

The background is a vibrant yellow. It features several abstract shapes in shades of blue and teal. In the top right, there are overlapping circles and teardrop shapes. In the bottom left, there are elongated, rounded rectangular shapes. Each of these shapes contains a white circle. The overall aesthetic is modern and geometric.

## Appendix A16.1

### Historical Background

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

### **1.1 Introduction**

An historic background of the study area is provided in Chapter 15 (Archaeological and Cultural Heritage), with an introduction to the architectural history given in Section 16.3 of Chapter 16 (Architectural Heritage)

Cartographic analysis is provided in Section A.16.1.2 with a detailed background of Street Furniture and Surfacing given in Section A.16.1.3.

## 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, pre-Ordnance survey, Ordnance survey and valuation maps were consulted and compared to modern and historic aerial and other photographs. The findings are outlined in the following sections.

### 1.2.1 Pre-Ordnance Survey Maps

The following pre-Ordnance Survey maps were consulted:

- John Speed's Map of the Province of Leinster (1610).
- William Petty's Down Survey maps of the County of Dublin (1655–56).
- Bernard de Gomme's The City and Suburbs of Dublin from Kilmainham to Ringsend (1673)
- Thomas Dineley's Map of Dublin (1681)
- Thomas Phillips' 'Exact survey of the City of Dublin and part of the Harbour (1685)
- Charles Brooking's 'Map of the City and Suburbs of Dublin (1728)
- John Rocque's Map of the City of Dublin (1756)
- John Rocque's 'An actual survey of the County of Dublin' (1760).
- John Rocque and Bernard Scale's Map of the City of Dublin (1773).
- Robert Pool and John Cash's A plan of Dublin (1780) Printed in Pool and Cash's Views of the most remarkable public buildings, monuments, and other edifices in the city of Dublin
- Samuel Byron's 'A Plan of Dublin' (1782) printed for William Wilson in the gentleman's and citizen's almanack
- William Faden's 'A Plan of the City of Dublin (1797)
- Thomas Campbell 'City of Dublin (1811)
- John Taylor's 'Map of the environs of Dublin, extending 10 to 14 miles from the Castle' (1816).
- William Duncan's 'Map of the County of Dublin' (1821).
- Cooke's 'Royal Map of Dublin,' (1822)
- London Illustrated News, 'City of Dublin' (1846)

Of the pre-Ordnance Survey Maps, John Rocque's maps of 1756 and 1760 provide the most detailed view of the study area. 'An Accurate Survey of the City and Suburbs of Dublin' shows that the entire study area was outside the built-up urban form in the mid-eighteenth century. The Malahide Road is shown with settlements marked Marino, Donnycarney, Artane, Coolock and Newtown. The Santry and Wad Rivers are prominent features in the open countryside and two churches in ruins are marked: St John's Church (DU015-076001) on the east side of Coolock Bridge; and Artane Chapel (DU014-073001) at Artane.

Taylor's Map of 1816 shows only as far as Donnycarney and confirms the construction of Marino Crescent (DCC RPS 4893-4915) and the Casino Marino (DU018-144) in Marino Demesne in the late eighteenth century. Mount Temple (NIAH 2428) is marked and Donnycarney is shown as a linear roadside settlement with a school.

Duncan's Map was drawn prior to the construction of the Great Northern Railway line which saw the expansion of the city to Ballybough and later facilitated the development of Fairview Park. As before, Marino Demesne, with Temple was noted, and Marino Crescent and Mount Temple feature. Scurlog's Bridge is marked, crossing the River Wad at Donnycarney. Artane is marked at the meeting point of Skelly's Lane and Malahide Road, a small, linear roadside settlement. Beyond Artane, Mount Dillon and Annville are marked to the east side of Malahide Road.

## 1.2.2 Ordinance 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)
- The 25-inch Ordnance Survey revision maps (surveyed 1907, published 1911).
- The 6-inch Ordnance Survey Cassini map (surveyed 1944, published 1953. Ringsend published 1961).

Comparing the six-inch Ordnance Survey maps, generally surveyed c.1837 with Griffith's Valuation maps and the 25-inch map series c.1907, shows that limited additional development occurred in the study area through the nineteenth century with some expansion of the urban form through terraced housing as far as Charlemont Terrace (CBC0001BTH023) and to the west along Charlemont Road. No significant expansion of Donnycarney, Artane or Coolock villages are recorded through the nineteenth century. A small group of cottages, labelled Alley Cottages (CBC0001BTH017) is shown at the Collins Road junction, and Mount Dillon Cottages (CBC0001BTH010) were built (to the north of Artane Roundabout). Changes were evident on the Marino demesne with the establishment of a Christian Brother's School (DCC RPS 2735) at the former entrance on Fairview Strand, and the construction of the O'Brien Institute (DCC RPS 4857) and St. Mary's College, though Marino House had yet to be demolished. The Artane Industrial School (DCC RPS 4860) saw substantial expansion through the latter part of the nineteenth century.

Only a small part of the study area, between Marino Park and Fairview Strand, is covered by the 1:1056 map series 1886-9. This map set marks the positions of lamp-posts and post boxes, as well as showing kerb line details, front boundary walls, railings and steps.

Major changes took place in the early twentieth century and are recorded on the Cassini six-inch map series. These included the demolition of Marino House and the construction of the Garden Suburb. The residential expansion of the city extended as far as Collins Avenue, with Donnycarney by this time, laid out in early suburban housing estates and the lands of Mount Temple also encroached upon by residential developments. Clontarf Golf Club had been established in Donnycarney House (NIAH 2429). Beyond Collins Avenue most of the rest of the mid-sized demesnes remained intact. The Artane Cottages had been extended to the north east (CBC0001BTH012) and Newtown Cottages was a small rural settlement, built just past Coolock Bridge. A number of additional school buildings were added on the former Marino demesne lands, fronting onto the newly laid out Griffith Avenue.

Comparing modern aerial photographs to the mid twentieth century and earlier historic maps, primarily show the rapid expansion of the suburbs within the study area, facilitated by the construction of new and the alteration of existing roads, and the breaking up of former designed landscapes to accommodate new sub-urban type residential, industrial and retail park developments.

## 1.2.3 Postal Services

Four post boxes of heritage value were identified in the study area CBC0001PB001-4. There are three post boxes marked on the 1907 Ordnance Survey map, with only one of the existing post boxes corresponding to the position of a letter box in 1907 (CBC001PB003).

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 Plymoth and Smith and Hawkes of Birmingham (Ferguson 2009). By the following year a few of the Birmingham boxes had been installed in Ireland including one at Dundrum. Smaller wall boxes, similar to the Smith and Hawkes models were also produced by the Cork based firm H & C Smith of the King Street Foundry from 1856 onward (Ferguson 2009). Most of the wall boxes produced in the late 19th century were made by W. T Allen of London (Ferguson 2009).

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

The identified heritage post boxes in the study area are all cast iron pillar box type. The pillar box to the north of the Artane Cottages, (CBC0001PB001), is of the type introduced from 1879, bearing the insignia of Edward VII c.1905. There is no historic map reference to a post box in this location, though a post office is marked opposite the junction with Kilmore Road and CBC001PB001 may have been relocated from in front of this building.

There is a post box shown in the position of CBC0001PB003, though the existing pillar box is of a later style, marked P7T. It is possible that the base of this box is older than the shaft, or that only the door of the older box was replaced. CBC001PB004 is of the same type as CBC001PB003 but is in a position unmarked on the 1907 map and was probably installed c.1940 to service the growing population of Marino.

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

### **1.2.4 Public Lighting**

Since the study area was largely rural until the rapid expansion of the Dublin suburbs in the latter half of the 20th century, there were few historic lamp standards, and even fewer of them survive today. The nine-meter tall 'Hammond Lane' type lamp standards lining Fairview Strand are of note CBC0001LP001, and there are modernist cast-iron lamp standards in Marino are of also of interest CBC0001BTH002-4. There is a bollard at the boundary of Clontarf Golf Club CBC0001BTH021, which may be the base of an early gas lamp.

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).

The 1889 Ordnance Maps cover the Malahide Road as far as the entrance to Donnycarney House (Clontarf Golf Club) and show seven lamps along that stretch, one in a position that corresponds to the surviving base at the boundary of the Golf Club. Given the date of the map, and the fact that there are no other features (hydrants, pumps, fountains etc.) in the vicinity of the surviving base, it is likely that it was the base of an early gas lamp, c.1850.

The 1889 map also shows seven lamps lining Fairview Strand, two of which are sited within the study area, one at the entrance to Marino Mart, which was at the time of the map, the entrance to Marino Demesne, and one on the traffic island at the junction of Fairview Strand and Malahide Road. Neither of these lamps survive.

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).

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).

The lamps that line Fairview Strand (CBC0001LP001) have pear bases and an acanthus leaf frieze, which is similar to tram standards seen elsewhere in the city (such as those along the Nelson's Pillar to Kingstown Tramway (Cornwall 2020b)), which were later adapted for use as light stands. This may be the origin of the fine standards that line Fairview Strand, which are complete with 'Hammond Lane' type straight-stem heads.

### **1.2.5 Paving and Surface Treatments**

Only one section of historic street surface was identified in the study area, which comprises granite sets at the entrance to Mount Temple DCC RPS 4856.

Historic paving includes stone paving, stone steps, cobbles or setts and kerbs. The use of stone to pave streets and trackways was common from medieval times, though the majority of historic paving found in Ireland today dates from the eighteenth century onwards (O'Connell 1975, DAHG 2015). 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 20th 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 tarmacadam 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 background is a vibrant yellow. It is decorated with several abstract, overlapping shapes in shades of blue and teal. These shapes include circles, teardrop-like forms, and elongated bars, some of which contain white circular cutouts. The overall aesthetic is modern and geometric.

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

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

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

The locations of the BTH sites are represented on the accompanying mapping (Image 16.1) and labelled using the Proposed Scheme name (CBC01) followed by the AH identification number (e.g. BTH2 is shown as CBC0001BTH002.).

### 1.1 Protected Structures

#### Section: Gracefield Road to Marino Mart / Fairview – Malahide Road

<b>Identification No.</b>	DCC RPS 4855
<b>Additional Identifiers</b>	NIAH 50030307, NIAH 2426 (See also Designed Landscapes)
<b>Legal Status</b>	A protected structure
<b>Location</b>	Mount Temple Gate Lodge, 128 Malahide Road, Dublin 3
<b>Date of Construction</b>	The main house was constructed in 1863 on the site of an older house (c.1790), opened as a school 1942
<b>Original Use</b>	Gate Lodge (vacant)
<b>Description</b>	Detached L-plan single-storey gate lodge, built c. 1865, having V-plan bay window with hipped roof to front (south-west) elevation, lean-to porch to south-east, and recent extension to north-west Granite step flanked by granite plinth walls providing access to driveway. Situated to interior of gateway and having square-plan rendered piers and flanking double-leaf steel gate, pedestrian entrances and curved rendered walls terminating in square-plan rendered piers.
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Historical, Artistic, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	DCC RPS 4852, 4853
<b>Additional Identifiers</b>	NIAH 50120093-4
<b>Legal Status</b>	Protected structures
<b>Location</b>	62 & 64 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1860
<b>Original Use</b>	Houses
<b>Description</b>	Pair of two-storey over basement two bay houses c.1870 with recessed side-entrance (altered to both houses) and associated walls, railings and gates (recently replaced) – modern building to the north in the original garden
<b>Significance Rating</b>	Regional (NIAH)

<b>Categories of Special Interest</b>	Architectural, Artistic
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	DCC RPS 4893-4915
<b>Additional Identifiers</b>	NIAH 50120097-121
<b>Legal Status</b>	Protected Structures
<b>Location</b>	1-25 Marino Crescent, Marino, Dublin 3
<b>Date of Construction</b>	c.1790
<b>Original Use</b>	Houses
<b>Description</b>	Crescent of three-storey-over-basement two-bay houses c.1790 with associated front gardens, gates and railings
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Historical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	DCC RPS 2735
<b>Additional Identifiers</b>	NIAH 50120086, NIAH 50120087
<b>Legal Status</b>	Protected structure
<b>Location</b>	St Joseph's CBS, Marino Mart, Fairview, Dublin 3
<b>Date of Construction</b>	1888 and 1955

<b>Original Use</b>	School
<b>Description</b>	Nine-bay two-storey religious institutional school building built c. 1890 with associated walls, gates and railings and detached two-storey H-plan secondary school, built 1957-8
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

## 1.2 Architectural Conservation Areas

<b>Identification</b>	Marino Casino ACA
<b>Additional Identifiers</b>	Marino Demesne NIAH 2412 Casino Marino - National Monument Number 302, RMP DU018-144, DCC RPS 4858 4857, NIAH 50130270
<b>Legal Status</b>	The Casino, Marino is a National Monument and a Protected Structure whose setting is protected within an Architectural Conservation Area
<b>Location</b>	Marino Demesne, Marino, Dublin 3, now demolished
<b>Date of Construction</b>	c.1760
<b>Description</b>	A house with an elaborate demesne landscape including parkland, woodland, drives, lodges, a number of garden structures including a temple now known as the Casino, Marino, formal gardens and naturalistic water features,
<b>Change and movement within the site</b>	The principal house was demolished c.1920 and the estate broken up for residential development with Griffith Avenue built across the southern part of the original demesne and Marino, an early suburb, in the garden city model, built on its south side. There are also a number of later institutional buildings within the historic demesne which are of architectural interest in their own right, including the O'Brien Institute (DCC RPS 4857), and St. Mary's College (NIAH 50130264) followed later by more housing on Casino Park, and institutional and educational buildings of Nazareth House and Ardscoil Rís. Some original Parkland survives, in state ownership, now associated with the Casino which is protected under the RPS and RMP and within the Casino Marino ACA. Main features substantially present – some loss of integrity
<b>Features associated with the designed landscape in the study area</b>	The majority of the designed landscape features including the Casino, and the site of Marino House, are outside the study area. The historic western demesne boundary followed the Malahide Road, A gate lodge at the entrance to the O'Brien Institute has been demolished. The original lodge for Marino House was at the junction of Malahide and Brian Roads.
<b>Surviving Features within the study area</b>	Parkland in front of the Casino and the O'Brien Institute at the junction of Malahide Road and Griffith Avenue.
<b>Significance Rating</b>	International
<b>Categories of Special Interest</b>	Architectural, Artistic, Historical, Social, Technical
<b>Sensitivity</b>	High
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Marino House.</p>

Photographs



## 1.3 National Inventory of Architectural Heritage (NIAH) Structures

### Section: Mayne River Avenue to Gracefield Road – Malahide Road

<b>Identification No.</b>	NIAH 501302221
<b>Additional Identifiers</b>	DU015-074 (Refer to Chapter 15 (Archaeological and Cultural Heritage))
<b>Legal Status</b>	Not protected but recognized through inclusion on the NIAH. There is a recorded monument in the grounds of the factory which is included on the RMP DU015-074 .
<b>Location</b>	Cadbury's Factory, Old Malahide Road, Oscar Traynor Road, Dublin 17
<b>Date of Construction</b>	c.1955
<b>Original Use</b>	Factory
<b>Description</b>	<p>Complex of buildings, built 1956-8 for Cadbury's chocolate factory, comprising detached E-plan multiple-bay single-storey factory building dated 1956 and having various accretions, and two detached multiple-bay four-storey administration blocks to south.</p> <p>Buildings set within grounds having lawns and trees, with tarmac roads and cast-iron bollards with chains; carpark to northeast. Vehicular entrance to east boundary with gate lodge having flat roof and brown brick walls, and gate piers with concrete coping and wrought-iron gates flanked by brick dwarf walls with concrete copings and wrought-iron railings continuing around site boundary (from NIAH).</p> <p>Note: the buildings are outside the study area but the curtilage and boundaries are inside it. The factory was built on the site of Moatfield house, the designed landscape of which is included in the NIAH Garden Survey Register Reference 2476. There is a mound or moat on the site, which is included in the RMP, See Chapter 15 (Archaeological and Cultural Heritage) for further information.</p>
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

### Section: Gracefield Road to Marino Mart / Fairview – Malahide Road

<b>Identification No.</b>	NIAH 50130252
<b>Legal Status</b>	Not protected but recognized through inclusion on the NIAH
<b>Location</b>	Our Lady of Consolation, Malahide Road, Dublin 5
<b>Date of Construction</b>	c.1965
<b>Original Use</b>	Church
<b>Description</b>	<p>Freestanding wedge-plan Catholic church, built 1966-9, with transepts to east and west, attached single-storey polygonal hall to west, attached side-chapel to east and single-storey sacristy abutting projecting chancel to south... approached through decorative double-leaf metal gate. Set back from road in corner plot at junction of Malahide Road and Collins Avenue East. Landscaped surrounds with grassed banks and trees, carpark to south and concrete perimeter paths.</p>
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Social, Technical
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	NIAH 50120063
<b>Legal Status</b>	Not protected but recognized through inclusion on the NIAH
<b>Location</b>	Marino Health Centre, 1A Griffith Avenue, Brian Road, Dublin 9
<b>Date of Construction</b>	c.1930
<b>Original Use</b>	Surgery
<b>Description</b>	Detached single-storey health centre with dormer attic, built c. 1930, facing east and having arrow-shaped plan. Comprises five-bay front block with three-bay breakfront, splayed three-bay returns to each end, and T-plan return to middle of rear having about four-bay long sides, top of 'T' being three-bay with single-bay ends.
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	NIAH 50120090
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	21-31 Marino Mart, St Aidan's Park Road, Dublin 3
<b>Date of Construction</b>	c.1925
<b>Original Use</b>	Commercial Buildings
<b>Description</b>	Corner-sited group of eleven two-storey retail outlets, mainly built 1925 (bank built 1928), arranged in two groups of four buildings to east and seven to south, having attic accommodation, central pediments to middle of each block, angled corner bay to southeast block and shopfronts to ground floor of both blocks; grouping is mirrored to west, with Marino College in between (from NIAH)
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Social

<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	NIAH 50120122
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	Electricity Sub-Station, Clontarf Road, Dublin 3
<b>Date of Construction</b>	c.1895
<b>Original Use</b>	Electricity Sub-Station
<b>Description</b>	Freestanding single-storey electrical sub-station built c. 1895, with single-bay short elevations to east and west and four-bay north and south elevations. Channelled rendered walls with cast-iron air vents and render pilasters over raised ashlar granite plinth course. Oculus at high level, carved lugged granite architraves (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	
<b>Identification No.</b>	NIAH 50120123
<b>Legal Status</b>	Marino Crescent Park is surrounded by the 26 protected structures which form Marino Terrace DCC RPS 4893-4917. The park makes a positive contribution to their setting. There is a recorded monument within the park DU018-067. Refer to Chapter 15 for more information.
<b>Location</b>	Bram Stoker Park, Marino Crescent, Dublin 3
<b>Date of Construction</b>	c.1790
<b>Description</b>	Surrounded by the only Georgian crescent in Dublin, Marino Crescent Park now Bram Stoker Park retains mature planting of historic significance with perimeter railings and gates.
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Social
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	NIAH 50120088
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	1-13 Marino Mart, Dublin 3
<b>Date of Construction</b>	c.1920
<b>Original Use</b>	Commercial Buildings
<b>Description</b>	Terrace of three two-bay two-storey-with-attic-over red-brick retail units Two-storey with attic over, red-brick corner building built c.1920 with retail on the ground floor
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	NIAH 50120088
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	Marino College, 14-20 Marino Mart, Dublin 3
<b>Date of Construction</b>	1935
<b>Original Use</b>	College
<b>Description</b>	Detached multiple-bay two-storey former technical institute and public library, built 1935-6, having attic accommodation, with single-storey bow-fronted pavilions to east and west ends; main block raised by additional storey c. 1975. Now in use as second and third level college, and public library.
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Social
<b>Sensitivity</b>	Medium

**Photographs**

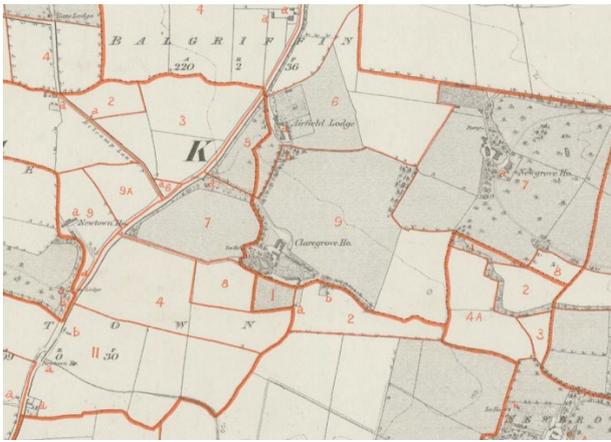


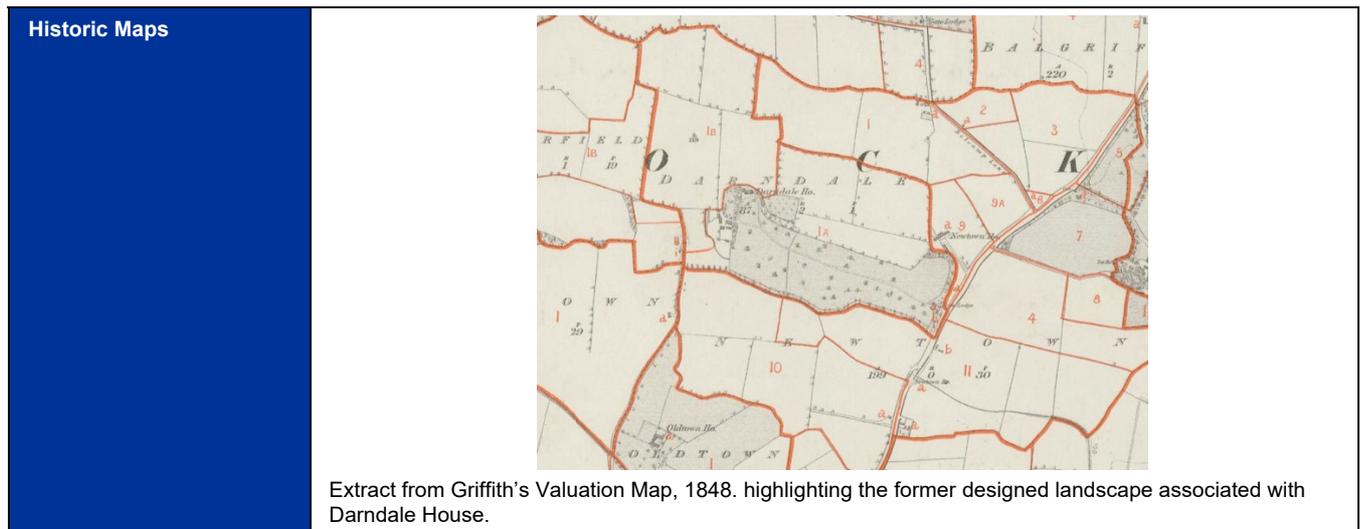
## 1.4 Designed Landscapes

### Section: Mayne River Avenue to Gracefield Road – Malahide Road

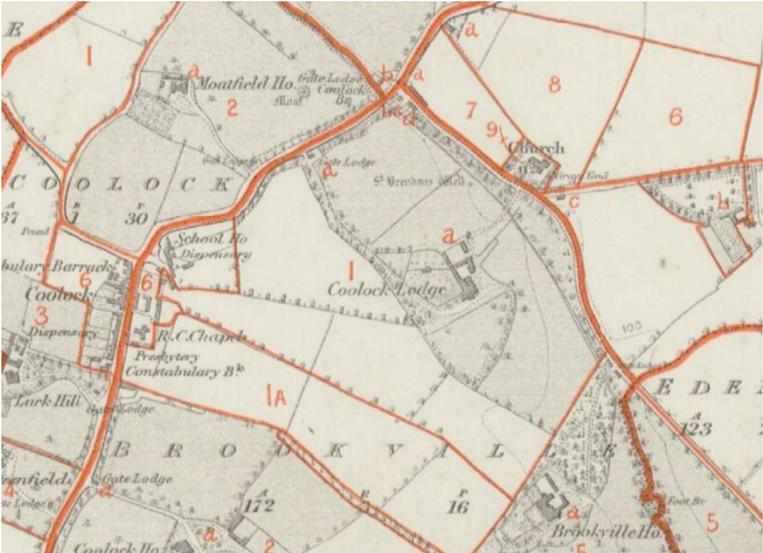
<b>Identification No.</b>	NIAH 283
<b>Legal Status</b>	Not protected but recognised through inclusion in the NIAH's Garden Survey
<b>Location</b>	Airfield Lodge (Ayrfield), Clarehall Retail Park, Clarehall, Dublin 13 – now demolished
<b>Date of Construction</b>	c.1790
<b>Description</b>	A house, outbuildings, extensive walled gardens and a gate lodge with drive are shown in the first Ordnance Survey map surveyed 1837. The site of the house and the associated walled gardens with gate lodge, fall largely within the study area.
<b>Change and movement within the site</b>	Airfield lodge was demolished c.1990. The construction of the R139 led to the demolition of the gate lodge c. 1990 which was followed by the demolition of Airfield Lodge and the construction of Clarehall Shopping Centre, carpark and retail park. Virtually no recognizable features
<b>Features associated with the designed landscape in the study area</b>	The gate lodge was in the middle of the Malahide Road R139 junction. The house and walled gardens were north of the main Clarehall Shopping Centre buildings in an area which is now a surface carpark with retail buildings.
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Record Only
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Negligible
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Airfield Lodge.</p>

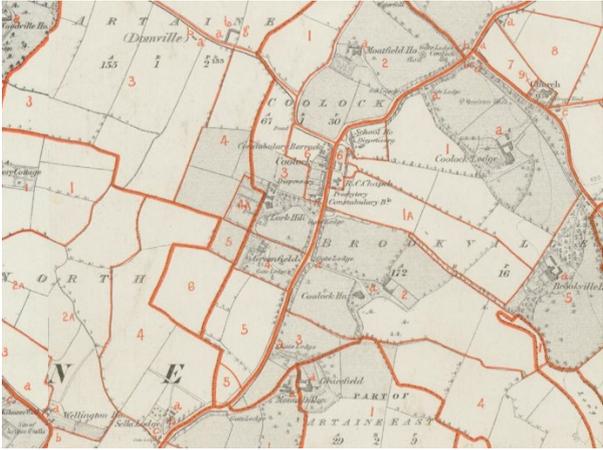
<b>Identification No.</b>	NIAH 2496
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH Garden Survey. One original outbuilding, identified on nineteenth century maps as an ice house is included in the RPS: DCC RPS 8059
<b>Location</b>	Claregrove House, Temple View Court, Clarehall, Dublin 13 – now demolished
<b>Date of Construction</b>	c.1790
<b>Description</b>	A house, outbuildings, water features, icehouse, gate lodge, drive, parkland, and woodland are shown on the first Ordnance Survey maps surveyed 1837. The house and out buildings, along with most of the associated designed landscape features were outside the study area. The gate lodge and western boundary planting ran alongside the Malahide Road between Grove Park and the vehicular entrance to Clarehall Retail Park.
<b>Change and movement within the site</b>	The house, which was to the west of the study area between Temple View Laws and Temple View Court, was demolished in the mid to late twentieth century. One original out building survives and is included in the

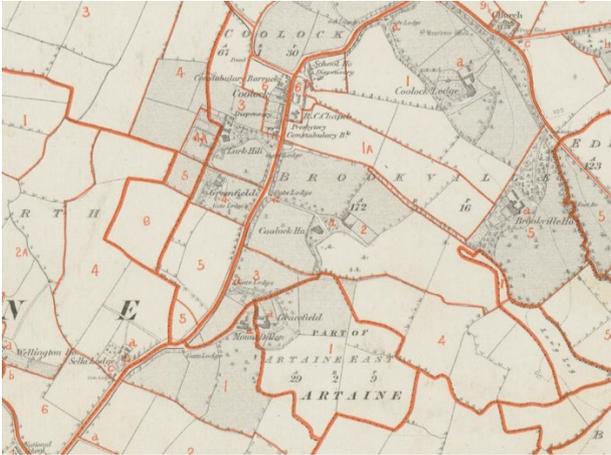
	RPS as noted above DCC RPS 8059. As the ice house was an outbuilding, subservient to the main house, its curtilage does not extend into the study area. Virtually no recognizable features
<b>Features associated with the designed landscape in the study area</b>	The gate lodge was at the entrance to the Clarehall retail park with boundary planting along the now widened Malahide Road.
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Record Only
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Negligible
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Claregrove House.</p>
<b>Identification No.</b>	NIAH 2472
<b>Additional Identifiers</b>	RMP DU015-065001
<b>Legal Status</b>	The site of Darndale House is a recorded monument, the historic setting of which is recognized through inclusion in the NIAH Garden Survey
<b>Location</b>	Darndale House, Belcamp Grove, Priorswood, Dublin 17 (now demolished)
<b>Date of Construction</b>	18 <sup>th</sup> /19 <sup>th</sup> Century, probably on the site of an earlier thatched house, noted in the Civil Survey (1654-6)
<b>Description</b>	A house, outbuildings, drives, lodges, parkland, and woodland are shown on the first Ordnance Survey maps surveyed 1837. The house and out buildings, along with most of the associated designed landscape features were outside the study area. The gate lodge and a short section of south-eastern boundary planting ran alongside the Malahide Road at the Priorswood Road intersection.
<b>Change and movement within the site</b>	The house, which was to the east of the study area in a green area now at the intersection of Belcamp Grove and Priorswood Road, was demolished in the mid to late 20th century. The gate lodge and entrance drive were demolished for the construction of Priorswood Road. Virtually no recognizable features
<b>Features associated with the designed landscape in the study area</b>	The gate lodge and a short section of south-eastern boundary planting ran alongside the Malahide Road at the Priorswood Road intersection.
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Record-Only
<b>Categories of Special Interest</b>	Architectural, Archaeological, Social
<b>Sensitivity</b>	Negligible

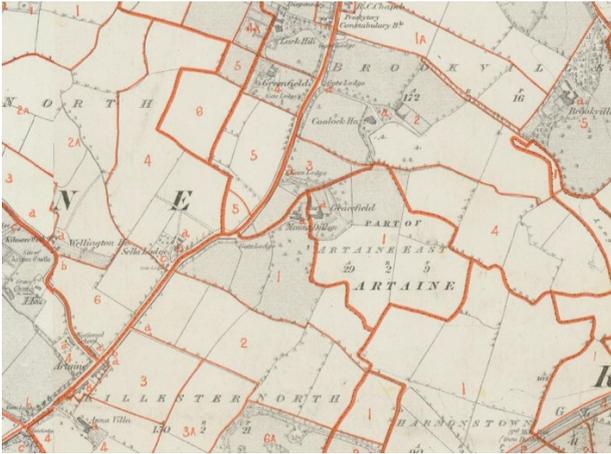


<b>Identification No.</b>	NIAH 2476
<b>Legal Status</b>	Not protected but recognised through inclusion in the NIAH's Garden Survey
<b>Location</b>	St. Brendan's / Coolock Lodge, Coolock, Dublin 17 – now demolished
<b>Date of Construction</b>	c.1800
<b>Description</b>	<p>A house, outbuildings, walled gardens, tree-lined drive and gate lodge are shown on the first Ordnance Survey maps surveyed 1837.</p> <p>The house and out buildings, along with most of the associated designed landscape features were outside the study area. The gate lodge was situated north of the modern Malahide Road, at 71-72 Brookville Park</p>
<b>Change and movement within the site</b>	<p>The house was demolished in the mid to late 20th century and the former associated landscape redeveloped for residential, retail and industrial uses.</p> <p>The gate lodge and entrance drive were demolished for upgrading the Malahide Road</p> <p>The north-eastern boundary ran along the Santry River, and some of the surviving planting may have been undertaken in associated with the designed landscape.</p> <p>Virtually no recognizable features.</p>
<b>Features associated with the designed landscape in the study area</b>	The gate lodge was north of the modern Malahide Road, at 71-72 Brookville Park
<b>Surviving Features within the study area</b>	Potentially there is historic planting along the Santry River Valley associated with the former designed landscape, within the study area.
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Low

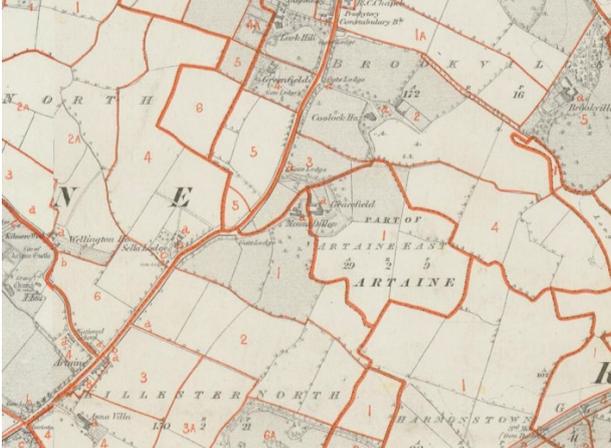
<b>Historic Maps</b>	
	Extract from Griffith's Valuation Map, 1848, highlighting the former designed landscape associated with Coolock Lodge.

<b>Identification No.</b>	CBC0001BTH007
<b>Legal Status</b>	Not protected or included in any existing inventories
<b>Location</b>	Chanel College, (Lark Hill House), Coolock Village, Dublin 5
<b>Date of Construction</b>	c.1800
<b>Description</b>	A house, outbuildings, formal gardens, parkland, drives and gate lodge are shown on the first Ordnance Survey maps surveyed 1837. The house and out buildings, along with most of the associated designed landscape features were outside the study area.
<b>Change and movement within the site</b>	The main house has been retained and extended for institutional use. Part of the lands to the south have been developed for housing. Main features substantially present – some loss of integrity
<b>Features associated with the designed landscape in the study area</b>	The south-eastern corner of the original landscape, including historic boundary planting are within the study area. This land has been developed for housing
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Low
<b>Historic Maps</b>	

	Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Chanel College / Lark Hill House.
<b>Identification No.</b>	NIAH 2468
<b>Additional Identifiers</b>	n/a
<b>Legal Status</b>	Not protected but recognised through inclusion in the NIAH's Garden Survey
<b>Location</b>	Mercy College, Coolock House, St Brendan's Drive, Artane, Dublin 5
<b>Date of Construction</b>	c.1798
<b>Description</b>	A house, outbuildings, parkland, walled garden, lodge and drive are shown on the first Ordnance Survey maps surveyed 1837.  The house and out buildings, along with most of the associated designed landscape features were outside the study area.
<b>Change and movement within the site</b>	The house, which was to the east of the study area is now in educational use with educational and institutional buildings added to its southeast and east. Housing has been built on the former designed landscape to the north and west. The gate lodge was demolished when the Coolock Village by-pass was built.  Main features substantially present – peripheral features unrecognizable
<b>Features associated with the designed landscape in the study area</b>	The northwest boundary of Coolock House stretched between Coolock Village and the modern Mask Avenue. The gate lodge was located where the by-pass splits from the older road into the village.
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural, Artistic, Social
<b>Sensitivity</b>	Low
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Mercy College.</p>

<b>Identification No.</b>	NIAH 2466
<b>Legal Status</b>	Not protected but recognised through inclusion in the NIAH's Garden Survey
<b>Location</b>	Gracefield, Mask Green, Artane, Dublin 5, now demolished
<b>Date of Construction</b>	c.1800
<b>Description</b>	A house with outbuildings, drive, parkland and lodge are shown on the first Ordnance Survey maps surveyed 1837. The house and most of the associated outbuildings and landscape features were to the east of the study area on Mask Green.
<b>Change and movement within the site</b>	The house was demolished in the mid to late 20 <sup>th</sup> Century. The site of the house is a green space surrounded by modern sub-urban housing. Main features unrecognizable – peripheral features visible
<b>Features associated with the designed landscape in the study area</b>	The gate lodge, now demolished, and the original entrances were between 12 and 13 St. Brendan's Avenue.
<b>Surviving Features within the study area</b>	None
<b>Significance Rating</b>	Record-Only
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Negligible
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Gracefield.</p>

<b>Identification No.</b>	CBC0001BTH011
<b>Additional Identifiers</b>	n/a
<b>Legal Status</b>	Not protected or included in any existing inventories
<b>Location</b>	Mount Dillon, Mask Green, Artane, Dublin 5 – now demolished
<b>Date of Construction</b>	c.1790
<b>Description</b>	A house with outbuildings, drive, parkland and lodge are shown on the first Ordnance Survey maps surveyed 1837.
<b>Change and movement within the site</b>	The house was demolished in the mid to late 20 <sup>th</sup> Century. The site of the house was at 5-7 Mask Green which is now sub-urban housing. The gate lodge was demolished for the construction of the Artane Roundabout. Main features unrecognizable – peripheral features visible
<b>Features associated with the designed landscape in the study area</b>	The former gate lodge and the entrance, now demolished, were on the Artane Roundabout
<b>Surviving Features within the study area</b>	None

<b>Significance Rating</b>	Record-Only
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Negligible
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Mount Dillon.</p>

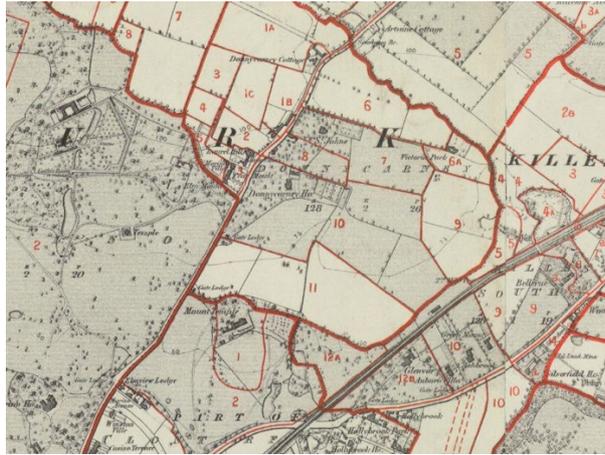
<b>Identification No.</b>	NIAH 2433
<b>Additional Identifiers</b>	RMP DU014-073003, DCC RPS 4860, NIAH 50130242
<b>Legal Status</b>	<p>Artane Castle (site of) is a recorded monument, the setting of which is recognized as a designed landscape, through inclusion in the NIAH Garden Survey.</p> <p>St David's CBS is a protected structure, within the grounds of the later house c.1825, which was built close to Artane Castle, using its masonry.</p> <p>There are two more recorded monuments in the grounds of the former castle, a 13<sup>th</sup> Century church in ruins DU014-073001 and a graveyard DU014-073002.</p>
<b>Location</b>	Artane Castle (St David's CBC, formerly Artane Industrial School), Artane, Dublin 5
<b>Date of Construction</b>	The designed landscape is illustrated on the first OS Map.
<b>Description</b>	A house labelled Artane Castle with outbuildings, walled gardens, drives, lodge and parkland incorporating a ruined medieval church, graveyard, and the site of the former Artane Castle are shown on the first Ordnance Survey map c.1837.
<b>Change and movement within the site</b>	<p>The site of the 16<sup>th</sup> Century Artane Castle is preserved in parkland on the south side of Kilmore Road. The early eighteenth century house has been demolished and sub-urban housing is built on its site. The Industrial School Buildings are in use as a school with an area of historic parkland preserved in front though much of the former designed landscape has been developed for sub-urban housing.</p> <p>Main features substantially present – some loss of integrity</p>
<b>Features associated with the designed landscape in the study area</b>	The house and most of the associated and later landscape and architectural features are outside of the study area. The southern boundary followed the Malahide Road between St David's Wood and Kilmore Road. The gate lodge, now demolished was at the entrance to St David's Wood.
<b>Surviving Features within the study area</b>	Boundary features and historic trees, which were part of the historic designed landscape survive along the north side of the Malahide Road.
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, Archaeological, Artistic, Historical, Social
<b>Sensitivity</b>	Medium

<b>Historic Maps</b>	
	<p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Artaine Castle.</p>
<b>Photographs</b>	<div style="display: flex; justify-content: space-around;">   </div>

<b>Identification No.</b>	CBC0001BTH014
<b>Legal Status</b>	Not protected or included in any existing inventories
<b>Location</b>	Maypark / Artaine House, Clanmaurice Court, Killester, Dublin 5, now demolished
<b>Date of Construction</b>	c.1800
<b>Description</b>	A house with outbuildings, parkland, lodge and drive are shown on the first Ordnance Survey maps surveyed 1837.
<b>Change and movement within the site</b>	The house and lodge were demolished in the mid to late 20 <sup>th</sup> Century. Part of the associated parkland was retained as Maypark. Main features unrecognizable – peripheral features visible
<b>Features associated with the designed landscape in the study area</b>	The site of the original house was just outside the study area to the south. The northeastern boundary of the designed landscape followed the Malahide Road for the extent of the modern Maypark. The gate lodge, now demolished, was located at the modern entrance.
<b>Surviving Features within the study area</b>	Parkland
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Low

<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Maypark &amp; Artaine House.</p>
<b>Photographs</b>	
<b>Identification No.</b>	NIAH 2429
<b>Additional Identifiers</b>	NIAH 50030292 (Donnycarney House)
<b>Legal Status</b>	Not protected but recognised through inclusion in the NIAH's garden and building surveys.
<b>Location</b>	Clontarf Golf Club, Donnycarney House, Malahide Road, Dublin 3
<b>Date of Construction</b>	1781
<b>Description</b>	House (in use as a Golf Club since 1912), remodeled c.1850 to the designs of John Skipton Mulvanny, architect, with associated demesne landscape including gates, walls, piers framing the former entrance to Donnycarney House A house, outbuildings, walled gardens, lodge, drives and parkland are shown on the first Ordnance Survey maps surveyed 1837.
<b>Change and movement within the site</b>	The former designed landscape is now in use as a Golf Course with the house used as a Club house. The gate lodge has been demolished, though the entrance is retained. Main features substantially present – some loss of integrity
<b>Features associated with the designed landscape in the study area</b>	Parkland and boundary planting. Entrance, gate lodge and drive.
<b>Surviving Features within the study area</b>	Entrance gates, piers and screen walls, some rubble boundary walling, boundary planting and parkland
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Historical, Social
<b>Sensitivity</b>	Medium

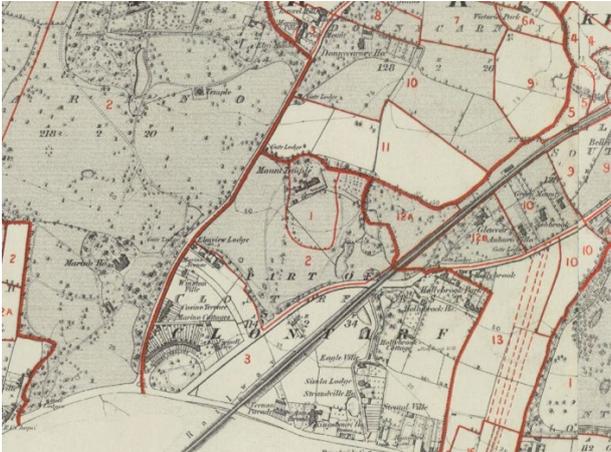
**Historic Maps**



Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Donnycarney House.

**Photographs**



<b>Identification No.</b>	NIAH 2428
<b>Additional Identifiers</b>	DCC RPS 4855, NIAH 50030306, 50030293 (house) DCC RPS 4856, NIAH 50030307 (gate lodge)
<b>Legal Status</b>	The designed landscape is recognized through inclusion in the NIAH. It contains two protected structures, Mount Temple: original house and tower, the protection of which extends to include the historic designed landscape, and the gate lodge.
<b>Location</b>	Mount Temple, Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1820 and re-built 1862
<b>Description</b>	A house, outbuildings, garden structures, walled gardens, water features, woodland, parkland, drives, lodges are shown on the first Ordnance Survey maps surveyed 1837.
<b>Change and movement within the site</b>	The main building is now in use as a school with the former demesne largely redeveloped as school grounds and for housing. Main features substantially present – some loss of integrity
<b>Features associated with the designed landscape in the study area</b>	The gate lodge and entrance
<b>Surviving Features within the study area</b>	The gate lodge and entrance
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Architectural, Artistic, Historical, Social
<b>Sensitivity</b>	Medium
<b>Historic Maps</b>	 <p>Extract from Griffith's Valuation Map, 1848. highlighting the former designed landscape associated with Mount temple.</p>
<b>Photographs</b>	

## 1.5 Unprotected Built Heritage Sites

### 1.5.1 Industrial Heritage Sites

#### Section: Mayne River Avenue to Gracefield Road – Malahide Road

<b>Identification No.</b>	CBC0001BTH005
<b>Additional Identifiers</b>	DCIHR 15_13_009
<b>Legal Status</b>	Not protected but recognized through inclusion in Dublin City's Industrial Heritage Record
<b>Location</b>	Coolock Bridge, Malahide Road, Dublin 17
<b>Date of Construction</b>	c.1865
<b>Original Use</b>	Bridge
<b>Description</b>	<p>The bulk of this bridge was replaced during widening of the road with only the west elevation appearing to survive. This comprised a random rubble wall indicating a double-arch bridge with concrete cutwaters and modern metal gates to the arches. A low random rubble parapet wall to west side of roadway is surmounted by modern railings. It is possible that further fabric from the original bridge survives beneath the ground surface (description from DCIHR, Recorded 2008)</p> <p>Though only a portion this bridge appears to survive, the remaining west elevation is of continued importance within the infrastructural history of the locality. There is every possibility that further fabric from the bridge survives beneath the ground surface.</p>
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Technical
<b>Sensitivity</b>	Low
<b>Photographs</b>	

### 1.5.2 Other structures of interest

#### Section: Mayne River Avenue to Gracefield Road – Malahide Road

<b>Identification No.</b>	CBC0001BTH010
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Mount Dillon Cottages, Artane, Dublin 5
<b>Date of Construction</b>	c.1890
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of 3 no. 3-bay red-brick-built cottages with iron railings constructed c.1890
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Low



**Section: Gracefield Road to Marino Mart / Fairview – Malahide Road**

<b>Identification No.</b>	CBC0001BTH012
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	1-12 Artane Cottages Upper, Artane, Dublin 5
<b>Date of Construction</b>	c.1890
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of twelve 3-bay single-storey cottages in two terraces built c.1920. The front boundaries have been heavily altered, the brick walls at number 1 may be original
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Low
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH013
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	1-12 Artane Cottages, Artane, Dublin 5
<b>Date of Construction</b>	c.1800
<b>Original Use</b>	Houses
<b>Description</b>	Terraces of ten surviving single-storey redbrick three-room cottages built c.1800
<b>Significance Rating</b>	Regional Most of the cottages have been altered and individually they are of local importance, but the terraces make a positive contribution to the historic character of the streetscape and are of Regional importance
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	CBC0001BTH015
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Rosemount, Malahide Road, Dublin 5
<b>Date of Construction</b>	c.1820
<b>Original Use</b>	House
<b>Description</b>	House with associated gate lodge, gates, and walls. An early nineteenth century cottage (Long Cottage) was possibly extended and provided with a gate lodge in the mid-nineteenth century
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH016
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	1 & 2 Maypark, Malahide Road, Dublin 5
<b>Date of Construction</b>	c.1920
<b>Original Use</b>	Houses
<b>Description</b>	Semi-detached houses built c.1920 with original decorative iron railings
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Low



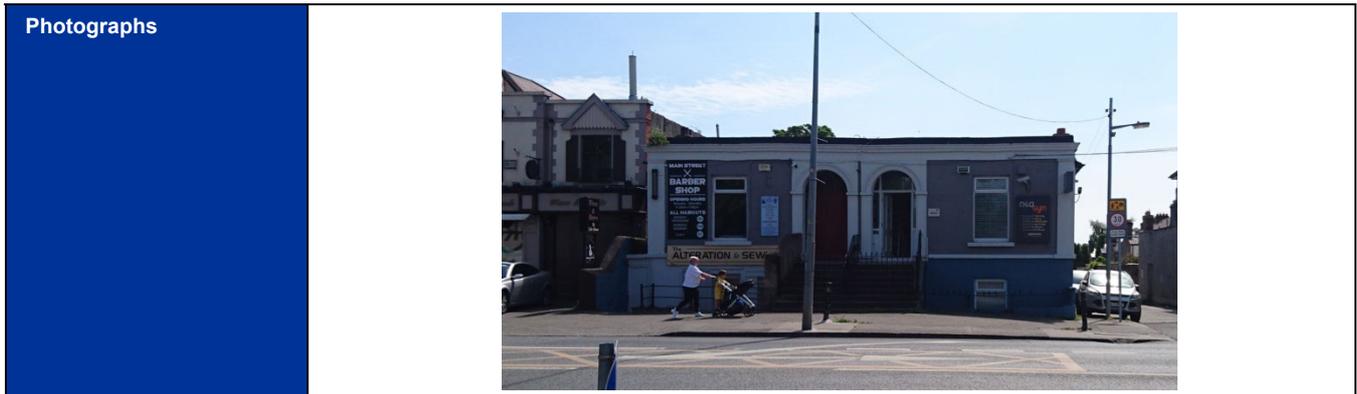
<b>Identification No.</b>	CBC0001BTH017
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Alley Cottages, 1-7 Collins Avenue, Dublin 9
<b>Date of Construction</b>	c.1800
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of four three bay single storey cottages built c.1800, the front boundary walls are modern
<b>Significance Rating</b>	Regional The cottages have been altered and are of local importance, but terrace is of Regional importance
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH018
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	133-139 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1800
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of four three bay single storey cottages built c.1800, the front boundary walls are modern
<b>Significance Rating</b>	Regional The cottages have been altered and are of local importance but terrace is of Regional importance
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	CBC0001BTH019
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	127-131 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1800
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of three three-bay single-storey cottages built c.1800, the buildings are much altered and the front boundary walls are modern
<b>Significance Rating</b>	Regional The cottages have been altered and are of local importance but terrace is of Regional importance
<b>Categories of Special Interest</b>	Architectural, Social
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH022
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	70-72 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1870
<b>Original Use</b>	Houses
<b>Description</b>	Houses, now in retail use, with associated steps and railings; two-bay single-storey-over-raised-basement houses c.1870
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, Artistic
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	CBC0001BTH023
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Charlemont Terrace, 38-60 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1870
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of 12 no. brick fronted houses built c.1870, some with original iron railings
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Low
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH024
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Cassino Terrace, 30, 32, 34 and 36 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1860
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of four houses built c.1860, with associated steps, walls and railings
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Medium



<b>Identification No.</b>	CBC0001BTH025
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Marino Terrace, 24, 26 and 28 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1860
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of 3 houses with associated walls, gates and railings
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, Artistic
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001BTH026
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Alpha Cottages, 20 and 22 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1840
<b>Original Use</b>	Houses
<b>Description</b>	Terrace of houses with associated walls, gates and railings
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural, Artistic
<b>Sensitivity</b>	Medium

**Photographs**



## 1.6 Street Furniture

### 1.6.1 Post Boxes

#### Section: Gracefield Road to Marino Mart / Fairview – Malahide Road

<b>Identification No.</b>	CBC0001PB001
<b>Additional Identifiers</b>	NIAH 50130246
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	at 25 Malahide Road, Dublin 5
<b>Date of Construction</b>	c.1905 There was a post office opposite the junction of Kilmore Road, and it is possible that the pillar box was originally located in front of it.
<b>Description</b>	Freestanding round-plan cast-iron pillar postbox, installed c. 1905, having shallow domed cap, moulded corona, neck moulding, cylindrical shaft and moulded plinth base. Curved hinged door facing south incorporating letter slot with raised frame below and raised insignia of Edward VII above raised lettering 'Post Office'. Raised lettering to left of letter slot reads 'Next collection'; maker's details 'McDowall, Steven & Co. London and Glasgow' to base (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Artistic, Historical, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001PB002
<b>Additional Identifiers</b>	n/a
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	at 17 Maypark Malahide Road, Dublin 5
<b>Date of Construction</b>	c.1960
<b>Description</b>	Cast-iron pillar post box, c.1960
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Artistic, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001PB003
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<b>Additional Identifiers</b>	NIAH 50030291
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	At the junction of Donnycarney Road, Malahide Road - 117 Malahide Road, Donnycarney, Dublin 3
<b>Date of Construction</b>	c.1930 A letter box is marked in this position on the 1907 OS map, so the base may be older than the shaft, or the door could have been replaced.
<b>Description</b>	Freestanding cast-iron pillar postbox, erected c. 1940, having shallow domed cap, dentillated rim, moulded neck and plinth, raised monogram of Department of Posts and Telegraphs to door to front, maker's mark 'Jessop Davis Enniscorthy' to rear part of plinth (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Artistic, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001PB004
<b>Additional Identifiers</b>	NIAH 50120091
<b>Legal Status</b>	Not protected but recognized through inclusion in the NIAH
<b>Location</b>	at 78 Malahide Road, Dublin 3
<b>Date of Construction</b>	c.1930
<b>Description</b>	Freestanding round-plan cast-iron pillar postbox, erected c. 1935, with shallow domed cap having fluted frieze, moulded neck, and plinth base, raised insignia of P&T (Poist agus Teileagrafa) to front (south) face, moulded neck and dentillated frieze to cap, and maker's mark to body to rear (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Artistic, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

## 1.6.2 Lamp Posts

### Section: Gracefield Road to Marino Mart / Fairview – Malahide Road

<b>Identification No.</b>	CBC0001LP001
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Fairview Strand, Dublin 3
<b>Date of Construction</b>	Mid to late C20th
<b>Description</b>	4 no. 'Hammond Lane' type straight-stem heads which came into use from c.1910 possibly installed on earlier tram standards, bulbous bases with acanthus leaf friezes, c.1880.
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Artistic, Technical
<b>Sensitivity</b>	Medium

<b>Photographs</b>	
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<b>Identification No.</b>	CBC0001LP002
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	St Aiden's Park Road, Marino, Dublin 3
<b>Date of Construction</b>	c.1930
<b>Original Use</b>	Lamp
<b>Description</b>	3 No. cast-iron bases c.1930 with Mayoral Crest, fluted shaft and base with leaning L-shaped neck and simple modern head
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Artistic, Technical
<b>Sensitivity</b>	Low
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001LP003
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Carleton Road, Marino, Dublin 3
<b>Date of Construction</b>	c.1930
<b>Original Use</b>	Lamp
<b>Description</b>	3 No. cast-iron bases c.1930 with Mayoral Crest, fluted shaft and base with leaning L-shaped neck and simple modern head
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Artistic, Technical
<b>Sensitivity</b>	Low



<b>Identification No.</b>	CBC0001LP004
<b>Legal Status</b>	Not protected or included on any existing inventories
<b>Location</b>	Haverty Road, Marino, Dublin 3
<b>Date of Construction</b>	c.1930
<b>Description</b>	7 No. cast-iron bases c.1930 with Mayoral Crest, fluted shaft and base with leaning L-shaped neck and simple modern head
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Artistic, Technical
<b>Sensitivity</b>	Low
<b>Photographs</b>	

### 1.6.3 Statuary and Miscellaneous Street Furniture

#### Section: Mayne River Avenue to Gracefield Road – Malahide Road

<b>Identification No.</b>	CBC0001MS001
<b>Additional Identifiers</b>	DCC RPS 4862, NIAH 50130216
<b>Legal Status</b>	A protected structure
<b>Location</b>	Milestone, at Belcamp Road / Malahide Road, Dublin 17
<b>Date of Construction</b>	c.1890
<b>Description</b>	Cut granite milestone, erected c. 1890, on Malahide Road, having triangular top, recessed panel to front face with cast-iron plate having raised lettering 'GPO Dublin 5 Malahide 4'. Set in overgrown road margin at side of Malahide Road (description from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Historical, Social, Technical

<b>Sensitivity</b>	Medium
<b>Photographs</b>	

**Section: Gracefield Road to Marino Mart / Fairview – Malahide Road**

<b>Identification No.</b>	CBC0001MS002
<b>Additional Identifiers</b>	DCC RPS 4859, NIAH 50130243
<b>Legal Status</b>	A protected structure
<b>Location</b>	Milestone at St. David's housing estate, Malahide Rd
<b>Date of Construction</b>	c.1820
<b>Description</b>	Granite milestone on Malahide Road, erected c. 1820, having tapered top with pointed head having inset angle-headed cast-iron plate with raised contrasting lettering reading 'GPO Dublin 3/Malahide 6'. Set in roughcast cement-rendered segmental-headed surround with rectangular piers and concrete coping rising from dwarf walls along Malahide Road (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Historical, Social, Technical
<b>Sensitivity</b>	Medium
<b>Photographs</b>	

<b>Identification No.</b>	CBC0001MS003
<b>Additional Identifiers</b>	DCC RPS 4854, NIAH 50120064
<b>Legal Status</b>	A protected structure
<b>Location</b>	At Marino Health Centre, Malahide Road, Griffith Avenue junction
<b>Date of Construction</b>	c.1850
<b>Description</b>	Freestanding cut granite pillar milestone, erected c. 1850, having rectangular plan, pedimented top, inset cast-iron plaque to front (east) face with raised inscription 'GPO Dublin 2 Malahide 7.' Evidence of cast-iron bolts to rear (west) face. Set at west side of Malahide Road (from NIAH).
<b>Significance Rating</b>	Regional (NIAH)
<b>Categories of Special Interest</b>	Artistic, Social, Technical
<b>Sensitivity</b>	Medium

<b>Photographs</b>	
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<b>Identification No.</b>	CBC0001BTH021
<b>Legal Status</b>	Not protected or included in any existing inventories
<b>Location</b>	Malahide Road, Dublin 3 (at the boundary of the Clontarf Golf Club, roughly half way between its entrance and Mount Temple Gate Lodge and opposite the pedestrian entrance to Nazareth House).
<b>Date of Construction</b>	c.1850
<b>Description</b>	Bollard most likely the base of a gas lamp standard c.1850, round column with fluted shaft.
<b>Significance Rating</b>	Local
<b>Categories of Special Interest</b>	Technical
<b>Sensitivity</b>	Low
<b>Photographs</b>	

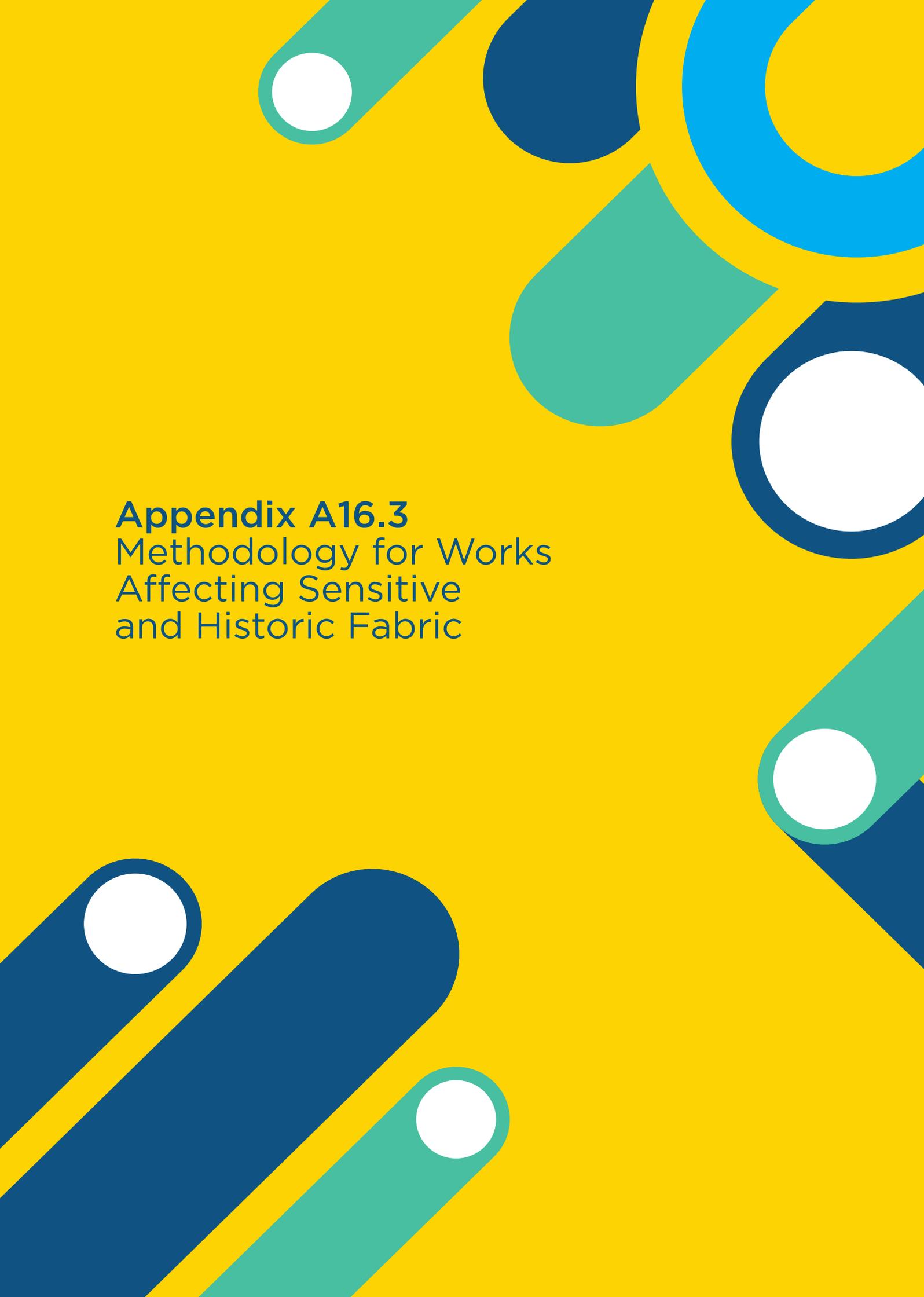
## 1.6.4 Paving and Surface Treatments

### Section: Gracefield Road to Marino Mart / Fairview – Malahide Road

<b>Identification No.</b>	CBC001BTH032
<b>Additional Identifiers</b>	DCC RPS 4856, NIAH 50030307
<b>Legal Status</b>	Positioned at the entrance to a protected structure
<b>Location</b>	Malahide Road, Dublin 3 (at the gates to Mount Temple)
<b>Description</b>	Cut granite kerbing
<b>Significance Rating</b>	Regional
<b>Categories of Special Interest</b>	Architectural
<b>Sensitivity</b>	Low

Photographs



The background is a vibrant yellow. It is decorated with several abstract shapes in shades of blue and teal. These include circles, teardrop shapes, and elongated rounded rectangles, some of which contain white circles. The shapes are scattered across the page, creating a modern, geometric aesthetic.

## **Appendix A16.3**

### Methodology for Works Affecting Sensitive and Historic Fabric

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

### 1.1 Introduction

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

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

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

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

#### 1.1.1 General Principles of Conservation

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

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

- *Intervention should be avoided where possible.* (DCC 2014, DAHG 2011).

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 unavoidable the proposed changes should be kept to a minimum (DAHG 2015).*

The philosophy of doing ‘as little as possible and as much as necessary’ applies. Any necessary intervention to an architectural heritage feature will be reversible where possible, both in the materials used and methods employed;

- *Where possible repairs should be carried out rather than replacing materials (DELG 2002).*

Repairs will be carried out without an attempt to disguise or artificial ageing and new repairs should be discernible without detracting from the structure; and

- *Unsatisfactory alterations that disfigure earlier work of greater merit should be reversed, where feasible. Where new work is required, processes that are reversible should be used (DAHG 2011).*

All efforts will be taken to ensure that necessary new work on historic structures looks appropriate and is in keeping with the fabric, materials and style of the original work.

### **1.1.2 Consultation**

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

### **1.1.3 Survey**

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

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

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

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

The majority of architectural heritage buildings including recorded monuments, protected structures, buildings within architectural conservation areas, and other buildings or structures which are not protected but which are of architectural heritage interest, 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 and the relocation of heritage post boxes.

### **1.2.1 Protection During Works**

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

The fabric will be recorded in position prior to the commencement of construction works, protected and monitored for the duration. Appropriate protections will be determined depending on the nature of the fabric and the construction activities. Protective measures will include cordoning off as appropriate and/or the provision of protective wrapping or temporary hoardings, or boxing off. More specific protections are outlined in the relevant sections of this methodology.

## **1.3 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 contribute to the character of other protected and unprotected historic structures in the same area or street (DAHG 2011, 13.4.1, 13.3.2 e). The measures to be implemented when boundary treatments are being impacted are described in the following sections.

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 2011, 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 standards, and fencing (DAHG 2011, 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, and architecturally significant 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. There are, however, locations where an impact has been unavoidable.

### **1.3.1 Rubble boundary walls**

Un-coursed rubble boundary walls were identified, some consisting of granite or limestone whilst others were a mix of granite, limestone and brick. For un-coursed rubble walls, the width and height of the wall will be recorded photographically, and drawings and sections prepared as a record of the existing prior to the commencement of construction works. The width and profile of the joints will be recorded in detail. A sample of the mortar will be taken. The wall will be carefully 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 to reinstate it in line with the record drawing.

### **1.3.2 Coursed Boundary walls**

Various types of stone coursing were identified including dressed, ashlar, snecked and polygonal or cyclopean coursing. With coursed rubble walls, the width and height of the wall will be recorded photographically, and drawings and sections prepared as a record of the existing prior to the commencement of construction works. The record drawings will show 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 sample 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.

### **1.3.3 Brick boundary walls**

The type of coursing is to be recorded in drawings and photographs along with the width, spacing and profile 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.

### **1.3.4 Plinths and railings**

Where removal and reinstatement of a boundary treatment is required, 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.

### **1.3.5 Gate piers**

The dimensions of gate piers are 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 sample 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.

### **1.3.6 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.

## **1.4 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 the identity of Dublin, particularly the city centre (DAHG 2011, 13.4.15, DCC 2012).

No areas of historic paving or surface treatments were identified where direct impacts are anticipated on historic ground surface treatments. One area of granite kerbing was identified at the entrance to Mount Temple. There is potential for damage of the feature during construction,

The measures to be implemented when historic paving and surface treatments are being impacted are described in the following sections.

### **1.4.1.1 Survey**

The existing kerbs will be recorded photographically prior to the commencement of the construction works. The dimensions of the kerbs will be recorded, noting in particular their proportions, the rhythm of the bonding pattern. Records should be filed in a systematic way for reference and archival purposes.

### **1.4.1.2 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,

## **1.5 Post Boxes**

Historic cast iron pillar boxes and wall post boxes are not just of historical and technical interest, they also remain in active use by the community, therefore their removal has been avoided where possible (DAHG 2011, 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 2011, 14.4.4). In situ cleaning, repairs and painting will be carried out as necessary.

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

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

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

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

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

## **1.6 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. No lamp posts of heritage value are proposed to be removed or relocated.

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

## 1.7 References

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