



east west

cultural alignment
dublin





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dublin

DUBLINIA
EXPERIENCE VIKING AND MEDIEVAL DUBLIN



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Introduction



Aerial View of Dublin

This proposal for an East–West Cultural Alignment route through the south side of the city of Dublin is designed in four stages from College Green, Dublin 2, to the War Memorial Gardens at Islandbridge, Dublin 8. The route includes a number of the most visited cultural sites in the city, including: Trinity College Dublin, Dublin Castle, Christchurch Cathedral, Dublinia, St. Patrick’s Cathedral, Guinness Storehouse, the Royal Hospital Kilmainham/IMMA, and Kilmainham Gaol. It also includes sites of great historical, cultural and architectural importance, which are largely overlooked, such as, the composite monument of the medieval city walls of Dublin, the War Memorial Gardens as well as the exceptional and everyday architecture that comprises our city streetscapes. The route threads together these cultural sites to form a logical and experiential circuit through a varied and fascinating urban landscape. It will offer further insight to the aforementioned cultural sites and an opportunity to appreciate the little understood everyday aspects of the city’s heritage. By placing an emphasis on the places between the cultural sites there is an opportunity to experience Dublin’s morphological, cultural and architectural development as well as the varied dynamics of inner city life. The promotion of these cultural sites along a linear route will help to organise the visitor and resident and hopefully provide an enhanced cultural experience.

This document begins with an exploration of the historical evidence that underpins the cultural importance of the route and describes each of the four stages. There are a number of opportunities identified such as: public realm schemes, cultural heritage signage proposals, and feasibility studies for sites of cultural heritage significance, all of which are relevant to the proposed cultural alignment.

This route has been devised in response to a discussion with Fáilte Ireland who convened a multi-stakeholder meeting to explore the concept of an East-West cultural route on 18th June 2010. This proposal has been drafted by Dr. Howard B. Clarke (Dublinia) and Charles Duggan (Heritage Officer, Development Department, Dublin City Council) and designed by graduate landscape architect, Seamus Donohoe (Dublin City Council).

Historical background to the route of the East-West Cultural Alignment

Like many towns and cities situated near the lowest crossing-point of a major river, e.g. London, Dublin's main artery or axis was parallel to the River Liffey and at a certain distance from it. In Dublin's particular case, one determinant was the low east–west ridge running parallel to the Liffey on its southern side. Farther upstream, at Kilmainham, there was a relatively narrow band of boulder clay between the alluvial flood-plain of the principal river and that of its tributary, the Camac.

Both natural features were followed by one of Ireland's great prehistoric routeways, known variously as the Slige MhÚr ('the great highway') and the Escir Riada ('the royal esker trail'). This routeway crossed Ireland from Dublin Bay to Galway Bay. Its trajectory was so fundamental that it is preserved in its entirety in the streets of the modern city. A principal purpose of such a routeway was to give access to the neighbouring island of Britain for people who lived in the centre and centre-west of Ireland.

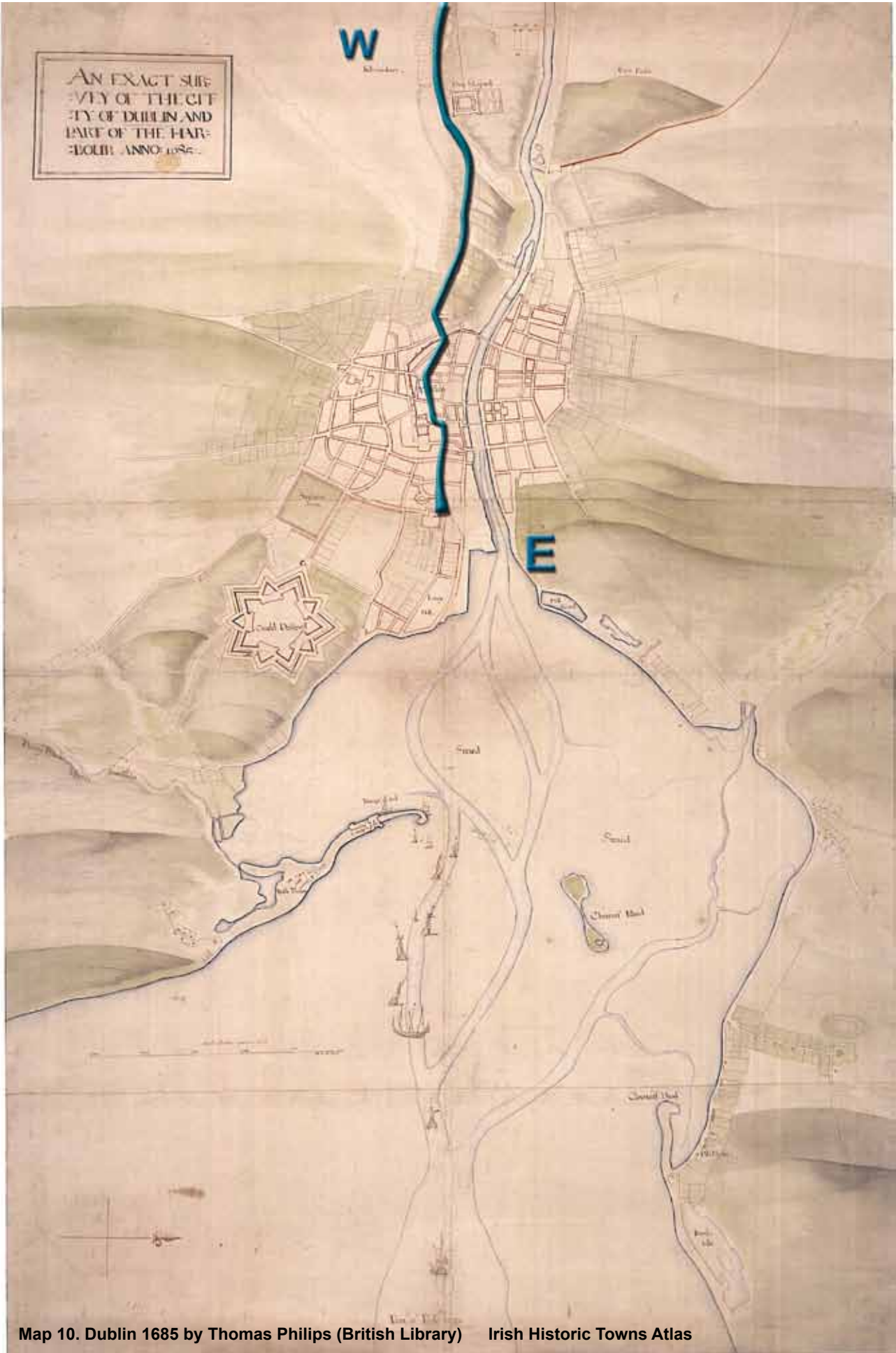
In terms of present-day Dublin, the east–west alignment is represented successively by Dame Street, Cork Hill, Castle Street, High Street, Cornmarket, Thomas Street, James's Street, Bow Lane West, Bow Bridge, Kilmainham Lane and Inchicore Road. Many of these streets still carry heavy east–west traffic; others such as Lord Edward Street and Mount Brown have come to serve a similar purpose. The location of some of Dublin's most famous buildings, such as the castle, the Royal Hospital and Kilmainham Gaol reflect the importance of the original alignment.

At different points in time, important north–south alignments intersected with the east–west axis. They are as follows:

- I. St Augustine Street/Francis Street. This crossroads is arguably the most historic spot in modern Dublin (though hardly anybody appreciates this). Hypothetically St Augustine Street represents the beginning of the ancient routeway to the north of Ireland, known as the Slige Midluachra. To that end it had to cross the Liffey, at the ford of hurdle-work that gave rise to the place-name formation *íth Cliath* (the baile prefix is first recorded in 1368). This river crossing may have made use of the eastern end of Usher's Island. Francis Street represents the beginning of the Slige Chualann leading to south-eastern Ireland via the Poddle crossing at Dean Street. The earliest settlement probably grew up round this major crossroads on top of the ridge overlooking the ford.
- II. South Circular Road (part). The small islands in the Liffey at Islandbridge were the probably site of the ford(s) of Kylmehauoc (and later variants), near St MoshamÚc's Church. This crossing point was situated at the limit of the tidal reach of the Liffey. It is impossible to say which of these river crossings was established first.
- III. Fishamble Street/Werburgh Street. A major crossroads inside the Viking defended settlement (Irish *d·n*) developed in the tenth century. Much later it became the site of the medieval pillory.
- IV. St Michael's Hill/Nicholas Street. Established probably in the first half of the eleventh century in association with the foundation of Christ Church Cathedral c. 1030. Later it became the location for the high market cross of the city, the symbolic focal point.
- V. Capel Street/Parliament Street. The construction of the first Essex Bridge (now Grattan Bridge) c. 1676 and its total reconstruction in the early eighteenth century would have a decisive effect in the creation of the initial north–south axis of the city. In the nineteenth century this axis migrated downstream to O'Connell Street, Westmoreland Street and Grafton Street, where it remains to this day (cf. the Spire).

Thus the original east–west axis was dominant for most of Dublin's history and is the location of many of its most historically significant features and buildings. Examples are (in sequence): All Saints' Priory, later Trinity College; the Viking Thingmount (assembly place); the Poddle dam that gave its name to Dam(e) Street; the church of St Mary del Dam, later the Exchange and now the City Hall; Dublin Castle; the pillory; Christ Church Cathedral; the high market cross; St Michael the Archangel's Church, later the Synod Hall and now Dublinia; St Audoen's Church (C. of I.); St John the Baptist's Hospital, now St Augustine's Church; St Catherine's Church and behind it St Thomas's Abbey; the medieval fresh water cistern and later St James's Gate Brewery (Guinness's); St James's Church; St James's Cross; Kilmainham Priory (Knights Hospitaller), later the Royal Hospital and now the Irish Museum of Modern Art; and Kilmainham Gaol.

A special case is the Dubh Linn park behind the castle. This tidal pool in the Poddle gave its name initially to an early monastery called Duiblinn, later to the Viking town called in Old Norse Dyflinn, and eventually via the latinisation Dublinia (and variants) to the English and international name of the city. Accordingly the east–west axis also contains the story of the dual place-name.



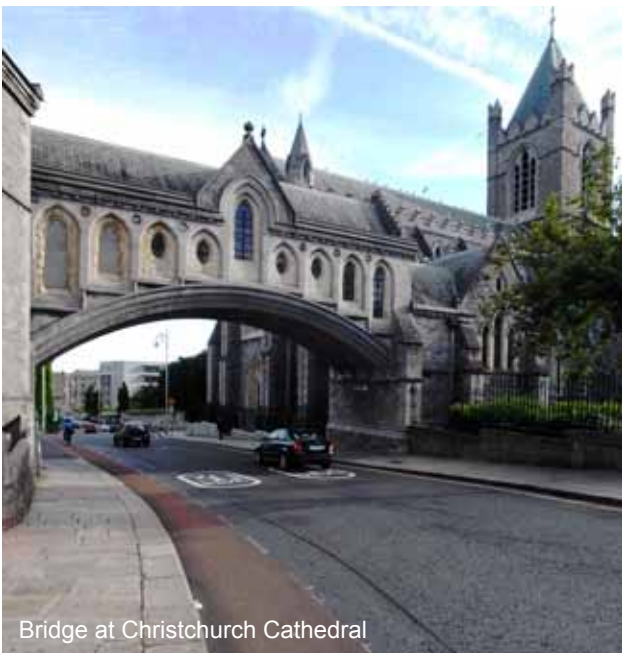
Map 10. Dublin 1685 by Thomas Philips (British Library) Irish Historic Towns Atlas

Contemporary Description of Route

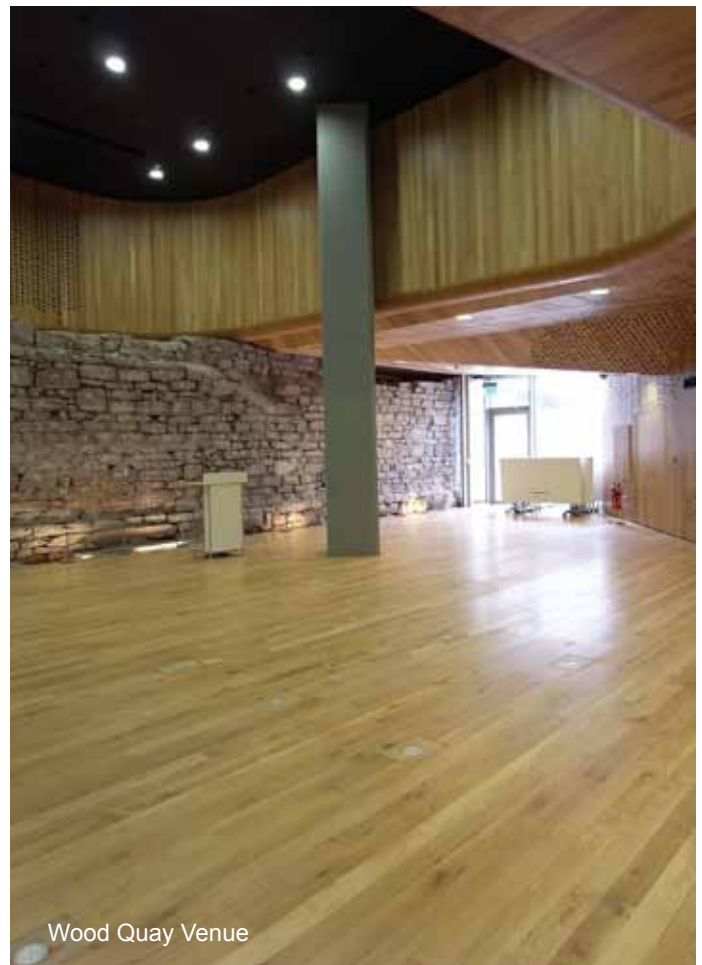
Places to



Places which are officially open for visitors and which have visitor facilities. Such places range from cultural institutions such as Chester Beatty Library, IMMA, to both Dublin's Church of Ireland cathedrals, and museums such as Kilmainham Gaol. There may be overlap between the two other categories due to facilities offered and location in the urban landscape.



Bridge at Christchurch Cathedral



Wood Quay Venue

- Trinity College Dublin: Library and Book of Kells
- Bank of Ireland (former Parliament House)
- St. Andrew's Church/Dublin Tourism
- Irish Film Institute
- Gallery of Photography
- The Arc
- National Photographic Archive
- Dublin Castle
- Dublin City Hall (The Story of the Capital exhibition)
- Dublin Civic Trust (exhibition centre)
- Christchurch Cathedral
- Wood Quay Venue (City Walls)
- Chester Beatty Library
- St. Audoen's Church of Ireland church
- Marsh's Library
- St. Patrick's Cathedral
- Dublinia
- National College of Art and Design
- SS. Augustine & John church
- St. Catherine's Church & Graveyard
- Guinness Storehouse
- St. James's Graveyard
- Royal Hospital Kilmainham
- Kilmainham Gaol
- War Memorial Gardens (Islandbridge)
- Phoenix Park



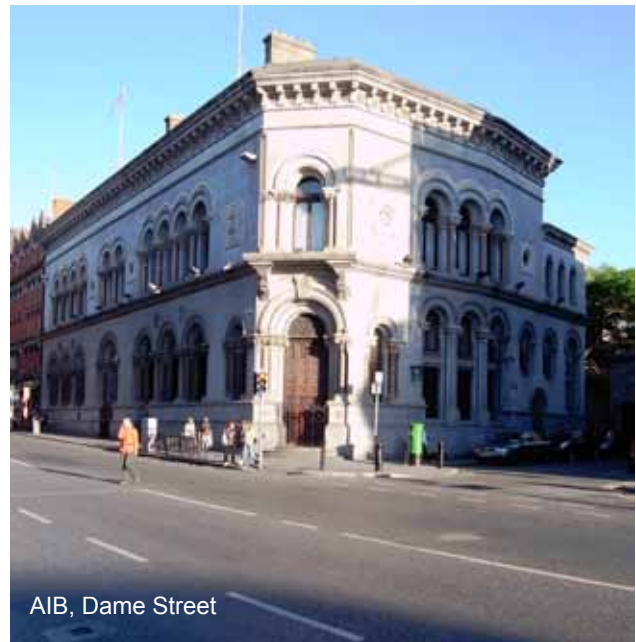
Dublin Castle Upper Yard

Places to



Places which are **noteworthy both culturally and architecturally** but which may not normally open to the public. Places that form satisfying urban views and perspectives which may be open to visitors but which can also be admired from without (i.e.: Christchurch Cathedral & St Patrick's Cathedral). The spatial experience of the streetscape (streetscape of Dame Street/College Green, Public Art).

- Trinity College Dublin
- College Green
- Provost House
- Dame Street: 19 Century Bank and Commercial Architecture
- Temple Bar
- Meeting House Square
- Dublin City Walls and Defences
- Dublin Castle
- Cow's Lane, Essex Street West & Smock Alley Theatre
- St. Werburgh's Church
- Iveagh Buildings, St. Patrick's Street/Ross Road/Werburgh Street
- Iveagh Markets, Francis Street
- Saint Sepulchre's Palace
- St. Patrick's Cathedral
- Tailors Hall
- SS. Augustine & John Church
- National College of Art and Design
- Roe's Windmill Tower, Digital Hub
- Thomas Street: predominantly 18th and 19th century architectural ensembles.
- Robert Emmet Memorial, Thomas Street
- Guinness Brewery
- James's Street: Partially intact early 18th century terraced houses
- St. Patrick's Hospital
- Dr. Steeven's Hospital
- Heuston South Quarter
- Royal Hospital Kilmainham/IMMA
 - Bully's Acre
 - Richmond Tower
- Kilmainham Courthouse
- Kilmainham Gaol
- Spire of St. Jude's Church of Ireland (former)
- Former Congregational Church
- War Memorial Gardens
- Liffey Valley walk (to Chapelisod)
- Phoenix Park



AIB, Dame Street



Obelisk, James' Street



Guinness's, Pim Street

Places to

Rest

Places where one can sit down and rest along the route for free. Normally out door areas such as public parks, or the campus of institutions such as TCD and NCAD as well as the grounds of Dublin Castle, RHK and War Memorial Gardens. It also includes places, which are known to have visitor facilities, such as cafes in Dublin Castle, RHK, etc. There may be overlap between the two other categories.

- Trinity College Dublin
- Temple Bar Square
- Central Bank Plaza
- Meeting House Square
- Bernardo Square
- St. Patrick's Park
- Dublin Castle & Castle Gardens
- Dublin City Council Amphitheatre
- St. Catherine's Graveyard
- Heuston South Quarter
- Royal Hospital Kilmainham/IMMA
- Kilmainham Gaol
- War Memorial Gardens
- Phoenix Park



Public Art

Stage 1: College Green / Dame Street

Trinity College Dublin, including:

Edmund Burke, John Henry Foley, (1868)
Oliver Goldsmith, John Henry Foley, (1864)
Cactus, Alexander Calder, (1967)
Counter movement, Michael Warren, (1985)
Untitled, Geoffrey Thornton, (date unknown)
William Hartpole Lecky, Sir William Gascombe John, (1906)
Reclining Connected Forms, Henry Moore, (1969)
Provost Salmon, John Hughes, RHA, (1911)
Sfera Sfera (sphere with sphere), Arnaldo Pomodoro, (1982)

Thomas Davis Memorial, Edward Delaney, (1966)
Henry Moore, Christopher Moore, (1857)
Henry Grattan, John Henry Foley, (1876)
Crann an Oir, Eamonn O'Doherty, (1991)

Stage 2: The Medieval City

Concrete mural by Grace Weir, (1996)
Betty Bite (Viking Longboat) by Betty Newman Maguire, (1988)
Wood Quay, Michael Warren, (1994)
Subterranean Art work Bernardo Square (date unknown)

Dublin Castle, including:

Veronica Guerin, John Coll, (2001)
Bird Bath, David Lambert, (1994)
Special Olympics Memorial, John Behan, (2003)

Dublin City Hall, including:

Charles Lucas, Edward Smyth, (1779)
Daniel O'Connell, John Hogan, (1843)
Thomas Drummond, John Hogan, (1843)
Thomas Davis, John Hogan, (1835-40)

Millennium Child by John Behan, (2000)

St. Patrick's Cathedral, including:

William Worth monument, Edward Lovett Pearce, (1731)
Boyle monument, Roger Leveret and Edward Tingham, (1632)
JP Curran memorial & bust, Christopher Moore, (1817 and 1842)
Roger Jones, Viscount Ranelagh, attributed to Edmund Tingham, (1620)
Carolan memorial, John Valentine Hogan, (1738)
Saint Patrick statue, Melanie Le Broquay (date unknown)
Dean Dawson statue, E.H. Baily, (1840)
Hon. Gerald Fitzgibbon, unsigned, (1909)
Marquis of Buckingham, Edward Smyth, (1783)
Rt. Hon. James Whiteside, (1876)
Lover memorial
Virgin and Child statue
Narcissus Marsh monument, Grinling Gibbons, (1713)
Jonathan Swift bust, Patrick Cunningham (date unknown)
Archbishop Thomas Smith, John Smyth, (1771)
Stella cartouche, Hester Johnson, (1727)

Sentinel (St. Patrick's Cathedral Park), Vivienne Roche, (1992)
Liberty Bell (St. Patrick's Cathedral Park), Vivienne Roche, (1988)
Sir Benjamin Lee Guinness (St. Patrick's Cathedral), John Henry Foley, (1867-75)

John Field Monument, Colm Brennan and Leo Higgins, (1988)

Stage 3: Thomas Street/James's Street

Drinking Fountain with Obelisk and Sundials, Francis Sandys, James's Street (1790),
Robert Emmet Memorial (St. Catherine's Thomas Street), James McKenna, (1978)
Adult and Child Seat (St. Catherine's graveyard Thomas Street), Jim Flavin, (1988)

Stage 4: Kilmainham & Environs

Commemorative Stone for the Easter Rising, St. James's Hospital
Various sculptures IMMA Collection, grounds of Royal Hospital Kilmainham, including:
The Drummer, Barry Flanagan, (1996)
Beneath the Bow, Michael Warren, (1991)
Putti from Monument Queen Victoria by John Hughes, (1903-08)
Steel, Fergus Martin, (2008)
The Axe (and The Waving Girl), Alice Maher, (2003)

Proclamation, by Rowan Gillespie, Inchicore Road, (2009)

Phoenix Park, including:

Phoenix Column, (1747)
Wellington Testimonial, Phoenix Park, Robert Smirke, (1822-1861)



public art

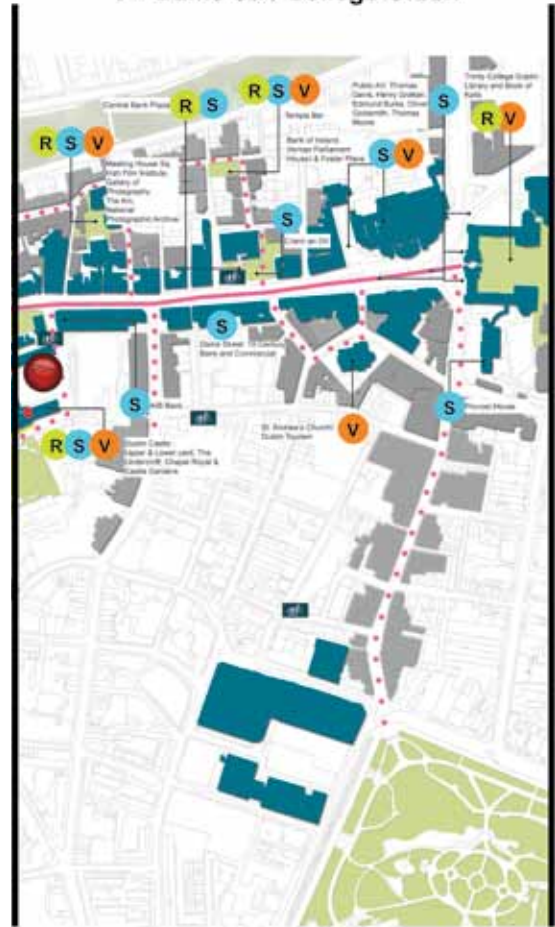
The Axe, Alice Maher, Royal Hospital Kilmainham (IMMA)

Stage 1: College Green and Dame Street

The East-West Cultural Alignment route begins at College Green with what Christine Casey describes as “a grand and exhilarating public space framed by the classical facades of the former Parliament House and Trinity College, and dramatised by rhetorical bronze statues of national political and literary heroes.” The expansiveness of College Green as a momentous urban space framed architecturally on three sides, narrows to the west to form Dame Street. Today, both streets are predominantly characterised by the commercial architecture of the 19th century which reached the fever pitch heights of Victorian eclecticism on the south side during the second half of the 19th century. In sharp contrast, the rational imprint of the Wide Street Commissioners, whose interventions preceded the Victorian elbow shoving on Dame Street is also evident nearby on Parliament Street, Westmoreland Street and D’Olier Street. Probably nowhere else in Dublin will the narrative of architectural development in Dublin be more immediately evident than on College Green and Dame Street. Architecture from the 1720s (the former Parliament House) to the present day (No. 3 Palace Street) can be found and appreciated here. The architecture of political administration flanks the route with the Parliament House on College Green and Dublin Castle in the medieval City. Politics is also expressed in the commercial architecture of 19th century banking – where political allegiances are presented figuratively – such as in the Celtic Revival sculpture “Erin go bragh” on the former National Bank, College Green, and implied in the deployment of Scots Baronial turrets and Caledonian sandstone at the former Belfast Bank on Dame Street, and the didactic carvings in the cash office of the AIB on Dame Street which evoke the history of struggle in 19th century Ireland.

Topographically, the route rises gently from east to west, rising with an abruptness approaching the medieval city at the City Hall. Public space is implied at College Green, and provided at Central Bank Plaza, and at Bernardo’s Square, a recent urban intervention, where walking tours congregate daily before setting off, and where Dublin Bikes can be rented.

1- Dame St. / College Green



AIB, Dame Street

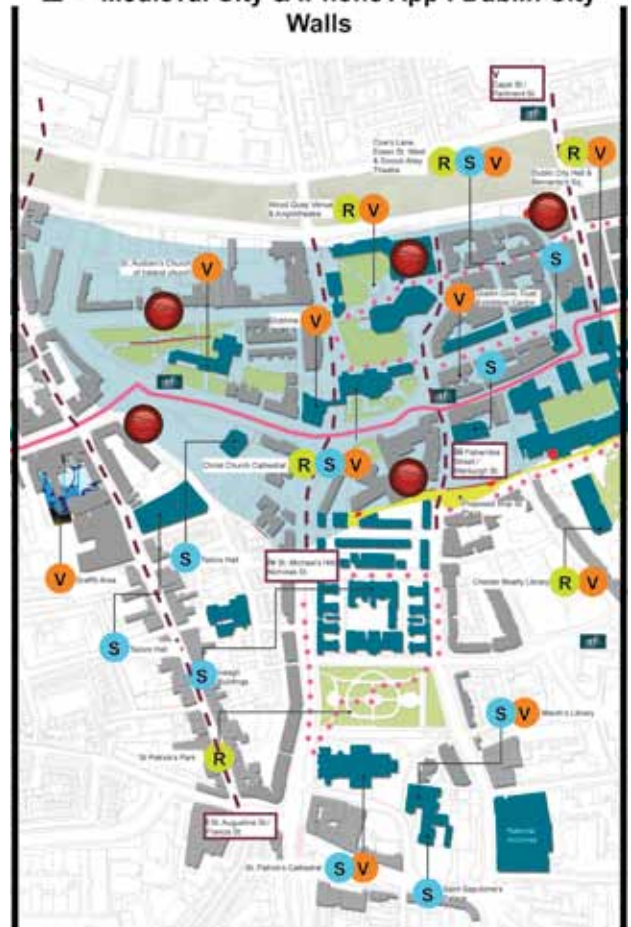
Stage 2: The Medieval City

Represented here as the city contained within the footprint of the City Walls – marked to the north by Merchant’s Quay, Wood Quay and Essex Quay, to the east by the junction of Parliament Street, Dame Street and Cork Hill, and Dublin Castle, to the south by Ship Street, Ross Road and Lamb Alley, and to the west by Bridge Street Upper and Lower. Within the Medieval City the Slige MhŪr is represented by High Street, Christchurch Place and Castle Street – the most prominent streets within the medieval city plan, that form its backbone, along the esturine ridge parallel to the river. Dublin’s major ecclesiastical sites are in the medieval city including Christchurch Cathedral, St. Audoen’s Church (Col), St. Werburgh’s Church, St. Nicholas Within (remains), the tower of St. Michael’s (Synod Hall – and now Dublinia), and the graveyard of Saint John’s, north of Christchurch Cathedral within the grounds of the Civic Offices. Three prominent Roman Catholic Churches are also located within the Medieval City: St. Audoen’s, the Church of the Immaculate Conception (Franciscan Friary, and commonly known as Adam and Eve’s), and the former SS Michael and John. Just outside the walls on Francis Street, St. Nicholas of Myra is situated. Castle Street, a back street since the opening of Lord Edward Street in 1886, was once of major importance as the principal route to Dublin Castle. The Rates Office (former Newcomen Bank, 1781) and the remains of the La Touche Bank, alone suggest the extinguished importance of this street.

Dublin Castle, situated to the southeast corner of the Medieval City, with its complex building history from the early 13th century to the 19th century – is one of the most visited historic sites in the city. Enclosed by the medieval city plan – and seemingly impervious to its surroundings – the Castle contains the State Apartments, the archaeological remains of Powder Tower, the Chapel Royal and the Chester Beatty Library.

It is in the Medieval City that three of the north-south alignments occur: Fishamble Street/Werburgh Street; St. Augustine St./ Francis Street; and St. Michael’s Hill and Nicholas Street.

2 - Medieval City & iPhone App : Dublin City Walls



Topographically, stage 2, the medieval city, is located on raised ground south of the river. This raised ground continues westwards along the route of the Slige MhŪr as far as the junction with Kilmainham Lane, Steeven’s lane and Mount Brown, where it again descends.



Ship Street Entrance to Dublin Castle



Dame Street

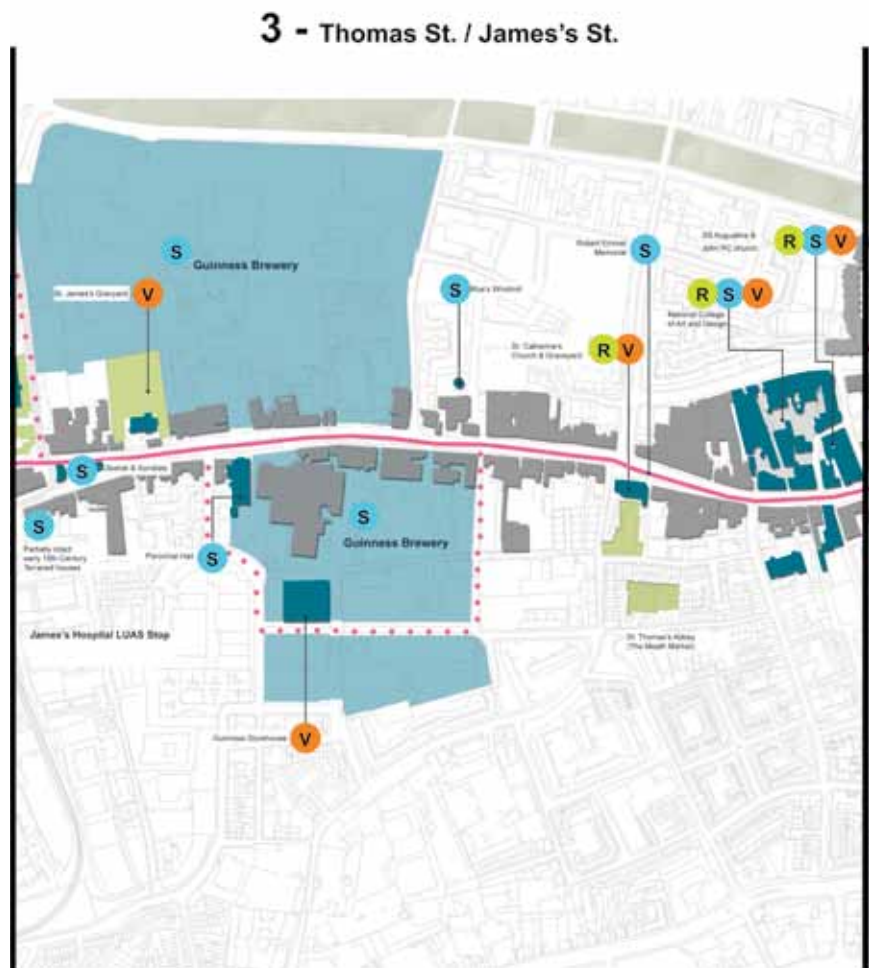
Stage 3: Thomas Street/James's Street

Approximately 1.2 Km in length, the third stage of the route comprises Thomas Street and James's Street within the historic Earl of Meath's Liberty. Thomas Street is characterised by modestly scaled 18th and 19th century mercantile architecture. The urban landscape of Thomas Street is dominated by the towering spire of SS Augustine and John church, which rises to be the focal point of the surrounding area from all directions. The area is known for the brewing and distilling industries that thrived there in the past, of which only Guinness's survives on James's Street.

The street name derives from the late 12th century Augustinian Priory located close to Saint Catherine's Church (former COI). Substantial archaeological remains of St. Thomas's were uncovered during archaeological testing of in 1996. The site was taken into public ownership by Dublin City Council and a feasibility study to consider the future presentation of the archaeological remains was undertaken.

James's Street is the westward continuation of Thomas Street and is almost entirely dominated by the looming Guinness Brewery industrial complex. While the Guinness Storehouse is considered the most visited tourist attraction in the city, much of the remaining complex and the deeply historic industrial landscape of the surrounding streets and sites, remains largely unappreciated. Surviving on James's Street are a number of early 18th century houses which are modest but rare and while in poor condition generally, can, with investment become significant examples of early 18th century domestic architecture.

The two churches of St. James's, of which only the Roman Catholic is still a place of worship are architecturally modest and situated on opposite sides of James's Street. St. James's Church of Ireland Church, which dates to the 1860s, was consecrated in the 1960s. It is the third church on the site and the intact graveyard, with its dramatic descent towards the river, is one of the least known places in Dublin – as access to it has not been maintained since the 1980s. St. James' Gate in Dublin was, traditionally, a main starting point for Irish pilgrims to begin their journey to Santiago De Compostela. Their pilgrims' passport were (and still can be) stamped there before setting sail, usually for La Coruna, north of Santiago. Owing to the cultural significance of the site a feasibility study to explore access and appreciation of the graveyard was undertaken in 2010 by Dublin City Council, with grant assistance from the Heritage Council. The study proposes a "sky walk" through the graveyard, providing an aerial view of the



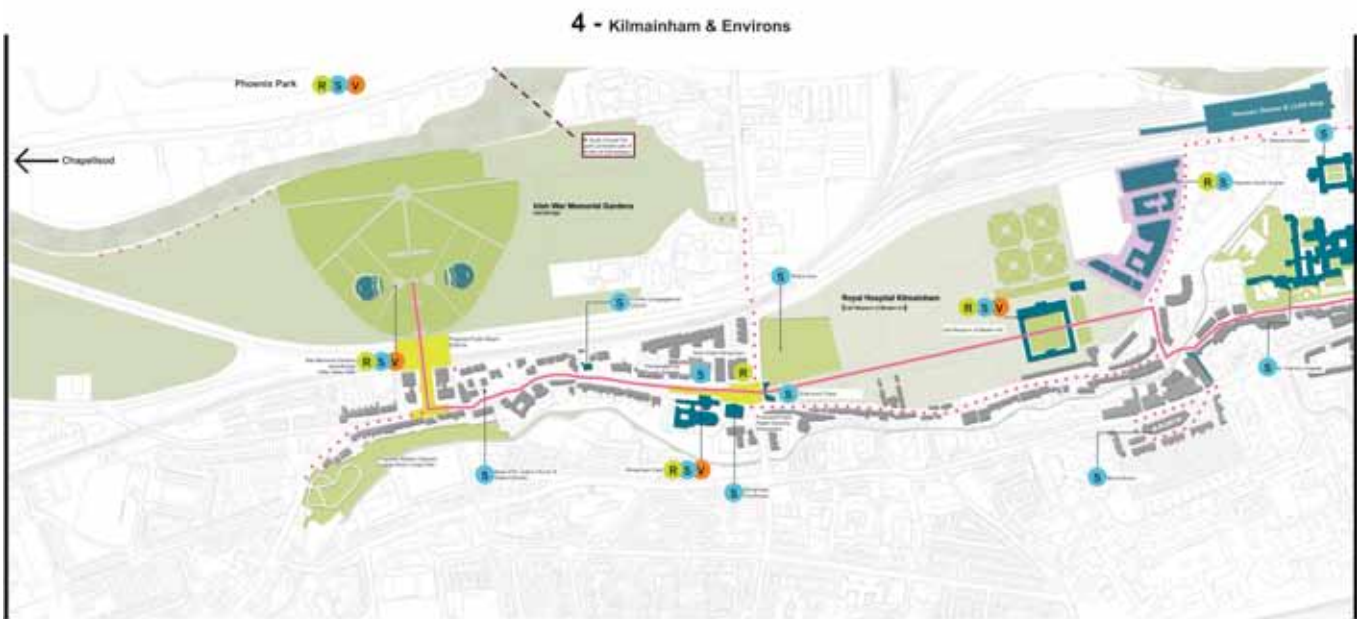
St. James's Church



SS Augustine & John



Carriages on Pims St. beside Guinnesses



Stage 4: Kilmainham & Environs

The longest stage of the cultural alignment route is stage 4. Though the stage has some of the most important institutional and cultural sites in the City (Sr. Steeven's Hospital, St. Patrick's Hospital, the Royal Hospital Kilmainham, and Kilmainham Gaol) and a dramatic topography to the north of the Camac River, it remains a largely undervalued urban area, with little visual and architectural interest to sustain the enthusiasm of the participator. For this reason it is suggested that the east-west cultural alignment route detour from its historical trajectory to enter the east gate of the Royal Hospital at Military Road, and exit from the Richmond Gate at Kilmainham.

The Royal Hospital Kilmainham, built in on the priory lands given to the Knights Hospitaller in the 12th century remains of which survived until the 1680s when the Royal Hospital was constructed. The Royal Hospital is the oldest public building in Dublin and marks the introduction of Classicism to the country. The tall chimneys and dormer attic windows of the hospital building are striking when viewed from below on Kilmainham Lane. Within the grounds the formal parterre survives and is the only one of its kind in Dublin. The ancient Bully's Acre graveyard is located to the northwest corner of the grounds as they exist today.

Kilmainham Courthouse, a Regency Classical courthouse, is now empty and awaiting an innovative new use. Kilmainham Gaol is a late 18th century gaol structure, which operated as such until the establishment of the Irish Free State. Now a museum of Irish nationalism under the management of OPW, it is the most visited of OPW's visitor services sites in Dublin.

The decade of national commemorations (2012 - 2022) is almost upon us and central to this will be Kilmainham Gaol, the spiritual home of Irish Nationalism, where leaders of the 1916 Rising were executed. The opportunity to articulate a balanced thoughtful account of Irish nationhood during this decade should not be lost and this final stage of the route, with the attending sites of great importance within easy reach of the Gaol (Richmond Barracks, Inchicore, the South Dublin Union (St. James's Hospital) were of great importance during the 1916 Rising and its aftermath.

The War Memorial Gardens, design by Sir Edwin Lutyens, is the termination point of the proposed route, from where the eager participator may continue along the pleasant Liffey Valley riverside walk to the historic town of Chapelisod, or go to the Phoenix Park to continue their journey.



Royal Hospital Kilmainham (IMMA)

Opportunities

- **Public Realm Improvement Schemes**
- **St. Thomas's Abbey**
- **St. James's Graveyard**
- **Heritage Signage Schemes**

Public Realm Improvement Schemes

The sites of significant public realm improvement schemes and signage/way-finding schemes are located along the route of the East-West Cultural Alignment route. The status of these projects varies. Some are at feasibility stage, others have been developed to detail design stage, but in all cases, the advancement of these projects to completion can only take place when the necessary funding becomes available. Each scheme is designed to improve the experience of living, working and visiting the area. The schemes are best practice examples of integration of new urban design and public realm proposals with the existing architectural and archaeological heritage.

- Ship Street/Werburgh Street Framework Plan
- Kilmainham Precinct Improvement
- Irish War Memorial Gardens/Inchicore
- Cornmarket
- Grattan Crescent



Cornmarket

A boutique public precinct improvement scheme for the Cornmarket area was carried out in 2007. It uses a subtle design that introduces high quality paving materials to an extremely wide and busy thoroughfare, while introducing necessary traffic calming measures. The area is intersected by the line of the Lamb Alley segment of the City Walls and this has been expressed subtly through paving design, materials and lighting.

Kilmainham

A major public precinct improvement scheme was developed which creates a 'plaza' between Kilmainham Courthouse, Gaol, Hilton Hotel and the Richmond Gate entrance to the Royal Hospital. The scheme involves traffic calming measures at an extremely busy junction acknowledges that for pedestrians a certain hostility exists which should be ameliorated. The scheme is characterised by high quality natural materials that will, when implemented, increase the visitor experience on the route, connecting the highly significant architectural ensemble with the new buildings on the north side of the space, principally the Hilton Hotel.



Ship Street

The creation of a major public space on Ship Street south of the dramatic stretch of the City Walls, which extends from Dublin Castle is proposed in the Ship Street/Werburgh Street Framework Plan. The new space is a dramatic urban intervention aimed at enhancing an appreciation of the City Walls, and also the south entrance to Dublin Castle. This scheme is the core of the framework plan and when completed will be one of the most major positive interventions seen in the city in recent decades. The paved surface of the scheme would represent the route of the Poddle River (culverted below) and would be banded in different widths to suggest the line of moving water. The paving would remain in line with the current paving here, which is in good, almost baroque relationship with the line of the City Wall. The scheme proposes to extend elements of the paving into the Castle Steps and Dublin Castle as far as the Record Tower. The fall in level from Werburgh's would allow for a set of steps to be created and an opportunity of marking the Pool Gate which once stood on this location. The scheme would extend across Werburgh's Street following the line of the City Wall between Jury's multi-storey car park and the Iveagh Buildings, intersecting the underground remains of Geneval's Tower, before exiting on Ross Road. Opportunities for new architectural interventions in Hoey's Court (north of City Wall on Ship Street) and on Ross Road and Werburgh Street arise.



The scheme would extend across Werburgh's Street following the line of the City Wall between Jury's multi-storey car park and the Iveagh Buildings, intersecting the underground remains of Geneval's Tower, before exiting on Ross Road. Opportunities for new architectural interventions in Hoey's Court (north of City Wall on Ship Street) and on Ross Road and Werburgh Street arise.



Proposed Ship Street Plaza adjacent to City Wall

St. Thomas's Abbey (Meath Market)

A feasibility study for St. Thomas's Abbey was commissioned by Dublin City Council in partnership with The Heritage Council in 2006. The context for commissioning the feasibility study was the objective to "explore options for excavation and presentation of the surviving remains of the medieval church of St Thomas's Abbey on the site of the former Meath Market accessed off Earl Street". Significant archaeological deposits were uncovered during an archaeological excavation in 1996 and a decision was made by the City Council to acquire the site to ensure the survival of this important archaeological site. The excavation was closed up with the intention of excavating and presenting the archaeology in the future. The site has been declared a National Monument by the Statutory Authority.

The feasibility study proposal presents the archaeological remains within contemporary buildings influenced and generated by the Abbey's architectural morphology and the historic urban patterns.



St. Thomas' Abbey

Grattan Park/Camac Green Link

The proposals for Grattan Park sought to realise the potential of a valuable riverside green pocket, providing passive surveillance through the proposed new building development. The proposal is situated along the Camac River, which runs largely parallel to the East West Cultural Alignment route from the South Circular Road to Inchicore Road/Memorial Road junction. The intention is to redefine the park as a safe and desirable place for local residents and visitors to use. The provision of a major connection across the Camac river brings life into the park space, encouraging usage both day and night. The design considers the delicate balance required between the needs of the visitor and the ecological value of the River Camac and its banks.



Irish War Memorial Gardens/Inchicore

Dublin City Council in partnership with OPW produced a scheme designed by Mitchell + Associates to address the access to the Irish War Memorial Gardens from Inchicore Road and to create an appealing visual link from the Inchicore Road and Memorial Road to the entrance across the busy Con Colbert Road dual carriageway. Detailed design proposals were executed for this scheme. The principal intervention is the creation of a new public space on an east-west axis north of the carriageway to signal the presence of the gardens on a city scale followed by the upgrading of Memorial Road to connect the gardens with the residential areas of Inchicore and Kilmainham. The upgrading of Memorial Road with a shared surface treatment of granite, a broad pavement along the western edge, a new 'pergola' walkway to guide pedestrians to the enhanced crossing to the entrance platform, a new pavement along the eastern edge with an electrical services duct containing lighting points, bollards, seating etc. separating it from a wide vehicular zone.



Heritage Signage Schemes

Two major signage schemes have been designed by Dublin City Council for the City Walls and for Kilmainham (part of the Kilmainham/Inchicore Heritage Signage Scheme), both of which are intersected by the proposed East-West Cultural Alignment Route. For financial reasons the implementation of these schemes was deferred in 2008. Both schemes demonstrate the rich historical and architectural interest of the route and the potential for the remaining areas (Stage 1 – College Green/Dame Street, and Stage 3 – Thomas Street/James's Street).

The potential exists to expand the existing information from the foregoing signage strategies to include the entire East-West Cultural Alignment route. It is recommended that modern technology (in particular Smart Phone Technologies) is used to develop an appreciation and understanding of the cultural significance of the route.

Kilmainham Heritage Signage Scheme

A signage scheme for Kilmainham/Inchicore was developed in 2008 by Dublin City Council with consultants BFK Design Ltd and Company of Words. The Kilmainham component of the scheme proposes nine information panels within the vicinity of the East-West Alignment. The signs are to be located at Richmond Gate; St. Patrick's Hospital; Royal Hospital Kilmainham; Kilmainham Gaol; War Memorial Gardens; Bully's Acre; Dr. Steeven's Hospital; and Heuston Station.



City Walls Signage Strategy

Project Benefits

- Strengthen the link between the extant sections of the city wall
- Inform, orientate and guide visitors and locals around the medieval city
- Optimise the existing city wall markers, creating a visual link between all sign types
- Link the 'medieval city' character area within the overall city way-finding system (currently in development)

The policies in the Dublin City Wall & Defences Conservation Plan focus on improved public awareness of, and access to, the composite monument and the historic core of the city. Specific observations and opportunities relating to creating a brand and improved signage are also developed.

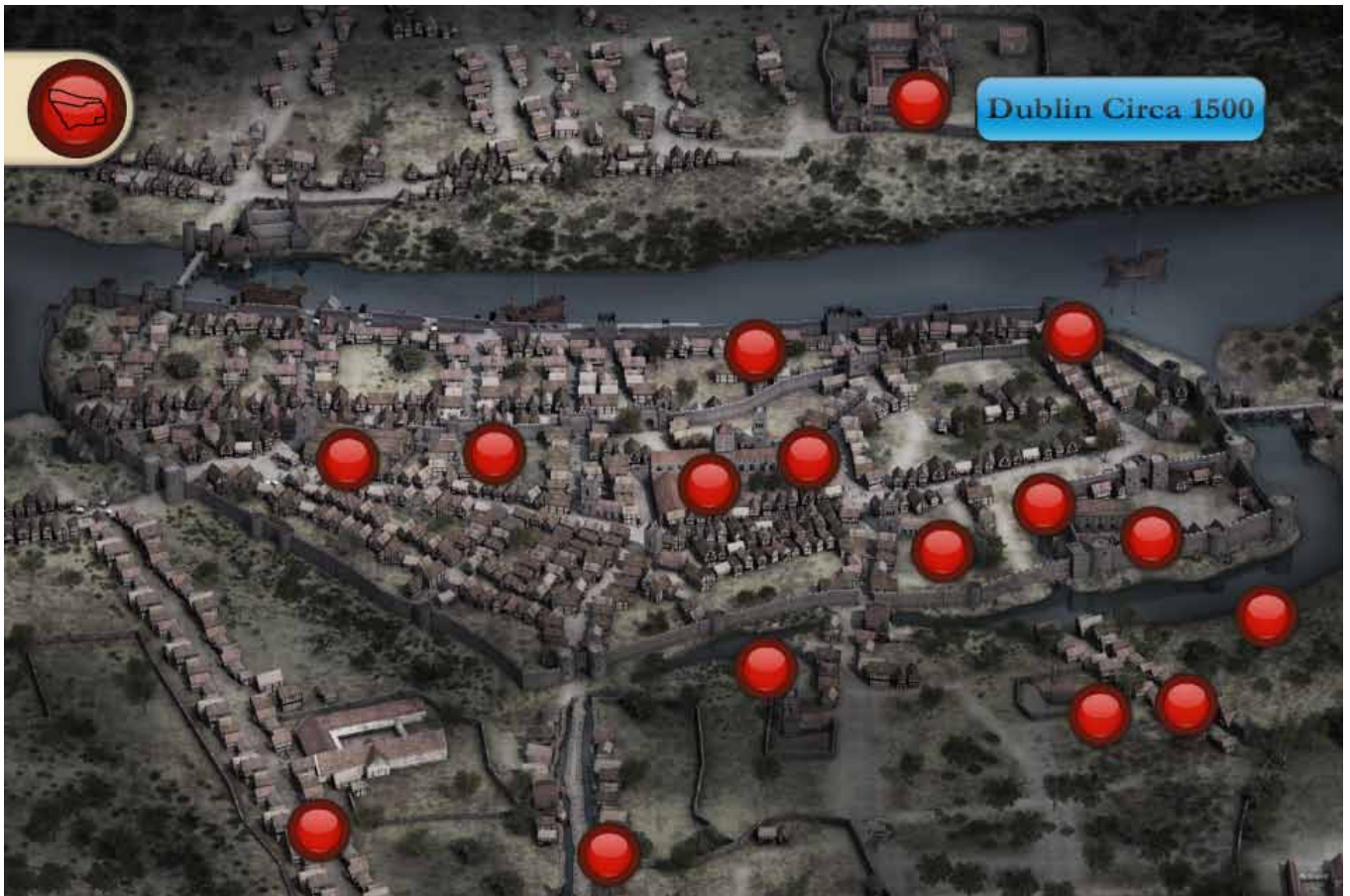


The City Walls iPhone App

The City Walls iPhone App was launched in September of this year as a cost-effective alternative to the implementation of the City Walls Signage Strategy. The text for each sign of the signage strategy and three-d visualisations from the Medieval Dublin DVD were both re-purposed to provide a unique experience which recreates many aspects of the city wall which are either no longer in existence, as well as the extant sections of the wall above and below ground.

Utilising new smart phone technologies has proven to be a way of capturing a broad audience. It is cost effective and avoids the negative impact of adding to an already cluttered public domain. Sales of the App are steady and it has been purchased in advance of visits by tourists in the United States of America, Australia, as well as many European countries. Such an approach would be recommended for the East-West Cultural Alignment route.





Recommendations

- Funding for capital projects to improve the public domain and facilities along the route, in particular the City Walls at Ship Street plaza, Saint James's Graveyard skywalk, and the feasibility study for St. Thomas's Abbey.
- Further consideration given to investigating ways of improving the condition of the building stock, particularly on Thomas Street and James's Street, which is suffering from the negative effects of site assembly, dereliction and decay.
- Provision of financial support for the development and enhancement of the route.
- Establishment of a multi-stakeholder working group to advance this proposal.
- Promotion of a scheme to encourage individual property owners to do their bit by improving shop fronts and maintaining historic sash windows. If these could, over time, be brought into sympathy at street level with the rest of the building, an enormous difference could be made. Guidelines for property owners could be issued as part of the this initiative.

east west

heritage route

dublin



Dublin City

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