	381, 382 North Circular Road, Dublin 7
Date of Construction	c.1845
Original Use	Houses
Description	Pair of semi-detached two-bay single-storey houses over basement, built c.1845
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50060267
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	R101 North Circular Road, Royal Canal Bank, Dublin 7
Date of Construction	1939
Original Use	Monument
Description	Freestanding carved limestone monument, erected 1939. Comprising carved limestone figure of Irish Volunteer with rifle, set on truncated pyramidal pedestal on stepped granite base.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Artistic, Historical, Social
Sensitivity	Medium
Photographs	




Identification No.	NIAH 50060622-3	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	1 to 5 and 53 to 55 Geraldine Street, Royal Canal Bank, Dublin 7	
Date of Construction	c.1875	
Original Use	Houses	
Description	Terraces of two-bay single-storey red-brick houses, built c.1875 with associated railings	
Significance Rating	Local (NIAH)	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	NIAH 50070379	
Legal Status	Not protected but recognised through inclusion on the NIAH	
Location	35 to 38 Royal Canal Bank, Dublin 7	
Date of Construction	c.1820	
Original Use	Houses	
Description	Terrace of four single-storey three-bay houses, built c.1820 with associated walls and railings	
Significance Rating	Local (NIAH)	
Categories of Special Interest	Architectural	
Sensitivity	Low	
Photographs		


Identification No.	NIAH 50070380
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	29 and 30 Royal Canal Bank, Dublin 7
Date of Construction	c.1820
Original Use	Houses
Description	Pair of two terraced houses two-bay two-storey houses, built c.1820 with Front gardens with cast-iron railing between. Cast-iron pedestrian gates with matching railings on painted masonry plinth wall to front boundary.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070381-3
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	24 to 28 Royal Canal Bank, Dublin 7
Date of Construction	c.1820
Original Use	Houses
Description	Terrace of five two-bay two-storey houses, built c.1820 with cast-iron railings on masonry plinth walls to front
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	

**Section: Constitution Hill and Church Street to Arran Quay**

Identification No.	NIAH 50070318
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Capuchin Day Centre, Church Street, Dublin 7
Date of Construction	c.1880
Original Use	Friary
Description	Range of three buildings comprising four-bay single-storey friary building to Bow Street, built c.1880, extended to rear (west) c.2000, multiple-bay three-storey over basement former friary building (offices), to south to Bow Street, built c.1880, and multiple-bay two-storey friary building to Church Street, built 2001
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social
Sensitivity	Medium
Photographs	


Identification No.	NIAH 50070492
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Bridewell Garda Station, Church Street, Chancery Street, Dublin 7
Date of Construction	c.1900
Original Use	Prison
Description	Freestanding 21-bay three-storey former bridewell (garda station), built 1900 to 1901, having pedimented breakfront to front (south) elevation, multiple-bay single-storey addition to front elevation, and full-height curved wing to east end of rear north elevation.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Historical, Social
Sensitivity	Medium
Photographs	

Identification No.	NIAH 50070495
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	P.J. O'Driscoll Agency, 179 Church Street, Dublin 7
Date of Construction	c.1720
Original Use	House
Description	Two-bay four-storey house (offices) built c.1720
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	NIAH 50070501
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Condon's, 1 to 3 St. Michan's Street, Dublin 7
Date of Construction	c.1890
Original Use	Shop
Description	Attached three-bay single-storey with attic accommodation retail outlet, built c.1890
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Social, Technical
Sensitivity	Medium
Photographs	




Identification No.	NIAH 50070281
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Ormond Square, Dublin 7
Date of Construction	c.1910
Original Use	Houses
Description	Terraces of two-storey one-bay houses c.1910 arranged around Ormond Square
Significance Rating	Local (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	NIAH 50070279
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	36 Charles Street West, Dublin 7
Date of Construction	c.1750
Original Use	House (public house)
Description	Terraced two-bay four-storey former house, built c.1750, now in use as public house and offices.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	

**Section: Finglas Road from Ballyboggan Road to Hart's Corner**

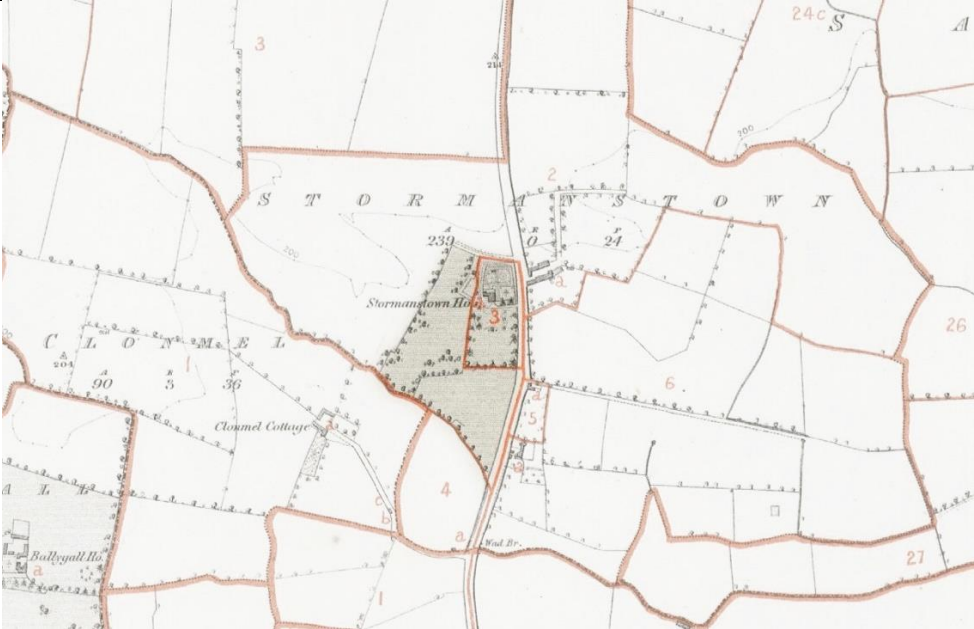
Identification No.	NIAH 50130017
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Ardstraw House (Mount Prospect), Finglas Road, Dublin 11
Date of Construction	c.1830
Original Use	House
Description	Detached three-bay two-storey house c.1830 with side extensions and glasshouse with historic gardens and associated gates and boundary walls
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

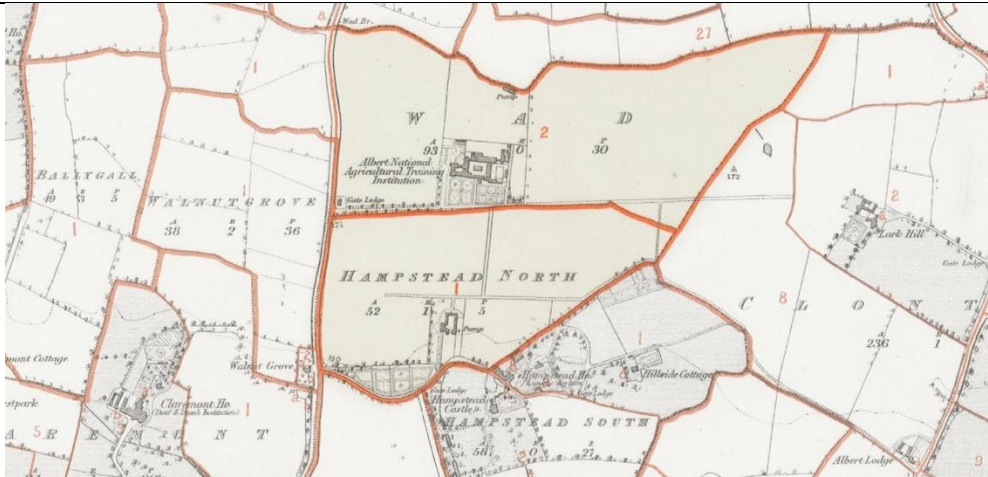
Identification No.	NIAH 50130018
Legal Status	Not protected but recognised through inclusion on the NIAH
Location	Clareville, 89A Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1885
Original Use	House (Presbytery)
Description	Detached three-bay two-storey square-plan house, built c. 1885, facing northeast and having recent rear extension. Gardens to front and southeast, Marian grotto accessed via path to southeast; recent brick boundary wall and steel gates.
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

## 2.5 Designed Landscapes

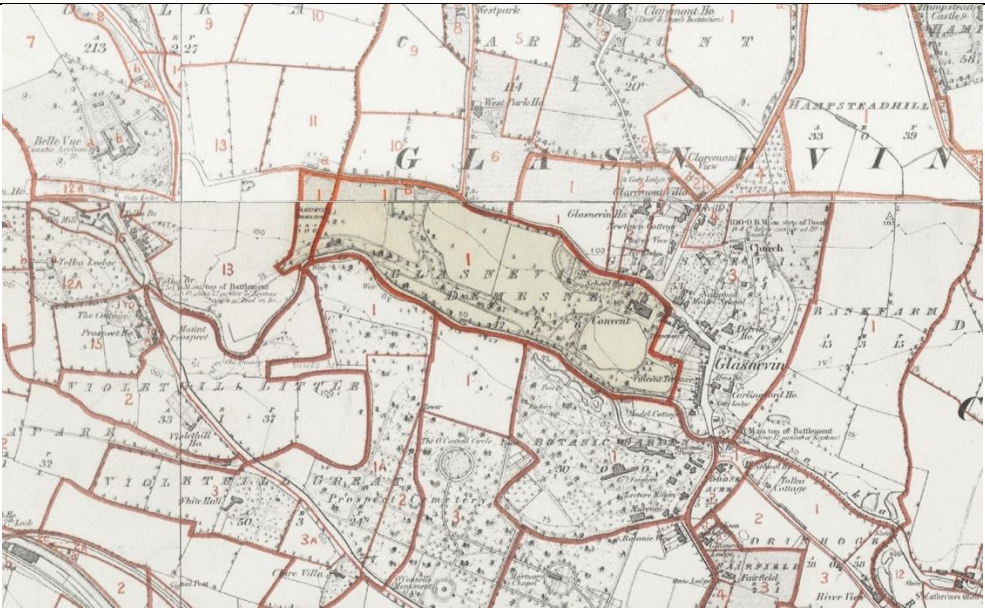
### 2.5.1 Inventory of Designed Landscapes


#### Section: Ballymun Road from St. Margaret's Road to Griffith Avenue

Identification No.	NIAH 2363
Additional Identifiers	DU014-067002
Legal Status	Stormanstown House is included in the RMP with a zone of notification around the site of the former house which overlaps with the study area for the Proposed Scheme
Location	Scoil an tSeachtar Laoch, Ballymun Road R108, Dublin 9
Date of Construction	16 <sup>th</sup> /17 <sup>th</sup> Century
Description	A 16 <sup>th</sup> /17 <sup>th</sup> Century House is noted on the RMP (DU014-067002) which was in ruins at the start of the nineteenth century as recorded on the first OS maps, 1837, but which retained evidence of a designed landscape included in the NIAH's Garden Survey. The landscape comprised of formally laid out gardens to the northwest of the house, and parkland to the south and west, and is shown in good detail on Griffith's maps.
Change and movement within the site	Stormanstown House was demolished and the site redeveloped in the late 20 <sup>th</sup> Century. Limited parkland was retained and part of the former parkland is now used as playing pitches.
Features associated with the designed landscape in the study area	Zone of Notification for the recorded monument, refer to Chapter 15.
Surviving Features within the study area	Possible trees along the western boundary of Scoil an tSeachtar Laoch and the CDETB Adult Education Centre
Significance Rating	Local
Categories of Special Interest	Archaeological
Sensitivity	Low
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Stormanstown House</p>

Identification No.	NIAH 2371
Additional Identifiers	Cuilín House (DCC RPS 3508, NIAH 50130124); Albert College Buildings (DCC RPS 479, NIAH 50130123) and An Grianan (DCC RPS 480, NIAH 50130122).
Legal Status	Cuilín House and Albert College are protected structures. Albert College Park is within their curtilages.
Location	Albert College Park, Ballymun Road R108, Dublin 9
Date of Construction	c.1830
Description	<p>In 1838 a teacher training college was established in Cuilín House (DCC RPS 3508) which included a model farm, on the surrounding lands which are now used as Albert College Park.</p> <p>The training college was extended in 1851 through the construction of Albert College Buildings (DCC RPS 479) and An Grianan (DCC RPS 480) which later became the Faculty of General Agriculture of UCD before being vacated and later taken over NIHE in 1989, now DCU.</p> <p>The designed landscape included enclosed gardens, orchards and parkland, with an entrance lodge (now demolished) at Albert College Lawn. The woodlands along Hampstead Avenue may have been part of an older designed landscape associated with DCC RPS 3510 Hampstead House</p>
Change and movement within the site	Main features substantially present – some loss of integrity Housing and a new church were developed on the lands to the front of the main College Buildings c.1970 resulting in the demolition of the gate lodge. The National Tennis Centre was established in former orchards. The College Buildings have been extended to the north and east.
Features associated with the designed landscape in the study area	Ornamental trees and parkland, particularly along the southern boundary with Hampstead Avenue. Cut stone piers and entrance gates
Surviving Features within the study area	Boundary planting, cut stone piers and entrance gates
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic, Technical
Sensitivity	Medium
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscapes associated with Cuilín and Albert College</p>



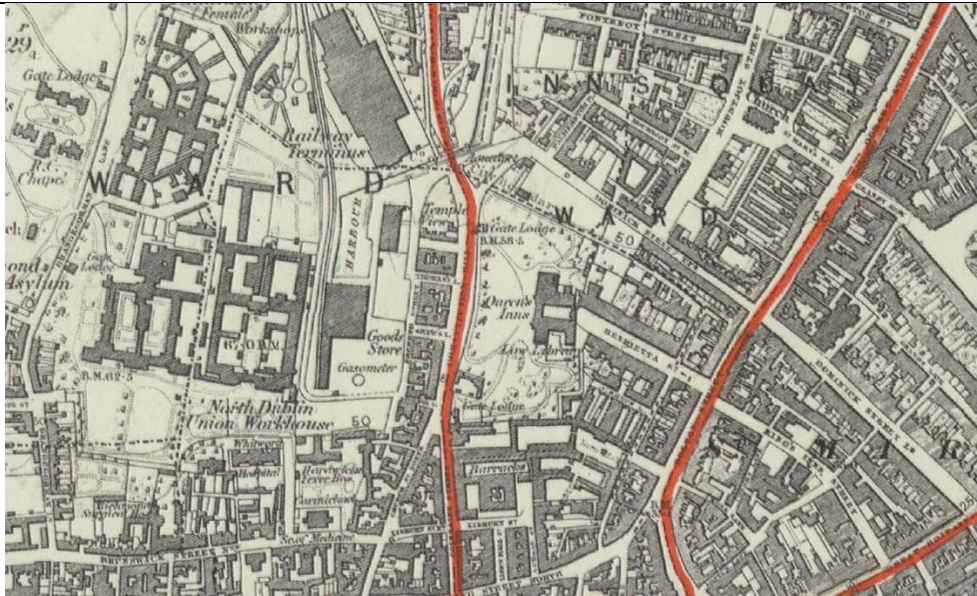
Identification No.	NIAH 5415
Additional Identifiers	Glasnevin Demesne DCC RPS 3231 Convent of the Holy Faith (See also Inventory of Protected Structures above)
Legal Status	Glasnevin House is a protected structure DCC RPS 3508, the curtilage of which extends to include the historic designed landscape There are two sites included on the RMP within the gardens associated with Glasnevin House, an early burial site DU018-005010 and an earthwork DU018-004. Refer to Chapter 15 for more information.
Location	Convent of the Holy Faith, Glasnevin Hill, Dublin 9
Date of Construction	c.1800
Description	The early nineteenth century landscape comprised of an original Georgian House, historic gate lodge and formal entrance, a watch house, woodlands, parkland, formal gardens, and naturalistic water features taking advantage of the riverside location.
Change and movement within the site	Main features substantially present – some loss of integrity A convent was established in the late nineteenth century, which was followed by the conversion of the gate lodge to a school, and the construction of a number of institutional buildings, some of which are of architectural interest, including the chapel. In recent times the school has been extended and part of the grounds to the east are used as Botanic Hockey Club. Housing and apartments have been constructed off Old Finglas Road at Addison Drive and Cremore Lawn. The historic boundaries have been replaced.
Features associated with the designed landscape in the study area	Entrance gates, site of gate lodge, now a school building
Surviving Features within the study area	Entrance gates, site of gate lodge, now a school building
Significance Rating	Regional
Categories of Special Interest	Architectural, Archaeological, Artistic, Social
Sensitivity	Medium
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape of Glasnevin Demesne</p>

Identification No.	NIAH 2365
Additional Identifiers	Delvin House (Delville), DU018-005003 (site of) Bon Secours NIAH 50130048
Legal Status	Site of Delvin House included in the RMP with an associated zone of notification. See Chapter 15 for further information. Bon Secours Hospital is included in the NIAH. Rated of Regional Importance
Location	Bon Secours Hospital, Glasnevin Hill, Dublin 9
Date of Construction	c.1700
Description	The early nineteenth century landscape comprised of an eighteenth century house, lodge, parkland including naturalistic water features and formal gardens.
Change and movement within the site	Main features unrecognizable, peripheral features visible The house was demolished in the twentieth century. The parkland setting was retained as the grounds to the Bon Secours Hospital.
Features associated with the designed landscape in the study area	Site of entrance lodge and gates
Surviving Features within the study area	None
Significance Rating	Regional
Categories of Special Interest	Architectural, Archaeological, Artistic, Historical, Social
Sensitivity	Medium
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848, showing the former designed landscapes associated with Delvin House</p>

This is a detailed historical map of Glasnevin, Dublin, showing the Botanic Gardens and surrounding areas. The map is marked with red lines and numbers 1, 2, and 3, indicating specific locations of interest. Key features include the Convent, Vincent Terrace, Model Cottage, Lecture Room, Museum, and the O'Connell Circle. The map also shows the River Dodder and the surrounding urban landscape.

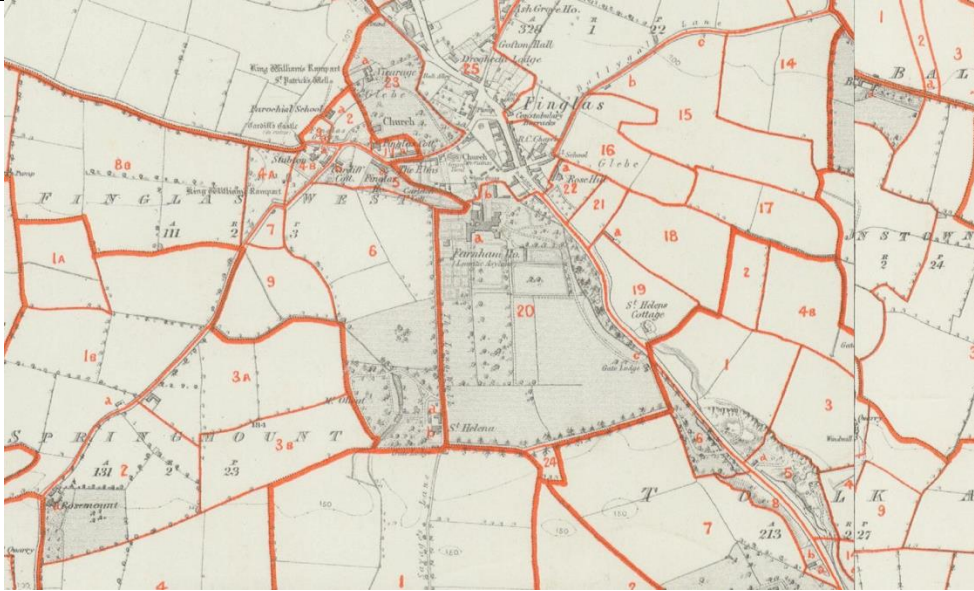


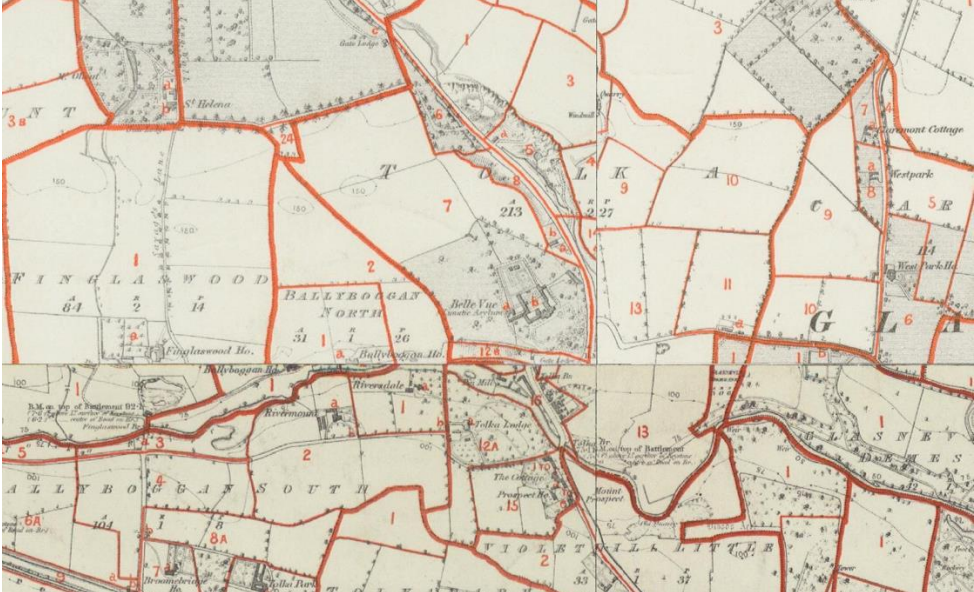
**Section: Constitution Hill and Church Street to Arran Quay**

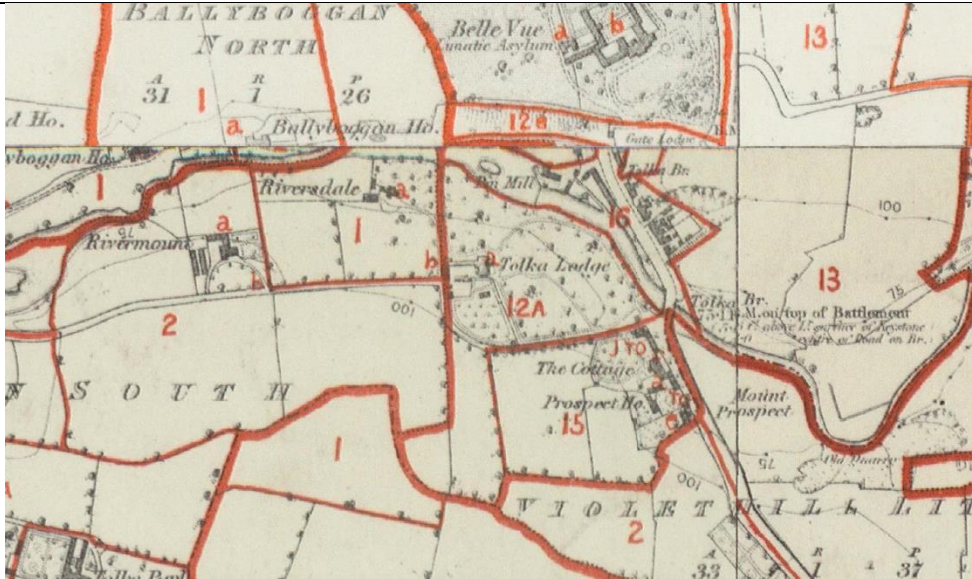
Identification No.	NIAH 2359
Additional Identifiers	DCC RPS 3658, 2030 and 2031. See also Inventory of Protected Structures above. NIAH 50010680, 50011220, 50070348
Legal Status	The King's Inns and Registry of Deeds, the Lodge on Constitution Hill and the Gates and Railings are Protected Structures.
Location	Kings' Inns, Constitution Hill, Dublin 7
Date of Construction	1846
Description	Landscaped park to front with mature trees, laid out c.1846. Enclosed to Constitution Hill by tall random coursed calp limestone wall with blind rectangular panels and piers, granite ashlar piers and arches supporting decorative wrought and cast-iron railings and gates. Detached single-bay single-storey gate lodge, built c.1845.
Change and movement within the site	Main features substantially present, no loss of integrity The nineteenth century landscape is largely intact and well maintained
Features associated with the designed landscape in the study area	Boundary railings, gates, piers and the gate lodge are within the study area
Surviving Features within the study area	Boundary railings, gates, piers and the gate lodge are within the study area
Significance Rating	National
Categories of Special Interest	Architectural, Artistic, Social, Technical
Sensitivity	High
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848, showing the King's Inns (then the Queen's Inns)</p>



**Section: Finglas Road from Wellmount Road to Ballyboggan Road**

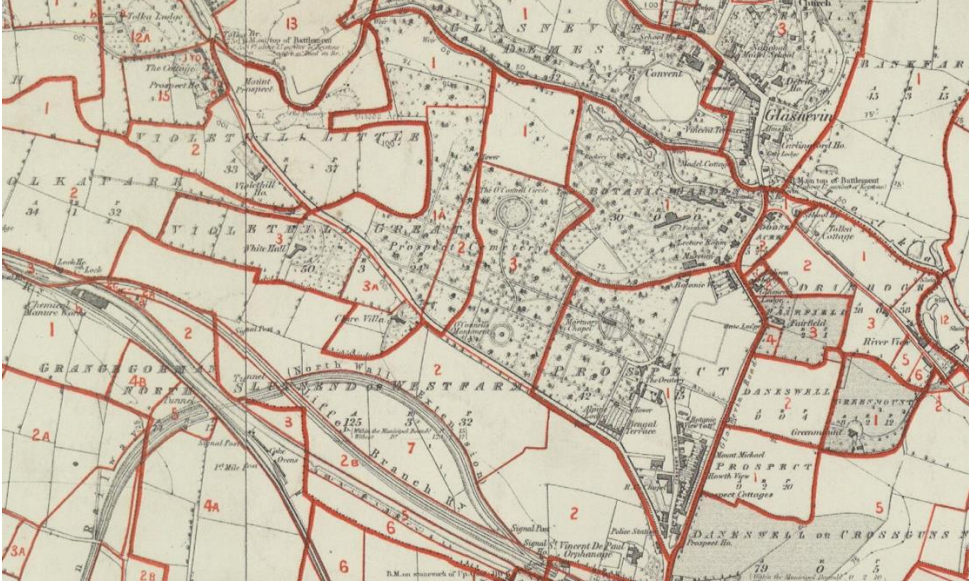
Identification No.	NIAH 2331
Additional Identifiers	n/a
Legal Status	Not protected but recognized through inclusion in the NIAH Garden Survey
Location	Farnham House (Lunatic Asylum), Finglas East, Finglas Road, Dublin 11
Date of Construction	c.1800
Description	The nineteenth century landscape comprised of the main house, gate lodge, drives, walks, parkland and woodland with formal and walled gardens and extensive glass houses.
Change and movement within the site	Virtually no recognizable features The house was demolished in 1959 and the former landscape is now subsumed in modern residential and industrial developments.
Features associated with the designed landscape in the study area	Historic boundaries and landscape features were lost with the construction of the R135 Finglas Road.
Surviving Features within the study area	None
Significance Rating	Record Only
Categories of Special Interest	Architectural, Social
Sensitivity	Negligible
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848 showing the designed landscape associated with Farnham House</p>

Identification No.	NIAH 2338
Additional Identifiers	n/a
Legal Status	Not protected but recognized through inclusion in the NIAH Garden Survey
Location	Belle Vue (Lunatic Asylum), Finglas Business Park, Finglas Road, Dublin 11
Date of Construction	c.1800
Description	The nineteenth century landscape comprised of formally laid out gardens, parkland and woodland, a gate lodge, drives, and naturalistic water features taking advantage of the riverside location.
Change and movement within the site	Main features unrecognizable, peripheral features visible The house was demolished c.1980. Some planting and historic features may be incorporated into the grounds of Finglas Business Park.
Features associated with the designed landscape in the study area	Boundary retaining wall and planting
Surviving Features within the study area	Boundary retaining wall and planting
Significance Rating	Local
Categories of Special Interest	Architectural, Social
Sensitivity	Low
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848 showing the designed landscape associated with Belle Vue</p>

Identification No.	NIAH 2330
Additional Identifiers	DCC RPS 475, NIAH 50130016
Legal Status	Tolka Lodge is a protected structure, while it is outside of the study area, it's curtilage as depicted on Griffith's map below, extends into the study area.
Location	Tolka Lodge, Tolka Valley Park, Dublin 11
Date of Construction	c.1790
Description	Tolka Valley Park includes landscapes associated with a large number of historic houses including two named Tolka Lodge. The nineteenth century landscape comprised of Tolka Lodge, a detached three-bay two-storey house built c.1790, with gate lodge, drive, parkland and formal gardens.
Change and movement within the site	Main features substantially present - peripheral features unrecognizable. The main building survives within Glasnevin Woods and Glasnevin Court housing developments.
Features associated with the designed landscape in the study area	The site of the gate lodge and entrance gates with the drive following the Tolka River in parkland which is retained.
Surviving Features within the study area	Parkland and mature trees along the river bank
Significance Rating	Regional (NIAH)
Categories of Special Interest	Architectural
Sensitivity	Medium
Historic Maps	 <p>Extract from Griffith's Valuation Map, 1848, showing the designed landscape associated with Tolka Lodge</p>



**Section: Finglas Road from Ballyboggan Road to Hart's Corner**


Identification No.	NIAH 2356
Additional Identifiers	DCC RPS 2745, NIAH 50130070-104
Legal Status	A Protected Structure
Location	Glasnevin / Prospect Cemetery, Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1832
Description	The nineteenth century landscape comprised of a Victorian Style Garden Cemetery of formally and informally laid out burial grounds with perimeter walls, railings, watch towers, entrance lodges and gates, monuments, chapels, temples and vaults.
Change and movement within the site	Main features substantially present, no loss of integrity Expanding from the original 9 acres, the cemetery is now approximately 124 acres expanding across the Finglas Road. The Crematorium was established in 1982 with the museum opened 2010
Features associated with the designed landscape in the study area	Perimeter walls, railings, gates, entrance buildings and watch towers.
Surviving Features within the study area	Perimeter walls, railings, gates, entrance buildings and watch towers.
Significance Rating	National
Categories of Special Interest	Architectural, Artistic, Historical, Social
Sensitivity	High
Historic Maps	


Extract from Griffith's Valuation Map, 1848, showing Prospect Cemetery



## 2.6 Industrial Heritage Sites


### Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way

Identification No.	CBC0304BTH117
Legal Status	Not protected but recognized through inclusion in DCIHR (Reference 18_03_019)
Location	Railway Bridge, Prospect Road
Date of Construction	1877
Original Use	Railway Bridge
Description	Single-span red brick road bridge, opened 1877 to carry Prospect Road over the Great Southern and Western Railway's extension to North Wall quays. Red brick English bond walls with rock-faced stone quoins and terracotta string-course. Cast-iron flat deck, now tarmacadamed, with replacement parapet c.2000; red brick terminating piers with terracotta coping This brick bridge is unusual in comparison with the other stone bridges along this line.
Significance Rating	Regional
Historical Map References	First appears on the 1907 Ordnance Survey maps
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH054
Legal Status	Not protected but recognized through inclusion in DCIHR (Reference 18_03_023)
Location	Glasnevin Station
Date of Construction	c.1900
Original Use	Railway Station
Description	Station building: Red brick, single-storey station building to the rear of the Bernard Shaw, overpass, platforms, signal boxes etc. shown on 1907 OS now demolished
Significance Rating	Regional
Historical Map References	1907 OS and 1930s Cassini maps
Categories of Special Interest	Architectural, Technical, Social
Sensitivity	Medium
Photographs	


## 2.7 Other Structures of Built Heritage Significance


### Section: Ballymun Road from St. Margaret's Road to Griffith Avenue

Identification No.	CBC0304BTH002
Legal Status	Not protected or included on any existing inventories
Location	67 to 123 R108 Ballymun Road, Ballygall, Dublin 11
Date of Construction	c.1920
Original Use	Houses
Description	Semi-detached two-storey brick-built houses, built c.1920 with associated walls, gates and railings
Significance Rating	Local
Historical Map References	First appear in the 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner


Identification No.	CBC0304BTH003
Legal Status	Not protected or included on any existing inventories
Location	R108 St. Mobhi Rd, Glasnevin, Dublin 9
Date of Construction	c.1930
Original Use	Houses
Description	Generally semi-detached two-storey houses, built c.1930 behind mature gardens with associated railings and gates
Significance Rating	Local
Historical Map References	First appear in the 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH004
Legal Status	Not protected or included on any existing inventories
Location	7, 9, 11, 13, 15, 17, 19, 21 R108 Ballymun Road, Glasnevin, Dublin 9
Date of Construction	c.1920
Original Use	Houses
Description	Semi-detached two-storey two-bay red-brick houses with two-storey canted bays and granite trims, built c.1920 with associated walls and gates
Significance Rating	Local
Historical Map References	First appear in the 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH005
Legal Status	Not protected or included on any existing inventories
Location	24, 26, 28, 30, 32, 34, 36, 38, 40, 42 R108 Ballymun Road, Glasnevin, Dublin 9
Date of Construction	c.1900
Original Use	Houses
Description	Terrace(s) of two-storey two-bay brick-built houses, built c.1900 with associated gates and railings (some replacements)
Significance Rating	Local
Historical Map References	1907 OS map and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0304BTH006
Legal Status	Not protected or included on any existing inventories
Location	Daneswood, 5 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1900
Original Use	House
Description	Detached two-storey house, gabled breakfront and brick detailing built c.1900 with associated rubble boundary walls and gates
Significance Rating	Local
Historical Map References	1907 OS map and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH007
Legal Status	Not protected or included on any existing inventories
Location	3 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	House
Description	Detached two-storey two-bay house, built c.1890 with single-storey bay window and associated walls gates and railings
Significance Rating	Local
Historical Map References	1907 OS map and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0304BTH008
Legal Status	Not protected or included on any existing inventories
Location	1 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1800
Original Use	House
Description	Detached three-bay two-storey house with projecting end bay extension and associated boundary walls, gates and railings, built c.1800
Significance Rating	Regional
Historical Map References	1837 OS, 1850 Griffith's, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH010
Legal Status	Not protected or included on any existing inventories
Location	18, 20 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Pair of semi-detached two-bay two-storey brick, built houses c.1890, with side entry (replacement front boundary walls)
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH011
Legal Status	Not protected or included on any existing inventories
Location	14, 16 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1860
Original Use	Houses
Description	Pair of semi-detached two-bay two-storey brick, built houses c.1860, with side entry (replacement front boundary walls)
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

Identification No.	CBC0304BTH012
Legal Status	Not protected or included on any existing inventories
Location	Melville House, Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1830
Original Use	House
Description	Detached five-bay two-storey brick, built house built 1830 with side extensions and associated steps, boundary walls, gates and railings
Significance Rating	Regional
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH013
Legal Status	Not protected or included on any existing inventories
Location	2, 4, 6, 8, 10 Ballymun Road (R108), Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of five two-storey two-bay brick-built houses c. 1890 with two-storey canted bays and associated gates and railings
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH014
Legal Status	Not protected or included on any existing inventories
Location	1, 2, 3, 4, 5 St. David's Terrace, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Part of a terrace of nine two-storey two-bay brick-built houses c. 1890 with associated boundary walls, gates and railings
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH016
Legal Status	Not protected or included on any existing inventories
Location	60, 62, 64 Glasnevin Hill, Glasnevin, Dublin 9
Date of Construction	c.1800
Original Use	Houses
Description	Part of a terrace of three-bay two-storey stone houses (shops) built c.1800 with brick dressings and integrated carriage arches between
Significance Rating	Regional
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH017
Legal Status	Not protected or included on any existing inventories
Location	St. Thomas's Terrace, 53, 55, 57, 59, 61 and 63 Glasnevin Hill, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of six two-storey two-bay brick-built houses c. 1890 with two-storey canted bays and associated gates and railings. Numbers 53 and 63 have single-storey bays
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	




Identification No.	CBC0304BTH019
Legal Status	Not protected or included on any existing inventories
Location	46, 48, 50, 52 Glasnevin Hill, Glasnevin, Dublin 9
Date of Construction	c.1920
Original Use	Houses
Description	Terrace of four two-storey two-bay brick-built houses c.1920 with associated railings and gates
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH022
Legal Status	Not protected or included on any existing inventories
Location	191 Botanic Road, 210, 212 Botanic Avenue, Glasnevin, Dublin 9
Date of Construction	c.1900
Original Use	Commercial Buildings
Description	Curvilinear Range of two-storey brick-built commercial buildings with rendered parapets and shopfronts c.1900
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH023
Legal Status	Not protected or included on any existing inventories
Location	189 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1800
Original Use	Houses
Description	Detached two-storey stone house(s) / sheds with gable end to the street c.1800
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Cultural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH025
Legal Status	Not protected or included on any existing inventories
Location	Addison Terrace, 155 to 181 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Church
Description	Terrace of 14 two-bay two-storey brick-built houses with timber canted bay windows to the ground floor and central gabled breakfront at 167 / 169 built c.1890 with associated brick boundary walls (generally altered)
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH029
Legal Status	Not protected or included on any existing inventories
Location	Addison Lodge / Glasnevin Lodge, Glasnevin, Dublin 9
Date of Construction	c.1800
Original Use	House
Description	Formerly Fairfield . house demolished and site under construction
Significance Rating	Record only
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Negligible sensitivity
Photographs	


Identification No.	CBC0304BTH032
Legal Status	Not protected or included on any existing inventories
Location	125, 127, 129 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1930
Original Use	House
Description	Semi-detached two-storey brick-built houses c.1930 with gabled breakfronts, bays etc. with stone and decorative timber detailing and associated railings and gates
Significance Rating	Local
Historical Map References	1930s Cassini maps
Categories of Special Interest	Architectural, Artistic
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH036
Legal Status	Not protected or included on any existing inventories
Location	124 to 152 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Buildings: terrace of 15 two-bay single-storey houses c.1890 with associated gates and railings
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Artistic
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH037
Legal Status	Not protected or included on any existing inventories
Location	113, 115, 117, 119, 121 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1930
Original Use	Houses
Description	Semi-detached two-storey two-bay brick-built houses c.1930 with canted bays, stone detailing and associated railings and gates – No. 121 is rendered
Significance Rating	Local
Historical Map References	1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0304BTH038
Legal Status	Not protected or included on any existing inventories
Location	105, 107, 109, 111 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of four two-storey two-bay brick-built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH039
Legal Status	Not protected or included on any existing inventories
Location	98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 12 two-storey two-bay brick-built houses c.1890 with single and two-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH040
Legal Status	Not protected or included on any existing inventories
Location	85, 87, 89, 91, 93, 95, 97, 99, 101, 103 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 10 two-storey two-bay brick-built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH041
Legal Status	Not protected or included on any existing inventories
Location	94, 96 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Two-storey two-bay terraced houses c.1890 with gabled breakfront and decorative brick detailing
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Artistic
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH043
Legal Status	Not protected or included on any existing inventories
Location	77, 79, 81, 83 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of four two-storey two-bay brick-built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH044
Legal Status	Not protected or included on any existing inventories
Location	82, 84, 86, 88, 90, 92 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Two-storey two-bay terraced houses c.1890 with decorative two-storey bay windows and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH045
Legal Status	Not protected or included on any existing inventories
Location	76, 78, 80 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of three two-storey two-bay brick-built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH046
Legal Status	Not protected or included on any existing inventories
Location	50, 52, 54, 56 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1800
Original Use	Houses
Description	Terrace of four two-bay two-storey houses c.1800 – front railings, steps etc. have been altered
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0304BTH047
Legal Status	Not protected or included on any existing inventories
Location	42, 44, 46, 48 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1790
Original Use	Houses
Description	Terrace of four two-storey two-bay houses c.1790 (much altered) with associated front boundaries
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH048
Legal Status	Not protected or included on any existing inventories
Location	23, 25, 27, 29 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of four two-storey two-bay brick built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH050
Legal Status	Not protected or included on any existing inventories
Location	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21 Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 11 two-storey two-bay brick-built houses c.1890 with single-storey bay-window and associated steps, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH055
Legal Status	Not protected or included on any existing inventories
Location	1, 2, 3 Prospect Road, Glasnevin, Dublin 9
Date of Construction	c.1820
Original Use	Houses
Description	Terrace of three two-storey two-bay brick-built houses c.1820 with associated walls and railings
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH057
Legal Status	Not protected or included on any existing inventories
Location	113, 114, 115, 116 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1790
Original Use	Houses
Description	Terrace of four two-storey two-bay houses (113-116 altered and now in use as a public house) c.1790
Significance Rating	Regional
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH058
Legal Status	Not protected or included on any existing inventories
Location	109, 110, 111, 112 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of four two-bay two-storey brick-built houses c.1890, generally with single-storey canted bays and associated front gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH061
Legal Status	Not protected or included on any existing inventories
Location	117 to 131 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terraces of two-bay two-storey brick-built houses c.1890, generally with single-storey canted bays and associated front gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH062
Legal Status	Not protected or included on any existing inventories
Location	89 to 108 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1890
Original Use	Houses
Description	Terraces of two-bay two-storey brick-built houses c.1890 with slight variation in typology and some adapted to include shopfronts
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





Identification No.	CBC0304BTH063
Legal Status	Not protected or included on any existing inventories
Location	134 to 137 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1800
Original Use	Houses
Description	Terrace of four two-bay two-storey houses c.1800 with associated walls and railings
Significance Rating	Regional
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH064
Legal Status	Not protected or included on any existing inventories
Location	68 to 71 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1880
Original Use	Commercial buildings
Description	Terrace of two-storey two / three-bay brick-built commercial buildings with modern shopfronts
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH068
Legal Status	Not protected or included on any existing inventories
Location	1,2 Villa Bank, Royal Canal Bank, Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1820
Original Use	Houses
Description	Terrace of two-storey, two-up two-down houses c.1820 - most are heavily altered, though numbers 1 and 2 are relatively intact
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH072
Legal Status	Not protected or included on any existing inventories
Location	61 to 63 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1900
Original Use	Commercial Buildings
Description	Terrace of two-storey two / three-bay brick-built commercial buildings c.1900 with modern shopfronts
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH073
Legal Status	Not protected or included on any existing inventories
Location	166, 167, 168 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1900
Original Use	Commercial Buildings
Description	Terrace of two-storey two-bay brick-built commercial buildings c.1900 with modern shopfronts and integrated carriage arch to No. 168
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH074
Legal Status	Not protected or included on any existing inventories
Location	55 to 56 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1790
Original Use	Houses
Description	Pair of two-storey three-bay houses c.1790, much altered with replacement front walls and railings
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH075
Legal Status	Not protected or included on any existing inventories
Location	175 to 179 Phibsborough Road, Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1900
Original Use	Commercial Buildings
Description	Terrace of two-storey two-bay brick-built commercial buildings c.1900 with modern shopfronts
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH077
Legal Status	Not protected or included on any existing inventories
Location	30 to 31 Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1900
Original Use	Houses
Description	Terrace of four two-storey two-bay brick-built houses c.1900 with modern shopfront to No. 31
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	




Identification No.	CBC0304BTH083
Legal Status	Not protected or included on any existing inventories
Location	41, 42, 43 Royal Canal Bank, Phibsborough, Dublin 7
Date of Construction	c.1800
Original Use	Cottages
Description	Terrace of three surviving three-bay cottages c.1800 with associated front gardens and boundaries
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH084
Legal Status	Not protected or included on any existing inventories
Location	16 to 28 Broadstone Avenue, Royal Canal Bank, Phibsborough Road, Phibsborough, Dublin 7
Date of Construction	c.1900
Original Use	Houses
Description	Terrace of two-storey houses c.1900
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


**Section: Constitution Hill and Church Street to Arran Quay**


Identification No.	CBC0304BTH096
Legal Status	Not protected or included on any existing inventories
Location	7 to 8 Coleraine Street / Lisburn Street, Dublin 7
Date of Construction	c.1900
Original Use	House
Description	Corner sited, attached two-storey brick-built house c.1900, two-bays with single-storey two-bay extension to Coleraine Street, four-bays to Lisburn Street
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


**Section: Finglas Road from Ballyboggan Road to Hart's Corner**

Identification No.	CBC0304BTH104
Legal Status	Not protected or included on any existing inventories
Location	Tower View Cottages, R135 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of 15 three-bay cottages constructed c. 1890
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH105
Legal Status	Not protected or included on any existing inventories
Location	Bengal Terrace, 28, 30, 32, 34, 36, 38 Finglas Road
Date of Construction	c.1830
Original Use	Houses
Description	Terrace of six three-bay two-storey-over-basement houses c.1830 with long front gardens and associated gates and boundary walls (generally replacements)
Significance Rating	Regional
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH107
Legal Status	Not protected or included on any existing inventories
Location	St. Ann's Terrace 33, 35, 37, 39, 41, 43, 45, 47 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1900
Original Use	Houses
Description	Terrace of eight two-bay two-storey brick-built houses c.1900 with two-storey hip roofed breakfront, stone dressings and associated railings and gates. Note: No. 37 and 39 are simpler / older (c.1890) with single-storey canted bays.
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH122
Legal Status	Protected through inclusion in the DeCourcy Square Prospect Square Architectural Conservation Area
Location	DeCourcy Square West, Glasnevin, Dublin 9
Date of Construction	c.1905
Original Use	Houses
Description	Terrace of two-bay two-storey brick-built houses with granite lintels and concrete keystones over recessed porches with cast iron railings and gates on concrete plinths
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	


Identification No.	CBC0304BTH123
Legal Status	Protected through inclusion in the DeCourcy Square Prospect Square Architectural Conservation Area
Location	DeCourcy Square South, Glasnevin, Dublin 9
Date of Construction	c.1880
Original Use	Houses
Description	Terrace of houses, single storey to the front and two-storey to the rear, red brick with yellow brick detailing, decorative door-cases and sash windows. Cast iron railings on granite plinths.
Significance Rating	Regional
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural, Artistic, Social
Sensitivity	Medium
Photographs	





Identification No.	CBC0304BTH108
Legal Status	Not protected or included on any existing inventories
Location	St. Vincent's Terrace, 23, 25, 27, 29, 31 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of five two-storey two-bay brick-built houses c.1890 with single-storey bay windows and associated walls, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH109
Legal Status	Not protected or included on any existing inventories
Location	West View 16, 18, 20, 22 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of four two-storey two-bay brick-built houses with associated front gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH110
Legal Status	Not protected or included on any existing inventories
Location	35, 37, 39, 41, 43 Prospect Avenue, Glasnevin, Dublin 9
Date of Construction	c.1890
Original Use	Houses
Description	Terrace of two-bay single-storey cottages c.1890
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH111
Legal Status	Not protected or included on any existing inventories
Location	30, 32 Prospect Avenue, Glasnevin, Dublin 9
Date of Construction	c.1820
Original Use	Houses
Description	Terraced three-bay two-storey houses c.1820
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH112
Legal Status	Not protected or included on any existing inventories
Location	Juvena Terrace 11, 13, 15, 17, 19 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1900
Original Use	Houses
Description	Terrace of five two-storey two-bay brick-built houses c.1900 with two-storey bay windows and associated walls, gates and railings
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH113
Legal Status	Not protected or included on any existing inventories
Location	1 Prospect Avenue, Glasnevin, Dublin 9
Date of Construction	c.1820
Original Use	Shop
Description	Detached commercial building c.1820 (probably re-built) with outbuildings to the rear of No. 3 and 5
Significance Rating	Local
Historical Map References	1837 OS, Griffith's Valuation maps, 1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH114
Legal Status	Not protected or included on any existing inventories
Location	1, 3, 5, 7 Finglas Road, Glasnevin, Dublin 11
Date of Construction	c.1900
Original Use	Commercial Buildings
Description	Terrace of two-storey commercial buildings with modern shopfronts c.1900 Site of Smithy at No. 5 included on DCIHR
Significance Rating	Local
Historical Map References	1907 and 1930s Cassini maps
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

## 2.8 Street Furniture


### 2.8.1 Post Boxes

#### Section: Ballymun Road from St. Margaret's Road to Griffith Avenue


Identification No.	CBC0304PB001
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	Post-box, At 82 Ballymun Road R108, Dublin 9.
Date of Construction	c.1980
Description	Cast-iron pillar post box, replica c.1980.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	




**Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner**


Identification No.	CBC0304PB005
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, At the entrance to Convent of the Holy Faith (NIAH 50130052), Glasnevin Hill, Dublin 9
Date of Construction	c.1890, altered c.1930
Description	Wall-mounted cast-iron post box, with P7T emblem on the base (door) It is in a position that corresponds to a letter box shown on the 1907 OS maps. The door is marked P7T, suggesting it postdates the map since this mark was only introduced in 1924. It is possible that only the door was replaced, and the box itself is older.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	

Identification No.	CBC0304PB002
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, at 123 Botanic Road, at the junction of Botanic and St. Mobhi Roads
Date of Construction	c.1879, relocated from its original position
Description	Cast-iron pillar post box, possibly relocated from the corner of Marguerite and Botanic Road where a box is marked on the 1907 OS. Marked POST OFFICE on the door with maker's mark on the base.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0304PB003
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, At 5 Botanic Road, Dublin 9
Date of Construction	c.1980
Description	Cast-iron pillar post box, replica c.1980.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	

**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**

Identification No.	CBC0304PB004
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, At 108 Phibsborough Road, Dublin 7
Date of Construction	c.1980
Description	Cast-iron pillar post box, replica c.1980.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0304PB006
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, At 32 Phibsborough Road, Dublin 7
Date of Construction	c.1905
Description	Freestanding cast-iron post box, c.1905, with 'ER VII' monogram. Manufactured by McDowell Stevens and Co. Ltd., London and Glasgow.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


#### Section: Constitution Hill and Church Street to Arran Quay

Identification No.	CBC0304PB007
Additional Identifiers	n/a
Legal Status	Not protected or included on any existing inventories
Location	post box, at Capuchin Day Centre, Church Street, Dublin 7
Date of Construction	c.1980
Description	Cast-iron pillar post box, replica c.1980.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social, Technical
Sensitivity	Medium
Photographs	


## 2.8.2 Lamp Posts


### Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

Identification No.	CBC0304LP001
Legal Status	Not protected or included in any existing inventories
Location	At junction of R102 Griffith Avenue with R108 St. Mobhi Road, Glasnevin, Dublin 9
Date of Construction	c.1930
Description	Fluted cast iron bases to the lamp posts along R102 Griffith Avenue – replacement modern heads
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	


Identification No.	CBC0304LP002
Legal Status	Not protected or included in any existing inventories
Location	St. Mobhi Road, Glasnevin, Dublin 9
Date of Construction	c.1930
Description	Some surviving concrete bases to the lampposts on R108 St. Mobhi Road, replacement modern heads
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	





Identification No.	CBC0304LP003
Legal Status	Not protected or included in any existing inventories
Location	At junction of R108 St. Mobhi Road and St. Mobhi Boithrin, Glasnevin, Dublin 9
Date of Construction	c.1930
Description	Fluted cast-iron base with Dublin city insignia, Leaning L-shaped neck and replacement modern head
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	

Identification No.	CBC0304LP004
Legal Status	Not protected or included in any existing inventories
Location	St. Mobhi Drive, Dublin 9
Date of Construction	c.1930
Description	Five 4.5m cast iron lamp standards with fluted bases, Leaning L-shaped necks, and Dublin City Insignia on the doors. They line St. Mobhi Drive, with four on the north side and only one surviving on the south side of the road.
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	


**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


Identification No.	CBC0304LP005
Legal Status	Not protected or included in any existing inventories
Location	At the entrance to the Botanic Gardens, Glasnevin, Dublin 9
Date of Construction	c.1910
Description	Three no. 9m lamp standards Rathmines Urban District Council (UDC) type, possibly reproductions which were commonly in use in Dublin City since c.1950
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	

Identification No.	CBC0304LP006, CBC0304LP007, CBC0304LP008
Legal Status	Not protected or included in any existing inventories
Location	Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1900
Description	9m cast iron lamp standards in poor condition. Fluted cast-iron base, some with replacement doors and all with replacement heads. These are adapted tram standards
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	


Identification No.	CBC0304LP009
Legal Status	Not protected or included in any existing inventories
Location	Hart's Corner, Botanic Road, Glasnevin, Dublin 9
Date of Construction	c.1910
Description	Moulded cast-iron base with Dublin city insignia, free-standing traditional style lantern
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	

**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


Identification No.	CBC0304LP010, CBC0304LP012,
Legal Status	Not protected or included in any existing inventories
Location	At 3 Prospect Road, Glasnevin, Dublin 9
Date of Construction	At junction of R108 Phibsborough Road, and Leinster Street North c.1910
Description	9m cast iron lamp standard in poor condition. Fluted cast-iron base and shaft with replacement head. These are adapted tram standards
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	


Identification No.	CBC0304LP011, CBC0304LP013 and CBC0304LP014		
Legal Status	Not protected or included in any existing inventories		
Location	Leinster Street North, Munster Street and Royce Road, Dublin 7		
Date of Construction	c.1890		
Description	4.5m lamp standards, typically found in the outer suburbs of Dublin developed in the Late Victorian and Edwardian eras. Fluted cast-iron base and neck, with Dublin city insignia on the door, maker's mark on the base and ladder support bars, with a leaning L-shaped neck		
Significance Rating	Regional		
Categories of Special Interest	Technical		
Sensitivity	Medium		
Photographs			


#### Section: Constitution Hill and Church Street to Arran Quay


Identification No.	CBC0304LP015		
Legal Status	Not protected or included in any existing inventories		
Location	Temple Cottages, Dublin 7		
Date of Construction	c.1890		
Description	Fluted cast-iron base with Dublin city insignia, replacement neck and head		
Significance Rating	Regional		
Categories of Special Interest	Technical		
Sensitivity	Medium		
Photographs			



Identification No.	CBC0304LP016		
Legal Status	Not protected or included in any existing inventories		
Location	At junction of Linenhall Terrace and Coleraine Street, Dublin 7		
Date of Construction	c.1890		
Description	4.5m lamp standard along with a fluted cast-iron base and neck, with Dublin city insignia on the door, maker's mark on the base and ladder support bars, with a leaning L-shaped neck		
Significance Rating	Regional		
Categories of Special Interest	Technical		
Sensitivity	Medium		
Photographs			

Identification No.	CBC0304LP020		
Legal Status	Not protected or included in any existing inventories		
Location	Charles Street West, Dublin 7		
Date of Construction	c.1890		
Description	3no. 4.5m lamp standards along the west side of Charles Street West, with fluted cast-iron base and neck, with Dublin city insignia on the door, maker's mark on the base and ladder support bars, with a leaning L-shaped neck		
Significance Rating	Regional		
Categories of Special Interest	Technical		
Sensitivity	Medium		
Photographs			

Identification No.	CBC0304LP017
Legal Status	Not protected or included in any existing inventories
Location	R148 Arran Quay, R148 Inns Quay, Dublin 7
Date of Construction	c.1905
Description	Lamp standards lining the river, Rathmines UDC type
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	


Identification No.	CBC0304LP018
Legal Status	Not protected or included in any existing inventories
Location	Ormond Square, near junction with Chancery Street, Dublin 7
Date of Construction	c.1890
Description	Cast iron lamp stand with S-bend neck and shamrock motif Also, similar lamps attached to the elevations of No. 13, 8 and 7
Significance Rating	Regional
Categories of Special Interest	Technical
Sensitivity	Medium
Photographs	

**Section: Finglas Road from Wellmount Road to Ballyboggan Road**


Identification No.	CBC0304LP019
Legal Status	Not protected or included in any existing inventories
Location	Main Street Finglas / R135 Finglas Road, Dublin 11
Description	Free-standing cast-iron base on traffic island near pump
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	

**2.8.3 Statuary and Miscellaneous Street Furniture**


**Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner**

Identification No.	CBC0304BTH116
Legal Status	Not protected or included in any existing inventories. See also 94 Botanic Road (CBC0304BTH041) and Surface treatment (CBC0304BTH042)
Location	94 Botanic Road, St Theresa's Road
Date of Construction	1890
Description	Jostle stone/Bollard- granite Bollard at the corner of No. 94, with more along the side wall of the house
Significance Rating	Local
Categories of Special Interest	Architectural, Technical
Sensitivity	Low
Photographs	


**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**


Identification No.	CBC0304BTH106
Legal Status	Not protected or included in any existing inventories
Location	Blaquiere Bridge, North Circular Road, Dublin 7
Date of Construction	1820
Description	Sign post c.1820 - Inns Quay Ward Round headed granite boundary stone with painted cast iron plaque.
Significance Rating	Regional
Categories of Special Interest	Artistic, Social
Sensitivity	Medium
Photographs	

**Section: Constitution Hill and Church Street to Arran Quay**


Identification No.	CBC0304BTH120
Legal Status	Not protected or included in any existing inventories
Location	Junction Cuckoo Lane, Anne Street North, Dublin 7
Date of Construction	
Description	Bollards - Granite bollards (posts) along the south side of Cuckoo Lane
Significance Rating	Regional
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	




Identification No.	CBC0304BTH121
Legal Status	Within the curtilage of the Fruit and Vegetable Market DCC RPS 5069
Location	St Michan Street, Dublin 7
Date of Construction	c.1900
Description	Cast iron bollards along both sides of the road from different periods, the ones marking the entrances to the market building appear to be historic
Significance Rating	Regional
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	



Identification No.	CBC0304BTH124
Additional Identifiers	NIAH 50070503
Legal Status	The sign posts are at Fr Matthew Bridge, formerly Ostmans Bridge, which is a Recorded Monument, DU018-020042.
Location	Fr. Matthew Bridge, Church Street / R148 Inns Quay Junction, Dublin 7
Date of Construction	c.1820
Original Use	Boundary Markers
Description	Pair of round-headed granite boundary markers – 'Inns Quay' and 'Arran Quay', erected c.1820
Significance Rating	Regional (NIAH)
Categories of Special Interest	Artistic, Social
Sensitivity	Medium
Photographs	

**Section: Finglas Road from Wellmount Road to Ballyboggan Road**

Identification No.	CBC0304BTH099
Legal Status	Not protected or included in any existing inventories
Location	Main Street Finglas / R135 Finglas Road, Dublin 11
Date of Construction	c.1925
Description	Freestanding cast iron water pump c.1925 with granite trough comprising banded cylindrical shaft with moulded necking, cylindrical head having spout, curvilinear 'cow tail' handle having ball finial, and moulded domed capping having finial.
Significance Rating	Regional
Categories of Special Interest	Artistic, Technical, Social
Sensitivity	Medium
Photographs	


## 2.8.4 Paving and Surface Treatments


Feature	Narrow granite kerbs	
Legal Status	Not protected or included in any existing inventories	
Description	Associated with terraced suburban housing built in the late Victorian and Edwardian eras (1870-1910). Occasionally there are surviving setts lining the gutters. Wherever there are granite kerbs, there is a possibility that subsurface setts survive.	
Significance Rating	Local	
Sensitivity	Low	
Location	Generally found at junctions and more common on side streets than on the principal route.	
Section	ID	Location
St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner	CBC0304BTH031	At junction of R108 Botanic Road and Botanic Villas, on south side of Botanic Villas
	CBC0304BTH035	At junction of Fairfield Road and R108 Botanic Road, both sides of Fairfield Road
	CBC0304BTH042	At junction of St. Theresa Road / Marguerite Road and R108 Botanic Road, setts on north side of St. Theresa Road and granite kerbs on the north footpath of Marguerite Road
	CBC0304BTH049	At junction of Iona Road and R108 Botanic Road, on north side of Iona Road
	CBC0304BTH051	At junction of Lindsay Road and R108 Botanic Road, triple row of stone setts and granite kerbing lining the footpath
	CBC0304BTH059	At junction of R108 Phibsborough Road, Leinster Street North, lining the footpath of Leinster Street North
	CBC0304BTH060	At junction of R108 Phibsborough Road, Enniskerry Road, lining the footpath of Enniskerry Road
	CBC0304BTH076	At junction of R108 Phibsborough Road, Phibsborough, triple row of stone setts lining the edge of the road
	CBC0304BTH081	Geraldine Street / Royal Canal Bank, granite kerbs lining the footpaths
	CBC0304BTH082	Royal Canal Bank, and junctions of Royal Canal Bank and Kelly's Lane, lining the footpaths with setts on Kelly's Lane
Prospect Road, Phibsborough Road from Hart's Corner to Western Way	CBC0304BTH087	Broadstone Park at Temple Cottages, setts along the carriageway
	CBC0304BTH107	Junction of R135 Finglas Road and St. Philomena's Road, Granite kerbs lining footpath
Photographs		

Feature	Narrow granite kerbs	
Legal Status	Not protected or included in any existing inventories	
Description	Narrow granite kerbs, occasionally with surviving setts lining the gutters.	
Significance Rating	Local	
Sensitivity	Low	
Location	Along principal routes and at junctions	
Section	ID	Location
St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner	CBC0304BTH009	Claremont Avenue, R108 Ballymun Road, lining the Claremont Avenue
	CBC0304BTH015	R108 Ballymun Road (near junction with Old Finglas Road), lining the east side of the road
	CBC0304BTH026	R108 Botanic Road (south of the entrance to the Botanic Garden), both sides of the road with some modern replacements along R108 Botanic Road
	CBC0304BTH053	Railway Bridge over Grand Canal Dock to Newbridge line, Prospect Road, lining the footpath (east side only).
	CBC0304BTH065	At junction of R108 Phibsborough Road, R101 North Circular Road, lining the east side of the road
Prospect Road, Phibsborough Road from Hart's Corner to Western Way	CBC0304BTH070	In front of 363-377 North Circular Road (NIAH 50060390 - 50060391 )
	CBC0304BTH080	Royal Canal Terrace, R108 Phibsborough Road, lining the footpaths in front of the terrace and to the west side of R135 Phibsborough Road (north end only)
	CBC0304BTH085	Royal Canal Bank, at Western Way / Broadstone Hall end, to the west side of the road
	CBC0304BTH089	R108 Constitution Hill, two areas of granite kerbs lining the footpath, those at the junction of Western Way are historic kerbs which have been taken up and re-used within the modern paving design, there are also historic granite kerbs in front of the gate house and extending in front of Coleraine House and along Coleraine Street
	CBC0304BTH093	Junction of R132 Church Street and Hammond Lane, around the junction and lining the footpaths on Hammond Lane
Photographs		
		





**Section: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner**

Identification No.	CBC0304BTH126
Legal Status	At an entrance to a protected structure: DCC RPS 477
Location	12 Ballymun Road, Dublin 9
Description	Setts to the entrance-way, crudely altered and partially covered in tarmacadam.
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	


Identification No.	CBC0304BTH071
Legal Status	At an entrance to a protected structure: DCC RPS 6736
Location	165 Phibsborough Road, Dublin 7
Description	Setts to the entrance-way with granite kerbs lining the footpaths
Significance Rating	Regional
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

**Section: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**

Identification No.	CBC0304BTH078
Legal Status	At an entrance to a protected structure: DCC RPS 6724
Location	At the entrance to CIE Mechanical Engineering / Roads Department building, R108 Phibsborough Road
Description	Narrow granite kerbs lining the footpaths
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH079
Legal Status	At the side of a protected structure (DCC RPS 6740) and at a vehicular entrance to a structure included in the NIAH 50070385
Location	Across the entrance to 227 Phibsborough Road
Description	Setts
Significance Rating	Regional
Categories of Special Interest	Architectural
Sensitivity	Medium
Photographs	

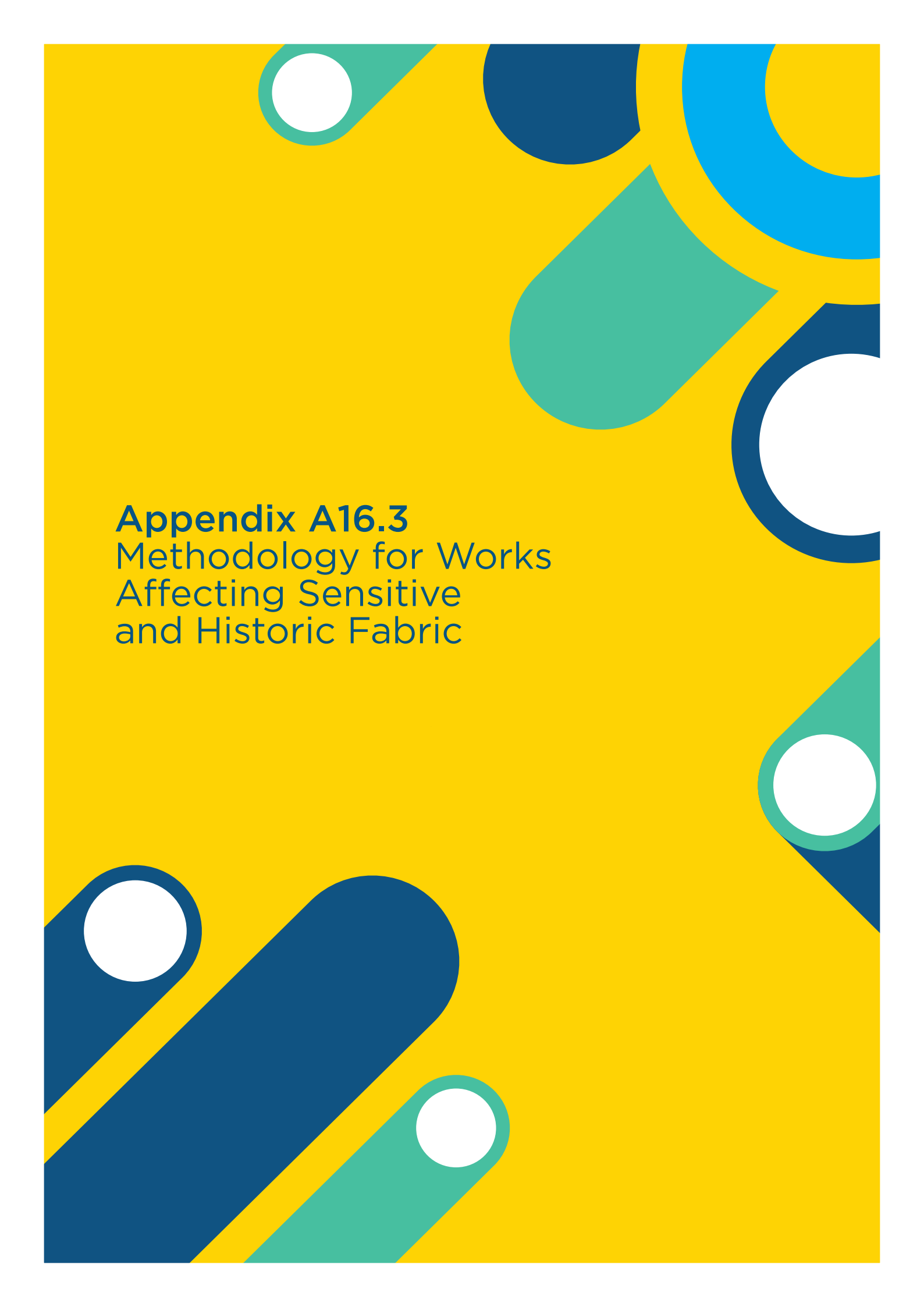
**Section: Constitution Hill and Church Street to Arran Quay**

Identification No.	CBC0304BTH118
Legal Status	Not protected or included in any existing inventories
Location	Junction May Lane and Church Street, Dublin 7
Description	Setts across May Lane, recently sensitively repaired and in good condition
Significance Rating	Regional
Categories of Special Interest	Architectural, Technical
Sensitivity	Medium
Photographs	

Identification No.	CBC0304BTH119
Legal Status	Not protected or included in any existing inventories
Location	Junction Chancery Street and Church Street, Dublin 7
Description	Historic and modern surface treatments recently repaired and altered to accommodate the LUAS tracks
Significance Rating	Local
Categories of Special Interest	Technical
Sensitivity	Low
Photographs	

Identification No.	CBC0304BTH097, CBC0304BTH098
Legal Status	Not protected or included in any existing inventories
Location	Anne Street
Description	Granite kerb-stones lining the footpath of Balls Lane at the junction of Anne Street North, Balls Lane and setts on the road at the junction of Anne Street North and Cuckoo Lane
Significance Rating	Local
Categories of Special Interest	Architectural
Sensitivity	Low
Photographs	





## **Appendix A16.3**

### Methodology for Works Affecting Sensitive and Historic Fabric

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

#### **3.1 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 2011a, 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 2011a, 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 (McLoughlin, 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 2011a, 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).

##### **3.1.1 General Principles**

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 ICOMOS Venice Charter (ICOMOS 1964) and Burra Charter produced by ICOMOS Australia in 1979 and amended in 1981, 1988, 1999 and 2013 (Australia/ICOMOS 2013). The Contractor will also adhere to the conservation principles set out in the Department of Arts Heritage the Gaeltacht's '*Architectural Heritage Protection Guidelines for Planning Authorities* (DAHG 2011a) 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 2011a, 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* (McLoughlin, 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 2011a).
- 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.

### **3.1.2 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 (McLoughlin, DAHG 2015, DELG 2002). Consultation has been carried out with both Dublin City Council and South Dublin County Council, and with the Development Applications Unit of the Department of Culture, Heritage and the Gaeltacht.

### **3.1.3 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.

## **3.2 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, that are located along the Proposed Scheme, will not be directly impacted by it.

There are a few exceptions, however. These include works to boundary treatments, the relocation of existing lamp posts and the possible relocation of heritage post boxes.

### **3.2.1 Protection During Works**

Some architectural heritage features will require protection during the course of works, where works are proposed in close proximity to them.

Where works are proposed adjacent to the historic features there is a risk of damage. The fabric will be recorded in position, protected and monitored for the duration of the works. Protection during the course of works will include cordoning off or the provision of protective wrapping or temporary hoardings, or boxing off as appropriate. More specific protections are outlined in the relevant sections of this methodology.

### **3.3 Boundary Treatments**

Boundary treatments of protected and other historic structures often make an important contribution to the quality and character of the associated building and can also contribute to the character of other protected and unprotected historic structures in the same area or street (DAHG 2011a, 13.4.1, 13.3.2 e).

Boundary treatments include rubble, brick or rendered boundary walls, metal or timber railings on stone, brick plinth or concrete plinth walls, gate piers of iron, brick, ashlar or rubble and gates of iron or timber (DAHG 2011a, 13.4.1). They may also other ironwork details in addition to railings, such as gates, gate posts and corner posts, finials, bell pulls, lamp holders, lamp posts, and fencing (DAHG 2011a, 13.4.1). A rich variety of boundary treatments were identified in the course of field inspections.

In designing the Proposed Scheme, the Engineers have sought to avoid direct impact on historic boundary treatments where possible through a range of alternative engineering and design solutions including the use of bus gates, avoiding, or relocating land takes to less sensitive locations and minimizing changes to the proposed scheme alignment to avoid direct or indirect impacts to architectural heritage features which are located along the Proposed Scheme. There are locations where an impact has been unavoidable however.

#### **3.3.1 Rubble boundary walls**

Both coursed and uncoursed rubble boundary walls were identified, some consisting of granite or limestone whilst others were a mix of granite, limestone and brick. With both coursed and uncoursed rubble walls, the width and height of the wall and drawings and sections prepared. Where rubble coursing is evident the height of the courses and spacing between the joints is to be recorded in detail. A sample of the mortar is to be taken. The wall is then to be taken down and the rubble stored in a secure location for reuse. A lime mortar based on the samples taken is to be prepared and the wall is to be reconstructed on the new alignment as per the survey drawing.

#### **3.3.2 Coursed Boundary Walls**

Various types of stone coursing were identified including dressed, ashlar, Snecked and polygonal or cyclopean coursing. The dimensions of the wall are to be recorded in detail on a drawing including any piers, panels, plinths, and capping treatments. The coursing is also to be noted in detail with the component parts labelled individually and numbered on a drawing. A samples of pointing and render are to be taken. The wall is to be carefully taken down and the stone and other materials boxed and stored in a secure location for reuse. A lime mortar based on the samples taken is to be prepared and the wall is to be reconstructed on the new alignment as per the survey drawing.

#### **3.3.3 Brick boundary Walls**

The type of coursing is to be recorded along with the spacing of joints and courses. The capping treatment, piers and plinths is also to be recorded. The spacing of piers, panels, plinths and capping is to be noted on a drawing and the constituent parts such as stone caps labelled prior to being taken down. Samples of the render and pointing are to be taken for replication. The wall is to be carefully taken down and the component parts boxed and stored in secure location for reinstatement. A lime mortar based on the samples taken is to be prepared and the wall is to be reconstructed on the new alignment as per the survey drawing.

#### **3.3.4 Plinths and Railings**

Where removal and reinstatement of a boundary treatment is unavoidable, the section of wall and railing which will be impacted by the Proposed Scheme is to be recorded in detail and the elements numbered on a drawing and labelled before being carefully taken down. Samples of the pointing are to be taken. A lime mortar based on the samples taken is to be prepared and the wall is to be reconstructed on the new alignment as per the survey drawing. An example is the Luas Cross City Works. In December of 2014 a section of historic railings and gates were carefully removed from the perimeter of the Rotunda Hospital on Parnell Street during the works before being reinstated.

#### **3.3.5 Gate Piers**

The dimensions of gate piers ate to be recorded in detail on a drawing including capping, finials, plinths, recessed panels and signage. Where rendered a sample of the render is to be taken. Where of coursed stone or brick the



coursing is to be noted in detail with the component parts labelled individually and numbered on a drawing. A samples of pointing is also to be taken. Any fixtures such as lamps or iron hinges should also be recorded. The wall is to be carefully taken down and the stone and other materials boxed and stored in a secure location for reuse. A lime mortar based on the samples taken is to be prepared and the wall is to be reconstructed on the new alignment as per the survey drawing.

### **3.3.6 Gates and Railings**

Gates and railings are to be carefully recorded and labelled prior to their being taken down and stored in a secure location. Conservation and repair works are to be carried out as necessary to facilitate their reinstatement.

## **3.4 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 to the identity of Dublin, particularly the City Centre (DAHG 2011a, 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.

### **3.4.1 General**

#### **3.4.1.1 Survey**

The identified historic ground surface treatments 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. Records shall be filed in a systematic way for reference and archival purposes..

#### **3.4.1.2 Protection During Works**

There is potential for damage of granite pavements and kerb stones 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.

#### **3.4.1.3 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.

#### **3.4.1.4 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.

#### **3.4.1.5 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 kerb stones 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.

#### **3.4.1.6 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 kerb stones 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 2011a, 13.4.17).

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

Where historic paving is intact and lifting is required, paving slabs and kerb stones 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 kerb stones 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.

#### **3.4.1.8 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 2011a, 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.

#### **3.4.2 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 (McLoughlin, 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, McLoughlin, 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 (McLoughlin, DAHG 2015). Setts vary in size depending on the source of the material (McLoughlin, 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.

### **3.4.2.1 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.

### **3.4.2.2 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 (McLoughlin, DAHG 2015) when relaying historic cobbles and stone sets.

### **3.4.3 Grates, Pavement Lights, Coal Holes and Other Iron Fixtures**

Pavement lights are usually glazed cast iron grids, often bordered by granite paving slabs and located to the front of commercial premises (DELG 2002). They provided light to the cellars or basements below. Those in front of commercial premises contained an iron grate of hatch so that beet or other supplies could be delivered in to the basement below. The paving stones adjacent to cellar openings of pubs are vulnerable to damage by heavy lorries or by loaded beer barrels hitting the pavement when deliveries are made and in consequence may be cracked whilst the lights themselves are often missing glass (DELG 2002).

Coal holes are to be found in the pavement to the front of 18<sup>th</sup> and 19<sup>th</sup> century terraced buildings, both commercial and residential. Coal was delivered through coal holes into a cellar below the pavement which served as a fuel store for the household. Though many have been replaced with standard concrete or steel covers, surviving coalhole covers are quite varied in design and individual in character, and the craft of the iron founder complemented that of the stone cutter, creating interest and adding to the general quality of the streetscape (DELG 2002). In many cases the dressed granite paving slabs into which coalhole covers were inserted remain (DELG 2002).

Surviving tramlines and rails, mooring rings or mooring hooks were identified along North Wall Quay, Custom House Quay and Sir John Rogerson's Quay along with cast and wrought iron winches erected c.1830 to either



side of south lock to George's Dock. Pavement lights were identified in front of 81 North Wall Quay and 14 City Quay.

Particular care shall be taken to ensure the protection of these items of historic iron street furniture and paving during the course of works to prevent accidental damage (DAHG 2011a, 14.4.4). These elements shall be sheltered from damage for the duration of the site works either through the use of protective covers, wrappings, or padding, through cordoning off or boxing off.

Where removal is required, pavement lights, grates, coal holes and their stone surrounds shall be recorded in position as should surviving tram lines, associated sets, winches and moor rings. As with historic stone kerbs, paving and sets, they shall only be lifted by an experienced contractor and will be removed to safe storage ahead of repair and reinstatement in the new position or new alignment within the same street (DAHG 2011a). An inventory of all stored items shall be kept including details of the original location of the feature

The edges of cellar openings shall be protected and repaired when necessary. Sometimes there may be only partial survival of the stones that originally framed the perimeter of a pavement basement light or cellar access hatch. Repairs to pavement lights shall be carried out as necessary. Where repaving is proposed, the opportunity shall be taken to restore the complete perimeter in stone in order to re-establish the meaning and coherence of the surviving elements. Missing glasses shall be replaced. Ironwork shall be cleaned only where necessary.

### **3.5 Statues and Other Street Furniture**

Where they are to be retained in situ, the identified items of street furniture shall be recorded in position and protected for the duration of the works through the use of protective covers, wrappings, or padding, through cordoning off or boxing off as recommended by the Department's Guidelines (DAHG 2011a, 14.4.4). In situ cleaning, repairs and painting may be carried out if necessary.

Where removal or relocation is required, items of statuary or street furniture shall be recorded in further detail, particularly sculptures which often have a supporting plinth or are composed of multiple component parts. It will be necessary to record these in detail and to number or label the individual component parts prior to dismantling or taking down to ensure the accurate reinstatement of the statue or item of street furniture later on. Detailed inspections are to include pre-work surveys including laser scanning and detailed examinations of the condition of the bronze and stone statues and surrounding stone plinths by a team of specialists in conservation, historic stonework and bronze as appropriate.

The statues, sculptures, etc. shall be reinstated in the designated position following conservation and repair works.

### **3.6 Post Boxes**

Historic cast iron post boxes and wall boxes are not just of historical and technical interest, they also remain in active use by the community, therefore their removal has to be avoided where possible (DAHG 2011a, 14.4.2). 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 2011a, 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 2011a,13.4.7). The method of paint-stripping should be appropriate for cast ironwork (DAHG 2011a,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 2011a, 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.

### **3.7 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 2011a, 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 2011a,13.4.7). The method of paint-stripping shall be appropriate for cast ironwork (DAHG 2011a,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 2011a, 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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