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RIAI ACCREDITED CONSERVATION PRACTICE GRADE I



ARCHITECTURAL HERITAGE ASSESSMENT

for Proposed Public Realm Improvements at

CATHEDRAL STREET and SACKVILLE PLACE

Dublin 1

Client: Dublin City Council

Stage: Planning Application (Part 8)

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1.0 Introduction

This report has been prepared to assess the architectural heritage impact of proposed paving works at Cathedral Street and Sackville Place. The works are intended to upgrade the quality of the public realm, as these streets will be important pedestrian connections to new LUAS stops at Marlborough Street and O'Connell Street.

The proposal is shown on the Part 8 application drawings prepared by Dublin City Council City Architects Division, Drawing Nos. CA17028-P 006, 007, 008 and 009. An archaeological assessment, prepared as part of the Part 8 submission by Rubicon Heritage, should be read in conjunction with this report.

1.1 Record of Protected Structures and ACA

A number of protected structures adjoin the proposed works area:

4997	84 Marlborough Street/ Cathedral Street (Carthy Jewellers)
5034	St Mary's Pro-Cathedral, Marlborough Street/Cathedral Street
6001-6002	16-17 O'Connell Street Lower/Sackville Place (Tourist Office/Indulge)
6003	18-27 O'Connell Street Lower/Sackville Place (Clerys & Co. Ltd)
0001	7-8 Lower Abbey Street (Veritas Building, rear access opens off Sackville Place)

Both streets lie within the O'Connell Street Architectural Conservation Area.

1.2 National Inventory of Architectural Heritage (NIAH)

The NIAH Survey of Dublin City includes records for the following buildings which open onto the proposed works area. NIAH ratings are given in brackets and protected structures in bold).

50010544	Burger King, 9-10 O'Connell Street Upper/Cathedral Street (Regional)
50010228	St. Mary's Pro-Cathedral, Marlborough Street (National)
50010239	Carthy Jewellers, 84 Marlborough Street/Cathedral Street (Regional)
50010253	Boyer's Department Store, 19-22 Earl Street North (Regional)
50010243	Dunnes Stores, 23-24 Earl Street North/Cathedral Street (Regional)
50010244	7 Cathedral Street (Regional)
50010245	Brannigan's, 9 Cathedral Street (Regional)
50010246	M.J. Boylan & Son Ltd, 10 Cathedral Street (Regional)
50010247	Spar, 8 O'Connell Street Upper/Cathedral Street (Regional)
50010520	Clery & Co. Ltd, 18-27 O'Connell Street Lower/Sackville Place (National)
50011197	Sean O'Casey's, 105-6 Marlborough Street/Sackville Place (Regional)
50010273	Veritas Building, 7-8 Lower Abbey Street (Regional)
50010274	Reynolds, 6 Lower Abbey Street/extending back to Sackville Place (Regional)
50010265	Ladbroke's, 14 Sackville Place (Regional)
50010266	Saks Hair Salon/Phish International Services Ltd, 15 Sackville Place (Regional)
50010267	The Sackville, 16 Sackville Place (Regional)
50010268	Tourist Office, 16-17 O'Connell Street Lr/Sackville Place (Regional)

1.3 Record of Monuments and Places (RMP)

See report by Rubicon Heritage.

2.0 Historical Background

2.1 Early History of the Site

The lands on which O'Connell Street, Cathedral Street and Sackville place now stand were in medieval times part of St Mary's Abbey, founded in 846 by high king Maolsheachlann Mac Maolruanaidh (died 862). The monastery was dissolved by Henry VIII in 1539, and in 1619 the lands were granted to the Moore family of Mellifont, who were raised to the peerage in 1661 as earls of Drogheda.

Seventeenth century maps of Dublin by De Gomme (1673) and Thomas Phillips (1685) show no development in this area (See Fig. 4 in Rubicon report).

2.2 Early Urban Development: Drogheda Estate

Urban development in this area was commenced by Henry Moore, the third earl of Drogheda (from 1679 to 1714), who laid out a grid of streets, famously writing his name on the map as Henry Street, Moore Street, Earl Street, Of Lane (now Henry Place), and Drogheda Street (now widened as O'Connell Street). Brooking's map of 1728 shows this street pattern, with building development on Drogheda Street and Great Marlborough Street in the southern part only, extending just north of Henry Street.

Sackville Place was first laid out as part of the Drogheda estate development, shown by Brooking as an unnamed side alley. Cathedral Place was not yet laid out at this time. (See Fig. 5 in Rubicon Heritage report).

2.3 Sackville Street: First Phase (1714-1770)

On the death of Henry Moore in 1714 the lands were sold to Luke Gardiner (1690-1755), MP and Deputy Vice-Treasurer of Ireland, who made his fortune as a property developer and banker and had gained respectability by marrying into the Mountjoy family. Beginning in 1749, Gardiner widened the largely undeveloped northern part of Drogheda Street to the western side to create Sackville Street, a wide and fashionable urban space, having a central promenade known as Gardiner's Mall.



Fig. 1: Oliver Grace, Sackville Street and Gardiner's Mall, early 1760s (IAA)

Sackville Street was named in honour of Lionel Cranfield Sackville (1688- 1765), first Duke of Dorset, who served as Lord Lieutenant from 1731 to 1737 and again from 1751 to 1755 at the time the street was created.



Fig. 2: Luke Gardiner MP, by C. Jervas/J. Brooks (National Gallery of Ireland)

Fig. 3: Lionel Sackville, first Duke of Dorset, by Godfrey Kneller, 1719 (Marlborough House, London)

John Rocque's map of 1756 shows that Cathedral Street was laid out as part of this development, as a mews lane to Earl Street giving access to what is now Thomas Lane, then a mews serving the rears of the grand houses on Gardiner's Mall. Drogheda House, one of the largest houses, having a frontage of 60 feet (18.3m) stood at the corner of what is now Cathedral Street on the northern side. At the other end of Cathedral Street, Annesley House occupied the site of the Pro-Cathedral. It is shown by Rocque as a grand building similar in scale to Tyrone House, the seat of Marcus Beresford, first earl of Tyrone on the opposite side of Marlborough Street.

Sackville Place is shown as 'Tucker's Row' opening off the remaining section of Drogheda Street, being a small street in its own right having houses with rear returns, probably of the Dutch billy typology (See Fig. 6 in Rubicon Heritage report). The street was named after George Tucker, who was Sheriff of Dublin City in 1731.

2.4 Sackville Street: Second Phase (1770-1830)

The Wide Streets Commissioners were set up by Act of Parliament in 1757. In 1770s the Commissioners included Luke Gardiner's grandson, also Luke (1745- 1798), first Viscount Mountjoy as well as John Beresford, who was instrumental in bringing James Gandon to Dublin.

In this period, the Commissioners began to address the need for a north-south connection to connect the new residential developments to the east of the historic centre, which included plans to redevelop Sackville Street on a grand scale by widening the remainder of Drogheda Street and extending it south of Abbey Street to the river. The scheme was approved in 1785, and became the first grand boulevard in Ireland or Britain, predating the grand London schemes of John Nash by three decades. Carlisle Bridge was opened in 1795 to designs of James Gandon.



Fig. 4: Extract from Wide Streets Commissioners plan for realignment of Eden Quay and Abbey Street, showing Tucker's Row (Dublin City Archives)

The new houses in the lower section of the Sackville Street were four-storeys over commercial premises at street level. The building line on the eastern side between Earl Street and Abbey Street did not change, but the houses were all replaced, keeping Sackville Place as a break in the terrace.

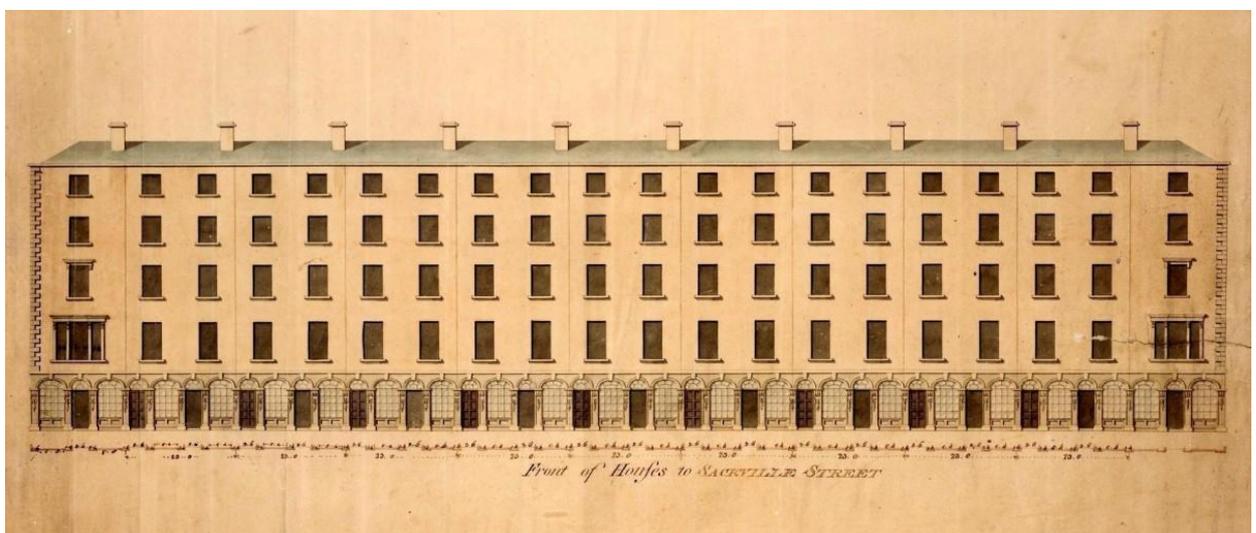


Fig. 5: Elevation by Thomas Sherrard for houses on Lower Sackville Street, with shops at street level

The Commissioners for Paving the Streets of Dublin, commonly known as the Dublin Paving Board, was founded in 1774. Its work was carried out in parallel to that of the Wide Streets Commissioners and set the standards which were continued in the nineteenth century and survive throughout the city today, comprising of flagged footpaths of Leinster granite, with wide granite kerbs. Examples survive in both Cathedral Street and Sackville Place.

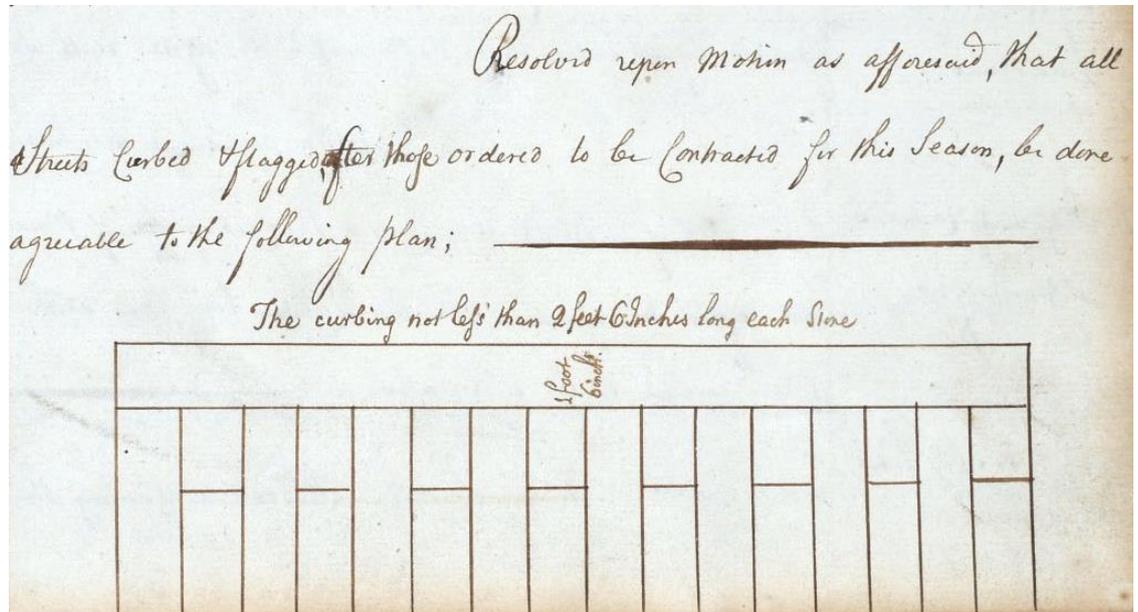


Fig. 6: 'Plan for the Flagged Way': sketch reproduced by F O'Connaith from Paving Board minute book of 1778 (DCA/PB/Mins/4, p. 134, Dublin City Library and Archives)

In the first two decades of the nineteenth century the newly laid out street gained in stature to become the main thoroughfare of the city with the erection of Nelson's Pillar (1808) and the General Post Office (1814 to 1818).

The site of the GPO had remained vacant due to a legal wrangle and Archbishop Troy (1739-1823) is said to have first considered it for the new Catholic cathedral. However, in order not to jeopardise Catholic Emancipation by the choice of such a prominent position, he opted instead for the site of Annesley House on the corner of Tyrone Place (now Cathedral Street) and Marlborough Street. The Greek Revival building was the result of a competition in 1814 and was completed in 1825.

2.5 Sackville Street: Third Phase (1830-1916)

As the nineteenth century progressed Sackville Street developed from an elegant residential street into a busy commercial thoroughfare. Over the course of the century many buildings were replaced in a variety of architectural styles, amongst them large businesses such as Clery's department store, the Imperial Hotel, Gilbey's wine merchants, Findlater's food hall, the Dublin Bread Company (DBC) and the Metropole Cinema.

A series of monuments were erected down its centre, most notably the O'Connell Monument by John Henry Foley, completed after his death in 1883. Carlisle Bridge was widened in 1876-80 and renamed after O'Connell, although the street remained Sackville Street until 1924.

The Ordnance Survey map of 1845 at scale 5' to 1 mile shows Cathedral Street as 'Elephant Lane'. This unusual name is said to have been called after a menagerie which may possibly have existed nearby in the eighteenth century. It became 'Tyrone Place' in 1870 and was renamed Cathedral Street in 1900.



Fig. 7: O'Connell Bridge and Sackville Street, c. 1910 (NLI)

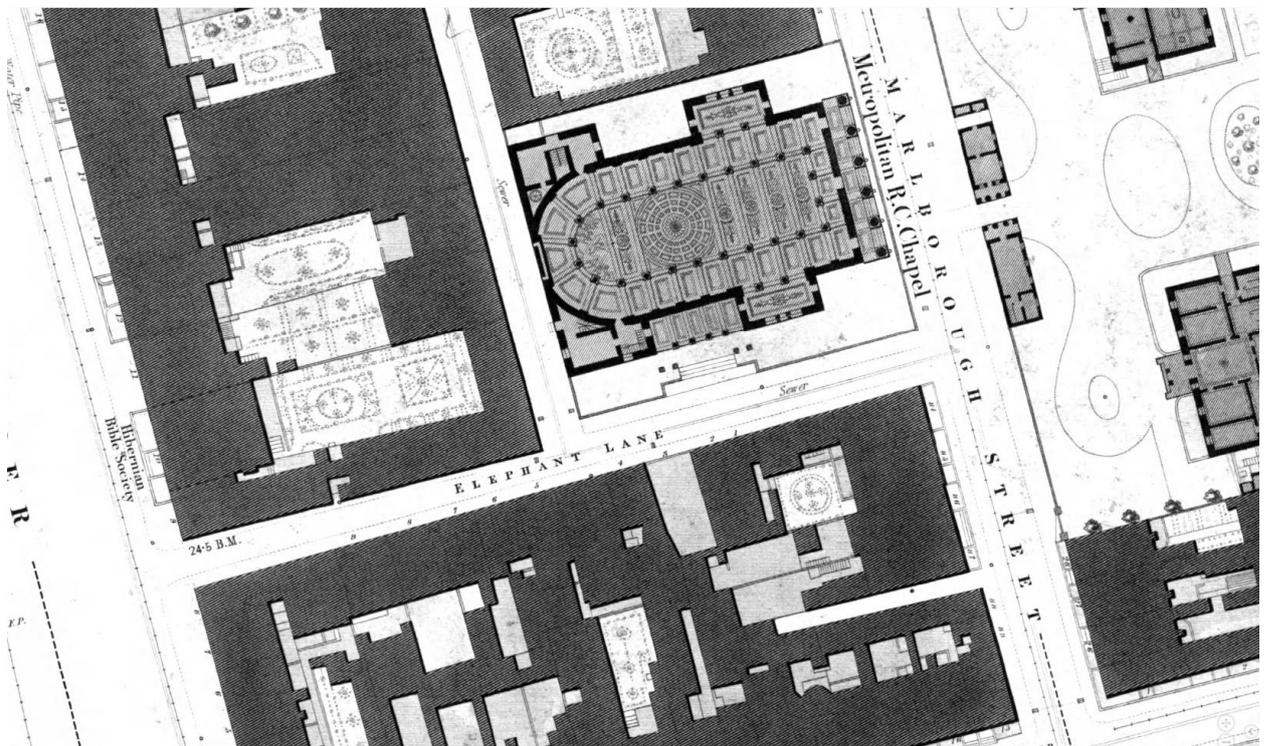


Fig. 8: Extract from OSI 5' map of 1845, Cathedral Street

Sackville Place, formerly Tucker's Row, must have been renamed when Lower Sackville Street was developed. It is shown on the 1845 map having a sewer beneath the centre of the roadway, running out to Sackville Street, and two parallel service water pipes on the northern half of the roadway, both connecting back to Sackville Street, one serving a fountain located at the mid-point between Earl Place and Marlborough Street. The building line in this part of

the street was not set back as it is today, the set back dating to the construction of the present building in the 1970s.

On the south side of Sackville Place there was a rear entrance to the 'Union Chapel' on Abbey Street, which predated the present Veritas building, which retains that rear entrance.

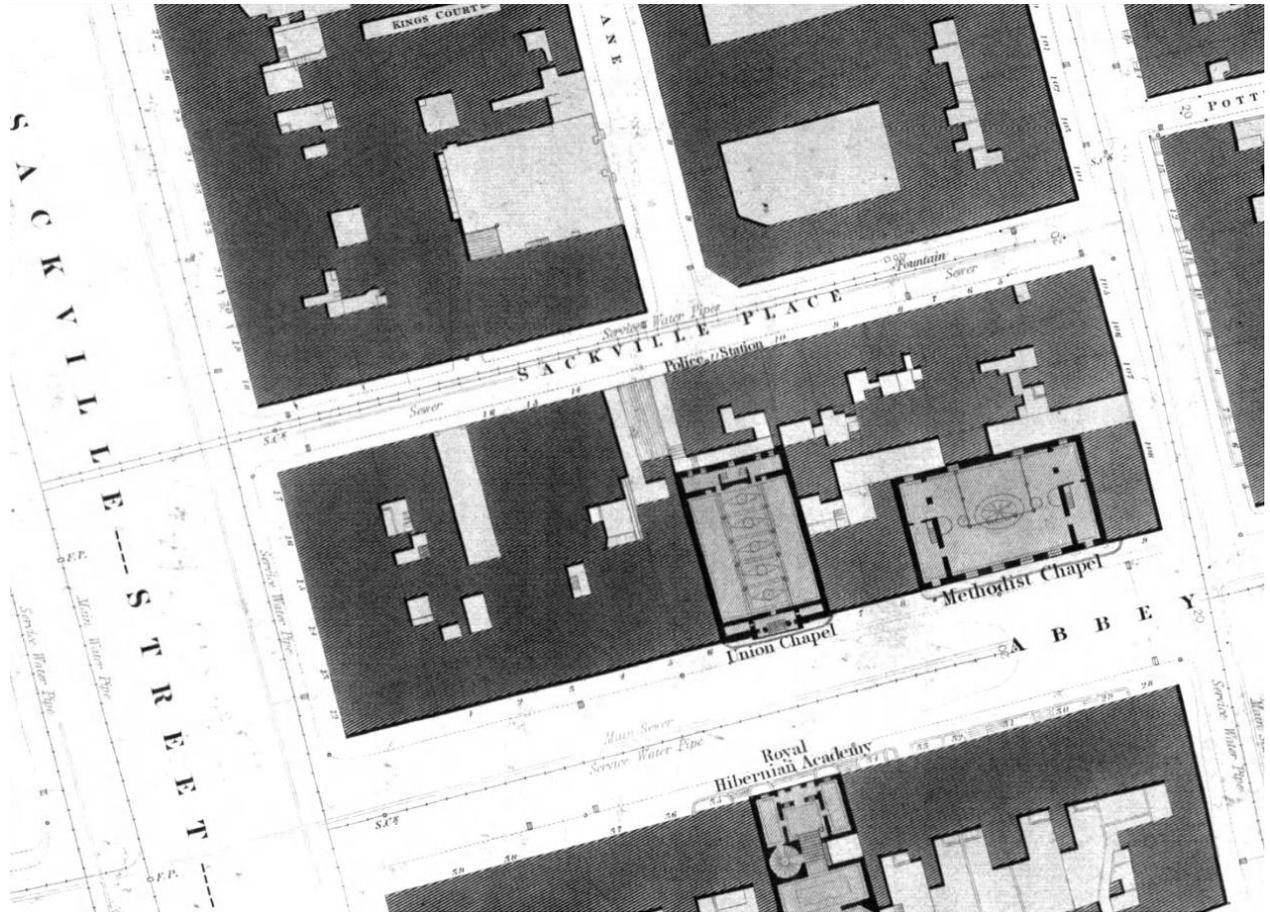


Fig. 9: Extract from OSI 5' map of 1845, Cathedral Street

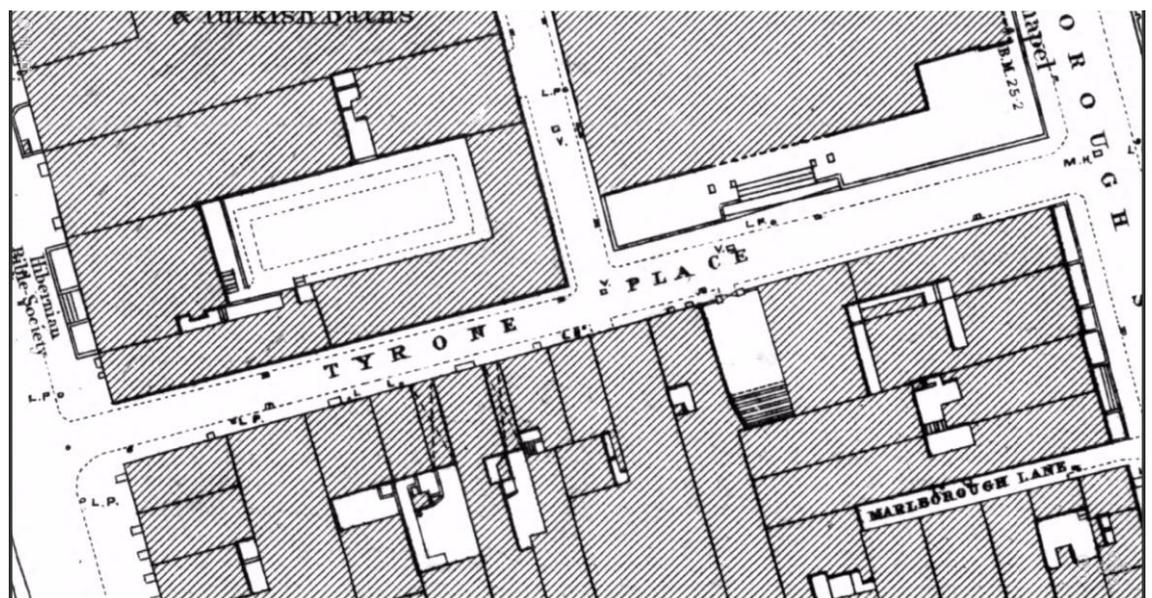


Fig. 10: Extract from Ordnance Survey map of 1891 showing Tyrone Place, now Cathedral Street

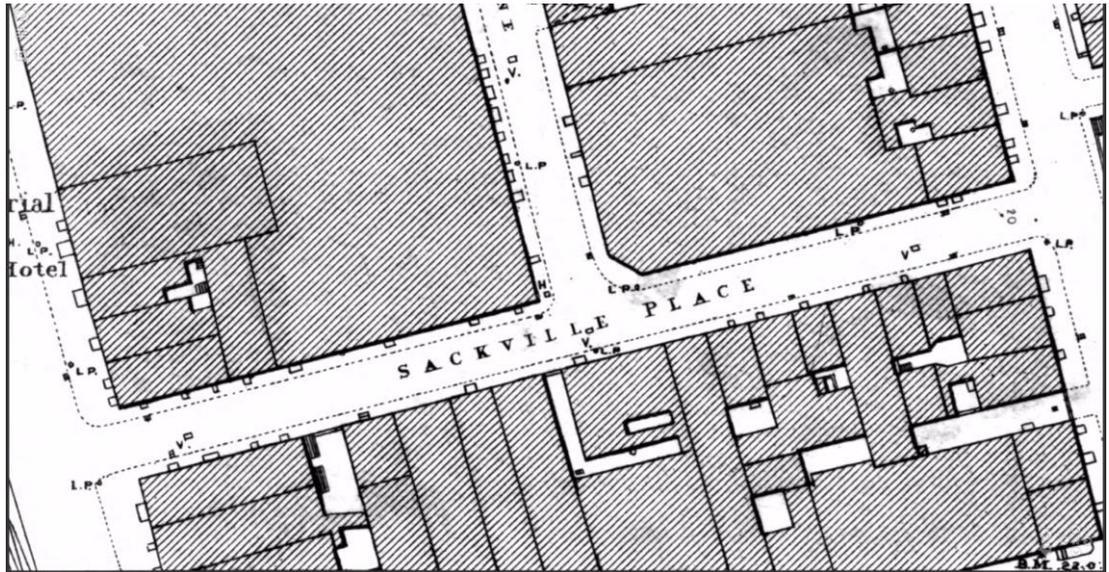


Fig. 11: Extract from Ordnance Survey map of 1891 showing Sackville Place

2.6 Destruction of Sackville Street (1916-1922)

The Easter Rising in 1916 led to the more-or-less total destruction of buildings on the eastern side from Eden Quay up to Cathedral Street. An insurance map of the damaged area [reference] showed that the eastern half of Sackville Place escaped better, the buildings on the southern side shown as only 'partially destroyed', and the northern side shown as 'uninjured'.

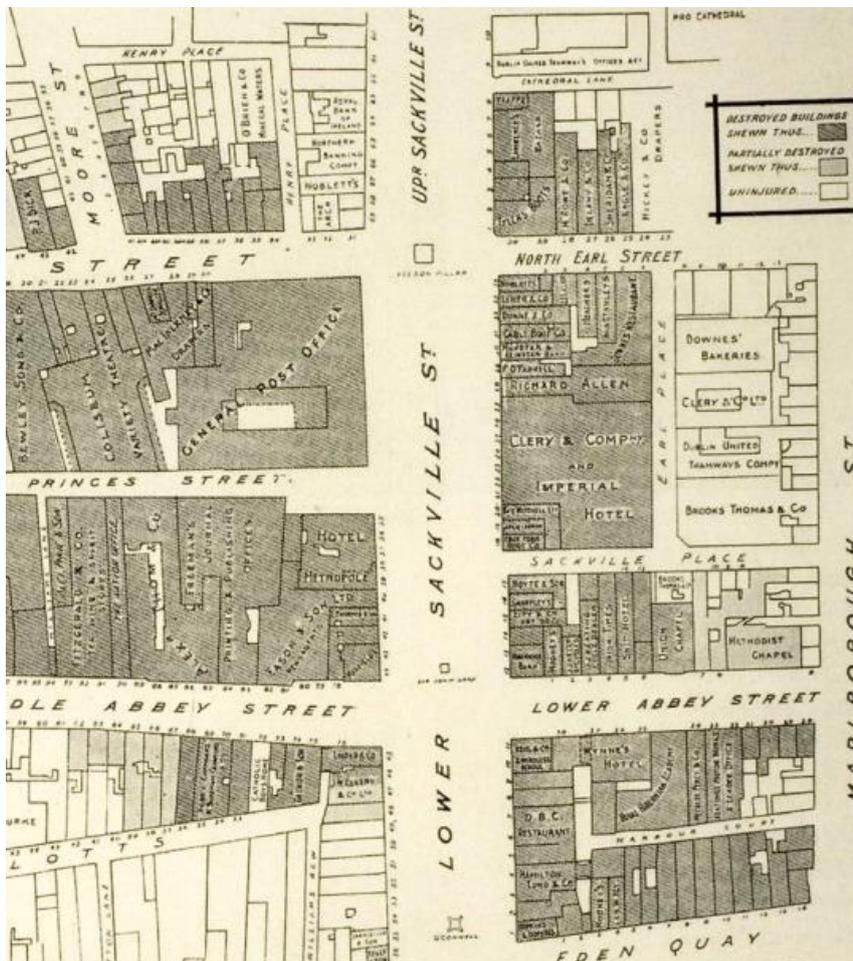


Fig. 12: Insurance map showing buildings destroyed by fire in 1916

On Cathedral Street, only the buildings fronting to O’Connell Street appear to have been destroyed. However, in the fighting during the War of Independence in 1922 the entire block from Cathedral Street north to Findlater Place, bounded by Thomas Lane, and was destroyed.



Fig. 13: Map showing war damage in 1922 [reference]

2.7 Rebuilding of O’Connell Street (1917-29)

The rebuilding of Sackville Street (renamed O’Connell Street in 1924) took place in two parts. The area south of Cathedral Street, destroyed in 1916, began in 1917. An expert committee appointed by Dublin Corporation, which included the English town planner Raymond Unwin and Dublin city architect C. J. McCarthy, recommended freedom of design to individual architects on the main street, but within certain parameters, such as a restricted palette of materials (Irish granite or brick with granite dressings), number of storeys and continuous cornice heights. However, the Dublin Reconstruction (Emergency Provisions) Act of 1916 did not follow this through to the full extent, only allowing the city architect the power to disapprove submitted proposals regarded as injurious to the streetscape. Notable buildings within the scheme were Clery’s (1917-21) by Ashlin and Coleman Architects, the plainer side façade of which dominates the western part of Sackville Place.

The eastern side north of Cathedral Place was destroyed before lower part was fully complete. It was carried out under an amended Act of 1924 under the direction of a new city architect Horace O’Rourke, the designs being more uniform in material and style, as exemplified by the Hammam Building (1925) by Chillingworth and Levie, the Gresham Hotel (1927) by Robert Atkinson and the Savoy Cinema (1929) by F.C. Mitchell.

The architecture of Sackville Place and Cathedral Street is characterised by the rebuilding work of this period.

2.8 Sackville Place Bombings, 1972 and 1973 (Source: Wikipedia)

Between November 1972 and January 1973, there were four paramilitary bombings in the centre of Dublin, killing three civilians and injuring 185.



Fig. 14: Sackville Place car bombing, December 1972

The first bombing 26 November 1972 was on Burgh Quay injuring 40 people with no fatalities. On 1 December 1972 two separate car bombs exploded in Eden Quay and Sackville Place. The Sackville Place bomb exploded 40 feet away from the intersection with Marlborough Street at 8.15pm killing two CIÉ employees, George Bradshaw (30), a bus driver and Thomas Duffy (23), a bus conductor. Thirteen days later three incendiary devices were found in Dublin – one inside Clery's department store and the other two in the toilets of the Premier Bar in Sackville Place. These devices had failed to explode.



Fig. 15: Sackville Place car bombing, January 1973

The fourth bombing was also at Sackville Place. On Saturday 20 January 1973, another car bomb exploded outside Egan's pub (The Sackville) at 3.23pm, killing CIÉ bus conductor, Thomas Douglas (21), originally from Scotland, with fourteen people badly injured. The

explosion was so powerful that it hurled the car roof over adjacent Abbey Street where it landed in Harbour Place.

No group ever claimed responsibility for the attacks and nobody was ever charged in connection with the bombings. The findings of the Barron inquiry into these and the later Dublin-Monaghan bombings of 1974, published in 2004, concluded that it "seemed more likely than not" that the Burgh Quay bombing was "carried out by Republican subversives as a response to a Government 'crackdown' on the IRA" and to influence the outcome of the voting in the Dáil regarding the passage of the controversial amendment to the Offences Against the State Acts. The Inquiry concluded that confidential information obtained by the Gardaí indicated that the other three attacks were perpetrated by the UVF, "but no evidence was ever found to confirm this".

In 2003, a bronze memorial, dedicated to the three victims of the 1972 and 1973 bombings, was unveiled in Sackville Place at the junction with Marlborough Street. The bronze sculpture, entitled "Fallen Bouquet", is set into granite flagstones in the footpath. It was designed by Thomas Duffy, son of the bus conductor killed in the 1972 attack, born after the death of his father. It was commissioned by Dublin City Council and CIÉ.



Fig. 16: 'Fallen Bouquet', by Thomas Duffy, commemorating those killed at Sackville Place in 1972-73

3.0 Description and Condition of Historic Paving

This section to be read in conjunction with the photographic survey in the Appendix.

3.1 Cathedral Street Paving

Street surfaces in Cathedral Street retain very little historic material. Historic Leinster granite kerbs c. 400 mm wide survive on the north side at the western end, beginning several metres into the street outside Burger King, along the frontage of the Revenue Commissioners building, extending to the eastern end of the Trócaire shop at its ground floor.

From this point eastwards, and turning around the corner into Thomas Lane, there are later granite kerbs, probably laid in the mid-twentieth century. Though not historic, these contribute to the aged character of the street, and as such are worthy of retention. Similar kerbs exist on the south side of the street, as far as Thomas Lane.

Footpaths are a mixture of brick pavers and concrete flagstones. These are not of historic interest, but incorporate cast-iron pavement lights. A cellar cover outside Brannigan's pub (No. 9) retains its historic Leinster granite surround on two sides.

At the mid-point in the street, curved granite stones laid flush into the roadway form a curving line across the street, to lead traffic into Thomas Lane, as the eastern half of Cathedral Street has pedestrian priority. This half, to the side of the Pro-Cathedral, has a later paving scheme laid c. 1980s, comprising red brick pavers articulated with yellow brick bands and flush-laid granite kerb lines, on which reproduction cast-iron bollards of fluted Doric design are set.

The character of the street is enriched by mature trees in the grounds of Tyrone House and the Department of Education on Marlborough Street.

3.2 Sackville Place Paving

Sackville Place retains a considerable amount of historic paving on its south side, where historic Leinster granite kerbs survives in situ over the full length in varying widths of 250mm, 300mm, 430mm, 480mm etc.

In addition, sections of historic footpath in flags of Leinster granite survive in various stretches. The largest of these extends from the mid-point of the Tourist Office frontage to the corner building at O'Connell Street (RPS ref: 6001-6002), to include the front of the Sackville pub, where granite surrounds survive around two keg drops now having modern metal plate covers, and to a cast-iron pavement light. (This was the site of the Sackville Place car bomb of January 1973). A stone flag with a coal-hole opening survives in this area also.

The pavement in front of Saks Hair Salon has been replaced, but the historic material resumes in front of Ladbrokes, where it forms the surround to pavement lights which are now paved over in concrete, and as Leinster granite flags outside the Hollywood Academy of Music and Dance.

In the eastern half of the street there are three areas of granite paving, the largest being at Rapid Shoe Repairs and Pipers Corner pub at the corner of Marlborough Street. Smaller areas survive outside DIT (formerly Brooks Thomas), the site of the first Sackville Place bombing of December 1972

Also on the southern side, cast-iron drainage channels formed of a square pipe set flush to the surface with raised grips in chevron pattern survive in five locations: On either side of the Sackville pub, at the back entrance to Veritas (RPS ref: 0001), at Rapid Shoe Repairs and adjoining this at Piper's Corner.

On the northern side there is a stretch of wide historic granite kerbstones along the eastern quarter of the block between Earl Street and Marlborough Street. The remainder of this side

Having good-quality granite kerbing dating to the mid-twentieth century. The footpath is a combination of modern brick paving and concrete pavers, and comprises of part public realm and part private landing, the building line having been set back when the nineteenth-century Brooks Thomas building was replaced with the present structure in the 1970s.

At the eastern end the memorial to the victims of the Sackville Place bombings, entitled “Fallen Bouquet” is integrated into the footpath, consisting of 10 granite flags with inlaid bronze flowers, and a square bronze plaque with a commemorative inscription in raised letters, reading:

*Always remembered,
In our hearts, actions and prayers*

*This memorial sculpture marks the place
where three innocent victims lost their lives
in two separate bomb explosions
in Sackville Place.*

*1st December 1972 – George Bradshaw and Thomas Duffy
20th January 1973 – Tommy Douglas*

*This memorial was laid with the generous
assistance of C. I. E. & Dublin City Council*

Sculptor Thomas Duffy

The curved corner of this footpath at the eastern side to Earl Place is formed of narrow historic granite, most-probably reused from another location.

The footpath along the side of Clery’s in the western half of the street has narrow granite kerbs, 60mm wide and a monolithic asphalt footpath, a crack running parallel to the kerb showing movement, probably due to vehicles mounting the kerb. The corner at Earl Place is formed of good quality curved granite of the mid-twentieth century, with angled face and narrow joints, and are worthy of retention.

3.3 Condition of Paving

Historic Leinster granite kerbstones are of good quality, display a range of issues:

- Many kerbs have been cut or otherwise damaged by insertion of metal covers, poles, bollards, etc.
- A great many have broken edges, chips, or have subsided due to traffic.
- Pointing has been generally lost, or replaced with sand-cement of poor detail and condition.
- Kerbs of differing widths are laid side by side, possibly indicating that they have been relaid.
- Joints along the inside of the kerb stones are uneven in detail and appearance.

Historic granite paving on the south side of Sackville Place is of good quality. There are small areas in good condition, such as at the Tourist Office, but presentation for the most part is poor:

- Some areas have been relaid having cut flags of small format and long flags laid parallel to the kerb line, which is uncharacteristic for the city.
- New foreign granite has been inserted in places as repairs, or to integrate plastic water meter chambers.

- Flags have been cut or otherwise damaged by insertion of metal covers, poles, etc.
- Some areas have been filled with poured concrete.
- Pavement lights have been paved over in places with concrete flags to poorly resolved layouts.

Cast-iron drainage channels are broken in places.

4.0 Significance of Paving

4.1 Architectural

Sackville Place, formerly Tucker's Row, dates back to the urban grid laid down by the Drogheda Estate, as seen on Brookings Map of 1728, and was once a minor residential street. Cathedral Street forms part of Luke Gardiner's development of Upper Sackville Street in the 1750s, and in that period connected the great houses of Lords Drogheda, Annesley and Tyrone. Both streets have been part of the many iterations of the O'Connell Street area. The survival in both streets of historic paving of the type introduced by the Dublin Paving Board reinforces the historic nature of both streets, and gives depth to the character of the Architectural Conservation Area.

The traditionally worked historic Leinster granite and the worn and patinated quality of the paving enriches the setting of the historic buildings of on the south side of Sackville Place. The paving enhances the presentation of these buildings of high architectural quality which are good exemplars of the rebuilding of secondary streets after 1916.

The paving has been relaid over time, and original paving layouts of particular significance do not survive.

4.2 Technical

The form and detail of the footpaths, including drainage features, pavement lights and coal hole covers are of technical interest, providing insight into the infrastructure of the historic city.

Civil-engineering features hidden from view beneath the road surface further contribute to this aspect.

4.3 Historical

The historical development and built fabric of this area give insight into the political and social history of Dublin, from the eighteenth century urban expansion to events of 1916 and the reconstruction of the commercial centre of the capital .

The bombings of 1972 and 1973, were tragic national events which played out on the surface of the street which is the subject of these works. The memorial by Thomas Duffy, tragically affected by the killings is of historical significance.

4.4 Artistic

The memorial "Fallen Bouquet" by Thomas Duffy, which is integral to the pavement is a moving work of aesthetic quality and artistic significance.

5.0 Methodology for Proposed Works

The proposed alterations should be carried out according to the following methodology.

5.1 Conservation Principles

All works should be carried out in accordance with best conservation practice, as defined by the International Council on Monuments and Sites (ICOMOS) in the Venice Charter of 1964, and in subsequent charters, and summarised in the Dept of Arts Heritage Regional Rural and Gaeltacht Affairs (DAHRRGA) *Architectural Heritage Protection Guidelines for Planning Authorities*.

This requires adherence to the following basic principles:

- Conservation work to be based on an understanding of the site and its historical development. The primary aim should be to retain and recover the significance of the site.
- Any alterations should be carried out in accordance with the principle of ‘minimal intervention’.
- Repairs to original fabric should always be favoured over replacement. Where replacement of an original element is unavoidable, this should be historically accurate in form and materials.
- Where lost elements must be reconstructed, these should aim for historic authenticity and avoid conjecture in as far as possible.
- Modern interventions should be reversible and visually identifiable.
- New work should be recorded.
- Works should be carried out by suitably skilled craftspeople with proven expertise in their trade working with historic fabric.

Work to historic paving materials to be in accordance with the DCHG Advice Series document ‘Paving: The Conservation of Historic Street Surfaces’, and DCC’s own guidance manual for historic paving.

5.2 Historic Granite Kerbstones

- Granite kerbs to remain in the area from which they are lifted. If removed to an off-site depot material to be clearly marked for return to the street from which it was taken. Care to be taken to avoid confusion with material from other sites.
- Lifting of granite kerbs to be undertaken in accordance with best practice to control risk of damage.
- Minimising of joint width: Redressing of kerbs to minimise joint width to be carried out with hand tools.
- Power tools for cutting to be used only in exceptional cases. No machine cut edges to remain visible. All cut edges to be hammered to form a slight rounded edge. Detail and method, and extent to be approved at detail design stage by the conservation architect.
- Broken edges on inner sides of kerbs to be filled with repair mortar to match historic granite.
- Broken kerbstones to be repaired using specialist adhesive, or set aside for re-dressing by trained masons.

- Training in methods for cutting and dressing of kerbs (power tools where approved, otherwise specialist chisels) to be provided by specialist mason.
- Setting out of kerbs: Arrange so that kerbs of equal width are used together. Short lengths of kerb not to be placed together if avoidable.
- Joints in historic granite kerbstones to be pointed with mix of NHL lime, Prompt natural cement and Wexford beach sand aggregate. Stone face in joints to be dressed to enable narrow joints at the surface.
- Joint along inside of historic granite kerbstones: maintain as narrow as possible and avoid irregular joint as far as possible. Point with same material as previous item.
- Raising of roadway to level of footpath: maintain slight level difference to leave rounded arris of kerb visible and to minimise joint width.
- Build-outs: Do not use historic granite kerbs for build-outs with tight curves.

5.3 Non-Historic Granite Kerbstones

- Kerbs of good quality Irish granite to be reused within the scheme.

5.4 Historic Flagged Footpaths

- Carefully lift and relay paving in accordance with best practice as set out in paving manuals.
- Paving layout to be arranged in bands laid perpendicular to kerb line. Conservation architect to approve loose laid layout prior to bedding. Layout to be numbered and laid as approved.
- Isolated areas of paving at eastern end of Sackville Place to be relocated to the western end to achieve a continuous area of from O'Connell Street to Earl Place.
- Stone surround to basement lights, keg drops, etc to remain in place.
- Where pavement light has disappeared stone surround to remain, infilled with Leinster granite to match historic.
- Tactile paving: No historic flagstones to be laid where tactile paving is needed.
- Cutting of flagstones/Dropped kerbs: No historic flagstones to be laid where dropped kerbs are needed.
- Joints of granite flagstones to be pointed with mix of NHL lime, Prompt natural cement and Wexford beach sand aggregate. Wide joints to be avoided. Stone edges to be dressed manually with chisels where necessary to ensure narrow joints of c. 10mm at the surface.

5.5 New Granite Paving

- New granite for paving: Samples to be provided and approved.
- Palette of materials and unit sizes: Reduce palette of materials to reflect simplicity of the historic palette.
- Layout of slabs: Rows to be set out in each section of path perpendicular to the kerb. If direction change needed ensure that cut slabs are over half full slab width.
- Joints between new paving and historic granite kerbs: Avoid irregular joint. Point with same material as kerb joints. Prepare sample of a standard detail for approval.

- Drainage channels: Retain historic cast-iron pipes set into footpath where these survive. Cut away broken sections and replace with salvaged material from DCC depots, or from other channels on the street.
- Tactile paving: Set out slabs around tactile paving to align with joints and reduce cutting. Lay more tactile slabs than necessary where layout would be simplified.

5.6 Metal Items

- Retain all heavy-duty grilles, pavement lights, etc.
- New posts: Minimise number as far as possible by sharing posts between traffic signage, parking info, taxi ranks, etc. Set into paving joints and minimise joint width at the surface.
- Bollards: Set in positions to minimise impact on historic kerbs or flagstone pavements.

6.0 Impact Assessment

6.1 Impact on Historic Kerbing

The proposal minimises the impact by retaining these historic elements in their original position.

Raising of the roadway will cover the face of the kerbs, however the rounded edge of the historic kerbstones will remain visible above the road surface.

6.2 Impact on Historic Flagstone Paving

Relaying of the footpaths will allow incongruous alterations to be reversed, and isolated areas of paving to be consolidated to greater effect.

Richard McLoughlin BArch MSc MRIAI
RIAI Conservation Architect Grade I
Lotts Architecture and Urbanism Ltd
14 December 2017

Sources:

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O'Connell Mahon Architects, *The Evolution of O'Connell Street*, Appendix to Heritage Submission in relation to a planning application for Upper O'Connell St/Carlton Site, 2013.

O'Cionnaith, Finnian, *The Dublin Paving Board: Bringing order to 18th century Dublin's streets*, in *Engineers Journal*, 17/5/2016

Shaffrey, Maura, *Sackville Street/O'Connell Street*, in: *Irish Arts Review Yearbook*, 1988, pp. 144-156.

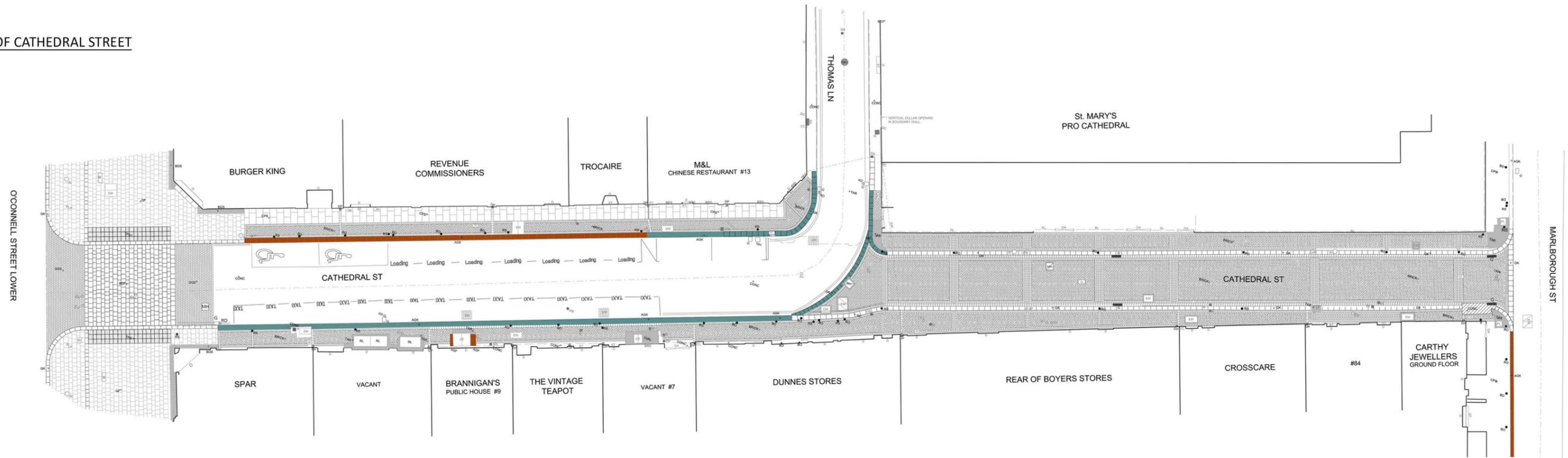
Appendix 1: Survey showing location and extent of significant Paving

(not to scale)

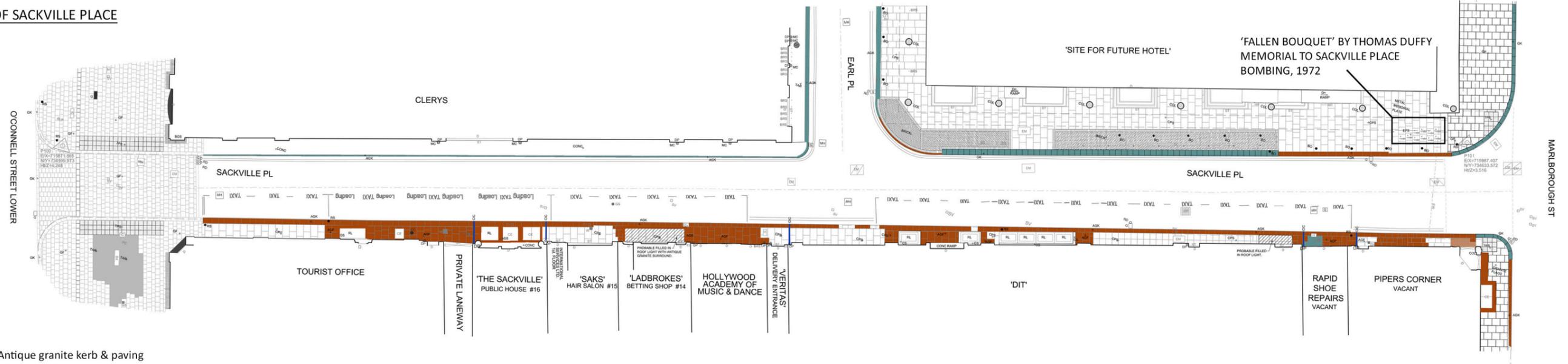
Appendix 2: Photographic Survey

PUBLIC REALM CATHEDRAL STREET AND SACKVILLE PLACE SIGNIFICANT PAVING

PLAN OF CATHEDRAL STREET



PLAN OF SACKVILLE PLACE



KEY

- Antique granite kerb & paving
- Good quality granite of more recent date, but worthy of retention
- Antique granite relaid due to Luas works
- Cast iron drainage channel

1 General views of Sackville Place (West to East)



View of Sackville Place from O'Connell Street looking east



Modern paving where Sackville Place & O'Connell Street intersect



View of Sackville Place looking east (west of Earl Place)



View of Earl Place looking north from Sackville Place



View of Sackville Place looking east (east of Earl Place)



View of Sackville Place looking west from Marlborough Street

3 Sackville Place West of Earl Place

3.1 North Side of Street



Concrete paving with granite kerb outside 'Clerys'



Concrete paving with wider granite kerb outside 'Clerys'



Good quality granite kerb in four curved sections on the corner of Earl Place & Sackville Place



Good quality granite kerb on the west side of Earl Place

3.2 South Side of Street (West to East)



Antique granite kerb outside 'Tourist Office'



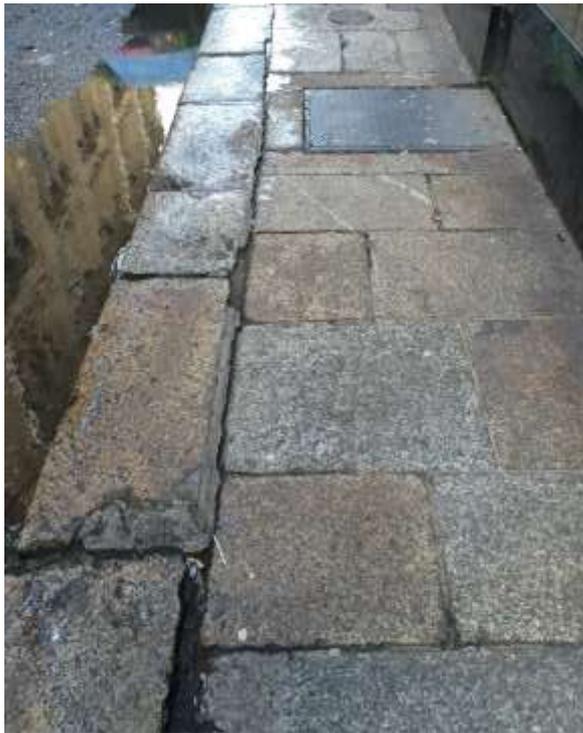
Antique granite kerb outside 'Tourist Office'



Antique granite kerb outside 'Tourist Office'



Antique granite kerb & antique flagged footpath around pavement lights outside 'Tourist Office'. Former cast iron drain to the right of pavement light



Antique granite kerb & antique flagged footpath, outside 'Tourist Office'



Antique granite around keg drop, outside 'Tourist Office'



Antique granite around coal-hole cover, outside 'Tourist Office'



Antique paving & kerbs, at private laneway behind Tourist Office



Water meter and new granite inserted into antique granite pavement at private laneway behind tourist office



Antique paving & kerb stones around cast iron drainage channel, outside 'The Sackville' public house (No. 16)



Antique paving around cast iron drainage channel and pavement lighs, outside 'The Sackville' public house' (No. 16)



Antique paving & kerb stones around cast iron drainage channel and pavement lights, outside 'The Sackville' public house (No.16)



Antique paving & kerb stones around cast iron drainage channel and pavement lights, outside 'The Sackville' public house (No.16)



Antique paving around keg drop, outside 'The Sackville' public house (No.16)



Displaced antique kerb stone & broken cast iron drainage channel, outside 'Saks Hair salon' (No.15)



Antique kerb stones & paving stones surrounding filled in paving light, outside 'Ladbroke's Betting Shop' No.14



Missing kerb stone in foreground & antique paving stones & kerb stones, outside 'Hollywood Academy of Music & Dance'



Water hydrant cover set in concrete, outside 'DIT'



Poor detail to antique kerb stones & cast iron drainage channel, outside 'DIT'



Antique kerb stones outside 'DIT'



Antique kerb stones outside 'DIT'

4 Sackville Place East of Earl Pace

4.1 North Side of Street (West to East)



Antique kerb stones on the corner of Earl Place & Sackville Place (west)



Narrow antique kerb stones on the corner of Earl Place & Sackville Place outside the future hotel



Good quality granite of more recent date (outside future hotel)



Antique kerb stones outside future hotel



Antique kerb stones outside future hotel



Antique kerb stones outside future hotel



'Fallen Bouquet' by Thomas Duffy, memorial to Sackville Place bombing in 1972, set into pavement outside future hotel



'Fallen Bouquet' by Thomas Duffy, memorial to Sackville Place bombing in 1972, set into pavement outside future hotel



Modern paving where Sackville Place & Marlborough Street intersect

4.2 South Side of Street (West to East)



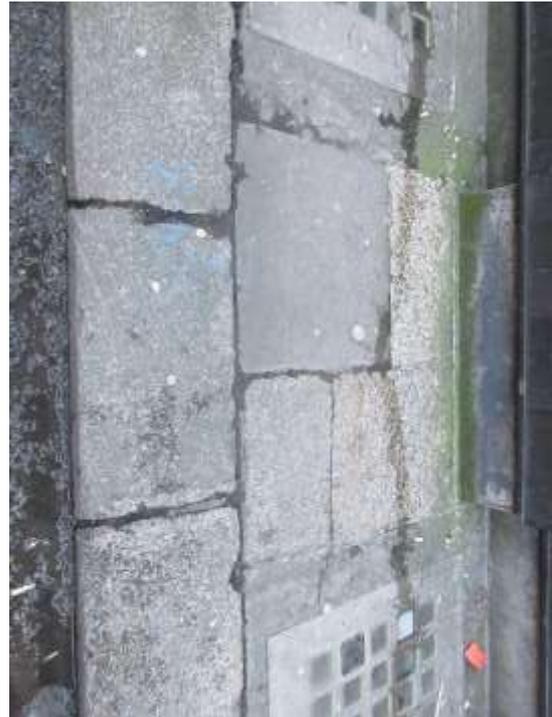
Antique paving & kerb stones around modern concrete pavement light, outside 'DIT'



Antique paving & kerb stones outside 'DIT'



Antique paving & kerb stones around concrete pavement light, outside 'DIT'



Antique paving & kerb stones around concrete pavement light, outside 'DIT'



Antique paving, replaced kerbstone and concrete pavement light, outside 'DIT'



Isolated section of antique paving and concrete pavement light, outside 'DIT'



Antique kerb stones and concrete pavers outside 'DIT'



Antique kerb stones in poor condition outside 'DIT'



Antique kerb stones outside 'DIT'



Antique paving as surround to removed pavement light forming kerb outside 'DIT'



Antique paving & kerb stones, inspection covers, new granite and concrete infill and cast-iron drainage channel (outside 'Rapid Show Repairs' vacant)



Antique paving & kerb stones and cast-iron drainage channel (outside 'Rapid Show Repairs' vacant)



Mixture of concrete pavers, antique paving and antique kerb stones (outside 'Pipers Corner' vacant)



Antique paving and kerb stones relaid as part of recent LUAS works and modern paving, outside 'Pipers Corner' (vacant) on the corner of Marlborough Street

5 General views of Cathedral Street (West to East)



View of Cathedral Street from O'Connell Street looking east



View of Cathedral Street looking east (west of Thomas Lane)



View of Thomas Lane looking north from Cathedral Street, with side entrance to the Pro-Cathedral



View of Cathedral Street looking east (east of Thomas Lane) with side of Pro-Cathedral. Tree planting in grounds of Tyrone House and Dept of Education in distance



View of Cathedral Street looking west from Marlborough Street, showing side elevation of the Pro-Cathedral

6 Cathedral Street West of Thomas Lane

6.1 North Side of Street (West to East)



Antique kerb stones relaid in small formats outside 'Burger King'



Antique kerb stone outside 'Burger King'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'The Revenue Commissioners'



Antique kerb stone outside 'Trocaire'



Antique kerb stone outside 'Trocaire' /
'M&L Chinese Restaurant' No.13



Good quality granite kerb of more recent date outside 'M&L
Chinese Restaurant' No.13



Good quality granite kerb of more recent date outside 'M&L Chinese Restaurant' No.13



Good quality granite kerb of more recent date outside 'M&L Chinese Restaurant' (No.13) with water hydrant cover set in concrete



Good quality curved granite kerb of more recent date on the west side of Thomas Lane

6.2 South Side of Street (West to East)



Good quality granite kerb of more recent date outside 'Spar'



Good quality granite kerb of more recent date outside 'Spar'



Good quality granite kerb of more recent date outside 'Spar'



Good quality granite kerb of more recent date outside 'Spar' / No. X Cathedral Street



Good quality granite kerb of more recent date outside a No. 10 Cathedral Street



Good quality granite kerb of more recent date outside a No. 10 Cathedral Street



Good quality granite kerb of more recent date outside No. 10 Cathedral Street



Good quality granite kerb of more recent date outside 'Brannigan's Public House'



Good quality granite kerb of more recent date outside 'Brannigan's Public House'



Good quality granite kerb of more recent date outside 'Brannigan's Public House'



Good quality granite kerb of more recent date outside 'The Vintage Teapot'



Good quality granite kerb of more recent date outside 'The Vintage Teapot'



Good quality granite kerb of more recent date outside 'The Vintage Teapot' / No. 7 Cathedral Street



Good quality granite kerb of more recent date outside a No. 7 Cathedral Street



Good quality granite kerb of more recent date outside a No. 7 Cathedral Street



Good quality granite kerb of more recent date outside No. 7 Cathedral Street



Good quality granite kerb of more recent date outside No. 7 Cathedral Street



Good quality granite kerb of more recent date outside 'Dunnes Stores'



Good quality granite kerb of more recent date outside 'Dunnes Stores'



Good quality granite kerb of more recent date forming kerb across Cathedral Street at Earl Place

7 Cathedral Street West of Thomas Lane

7.1 North Side of Street (West to East)



Modern Paving along entirety of north side of street.

7.2 South Side of Street (West to East)



Modern Paving along entirety of South side of street.