

Proposed public realm improvement works at:

Duke Street, Anne Street South, Duke Lane Lower, Duke Lane Upper, Lemon Street, Anne's Lane Dublin 2.

Conservation Report

06.12.2022



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Rannóg
Ailtire
na Cathrach

City
Architects
Division

This report was commissioned by Dublin City Council Environment & Transportation Department in conjunction with City Architects division to provide an overview of the proposed public realm improvement works at Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne's Lane, Dublin 2.

The proposals represents phase 5 of the implementation of the Grafton Street Quarter Public Realm Plan; of which Grafton Street formed phase 1, Wicklow Street & Johnson Court formed phase 2, Chatham Street & Harry St group formed phase 3, and Clarendon St & Clarendon Row formed phase 4.

Document information

Project	Proposed Public Realm Improvement Works at Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne's Lane, Dublin 2
City Architect	Ali Grehan
Deputy City Architect	Owen O'Doherty
Project Architect	Jill McGovern (Senior Executive Architect), Liam Morrissey (Executive Architect)
City Architects Project Reference	CA17010
Author	Rachel Hamilton (Executive Architect) RIAI Grade 2 Conservation Architect
Date of first issue	16.09.2022 – Pre P8 Circulation

Revision	Date	Issued by
Rev A	06.12.2022	City Architects Division

Rannóg Ailtire na Cathrach
Seirbhísí Tithíochta agus Pobal
Oifigí na Cathrach, An Ché Adhmaid, BÁC 8

City Architect's Division
Housing and Community Services
Civic Offices, Wood Quay, Dublin 8

T: +353 1 222 3527 F: +353 1 222 2084

Contents

- 1.0 Executive Summary
- 2.0 Introduction
 - 2.1 Proposed works boundary
 - 2.2 Record of Protected Structures (RPS's)
 - 2.3 Architectural Conservation Areas (ACA's)
 - 2.4 National Inventory of Architectural Heritage (AHIA)
 - 2.5 Record of Monuments and Places (RMP's)
- 3.0 Historical Background
 - 3.1 The Grafton Street Area - Context
 - 3.2 The Grafton Street Area - Historical overview
 - 3.3 Medieval and post Medieval development
 - 3.4 17th Century development
 - 3.5 18th Century development
 - 3.6 19th & 20th Century development
- 4.0 Description and condition of historic fabric
 - 4.1 Duke Street historic fabric
 - 4.2 Anne Street South historic fabric
 - 4.3 Anne's lane, Duke Lane Upper, Lemon Street, and Duke Lane historic fabric
 - 4.4 Condition of historic fabric
- 5.0 Statement of Significance
 - 5.1 Architectural
 - 5.2 Technical
 - 5.3 Historical
 - 5.4 Artistic
- 6.0 Method Statement for Proposed Works
 - 6.1 Conservation principles
 - 6.2 Conservation specialist services
 - 6.3 Historic granite kerbstones
 - 6.4 Non historic granite kerbstones
 - 6.5 Historic flagged footpaths
 - 6.6 New paving
 - 6.7 Metal items / street furniture
- 7.0 Architectural Heritage Impact assessment
 - 7.1 Impact on historic kerbing
 - 7.2 Impact on historic paving
 - 7.3 Other considerations

Appendix A: Conservation Method Statement for Protected Structures adjoining the proposed works area

Appendix B: Location and extent of historical materials

Appendix C: Photographic Survey

1.0 Executive Summary

- 1.1 This report has been prepared by Dublin City Council City Architects division to assess the architectural heritage impact of proposed public realm improvement works at Duke Street, Anne Street South, Duke Lane Lower, Duke Lane Upper, Lemon Street, Anne's Lane Dublin 2.

Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with new granite and asphalt carriageways. Existing paved and asphalt footpaths are to be removed and replaced with new granite paving while retaining areas of historic kerbs and paving. The proposals include the removal of the existing street furniture and replacement with new street furniture, tree planting, in-ground planting and seating.

- 1.2 This report includes a detailed photographic survey of project area and a drawing showing the location of historic material. Also included is an account of the historical background and development of the streets; condition survey of the surviving historic features; statement of significance; and method statement for interventions.

DCC Conservation Officer and Planning Department have been consulted as part of the preparation of this report, and a number of site inspections have been conducted.

- 1.3 The streets proposed for public realm upgrade were laid out as a single urban ensemble in the early 1800's. They are located within an ACA and include a large number of protected structures.

The streets original layouts have remained largely unchanged over time, and while much of their historical street fabric has been lost, substantial sections of historic kerbstones remain on Duke Street and Anne Street South, and an isolated patch of original paving can be seen outside The Duke Pub on Duke Street. Historical cellar lights and coal holes are also evident.

- 1.4 The surviving historical material is of architectural, technical, historical and artistic significance. The condition of the historic fabric varies. The historic Leinster Granite kerbstones and paving are of good quality, however most of them have worn edges and are poorly pointed, with some subsidence visible. Some sections have been poorly repaired in the past.

The historic edging stones to pavement lights or cellar access hatches are poor in places, with chips, broken edges, cracking and some lost stones.

The historic pavement lights are in reasonable condition, with some of the glazing showing deterioration.

- 1.5 The intentions of the proposed public realm improvements is to deliver a high quality canvas within the project area. Design considerations minimise the impact on the historical materials, which will serve to enrich the finished result.

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

- 1.7 It is recommended that all historical fabric is retained in its original locations as far as practically possible, and that all necessary alterations should be carried out in accordance with the principles of minimal intervention, repair over replacement, historic authenticity, reversibility, and visually identifiable modern interventions.

The report also recommends that a RIAI Grade I or II conservation Architect, or a suitably qualified conservation specialist, is included in the design team, and retained through all project phases, including an oversight role during construction.

This AHIA has been produced following Stage II design further developed for part 8 approval. A review of the design and its impact should be completed following Stage III detailed design / tender production.

2.0 Introduction

This report has been prepared by Dublin City Council City Architects division to assess the architectural heritage impact of proposed public realm improvement works at Duke Street, Anne Street South, Duke Lane Lower, Duke Lane Upper, Lemon Street, Anne's Lane Dublin 2.

Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with new granite and asphalt carriageways. Existing paved and asphalt footpaths are to be removed and replaced with new granite paving while retaining areas of historic kerbs and paving. The proposals include the removal of the existing street furniture and replacement with new street furniture, tree planting, in-ground planting and seating.

2.1 Proposed works boundary



Fig 1: Drawing showing the existing overall layout map with the project boundary outlined in red.
Source: Dublin City Council

2.2 Record of Protected Structures (RPS's)

A number of Protected Structures on Duke Street and Anne Street South adjoin the proposed works area including:

2394	1 Duke Street, Dublin 2	Shopfront (licensed premises)
2395	9 Duke Street, Dublin 2	Licensed premises
2396	17 Duke Street, Dublin 2	House
2397	18 Duke Street, Dublin 2	House
2398	19 Duke Street, Dublin 2	Commercial premises
2399	20 Duke Street, Dublin 2	Commercial premises
2400	21 Duke Street, Dublin 2	Licensed premises
2401	24 Duke Street, Dublin 2	Commercial premises
179	1 Anne Street South, Dublin 2	Commercial premises
180	4 Anne Street South, Dublin 2	Commercial premises
181	5 Anne Street South, Dublin 2	Commercial premises
182	9 Anne Street South, Dublin 2	Licensed premises
183	15 Anne Street South, Dublin 2	Commercial premises
184	18 Anne Street South, Dublin 2	Commercial premises
185	19 Anne Street South, Dublin 2	Commercial premises
186	19a Anne Street South, Dublin 2	Commercial premises
187	20 Anne Street South, Dublin 2	Commercial premises
188	21 Anne Street South, Dublin 2	Commercial premises
189	22 Anne Street South, Dublin 2	Commercial premises
190	23 Anne Street South, Dublin 2	Commercial premises
191	24 Anne Street South, Dublin 2	Commercial premises
192	25 Anne Street South, Dublin 2	Commercial premises
193	26 Anne Street South, Dublin 2	Commercial premises
194	27 Anne Street South, Dublin 2	Commercial premises
195	28 Anne Street South, Dublin 2	Commercial premises
196	29 Anne Street South, Dublin 2	Commercial premises
197	30 Anne Street South, Dublin 2	Commercial premises
198	31 Anne Street South, Dublin 2	Commercial premises

There are also a number of protected structures on Grafton Street, Dawson Street and Saint Stephens Green North with secondary and / or rear elevations that also adjoin the proposed works area including:

3241	9-11 Grafton Street, Dublin 2	Building
------	-------------------------------	----------

3243	15-20 Grafton Street, Dublin 2	Shop
2282	57-58 Dawson Street, Dublin 2	Business premises
2281	55 Dawson Street, Dublin 2	House / Business premises
2297	51c Dawson Street, Dublin 2	Commercial premises
2275	45 Dawson Street, Dublin 2	Shops and Offices
2274	44 Dawson Street, Dublin 2	Business premises
2270	40 Dawson Street, Dublin 2	Business premises
2269	39 Dawson Street, Dublin 2	Business premises
2268	38 Dawson Street, Dublin 2	Business premises
2267	37 Dawson Street, Dublin 2	Business premises
2266	36 Dawson Street, Dublin 2	Business premises
2265	35 Dawson Street, Dublin 2	Business premises
2264	34 Dawson Street, Dublin 2	Business premises (RIAC)
2263	33 Dawson Street, Dublin 2	Business premises
7762	3 St Stephen's Green North, Dublin 2	Commercial premises
7765	6-7 St Stephen's Green North, Dublin 2	Shop, Offices

2.3 Architectural Conservation Areas (ACA's)

The project area fall into two conservation areas; the 'Grafton Street and Environs ACA', and the 'South City Retail Quarter ACA'

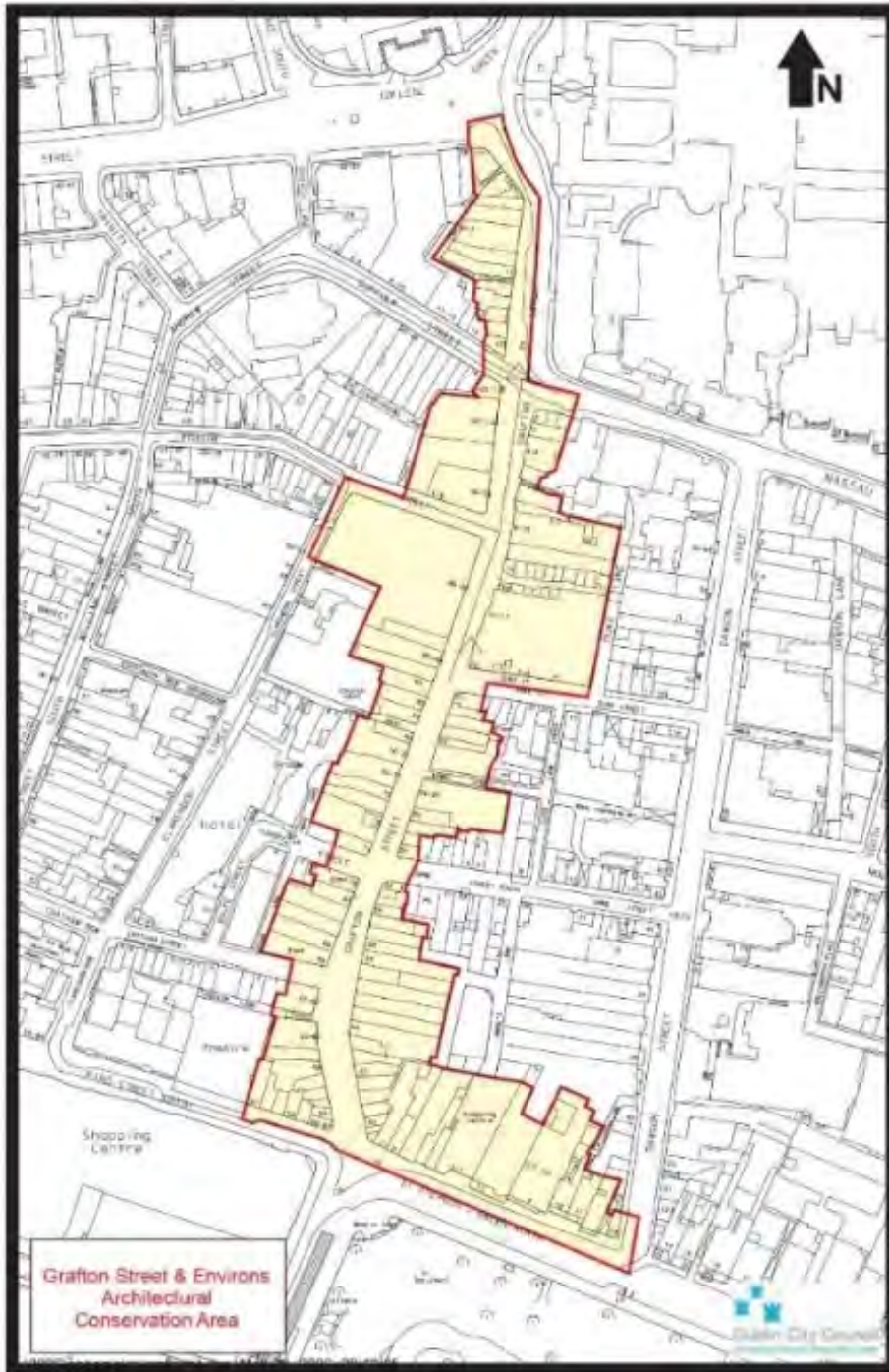


Fig 2: Map showing the extent of the 'Grafton Street and Environs ACA'
Source: <http://www.dublincity.ie/main-menu-services-planning-heritage-and-conservation-conservation/architectural-conservation-areas>

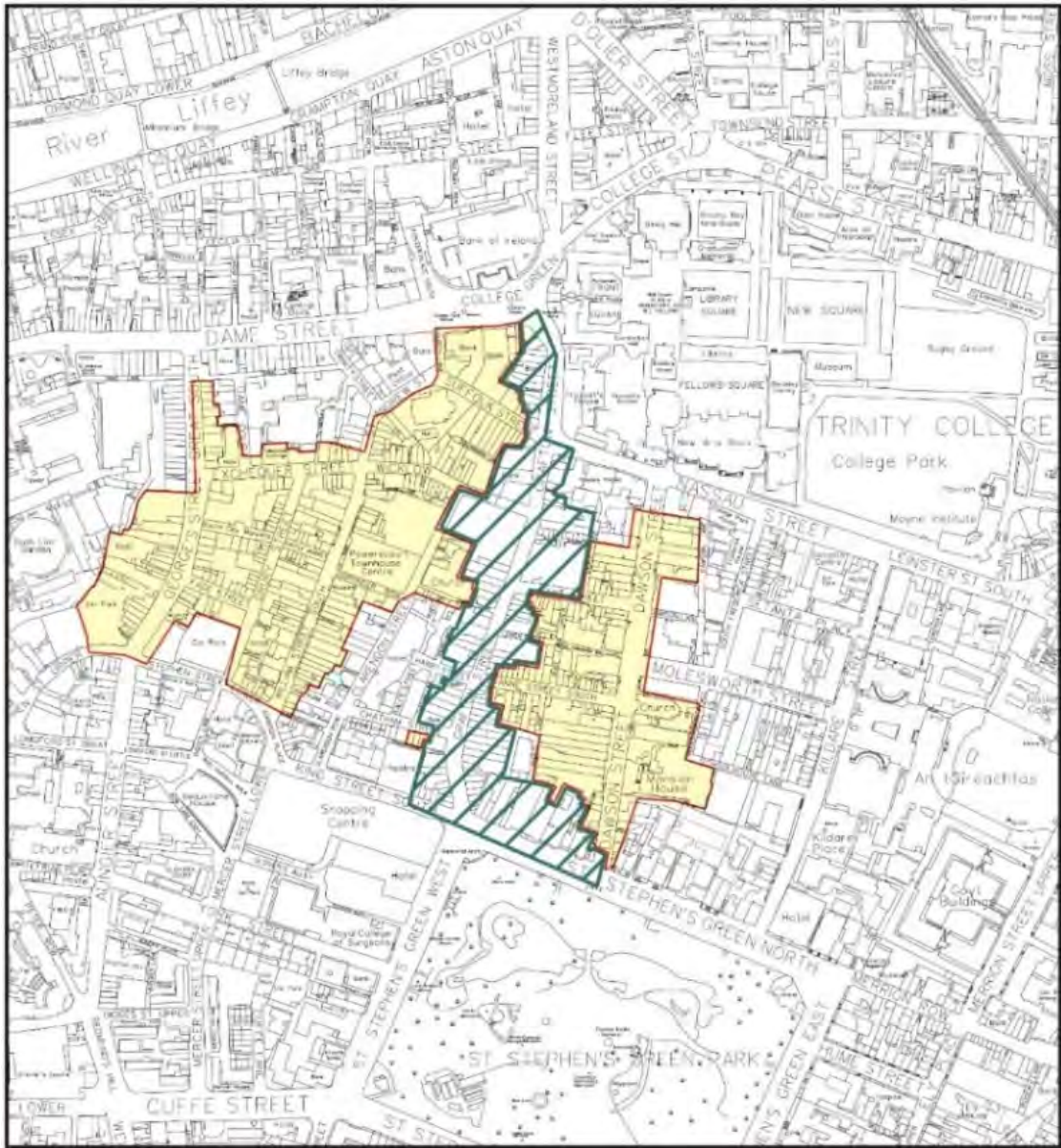


Fig 3: Map showing the extent of the 'South City Retail Quarter ACA'
 Source: <http://www.dublincity.ie/main-menu-services-planning-heritage-and-conservation-conservation/architectural-conservation-areas>

2.4 National Inventory of Architectural Heritage (AHIA)

The NIAH survey of Dublin City is being carried out in phases. The proposed works area is not surveyed as yet.

2.5 Record of Monuments and Places (RMP's)

The files of the Record of Monuments and Places form part of the archives of National Monuments Service Department of Heritage. There are no specific RMP's within the project area. A number of RMP sites within close proximity of the proposed works area including:

RMP no D018-020; Dublin historic town

RMP no DU018 - 020060; Holy well

RMP no DU018 - 020238; Corner of Dawson St & Molesworth Street (13-17 Dawson Street)

RMP no DU018 - 020240; 37 Dawson Street

RMP no DU018 - 020241; Corner of Dawson St & Molesworth Street

RMP no DU018 - 020327; Mansion House

RMP no DU018 - 020386; Bridge

RMP no DU018 - 020387; Bridge

RMP no DU018 - 020388; Bridge

RMP no DU018 - 020413; St Ann's Church of Ireland, Dawson Street

3.0 Historical Background

3.1 The Grafton Street Area - Context

Dublin City Councils 'Grafton Street Quarter, public realm masterplan' was presented to Council in May 2014 and sits under the overarching Dublin City Council Public Realm Strategy 'Your City Your Space' 2012, describes the extents of the Grafton Street Quarter as being:

'Centred on Grafton Street and its supporting network of streets and spaces, extending to one of the city's premier squares, St. Stephen's Green, to the south, Trinity College and another major public space, College Green, to the north, South Great George's Street to the west and over to Dawson Street and Molesworth Street to the east.'

3.2 The Grafton Street Area - Historical overview

The 'Grafton Street Quarter, public realm masterplan' 2014, describes the history of the area as follows:

This compact and vibrant urban Quarter was shaped during the great classical era of urban planning and building in 18th century Dublin.

It was laid out as a simple grid of streets "forming careful junctions with existing streets, terminating classical axes where necessary" (McCullough, Niall (1989) - Dublin - An Urban History) and framing vistas to important institutions and buildings such as St. Ann's Church, Leinster House and Mercer's Hospital.

Despite later interventions into the essentially Georgian fabric, the area has survived intact, a testament to the inherent coherence and to the practicality of the original layout and development. Indeed, even the significant Victorian interventions have contributed to the area's legibility and architectural character as well as its economic vibrancy.

Although developed as a series of small but piecemeal set pieces by different landlords / developers, the individual streets reveal a strong sense of visual and architectural unity. This unity is attributable to the use of the "single plot as the unit of development" (McCullough, Niall (1989) - Dublin - An Urban History), as well as to standard leasing arrangements and a willingness to observe certain common urban design principles.

It is important to note that these streets, including the remaining building stock are as significant a record of the great classical era of planning and development in Dublin as the more renowned Georgian squares.

The western and older section of the area, located between South Great George's Street and Grafton Street and south of Dame Street, forms a tight grid of narrow streets originally surrounded by medieval lanes and bisected by the River Steine (Steyne). The principal streets here are South Great George's Street, Drury Street, South William Street and Clarendon Street, Fade Street which links South Great George's Street to Drury Street and Wicklow Street / Exchequer Street linking Grafton Street to South Great George's Street.

Moving east, Grafton Street and Dawson Street together with Duke Street and Anne Street South were laid out as a single urban ensemble in the early 1800's.

Grafton Street is one of Dublin's best-known destinations, celebrated in song, verse, film and literature, with a long and rich history dating back to the early 17th century.

Today the street is one of the city's two main shopping streets and forms the spine of the south city's retail core. The unique form of the street, combined with the architectural quality of many of its buildings, creates a distinctive physical character which enhances the commercial and social functions of the street.

It's long-established reputation for high quality shopping, combined with a rich mix of recreational, cultural and civic uses in the surrounding area, has determined its prominence in the economic and social life of the city

In 2013 works were undertaken to replace Grafton Street's red and grey brick paved surface, which was laid in the mid 1980's and had weathered badly over time. A new, high quality granite paving was laid, covering the full width of the street, improving the public realm and re-establishing the street as a premier shopping and visitor destination in the city.

3.3 Medieval and post-medieval development:

Present day Dublin can trace its origins back more than 1,000 years. The city's first settlement, Áth Cliath (Hurdled Fort) was founded in what is now the High Street/Cornmarket area of the city during the 4th century. The name Áth Cliath relates to a connection of interlinked hurdles, which formed to make a makeshift bridge across the river at low tide.

During the 6th century, a monastery was founded on the Southside of the city, near the tidal pool of the River Poddle, a tributary of the Liffey. The settlement known as Duiblinn (Blackpool) was eventually settled by the Vikings, when their raids in Ireland began around the 9th century.

From this period on, the settlement, now known as Dyflinn, flourished into a vibrant Viking trading hub and town.

During the medieval ages, which lasted from the 5th - 15th century, the Norse settlement grew into an important market town, with a number of booming industries including, barrel-making, ship-building, metal-working, agricultural produce and slavery.

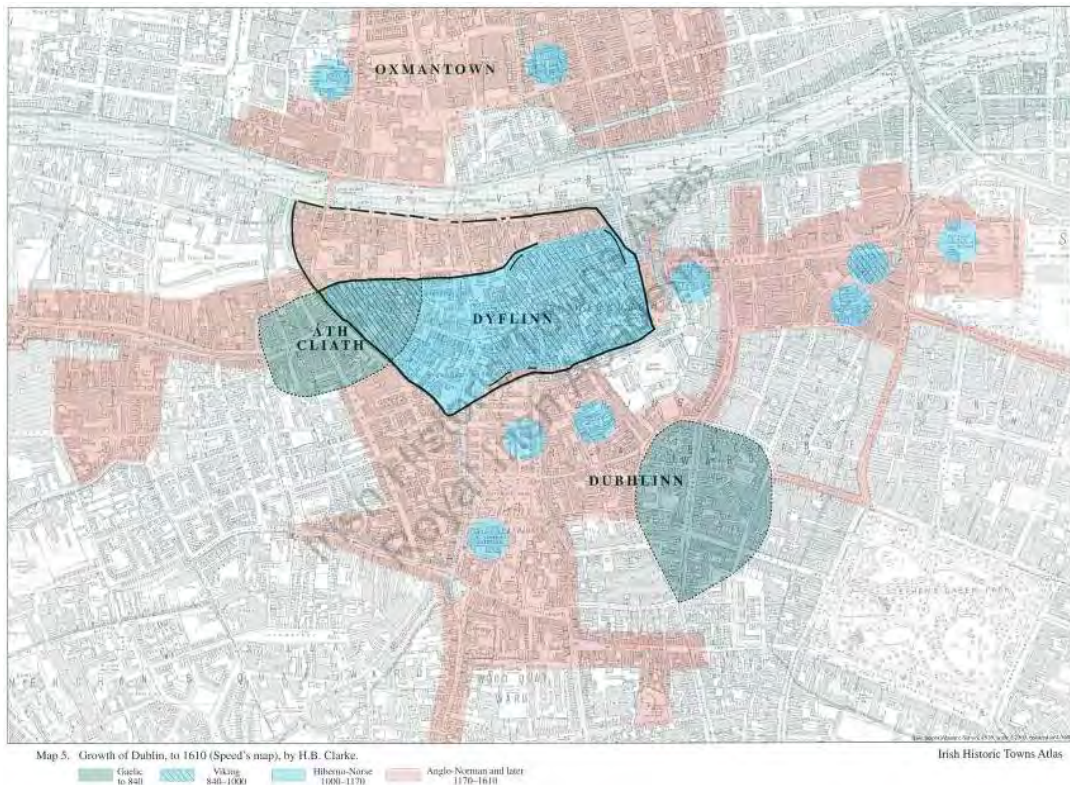


Fig 4: Growth map for Dublin showing medieval development. Source: Map 5, Growth of Dublin, to 1610 in H.B. Clarke, Irish Historic Towns Atlas, no. 11, Dublin, Part I, to 1610. Royal Irish Academy, Dublin, 2002

As evident from the growth map above, the majority of the Grafton street area (as we know it now) lay undeveloped during medieval times, including the Duke Street and Anne Street South complex of streets proposed for works.

3.4 17th Century development (1601-1700):

Speeds map of 1610, the first map of Dublin, indicates a route running southwards from Trinity College, depicting our modern day Grafton Street. The route, joining Trinity College with St. Stephens Green, is thought to have followed the line of part of the River Styne, which would explain the organic, winding form of the street.

The Street was later named after a Lord Lieutenant of Ireland, Henry Fitzroy, illegitimate son of Charles 11, who was the first Duke of Grafton (1663-90).



Fig 5: Image of Speed's map of Dublin, 1610.

Source: <http://www.dublincity.ie/image/libraries/hm01-speed-1610>

3.5 18th Century development (1701-1800):

Molls Map of 1714, depicts Grafton Street at the start of the 18th Century as an unimpressive narrow laneway, and to its east there was little but marshland without so much as a laneway crossing it.

By 1705 Joshua Dawson had purchased these seemingly unimpressive lands from Henry Temple and come up with a plan to develop the area from the east side of Grafton Street as far as Molesworth Street. In 1706 he had already laid out the plans for Dawson Street, Duke Street, Anne Street and the various lanes we know today as Anne's Lane and Duke Lane, which are a very orderly and attractive network of streets and lanes.

Dawson St is a wide straight street, and was originally laid out as an aristocratic boulevard. Mr. Dawson laid out his own house on the upper-east side in 1710, which is now known as the Mansion House. In 1720, St. Anne's Church, named after Dawson's wife Ann Carr, and was developed on the axis with Anne Street to serve the new residents.

Numbers 39 and 40 Dawson Street would have likely been built in this first phase of construction between 1706 and 1730 when Viscount Molesworth's land east of Dawson Street began to be developed, right at the beginning of the Georgian era, giving the area much the same layout as we know today. What was once swampy, marshland had quickly become one of the most fashionable addresses in Dublin.

Roques map, 1756, shows the project area as a well-defined system of streets to the south of Trinity College, with the main axis's of Grafton Street and Dawson Street fed by the tributary streets of Duke Street, Duke Lane, Lemon Street, Duke Lane Upper, Anne Street South & Anne Lane.



Fig 6: Image of Moll's map of Dublin, 1714

Source: <http://www.dublincity.ie/image/libraries/hm03-moll-1714>



Fig 7: Image extract from Roques map of Dublin, 1756

Source: <https://gallica.bnf.fr/ark:/12148/btv1b5967586q>

3.6 19th & 20th Century development (1801-1900):

During the 19th Century the street layout remained largely unchanged, however density in the density of the area increased.

Duke Street of the 19th Century revelled in many hostelrys and licensed premises. Now only three famous pubs survive, The Duke at No 9, The Bailey at No's 2 and 3, close to Grafton Street, and opposite Davey Byrnes's. While not physically linked, each of these premises is an important contributor to the social, literary and cultural significance of this street, with distinguished association with the literary greats of the Irish Nation.

Davy Byrne's pub, located at 21 Duke Street, was made famous by its appearance in Chapter 8 ('Lestrygonians') of James Joyce's 1922 modernist novel Ulysses. The main character, advertising canvasser Leopold Bloom, stops at the pub, at around 1 p.m. for a gorgonzola cheese sandwich and a glass of burgundy while wandering through Dublin.

The pub has since become a pilgrimage point for fans of the novel, who, like Bloom, stop and have a cheese sandwich and a glass of wine. The pub is particularly popular on Bloomsday, an annual celebration of both the book and James Joyce.

Joyce also mentioned the pub in the short story "Counterparts" in Dubliners as a bar visited by the office clerk protagonist named Farrington following an altercation with his senior at the office. It is also mentioned in Green Rushes, a short story collection by Maurice Walsh.

The royal Hibernian way, which has recently undergone streetscape and shopfront upgrades on both its Dawson Street and Duke Lane Upper elevations, as well as internal upgrades to the route through the property from Dawson Street to Duke Lane Upper, dates from the 1980's. It is built on the site of the Royal Hibernian Hotel, once one of Dublin's oldest and most notable buildings which dated from 1751 and was demolished in the 1980's.

The new elevation added to the Royal Hibernian Way shopping mall in 2018/19 is modern with anodised aluminium finishes in a brass and bronze colour. The new entrance helps define the important axis that links Kildare Street and Grafton Street. The route is very popular with tourists, government officials and office workers using it daily, attracting many into the little network of streets for which these public realm works are now proposed.

Finally, in late 2017 the Luas Cross City works were completed, which meant a brand new tram route travelling across the city. The stop on Dawson Street is very popular, filtering people to the Grafton Street area via Duke Street.



Fig 8: Image extract of Ordnance Survey first edition, 1837-42
 Source: www.osi.ie



Fig 9: Image extract of Ordnance Survey second edition, 1888-1913
 Source: www.osi.ie

4.0 Description and condition of historic paving

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

4.1 Duke Street historic fabric:

Street surfaces on Duke Street retain little historic materials. The carriage way is largely modern asphalt, and the footpaths are a mixture of brick, pavers, flagstones and poured concrete sections, all with asphalt repairs.

The western end of the street, closet to Grafton Street, is covered in a buff asphalt. Many historic cast iron pavement light and modern concrete pavement lights exist, some with their historic Leinster granite edging. There are a number of private landings and lobbies to properties with ornate terrazzo or mosaic floor finishes. The property at no17 Duke Street retains its original Leinster granite entrance steps and low plinth wall which punctuates the street and are railed with a simple cast iron railing.

There are licensed areas for seating outside the Bailey Bar and Davy Byrnes opposite. It should be noted that there were mats outside of The Bailey Bar which made surveying the condition of the stone under impossible.

One of The Bailey Bar's keg drops (with modern metal cover) was visible at the time of surveying, which featured a single historic Leinster granite edge paver. It is possible that there are more keg drops / cellar light to The Bailey Bar underneath the mats and this area should be re-inspected before any works are carried out.

Outside Davy Byrnes Pub there is a historic Leinster granite paver stone adjacent to their keg drop (which has a modern metal cover). The historic stone features a commemorative bronze plaque, sponsored by Cantrell and Cochrane Limited, inscribed with an excerpt from James Joyce's 1922 modernist novel *Ulysses*, which mentions the pub "He entered Davy Byrne's. Moral pub. He doesn't chat." A number of similar plaques are located across the city, each depicting a different excerpt from the book.

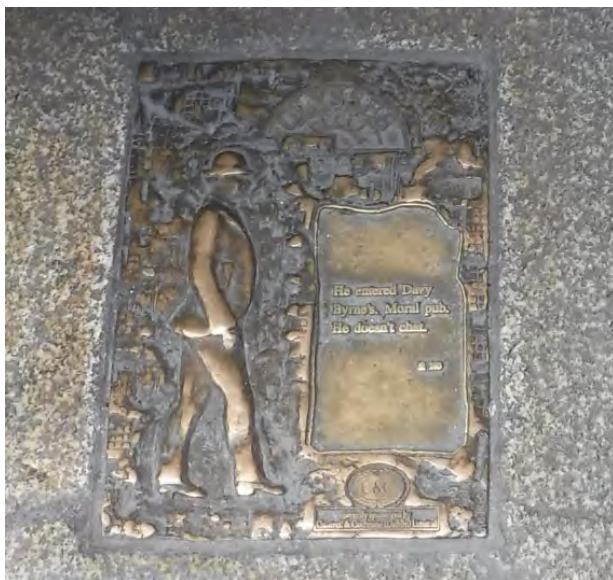


Fig 10: Photograph of commemorative bronze plaque outside Davy Byrnes Pub, sponsored by Cantrell and Cochrane Limited, inscribed with an excerpt from James Joyce's 1922 modernist novel *Ulysses*, which mentions the pub "He entered Davy Byrne's. Moral pub. He doesn't chat." Source: author

The eastern end of the street features two defined footpaths with a central carriageway for vehicles. These include a mixture of two types of brick pavers, concrete flagstones, modern granite paving, and poured concrete sections, with asphalt repairs in places. Part of the northern footpath includes a modern dished drainage channels. An isolated patch of historic paving on the northern footpath outside The Duke bar has survived, and substantial sections of the streets historic kerbstones are intact. These historic Leinster granite kerbs are c. 300-400mm wide, and exist on the north and south footpaths.

Outside Hayes and Jarvis, there is another commemorative plaque, to Joyce's Ulysses, set into a historic paver. This time depicting the words "His heart astir he pushed in the door of the Burton restaurant". (The Burton restaurant later came to be known as the Bailey Pub)

The footpaths incorporate a number of historic cast iron pavement lights and modern concrete pavement lights, many retaining their original Leinster granite edging. An original coal hole cover and a cast iron drainage channel also remain on the northern footpath.

4.2 Anne Street South historic fabric:

Street surfaces on Anne Street South retain some historic materials. The carriage way is largely modern asphalt, and the footpaths are a mixture of brick, pavers, flagstones and poured concrete sections, all with asphalt repairs.

The western end of the street, closet to Grafton Street, is covered in a modern buff asphalt. Many historic cast iron pavement light and modern concrete pavement lights exist, some with their historic Leinster granite edging. There are a number of private landings and lobbies to properties with ornate terrazzo or mosaic floor finishes. The property at no30 Anne Street South retains its original Leinster granite entrance steps and low plinth wall which punctuates the street and are railed with a simple cast iron railing. A historic coal hole also exists, set within a historic paver, at the eastern end of the street.

The eastern end of the street features two defined footpaths with a central carriageway for vehicles. These include a mixture of brick pavers, concrete flagstones, modern granite paving, and poured concrete sections, with asphalt repairs in places. Nearly the entirety of the streets historic kerbstones along this end are intact. These historic Leinster granite kerbs are c. 300-400mm wide, and exist on the north and south footpaths.

On the eastern corner from Anne Street South to Anne's lane there are extensive asphalt repairs. Philip Dunne, Senior Executive Engineer at DCC's Road Design and Construction department confirmed that 'the reason there is no kerb here is that it has been removed because it was not properly bedded due to the high ESB service below it and it was repeatedly being damaged by vehicles driving over it'. Investigation should be carried out to determine if these kerbstones are in storage and if so it is recommended that the kerbs be reinstated in their original location as per best conservation practice. Endeavours to source this material should be retained in the project file.

4.3 Anne's lane, Duke Lane Upper, Lemon Street, and Duke Lane historic fabric:

The street surfaces on Anne's Lane and Duke Lane are primarily asphalted. The surfaces on Lemon Street and Duke Lane Upper are primarily brick paved, which was laid in the mid 1980's and has weathered badly over time. The only historic materials on this group of streets are some historic threshold stones to the rear of 'Venue 35' and 'The Royal Irish Automobile club' on Anne's Lane and some historic Leinster granite edge stones to a keg drop at the side of Keoghs Pub on Duke Lane Upper.

4.4 Condition of historic fabric:

The historic Leinster Granite kerbstones and paving are of good quality and display a range of issues:

- The joint line between the historic kerb and footpath is generally straight and of uniform size on both sides of the street.
- A number of kerbs have broken edges or chips, in particular on their back edge.
- Kerb sizes are generally consistent, although it has been noted that smaller sizes do exist in isolated areas.
- Some sections of kerbing are narrower than the rest of the street and has likely been cut / altered in the past.
- A number of kerbs have been cut, possibly to accommodate previous street poles, with holes now filled.
- Pointing is in poor repair, and some joint lines are very large.
- Some movement or subsidence is evident on isolated stones.

The historic edging stones to pavement lights or cellar access hatches are poor in places, with chips, broken edges, cracking and some lost stones.

The historic pavement lights are in reasonable condition, with some of the glazing showing deterioration (however still remaining water tight)

5.0 Statement of Significance

5.1 Architectural:

These group of Streets to the east of Grafton Street have been prosperous commercial and residential streets in the city since their onset in the 18th century.

Unfortunately, no significant amount of original paving has survived. The small patches that do and the traditionally worked historic Leinster granite kerbstones, with their patinated and worn quality, enriches the setting of the historic buildings on both sides of the street.

5.2 Technical:

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

5.3 Historical:

The historical development and built fabric of the street, noted in chapter 2, give insight into the political and social history of this affluent area of Dublin.

5.4 Artistic:

Bronze plaques on Duke Street, commemorating James Joyce's Ulysses, signify the streets' social, literary and cultural importance, and its distinguished association with the literary greats of the Irish Nation.

6.0 Method Statement for Proposed Works

6.1 Conservation principles:

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

This requires adherence to the following basic principles:

- 6.1.1 Conservation work is 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.
- 6.1.2 Historical fabric should be retained in its original location as preference.
- 6.1.3 Any alterations should be carried out in accordance with the principle of 'minimal intervention'
- 6.1.4 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.
- 6.1.5 Where lost elements must be reconstructed, these should aim for historic authenticity and avoid conjecture in as far as possible.
- 6.1.6 Modern interventions should be reversible and visually identifiable.
- 6.1.7 New work should be recorded.
- 6.1.8 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.

6.2 Conservation Specialist services;

A RIAI Grade I or II conservation Architect, or suitably qualified conservation specialist, should be included in the design team, and retained through all project phases. Below is a schedule of the advice and support to be provided by the conservation specialist.

6.2.1 Stage (ii)b: Design to Planning Submission

N.B. This stage is to be undertaken by City Architects, DCC

As well as producing this Architectural Heritage Impact Assessment report and accompanying surveys, advise CA on historical significance of works area and conduct reviews to ensure proposed design meets best practice conservation principles.

6.2.2 Stage (ii)c: Design to Tender

N.B. This stage is to be undertaken by the Roads Design and Construction Division, DCC with CA providing an advisory role.

Conduct reviews to ensure design continues to meet best practice conservation principles.

Provide detail sketches for specific situations, specification of paving, mortar, pointing technique, etc, and advise on the need for samples / mock-ups for approval.

Provide information to other consultants for their preparation of Pre-Tender Cost Estimate.

Input as Designer into Design Stage Health and Safety Plan, under designer's duties under the Safety, Health and Welfare at Work (Construction) Regulations 2013.

Provide information for the preparation of bills of quantity and/or schedules of works (where appropriate)

6.2.3 Stage (iii): Tender Action

N.B. This stage is to be undertaken by the Roads Design and Construction Division, DCC with CA providing an advisory role.

Assist Environment & Transportation Department with the tender assessment (where appropriate).

6.2.4 Stage (iv): Construction

N.B. This stage is to be undertaken by the Roads Design and Construction Division with CA providing an advisory role.

Oversight role; At periodic intervals appropriate to the stage of construction visit the works to inspect the progress and quality of the works and to determine that they are being executed generally in accordance with the contract documents and best practice conservation principles.

Review samples of materials and executed works (as required)

Advice on details for specific situations as may emerge during the works.

6.3 Historic granite kerbstones:

6.3.1 Granite kerbs are to remain in the area from which they are lifted. If removed to an off-site depot material is 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.

6.3.2 Lifting of granite kerbs to be undertaken in accordance with best practice to control risk of damage.

6.3.3 Isolated areas of historic kerbing may be relocated, and grouped together, to achieve one continuous area. The layout of this is to be approved with Conservation Officer prior to bedding.

6.3.4 Setting out of kerbs: Existing setting out to be replicated. In circumstances where this is not possible arrangements to be agreed with Conservation Officer. Short lengths of kerb are not to be placed together if avoidable.

- 6.3.5 Cutting of historic kerbstones is to be avoided as much as possible.
- 6.3.6 Joints:
- Joint widths to match historic, and to be kept to a minimum.
 - Any redressing of kerbs, to minimise joint width, to be carried out with hand tools.
 - Due to the demanding environment, joints in historic granite kerbstones to be pointed with mix of NHL lime, Prompt natural cement and Wexford beach sand aggregate. (No artificial cements are permitted)
 - 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.
- 6.3.7 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.
- 6.3.8 Training in methods for cutting and dressing of kerbs (power tools where approved, otherwise specialist chisels) to be provided by specialist mason.
- 6.3.9 Any broken edges on inner sides of kerbs to be filled with repair mortar to match historic granite.
- 6.3.10 Broken kerbstones to be repaired using specialist adhesive, or set aside for redressing by trained masons.
- 6.3.11 Raising of roadway to level of footpath: maintain slight level difference to leave rounded arris (edge) of kerb visible and to minimise joint width.
- 6.3.12 Build-outs: Do not use historic granite kerbs for build-outs with tight curves.

6.4 Non historic granite kerbstones:

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

6.5 Historic flagged footpaths:

- 6.5.1 Carefully lift and relay paving in accordance with best practice as set out in paving manuals.
- 6.5.2 Paving layout to be arranged in bands laid perpendicular to kerb line. Conservation Officer to approve loose laid layout prior to bedding. Layout to be numbered and laid as approved.
- 6.5.3 Isolated areas of paving may be relocated, and grouped together, to achieve one continuous area. The layout of this is to be approved with Conservation Officer prior to bedding.
- 6.5.4 Stone surround to basement lights, keg drops, etc to remain in place.
- 6.5.5 Where pavement light has disappeared stone surround to remain, infilled with Leinster granite to match historic.
- 6.5.6 Missing sections of historic paved edging to features such as pavement lights or cellar access hatches, to be replaced in order to re-establish the complete surround.

- 6.5.7 Where only a remnant of the stonework survives, it should be an objective of any repaving works to replace the missing stones in order to re-establish the complete surround
- 6.5.8 Tactile paving: No historic flagstones to be laid where tactile paving is needed.
- 6.5.9 Cutting of flagstones/dropped kerbs: No historic flagstones to be laid where dropped kerbs are needed.
- 6.5.10 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.

6.6 New paving:

New roadways and footways to be provided with stone finish, using the Grafton Street Quarter palette of Leinster granite and Azul Platino granite. Samples to be provided and approved.

'Our Granite pavements, a look at Dublin's streets' a publication by An Taisce from 1987 described granite paving as follows: *Granite paving is part of Dublin. It looks attractive, lasts practically forever if not abused, and has a naturally abrasive surface which is just what is required for walking on. Granite kerbstones are far more durable than concrete and have proved the test of time in their resistance to not only the iron-rimmed cart wheels of yesteryear but also of modern traffic.*

- 6.6.1 New paving pattern to replicate that on Grafton Street for consistency and unity in the area.
- 6.6.2 Specification for paving to be in accordance with DCC Construction Standards for Road and Street Works in Dublin City Council.
- 6.6.3 Joints between new paving and historic granite kerbs: Avoid irregular joint. Point with same material as kerb joints. Sample of a standard detail to be approved.
- 6.6.4 Drainage channels: All historic cast-iron pipes set into footpath to be retained in situ. Any broken sections to be cut away and replaced with salvaged material from DCC depots, or from other channels on the street.

6.7 Metal items / street furniture:

- 6.7.1 All historic metal items, coal holes, gratings, grilles, pavement lights, etc. are to be retained.
- 6.7.2 The installation of new street furniture should avoid areas of historic paving wherever possible. If it is not possible to avoid interference with the paving they should carefully detailed and set into historic areas of paving in a way which minimises damage to the paving and are, wherever possible, reversible; that is, they can be later removed with no damage having been caused to the historic features.

Where the installation of new bollards in historic paving is unavoidable, they should be set carefully, and historic slabs trimmed or drilled to accommodate them, without sand-cement mortar backfill.

7.0 Architectural Heritage Impact assessment

7.1 Impact on historic kerbing:

Designs propose to locate historic kerbing along their original locations as far as practically possible which will protect the legibility and understanding of the historic line of the pavements. This approach minimises the impact on historic kerbing.

Some consolidation and relocation is proposed along the eastern ends of Anne Street South and Duke Street, for example 1) where new full modules can't be comfortably located adjacent to the original kerbstone, 2) where the historic kerbs conflicts with a new carriageway position, and 3) where the historic kerbs are at risk. It is advised that the exact repositioning be agreed on site with the Conservation Officer ahead of construction.

Where level surfaces are proposed the vertical face of the historic kerbs will be concealed, and it is advised that a Conservation Specialist is involved in this detailing. While the raising of the roadway will cover the face of the kerbs, the rounded edge of the historic kerbstones will remain visible above the road surface, minimising the impact.

7.2 Impact on historic paving:

Designs propose to locate historic paving in its original locations as far as practically possible which will protect the legibility and understanding of the historic street arrangement. Some repositioning of historic paving is proposed on Duke Street where there is a conflict with a new carriageway position.

It is advised that the exact repositioning be agreed on site with the Conservation Officer ahead of construction.

All works should be carried out in accordance with the Department of Heritage Advice Series for Paving, and to best conservation practice procedures on the lifting and relaying of historic street surfaces.

7.3 Other considerations:

Designs propose to retain all historic cellar lights in their original position. It is advised that should any alterations or works to the cellar lights be included, a Conservation Specialist is to be involved and a conservation specification and methodology for the works be agreed with DCC's Conservation Officer in advance of construction.

Designs propose to retain all historic coal holes in their original position with no impact.

Designs propose a number of in ground planters along the streets. Damage due to moisture ingress is the leading cause of deterioration in historic buildings and it is advised that a Conservation Specialist is involved at detail design stage to ensure no risk to cellars of historic fabric once the depth and exact position of the in ground planting is known.

Designs propose a number of trees along Duke Street and Anne Street South. A slender tree type with a narrow crown (similar to what has been used on Clarendon St) is proposed to reduce the visual obtrusion and minimise the impact on the character of the streets and their views / vistas.

The existing globe style lamp standards on Duke Street and Anne Street South, which date from the 1980's, are not original to the street and are to be removed in an effort to alleviate external street clutter and improve the pedestrian experience. The existing wall mounted fittings are to be upgraded and new wall mounted fittings are proposed. The exact location of proposed wall mounted public light fittings is to be agreed at detailed design stage and it is advised that protected structures are avoided. The facades of some of the protected structures along Anne Street South are already severely congested with projecting signage and advertising, extraneous cabling and services etc, and more wall mounted fittings would only exacerbate this problem. It is advised that all proposed locations are agreed with DCC's Conservation Officer prior to construction.

Proposals for feature lighting are focused on the laneways and the Grafton Street end of Anne Street South. The detailing of the feature lighting is to be agreed at a later stage and it is advised that a Conservation Specialist be involved and that a conservation specification and methodology for the works be agreed with DCC's Conservation Officer in advance of construction.

The intentions of the proposed public realm improvements is to deliver a high quality canvas within the project area. Design considerations minimise the impact on the historical materials, which will serve to enrich the finished result.

Appendix A:

Conservation Method Statement for Protected Structures adjoining the proposed works area

i. The Proposal

This project consists of proposed public realm improvement works at Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne's Lane, Dublin 2.

The proposals represent phase 5 of the implementation of the Grafton Street Quarter Public Realm Plan; of which Grafton Street formed phase 1, Wicklow Street & Johnson Court formed phase 2, Chatham Street & Harry St group formed phase 3, and Clarendon St & Clarendon Row formed phase 4.

The vision for this scheme, as set out in the Grafton Street Quarter Public Realm Plan 2014, is to extend the high quality Grafton Street experience into this key area. This network of streets and laneways provide great opportunities for place making. By implementing a design, which prioritises pedestrians and public space activation it will add economic value to the city's primary retail core by converting these streets into destinations to visit and linger in, rather than to simply pass through. The intention is to deliver a high quality canvas for a bustling street life, which will attract the general public throughout the day and night. The design will place a particular focus on universal design and conservation, with new greening interventions, climate action initiatives, with sustainable drainage solutions playing an important role in enhancing this environment.

Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with new granite and asphalt carriageways. Existing paved and asphalt footpaths are to be removed and replaced with new granite paving while retaining areas of historic kerbs and paving. The proposals will also involve landscaping works, including new trees and low-level planting, as well as new public seating, feature lighting and play installations.

Some and part of the subject streets and the adjoining buildings are located in the '**South City Retail Quarter Architectural Conservation Area**', '**The Grafton Street and Environs Architectural Conservation Area**' and **Scheme of Special Planning Control for Grafton Street and Environs**. The proposed works are adjacent to Protected Structures on both Duke Street and Anne Street South.

ii. List of Protected Structures

A number of Protected Structures on Duke Street and Anne Street South adjoin the proposed works area including:

2394	1 Duke Street, Dublin 2	Shopfront (licensed premises)
2395	9 Duke Street, Dublin 2	Licensed premises
2396	17 Duke Street, Dublin 2	House
2397	18 Duke Street, Dublin 2	House
2398	19 Duke Street, Dublin 2	Commercial premises
2399	20 Duke Street, Dublin 2	Commercial premises
2400	21 Duke Street, Dublin 2	Licensed premises
2401	24 Duke Street, Dublin 2	Commercial premises
179	1 Anne Street South, Dublin 2	Commercial premises
180	4 Anne Street South, Dublin 2	Commercial premises

181	5 Anne Street South, Dublin 2	Commercial premises
182	9 Anne Street South, Dublin 2	Licensed premises
183	15 Anne Street South, Dublin 2	Commercial premises
184	18 Anne Street South, Dublin 2	Commercial premises
185	19 Anne Street South, Dublin 2	Commercial premises
186	19a Anne Street South, Dublin 2	Commercial premises
187	20 Anne Street South, Dublin 2	Commercial premises
188	21 Anne Street South, Dublin 2	Commercial premises
189	22 Anne Street South, Dublin 2	Commercial premises
190	23 Anne Street South, Dublin 2	Commercial premises
191	24 Anne Street South, Dublin 2	Commercial premises
192	25 Anne Street South, Dublin 2	Commercial premises
193	26 Anne Street South, Dublin 2	Commercial premises
194	27 Anne Street South, Dublin 2	Commercial premises
195	28 Anne Street South, Dublin 2	Commercial premises
196	29 Anne Street South, Dublin 2	Commercial premises
197	30 Anne Street South, Dublin 2	Commercial premises
198	31 Anne Street South, Dublin 2	Commercial premises

There are a number of protected structures on Grafton Street, Dawson Street and Saint Stephens Green North with secondary and / or rear elevations that also adjoin the proposed works area including:

3241	9-11 Grafton Street, Dublin 2	Building
3243	15-20 Grafton Street, Dublin 2	Shop
2282	57-58 Dawson Street, Dublin 2	Business premises
2281	55 Dawson Street, Dublin 2	House / Business premises
2297	51c Dawson Street, Dublin 2	Commercial premises
2275	45 Dawson Street, Dublin 2	Shops and Offices
2274	44 Dawson Street, Dublin 2	Business premises
2270	40 Dawson Street, Dublin 2	Business premises
2269	39 Dawson Street, Dublin 2	Business premises
2268	38 Dawson Street, Dublin 2	Business premises
2267	37 Dawson Street, Dublin 2	Business premises
2266	36 Dawson Street, Dublin 2	Business premises
2265	35 Dawson Street, Dublin 2	Business premises
2264	34 Dawson Street, Dublin 2	Business premises (RIAC)
2263	33 Dawson Street, Dublin 2	Business premises

7762	3 St Stephen's Green North, Dublin 2	Commercial premises
7765	6-7 St Stephen's Green North, Dublin 2	Shop, Offices

iii. **Streetscape photos showing Protected Structures on Duke Street and Anne Street South**



Fig 1: Streetscape photograph of northern side of Duke Street looking east showing facade of protected structure at no 1 Duke Street



Fig 2: Streetscape photograph of northern side of Duke Street looking west showing facade of protected structure at no 9 Duke Street



Fig 3: Streetscape photograph of southern side of Duke Street looking east showing facades of protected structures at no's 17, 18 and 19 Duke Street.



Fig 4: Streetscape photograph of southern side of Duke Street looking west showing facades of protected structures at no's 20 and 21 Duke Street.



Fig 5: Streetscape photograph of southern side of Duke Street looking east showing facade of protected structures at no 24 Duke Street



Fig 6: Streetscape photograph of northern side of Anne Street South looking east showing facade of protected structure at 1 Anne Street South

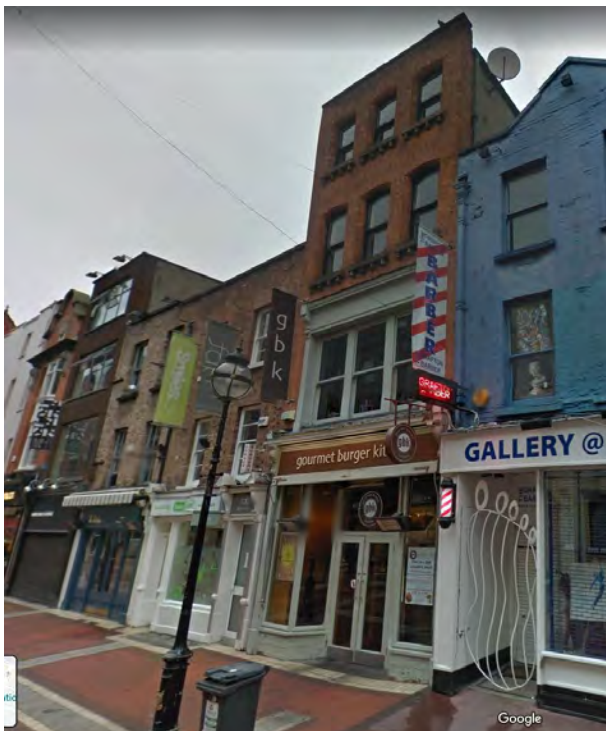


Fig 7: Streetscape photograph of northern side of Anne Street South looking west showing facade of protected structure at 4-5 Anne Street South



Fig 8: Streetscape photograph of northern side of Anne Street South looking west showing facade of protected structure at 4-5 Anne Street South



Fig 9: Streetscape photograph of northern side of Anne Street South looking north showing facade of protected structure at 9 Anne Street South



Fig 10: Streetscape photograph of northern side of Anne Street South looking east showing facade of protected structure at 15 Anne Street South



Fig 11: Streetscape photograph of southern side of Anne Street South looking west showing facade of protected structures at 18, 19, 19a, 20-26 Anne Street South



Fig 12: Streetscape photograph of southern side of Anne Street South looking west showing facade of protected structures at 19, 19a, 20-26 Anne Street South



Fig 13: Streetscape photograph of southern side of Anne Street South looking east showing facade of protected structures at 18, 19, 19a, 20-26 Anne Street South

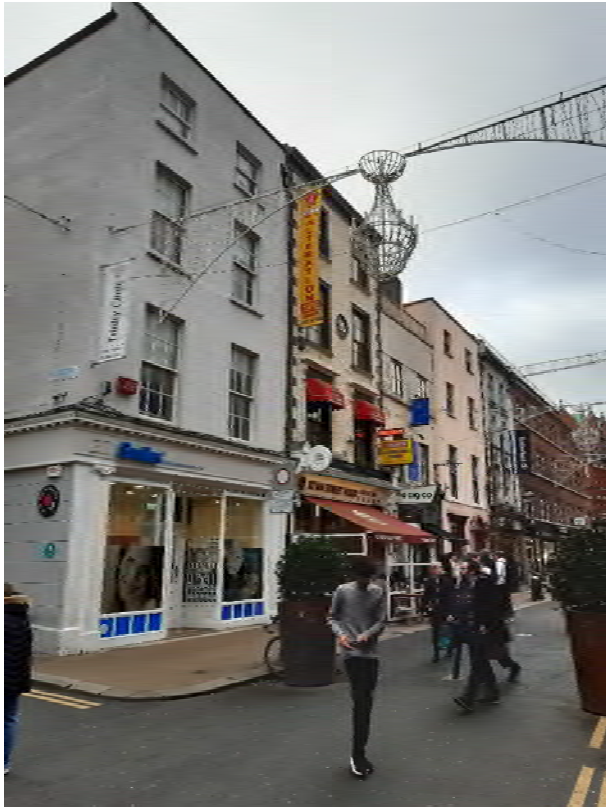


Fig 14: Streetscape photograph of southern side of Anne Street South looking west showing facade of protected structures at 27-31 Anne Street South



Fig 15: Streetscape photograph of southern side of Anne Street South looking west showing facade of protected structures at 27-31 Anne Street South

iv. **Method Statement for Protected Structures**

No works are proposed to the protected structures adjoining the proposed works area.

Designs propose to retain all historic cellar lights, which are associated with Protected Structures, in their original position. It is advised that should any alterations or works to the cellar lights be included, a Conservation Specialist is to be involved and a conservation specification and methodology for the works be agreed with DCC's Conservation Officer in advance of construction.

Designs also propose to retain all historic coal holes, which are associated with Protected Structures, in their original position.

Designs propose a number of in ground planters along the streets. As damage due to moisture ingress is the leading cause of deterioration in historic buildings, it is advised that a Conservation Specialist is involved at detail design stage once the depth and exact position of the in ground planting is known, to ensure no risk to cellars of Protected Structures.

Designs propose a number of trees along Duke Street and Anne Street South. A slender tree type with a narrow crown (similar to what has been used on Clarendon St) is proposed to reduce the visual obtrusion and minimise the impact on the Protected Structures, the character of the streets and their views / vistas.

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

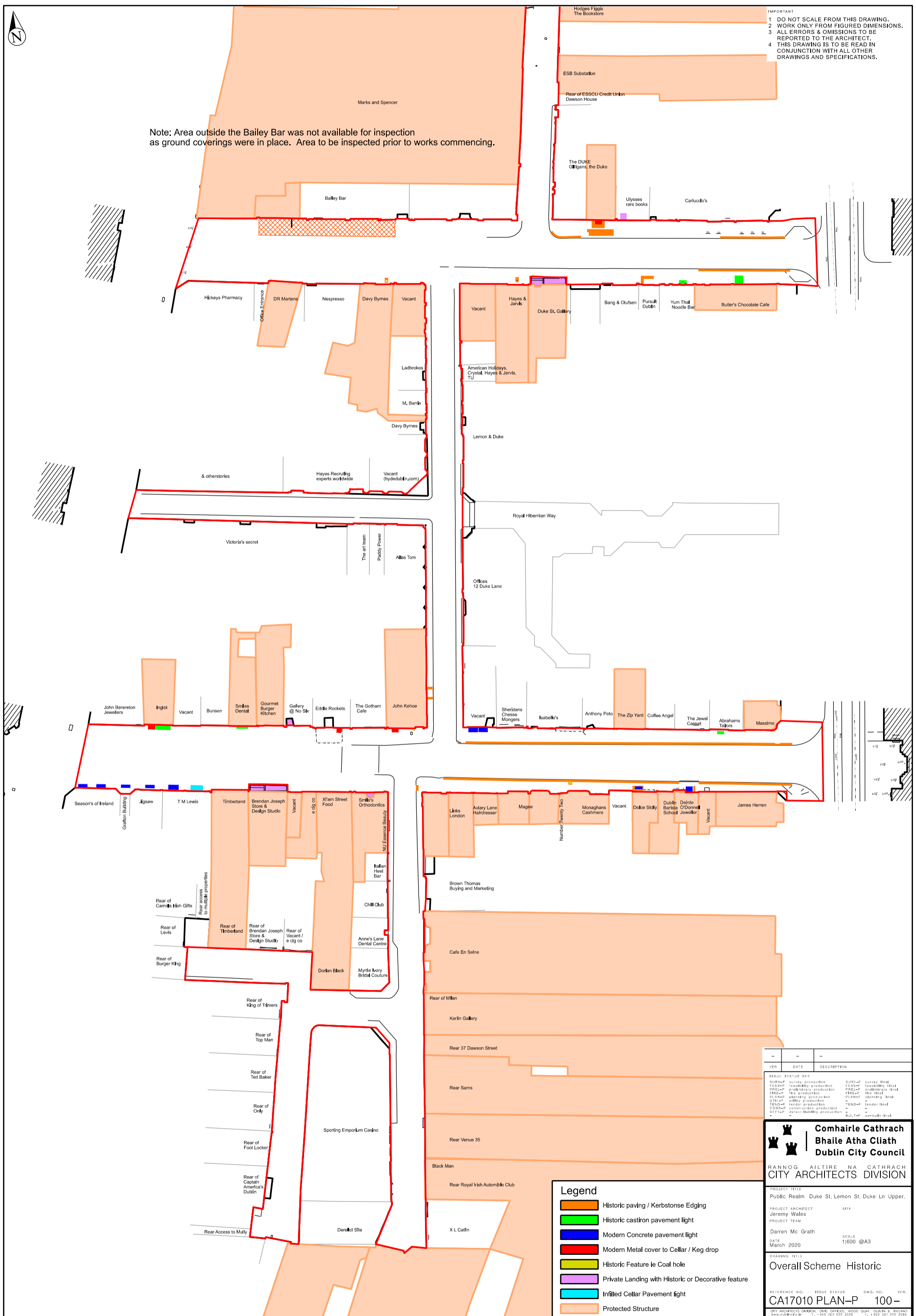
While no work is proposed to the Protected Structures adjoining the works area, suitable protection should be provided to the Protected Structures during the construction to avoid any damage of historic fabric.

Appendix B:
Location and extent of historical materials



Note: Area outside the Bailey Bar was not available for inspection as ground coverings were in place. Area to be inspected prior to works commencing.

- IMPORTANT**
- 1 DO NOT SCALE FROM THIS DRAWING.
 - 2 WORK ONLY FROM FIGURED DIMENSIONS.
 - 3 ALL ERRORS & OMISSIONS TO BE REPORTED TO THE ARCHITECT.
 - 4 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS.



VER	DATE	DESCRIPTION
-	-	-
-	-	-

Comhairle Cathrach
Bhaile Atha Cliath
Dublin City Council

RANNOG ALTIRE NA CATHRACH
 CITY ARCHITECTS DIVISION

PROJECT TITLE
 Public Realm Duke St, Lemon St, Duke Ln Upper.

PROJECT ARCHITECT SITE
 Jeremy Wales

PROJECT TEAM
 Darren Mc Grath

DATE SCALE
 March 2020 1:600 @A3

DRAWING TITLE
Overall Scheme Historic

REFERENCE NO. ISSUE STATUS DWG. NO. VER.
CA17010 PLAN-P 100-

CITY ARCHITECTS DESIGN, CIVIL OFFICES, WOOD QUAY, DUBLIN 8, IRELAND
 www.dcc.ie/cityarchitects T: +353 (0)1 222 8300 F: +353 (0)1 222 7084

- Legend**
- Historic paving / Kerbstonse Edging
 - Historic castiron pavement light
 - Modern Concrete pavement light
 - Modern Metal cover to Cellar / Keg drop
 - Historic Feature ie Coal hole
 - Private Landing with Historic or Decorative feature
 - Infilled Cellar Pavement light
 - Protected Structure

Appendix C:

Photographic Survey

Photos: Duke Street



1 & 2. General photo looking east along Duke Street towards Dawson St – Note buff coloured asphalt carriageway on east end.

SOUTH SIDE OF DUKE STREET (from west to east)



3. Photograph of outdoor dining outside Davy Byrne's (21 Duke Street) which includes floor coverings concealing pavement below. On the day of survey it was not possible to view the ground materials under the outdoor dining area however previous site visits showed a modern metal keg drop / cellar access outside of this property and a small area of Historic Leinster granite paver with plaque inset.



4. Photograph of bronze plaque, commemorating James Joyce's Ulysses outside Davy Byrnes (21 Duke Street) set into historic Leinster Granite paver.



5. Photograph showing good quality modern kerbstones outside American Holidays, Hayes & Jarvis and Duke St Gallery (17-19 Duke Street)



6. Photograph of bronze plaque, commemorating James Joyce's Ulysses outside Hayes & Jarvis (18 Duke Street) set into historic Leinster Granite paver.



7. Photograph of private landing outside Duke Street Gallery (17 Duke Street) with historic Leinster granite steps and low wall and cast iron railing above.



8. Photograph of dished kerb to vehicle entrance next to Duke St Gallery (17 Duke Street). Modern materials.



9. Photograph of former modern metal keg drop / cellar access (now filled in with concrete) outside Pursuit Dublin (14 Duke Street), with historic Leinster granite edge pavers to part.



10. Photograph of modern good quality granite kerbstones outside Bang and Olufsen and Pursuit Dublin (14-15 Duke Street)



11. Photograph of historic cast iron cellar pavement light infilled with concrete outside Yum Thai noodle bar. (13 Duke Street)



12. Photograph of historic Leinster granite kerbstones and modern granite paved footpath outside Butlers Chocolate Café (51c Dawson Street) on right hand side of photo, and more recent granite kerbstones (note finer rounded edge) and concrete pavers outside Yum Thai noodle bar (13 Duke Street) on left hand side of photo.



13. Photograph of historic cast iron pavement light with no edging band, set within modern granite paving, outside Butlers Chocolate Café (51c Dawson Street).



14. Photograph of historic Leinster granite kerbstones outside Butlers Chocolate Café (51c Dawson Street).



15. Photograph of historic Leinster granite kerbstones outside Butlers Chocolate Café (51c Dawson Street).



17. Photograph of historic Leinster granite kerbstones and junction with modern kerbstones at dished pedestrian crossing outside Butlers Chocolate Cafe (51c Dawson Street) / Dawson Street footpath.

NORTH SIDE OF DUKE STREET (from west to east)



18. Photograph of historic Leinster granite kerbstones and junction with modern kerbstones at dished pedestrian crossing outside Carluccio's restaurant (52 Dawson Street) / Dawson Street footpath



19. Photograph of modern good quality granite kerbstones to left hand side of photo outside Carluccio's with historic Leinster granite kerbstones to right hand side of photo, again outside Carluccio's (52 Dawson Street).



20. Photograph of mosaiced private landing / lobby to Ulysses rare books (10 Duke Street)



21. Photograph of section of historic Leinster granite paving to footpath outside The Duke pub (9 Duke Street)



22 & 23. Photograph of section of historic Leinster granite paving to footpath outside The Duke pub (9 Duke Street), full width of footpath in places. Modern metal keg drop / cellar access may indicate position of earlier pavement light.



24. Photograph of historic Leinster granite kerbstones on eastern corner of Duke Street to Duke Lane. Note, there is additional conservation significance for curved historic kerbstones, which are acutely associated with their location.



25. Photograph of modern granite kerbstones on western corner of Duke Street to Duke Lane



26. Photograph of western end of Duke Street.



27. Photograph of modern metal keg-drop / cellar cover outside the Bailey (1-4 Duke Street). Note, on the day of survey it was not possible to survey footpath materials under the outdoor dining area outside the Bailey, as ground coverings were in place. It is noted from previous site inspections that a small section of Historic Leinster Granite edge paving is located at the modern keg-drop, however the full extent of the ground materials have not been able to be surveyed.

Photographs: Duke Lane Upper



28. Photograph looking north, up Duke Lane Upper, taken from Anne Street South.



29. Photograph of modern metal keg-drop / cellar cover outside side entrance to John Keoghs (9 Anne St S), off Duke Lane Upper. Historic Leinster Granite edge pavers to two sides.

Photographs: Lemon Street



30. Photograph of Lemon street looking towards Grafton Street.



31. Photograph of Lemon street looking towards Royal Hibernian Way.

Photographs: Anne Street South

SOUTH SIDE OF ANNE STREET SOUTH (from west to east)



32. Photograph of modern concrete pavement lights set within 1980's Grafton street materials, Seasons of Ireland, Jigsaw (34 Anne St S) and TM Lewin (32-33 Anne St S) : 5no – note 1no furthest east infilled, concrete.



33. Photograph of infilled pavement light outside TM Lewis (32-33 Anne St S)



34 & 35. Photograph of private landing outside Brendan Joseph Store & Design Studio (30 Anne St S) with historic Leinster granite steps and low wall and cast iron railing above.



36. Photograph of mosaiced lobby to Smiles Orthodontics (27 Anne St S)



37. Photograph of corner of Anne Street South and Anne's Lane on eastern side, badly damaged in past with unsightly asphalt repairs. One historic Leinster granite kerbstone visible to right of image. (see image & note below)



38. Photograph supplied by Phillip Dunne, Roads design department, DCC, dating from 2010 showing a larger quantity of historic Leinster Granite kerbstones at the location of photo 37 (corner of Anne Street South and Anne's Lane on eastern side). This kerb has been removed because an ESB utility cable below was stopping the proper bedding of the stone and it was repeatedly being damaged.

It is recommended that confirmation is sought on the current location of these kerbs, and if the proposed layout's alignments allow for their reinstatements. Mary McDonald, Conservation Officer, DCC, to be consulted. Significance of curved stones to place is of particular importance.



39 & 40. Photograph of historic Leinster granite kerbstone outside Links London (25-26 Anne St S) and Magee (Unit 2, 21-26 Anne St S)



41. Photograph of historic coal hole cover set in historic Leinster Granite paver outside Monaghans Cashmere (21 Anne St S)



42. Photograph of run of historic Leinster granite kerbstone on eastern end of south footpath, from Links London (25-26 Anne St S) to James Herren (44 Dawson St). Note two asphalt repairs in middle and background.



43. Photograph of section of footpath outside Dolce Sicily (20 Anne St S), including modern concrete pavement light with historic Leinster granite edging pavers and historic Leinster granite kerbstones. Also, poor asphalt repairs to kerbstones and footpath.



44. Photograph of historic Leinster granite section just in front of shopfront to Dublin Barista School (19 Anne St S)



45. Photograph of modern concrete pavement light with 1no historic Leinster granite edge paver (to left), and some historic Leinster granite kerbstones to either side of large asphalt repair, outside Deirdre O Donnell jeweller (19 Anne St S).



46. Photograph of historic Leinster granite edge paver (1 no to left of pavement light), as mentioned above outside Deirdre O'Donnell jeweller (19 Anne St S).



47. Photograph of historic Leinster granite kerbstones outside vacant unit and James Herren (44 Dawson St).



48. Photograph of historic Leinster granite kerbstones and junction with modern kerbstones at dished pedestrian crossing outside James Herren (4 Dawson St) / Dawson Street footpath.

NORTH SIDE OF ANNE STREET SOUTH (from east to west)



49. Photograph of historic Leinster granite kerbstones and junction with modern kerbstones at dished pedestrian crossing outside Massimo (45 Dawson Street) / Dawson Street footpath



50. Photograph of slim historic Leinster Granite kerbstone that was presumably cut in the past to accommodate the nearby DCC utility cover



51. Photograph of historic cast iron pavement light with modern poured concrete footpath adjacent, outside Abrahams Tailors (17 Anne St S).



52 & 53. Photograph of example of spalled face, and chipped fronts to kerbstones outside Coffee Angel (16 Anne St S) / The Zip Yard (15 Anne St S)



54. Photograph of example of dished channels in historic Leinster Granite kerbstones along eastern end of north footpath (note these do not align with party lines of adjacent properties which would suggest that they have been repositioned at some time in the past)



55. Photograph of typical example of historic Leinster Granite kerbstones with modern concrete pavers along eastern end of north footpath (outside Antony Peto, 14 Anne St S / Isabelle's, 13-14 Anne St S)



56. Photograph of modern concrete pavement light with modern poured concrete surrounding, outside vacant unit.



57 & 58. Photograph of historic Leinster Granite kerbstones stop at eastern corner junction with Duke Lane Upper, note two 'slim' historic kerbstones before radius – presumably cut in past



59. Photograph of good quality kerbstones at western corner junction with Duke Lane Upper. Modern kerbstones beyond.



60. photograph of Historic coal hole cover set in historic Leinster Granite paver outside John Kehoe pub (9 Anne St S), and modern metal keg drop / cellar access beyond (again, may indicate previous historic cellar light).



61. Photograph of modern metal keg drop / cellar access outside Eddie Rockets (7 Anne St S) – may indicate previous historic cellar light



62. Photograph of terrazzo lobby to Gallery @ No Six (6 Anne St S)



63. Photograph of historic cast iron pavement light with modern brick pavers edging, outside Smiles Dental (4 Anne St S)



64. Photograph of historic cast iron pavement light with historic granite edging, outside Inglot (10 Anne St S)



65. Photograph of western end of Anne Street South.

Photographs: Anne's Lane



66. General photograph looking southwards up Anne's Lane



67 & 68. Photograph of steps to rear of venue 35 (34 Anne's Lane), historic



69. Photograph of door / access way to rear of Royal Irish Automobile Club (34 Dawson Street), historic threshold stones.