



**No. 9 George's Place & former Wash House,  
Kelly's Avenue, Dún Laoghaire  
Conservation Historical Background and  
Photographic Survey**



# DÚN LAOGHAIRE

## HISTORICAL DEVELOPMENT OF KINGSTOWN

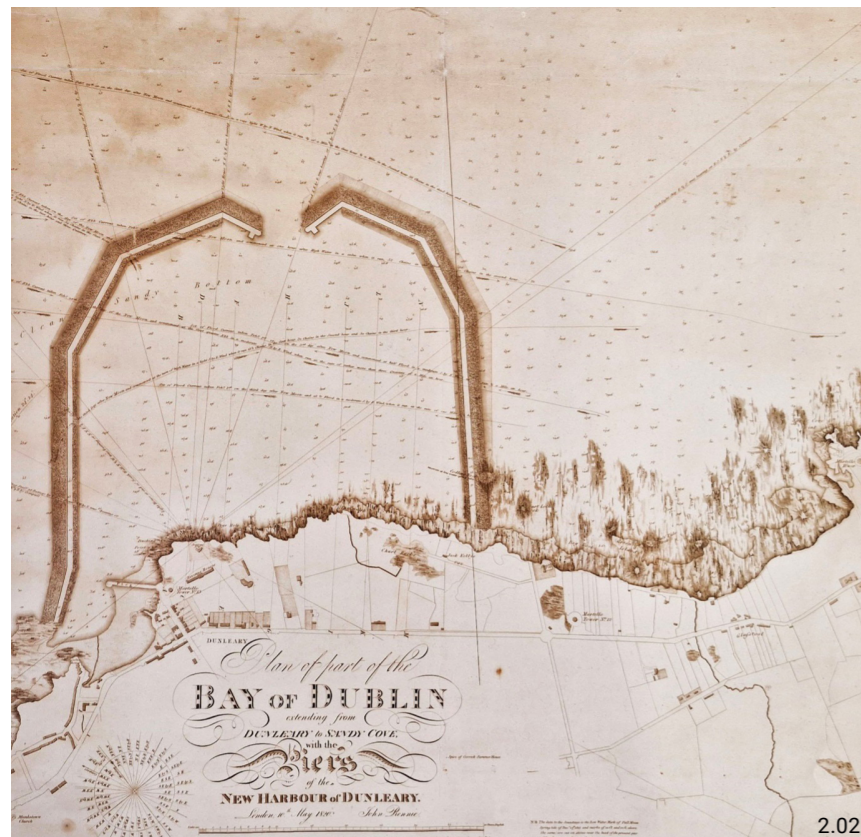
Dalkey had been the main port to the south of the city of Dublin until 1816, when an Act was passed authorising the construction of a new pier at Dunleary. The east pier (known as asylum harbour) was already in existence and work on the west pier began in 1820, with the lighthouses completed in the 1840s. At that point Dunleary was a compact village core with dispersed settlement along the thoroughfares of York Road and George's Street, the former military route associated with coastal defences. Renamed to Kingstown to commemorate the royal visit of George IV in 1821, the town grew quickly and prospered thereafter, primarily due its status as the terminus of Ireland's first suburban railway and the principal point of sea departure to Britain. Furthermore, Dublin was increasingly seen as an unsafe and unhealthy place to live in, while

Kingstown had the advantages of gardens, sea-air, bathing, and adjacency to the Dublin mountains and to Wicklow. There soon was an influx of wealthy residents from the city. Along with their arrival came the building of infrastructure such as John Skipton Mulvany's train station (1842) and the Royal Baths (1848), as well as official architecture like the harbour commissioner's office and the Town Hall (1880). New recreational spaces were built later, like the Royal Irish and the Royal St George Yacht Clubs, and the Pavilion Theatre (1903), its flamboyant architecture resembled English seaside pavilions in Brighton and Margate. Commercial premises with a lively mix of both ornate and unassuming shopfronts filled either end of George's Street with vintners, grocers, drapers and apothecaries.

At that time, the town was distinguished by generous public space, parks and gardens for recreation, frequented by holidaymakers and new residents. All of this was overseen by the Kingstown town commissioners (later the Urban District Council) who regulated street widths, paving and the naming of new residential streets and squares. These new houses were often characterised by having front and back gardens, emphasising the predominantly suburban character of the town by comparison to dense brick-lined streets and squares in Georgian Dublin. The labouring classes lived in poor conditions on the periphery of these areas and it was not until the later part of the nineteenth-century that housing was provided in small tenements and artisan courts through the influence of the humanitarian Charles Haliday. The introduction of this urban grain alongside the mews lanes and cul-de-sacs to the rear of the larger terraces, particularly in the Old Town Quarter between George's Street Lower and Crofton Road, further underlined the quiet residential character in this area.

In 1921, the town changed its name from Kingstown to Dún Laoghaire. The twentieth century saw the introduction of new building types, styles, materials and scales, often at odds with their historic predecessors. The demolition of Gresham Terrace to the north of George's Street Upper resulted in the

construction of the Dún Laoghaire Shopping Centre in 1976; and the subsequent removal of the pleasure gardens and the rebuilding of pavilion theatre which had suffered a number of fires in its early decades. Significant twenty-first-century developments include the DLR Lexicon Library in 2014 by Carr Cotter Naessens, and the re-establishment of the Dún Laoghaire Baths in 2022 by DLR Architects and A2 Architects.



2.01 (previous page) Albright and Wilson (Ireland) Ltd, Ibex Works, Dun Laoghaire, Dublin, Ireland, 1948.

2.02 Plan of part of the Bay of Dublin extending from Dunleary to Sandy Cove with the Piers of the New Harbour of Dunleary, John Rennie, 1820.



2.03 View of the East Pier, late 1800s.



2.04 Postcard of Lower George's Street, late 1800s.



2.05 Moylan's Boot Shop, off Lower George's Street, 1930 of Dunleary, John Rennie, 1820



## OLD TOWN QUARTER URBAN CHARACTER OF IMMEDIATE AREA

The area in question lies to the north of the old village of Dún Laoghaire, now known as the Old Town Quarter, between George's Street Lower and Crofton Road, and refers specifically to an important corner at the junction of George's Place and Kelly's Avenue, which takes its name from the Kelly-owned, former Kingstown Royal Harbour Hotel. George's Street Lower is part of a long route with military origins associated with coastal defences that runs parallel to the coast and connects the Old Harbour with Glasthule to the east of the town. George's Place runs parallel to this route and is terminated to the west by York Road (formerly Clarence Street), and by the dog-leg of Charlemont Avenue with the back-drop of St Michael's Hospital to the east. The topography of the area falls gently towards the sea but there is a large drop in level between

sea-facing terraces on Crofton Road and the coastal road below, with the sunken railway line in between. This geography serves to heighten the perspective of downward views towards the pier and sea. The blocks to the east and west of Kelly's Avenue are made up of a diverse and dense mix of one- two- and three-storey residential terraces, semi-detached villas, detached houses, town-houses and social housing, from various periods. Some rows have short front gardens acting as a buffer between house and pavement, like those on Kelly's Avenue and along the eastern range of Charlemont Avenue. This green zone softens the foreground to the buildings and emphasises their suburban character.

There is a perceivable change in scale, height and volume across the urban grain between

George's Street Lower and Crofton Road. This is ostensibly created by the topography of sloping streets and rows of low-slung houses encompassed by tall apartment blocks on the southern flank of George's Place, and the 1970s offices of An Bord Iascaigh Mhara alongside the three-storey-over-basement terraces on the seafront. The old Fire Station and Municipal Stores, a large neo-Renaissance building adjoining the former Kelly's Hotel, mediates the scale here amongst the lower terraces. In the

backlands, a number of narrow mews lanes with low two-storey houses slice through the blocks east and west, emphasising the shallow profile of this intermediate area. These lanes, which originally served the larger houses and connected to artisan houses (removed in the early twentieth century), are a key component of the urban plan, and although they have a different function now, they underpin the understanding of the specificity of this area.



2.14 The Lighthouse Apartment blocks on the southern side of George's Place opposite the former Kelly's Hotel.



2.15 North-facing seafront terrace of three-storeys over basement houses on Crofton Road.  
2.16 Scrumdiddly's Ice Cream parlour on Crofton Road at the northern end of Kelly's Avenue.



The material nature of this area is also quite particular to Dún Laoghaire, and is not unlike the eclectic mix of types, textures and patina in the streets and roads to the south and to the east along George's Street Upper. In the mid-nineteenth century older, plainer houses were embellished with mouldings and new porches. Stucco was used for ornate purposes and decorative frontages. While cut-stone,

rubblestone and render were more typical in the early decades, brick began to be used in Kingstown as a building material from the 1860s and into the twentieth century. Cast- and wrought-ironwork railings, gates, balconies and fanlights were also added from this period onwards. These tendencies are evident across the terraces on George's Place and Kelly's Avenue and their immediate surrounds.



2.17 The Old Fire Station and Municipal Stores, George's Place on grounds to west of the former Kelly's Hotel.



2.18 Row of villas with front gardens bounded by hedges and railings on stone plinths along Charlemont Avenue.



2.19. Stable Lane looking south towards boundary walls of the former Fire Station and Municipal Stores.



2.20 George's Lane looking north towards Stable Lane and Crofton Road.



# KELLY'S HOTEL AND THE WASH HOUSE & LAUNDRY HISTORICAL BACKGROUND

## Kingstown Royal Harbour Hotel (Kelly's Hotel), George's Place, c.1831

### Historical Background

Situated on the corner of George's Place and Kelly's Avenue, the former Kingstown Royal Harbour Hotel, latterly Kelly's Hotel, was one of over thirty hotels and boarding houses dotted across the town and the seafront of Kingstown [Dún Laoghaire]. The development of hotels in Ireland happened alongside the growth of modern transport infrastructures through roads, canals, railways, and eventually, airports. The Great Southern and Western Railway Hotels were the first large-scale of their kind to be built in cities and towns like Galway, Killarney and Kenmare in county Kerry. Their construction was also typical of a pattern of hotels being built at ports in anticipation of increased passenger traffic by boat, such as the

Commodore in Queenstown [Cobh] in county Cork and the Royal Marine Hotel in Kingstown [Dún Laoghaire] designed by John McCurdy, architect of the Shelbourne Hotel.

In the second half of the nineteenth century, hotels thrived in seaside resorts such as Bray in county Wicklow, where one of the country's largest hotels, the International, was built in 1861 (burnt 1974), and in coastal towns like Buncrana and Bundoran, in county Donegal. Competition between railway companies in the later decades of the nineteenth century resulted in an acceleration in hotel construction, along with an elaboration of their architectural language. Restrained classicism was replaced by expressive, picturesque forms, frequently located in spectacular locations. These new hotels often appeared in postcards and

posters advertising the railway companies. In Kingstown [Dún Laoghaire] the proliferation and diverse mix of nineteenth and early twentieth-century hotels was evidence of the tradition of the town as a holiday resort reached by rail, typically following English models, notably towns like Brighton and Blackpool on the coast. Their existence also pays testament to the intensive use of the harbour for passenger ships and goods freight, and more poignantly, immigration in later years, particularly in the 1950s. Not all of these hotels were as opulent as the Royal Marine, and many were modest in scale and architectural character, representing the more prevalent B&B and boarding house kind.

Built in c.1831 by a town commissioner Thomas Kelly, the Kingstown Royal Harbour Hotel belonged to the boarding house typology,

despite its grand title, and was typically domestic in scale. Arranged as two floors over a basement, it had a number of grand reception rooms at piano nobile level, and a series of small to medium-sized bedrooms orientated north south on the first floor above. In the early decades, the bedrooms overlooked extensive gardens laid out in tree-lined walks and orchards to the north and northwest, and had glimpses of the Kingstown Harbour between the residential terraces on Crofton Road. Before new development in the area and the projection



2.24 Former Kingstown Royal Harbour Hotel (Kelly's Hotel) on George's Place.



2.25 Postcard of the Royal Marine Hotel and Gardens.



2.26 Crofton House Hotel (1960s), formerly on Crofton Road until replaced by An Bord Iascaigh Mhara in the 1970s.



of George's Place to York Road (then Clarence Street), the street terminated in a cul-de-sac and an entrance gateway to the villas of Ellen Park, which shared a garden with the hotel to the west. Until the completion of the Kingstown Town Hall in 1880, meetings of the town commissioners were convened at the hotel. The inaugural Urban District Council meeting was also held there in 1886. At the turn of the century, the council acquired the shared park with further land to the west from the Longford and Vescei estates, and built a fire station with officer housing and municipal stores to designs by Joseph W. Berry, their in-house architect and surveyor. Berry was also responsible for the extension of George's Place to the west, in addition to the building of an incinerator (locally known as the Destructor) on a site on the

northern flank of street, and the adjoining wash-house and laundry on Kelly's Avenue. Around the same time a new accommodation annexe built on to the western end of the Kingstown Royal Harbour Hotel replaced its small stable block and ancillary building. This extension was truncated at some point at a later point and a stairwell to the basement level was removed. A vehicular entrance gateway, with tall roughcast concrete piers and metal picket gates to their shared courtyard, was positioned in new boundary walls erected along Kelly's Avenue between the old hotel and the wash-house. By the mid-twentieth century, the council had also acquired Kelly's Hotel and it was used, alongside the wash-house and laundry, as an office and storage facilitate for the local authority until 2013.



2.27 Former Kingstown Royal Harbour Hotel (Kelly's Hotel) viewed from junction with Kelly's Avenue.

### Building Appraisal

The former hotel occupies a prominent position on the corner of Kelly's Avenue and George's Place. Positioned to be aligned primarily with the street line on Kelly's Avenue, it sits at an angle to George's Place, creating a triangular front garden bounded by low walls and railings. The building is domestic in scale and in its formal expression, but distinguished as a commercial premises by its length along George's Place and the width of its plot size (residence widths in the immediate area were half that size). Built as two-storeys over basement, which opens onto street level, the former hotel has a four-bay front and is of double-pile construction with a low M-pitched roof covered with slates and a central valley, bookended by squat, double chimney stacks servicing fourteen flues. A metal north-facing rooflight has been inserted in the southern pitch to light the landing at upper level. The addition of the early twentieth-century, lean-to accommodation block increased the bays to a minimum of six. Here internally, the rooms were set at a slightly higher level. The reception rooms at ground floor (piano nobile level) are accessed through a simple, classical entrance doorway with a low, spoked fanlight, which is approached by an unusually wide flight of granite steps with modest cast- and wrought-iron handrails.

Fenestration to George's Place is regular with six-over-six timber sash windows at ground and first floor; those in the central two bays are slightly offset to accommodate the plan. The ambition to maintain the six-over-six rhythm in smaller scaled window openings at the upper level, has resulted in curious rectilinear pane proportion rather than the more commonplace

square glass. This adds to the charm of the building. Windows in the extension are also six-over-six timber sashes with a later glazing bar profile. They are set somewhat higher reflecting the internal floor arrangement. Openings at basement level are two-over-two sashes protected by cast-iron grilles to the east and



2.28 Curved cut-stone closer to steps and cast- and wrought-iron handrail detail at the entrance.  
2.29 Flight of granite steps from Georges Place approaching the entrance and reception room window.





one sealed window to the west of the entrance steps. Currently the front is finished with a penny-struck render and is painted. All of the window cills are painted over. The eastern gable is also rendered and painted. An original two-over-two upper-level sash window illuminates the shared bathroom on the first floor. Three casement windows at ground floor have been inserted in more recent decades, a detail not untypical in gable ends to streets in Dún Laoghaire.

To the rear, the original elevation is made up of four bays with regular six-over-six timber sash fenestration and a door accessing the lower ground floor (basement level) in the eastern bay. The three windows to the west at the same level have been covered in metal grilles. In the extension, two windows at upper level are also covered in metal grilles. A narrower

window below contains louvred timber panels. The entire façade is faced with a penny-struck sand-and-cement render, is unpainted and in poor condition. A fire-scape stairs on the eastern bay, was removed when the building and yard was being used as a site office for the adjacent housing project. The western gable on the extension is a less formal, ad-hoc elevation as a result of a truncation of the block and the removal of a stairwell between ground and lower ground floor levels, its profile is still



2.30 Eastern façade of former hotel on Kelly's Place behind roughcast concrete walls and railings.



2.31 Truncated western façade at former entrance to the Municipal Stores

evident in the external render. Central doorways at both levels, and a window with a concrete cill at street level, are currently blocked up. Upper windows are contemporary casements with concrete cills. The façade is finished with unpainted sand-and-cement render and is in poor condition.

The street level of the former hotel is enclosed by a diverse mix of boundary walls and railings emerging from the different periods in its history, all of which are in varying degrees of disrepair. To the front, a set of decorative cast-iron railings on a low concrete wall with pitched capping, flanks the flight of stone steps to the east. This section is finished by a tall concrete pier abutting the steps and a pair of lower concrete piers to the east framing a cast-iron single-leaf pedestrian gate. To the west, the steps are flanked by a pair of tall concrete piers with pyramidal caps, framing a raised concrete wall with curved capping and plain iron railings. This connects to a lower concrete plinth topped with cast-iron railings running



2.32 Northern façade of former hotel facing on shared courtyard with the Wash-house and Laundry

2.33 Cut-stone pier at the junction of Kelly's Avenue and George Place with gateway to garden area.

along the length of the garden to the west. A brick gate pier abutting the western façade (originally part of the entrance to the courtyard of the Municipal Stores) has been rebuilt in red stock brick with concrete pyramidal cap. On Kelly's Avenue a tall roughcast concrete wall curves southwards from the set-back gateway to the courtyard, and connects with a concrete pier abutting a lower concrete wall with curved capping and decorative cast-iron railings. At some point, a concrete block wall was constructed across the garden along the eastern edge. At the junction of the boundary walls remains a single original, cut-stone pier with a cantilevered cornice and shallow



2.34 Vehicular entrance gateway into the shared courtyard between the former Kelly's Hotel and the Wash-house and Laundry.



pyramidal cap.

The internal organisation of the hotel reflects the formal massing of a typical boarding-house type and planned in a straightforward arrangement. Reception rooms off a centre entrance vestibule at ground floor (piano nobile level) faced onto George's Place, with four bedrooms looking onto former gardens to the north. The lobby space retains an embellished modillion cornice with alternate pateras, and egg-and-dart enrichment, to its ceiling, which has been damaged and is in poor condition. A small bathroom was inserted more recently at the eastern end, onto Kelly's Avenue. A double layer of bedrooms (later offices) was laid out on either side of a landing at first floor level, with a shared bathroom opposite the staircase in the eastern bay. Kitchen, scullery, pantry and further accommodation and bathroom were contained at the lower ground floor level. The floors are connected by a narrow closed-string staircase, with modest turned balusters and newel posts, and a scrolled mahogany handrail between the



ground floor and first floor.

The reception rooms were used as public offices by the local authority following the takeover in the second half of the twentieth century. These spaces still retain moulded timber mantelpieces with later tiled fire surrounds, and in the main reception space to the west and in the ground floor stairwell, plain run cornices still remain. The bedrooms (later offices) facing north retain some good timber joinery in the panelled doors and architraves, and panelled and pleated shutter boxes. Joinery on the upper floor also survives in panelled doors, architraves, skirtings and the

shutter boxes in the bathroom in the eastern bay. A number of original light fittings are still extant in the landing area and in a number of



2.35 Entrance vestibule viewed from ground floor landing.  
2.36 Reception room (former council office) in eastern bay, with hatch to entrance vestibule.  
2.37 Nine-over-nine sash window with pleated shutter box in ground floor reception room.

2.38 Moulded timber mantelpiece with later tiled surround in ground floor reception room.  
2.39 Doorways to bedroom at first floor level in western bay.  
2.40 Two-over-two sash window and panelled shutter boxes in bathroom at first floor level in eastern bay.



the bedrooms. However, all of the bedrooms and the landing area have suffered different degrees of water damage at both roof and wall levels and large amount of historic fabric is in disrepair. The extension, which is set a slightly higher level, accessed by four steps, is laid out simply with two bedrooms (later offices) on either side of a corridor. It retains very little original historic fabric of any value, and the floor and roof structures are generally

in a hazardous state with extensive water damage at both levels. The lower ground floor level's original designation as a service area is reflected in the lack of embellishment and modest staircase and joinery, of which less historic fabric survives, possibly as a result of a reconfiguration of the plan during the council's use of the building.



2.41

2.41 Former office space at ground floor level in extension.

### **Wash-House And Laundry, Kelly's Avenue, c.1910 Historical Background**

The Baths and Wash-Houses Act of 1846 encouraged local authorities to build public baths and wash-houses, and it gave them powers to establish these facilities and to take out loans to fund their construction. Baths had been built prior to the act, but the key difference in the passing of this law was the ability to raise funds. Sea-bathing was popular in Kingstown [Dún Laoghaire] since the late eighteenth century and a set of baths were erected by a developer, John Crosthwaite, on the site of a former battery in Scotsman's Bay. The Royal

Victoria Baths offered open-sea bathing, and hot and cold baths of fresh and salt-water. This was a commercial endeavour and it was only when the Urban District Council bought the property in 1896, that the baths became a public amenity and were refurbished and extended in 1908 to designs by architects Kaye-Perry and Ross. Other councils were just as slow to provide public bathing facilities; baths at Blackrock, Clontarf and Tara Street were eventually constructed in the 1880s. Privately-funded facilities also took hold as part of an extensive building campaign by the Guinness family and the construction of the Iveagh Trust Public



2.42

2.42 Former Wash-House and Laundry on Kelly's Avenue.

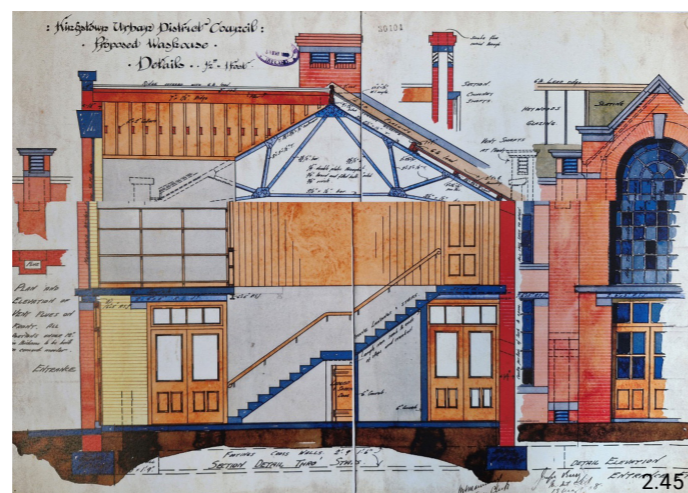


Baths in the heart of the city of Dublin near St Patrick's Cathedral. Commercial ventures include the Turkish Baths at Lincoln Place and on Temple Street. In due course, scaled-down versions of public baths appeared in the form of wash-houses, a more modest kind of service, usually established in specific areas to provide washing facilities to labourers, seamen and dockers.

There were two types of neighbourhood laundries being built in the Dublin environs in the early decades of the twentieth century: large-scale commercial premises, such as the White Heather Laundry and the Maple Laundry on the South Circular Road in the city, and public laundries (like the modern-day laundrette) set up to provide facilities for artisan dwellings and tenements. The latter were not part of the Magdalene Laundry system run by the religious orders which were also commercial entities. Dún Laoghaire had its own Magdalene Laundry on the grounds of the former St Patrick's Refuge on Crofton Road. It

closed in 1963. Laundries eventually became part of the function of the wash-house building to form a hybrid typology. The most renowned model of this kind in Dublin was the laundry and wash-house at the Iveagh Market on Francis Street in the Liberties, built in 1906 by Edward Cecil Guinness to designs by Frederick Hicks to provide facilities for local families.

Officially known as the Kingstown Urban District Council Wash House and Laundry, the building on Kelly's Avenue was constructed by the council in the property adjoining Kelly's Hotel in c.1910. It was intended to provide services for



2.43 The Royal Victoria Baths, later the Dún Laoghaire Baths at Scotsman's Bay.  
 2.44 J.W. Berry's first proposal for the Wash-house and Laundry building for Kingstown Urban District Council, 1908.  
 2.45 Pen-and-wash details for Berry's first proposal for the Wash-house and Laundry building, 1908.

the small artisan houses and tenement courts in the nearby Crofton Parade, Clarence Lane and Clarence Place, built by the humanitarian Charles Haliday, and where privies and washing facilities were limited. Joseph W. Berry, who was the architect of the Fire Station and Municipal Offices on George's Place, originally proposed a larger, asymmetrical building, with a highly ornate façade, directly abutting Kelly's Hotel to the south.

This would have provided at least twenty vessels for laundry and drying at ground floor level with a double-height space directly above the sinks. An east-facing rooflight was to illuminate the taller space as well as the central bathrooms in the northern wing, where seven individual baths were planned for the first-floor level. Water tanks and heaters were to be located in the raised area above the staircase. Bradfords of Manchester and London were the providers of all of the machinery and equipment. Eventually the plans were condensed (possibly due to budget constraints) and the smaller, symmetrical building was produced. Arranged in a tripartite plan with a reduced laundry and drying areas at street level, there were eight bathrooms for men and women, four on either side of the central staircase. The louvred roof space allowed for equal amounts of heat and ventilation. A separate WC was provided in an offset bay at both levels to the rear. Local historian, Colin Scudds, notes that "For a few pence, the women would be provided with a wash tub, one of six positioned down the south facing wall, piped

hot water, an ounce of soap (probably carbolic) and soda crystals, for heavily stained clothes. A hand-operated mangle would squeeze out the excess water and damp clothes hung in one of the two heated drying rooms, all situated on the ground floor."

In the same year as its establishment, the new Workman's Club was built in Dún Laoghaire and it provided bathing services for labourers, coal porters and fishermen. By the mid-twentieth century the building's function had become obsolete and it was used alongside the adjacent former hotel as a storage facility for the council. A weigh mechanism was installed in the shared courtyard between the two buildings.



2.46 The former Wash-house and Laundry with railings and gates creating a small entrance court to the street



## Building Appraisal

Built at the southern end of Kelly's Avenue, on the former gardens of the adjacent hotel, the architecture of the Wash-house and Laundry is not unlike other small-scale industrial buildings commonplace in Ireland at that period. It exhibits a typical arrangement of a plain block fronted by a decorative set-piece, and in this case reflecting the pretensions of the emergent art-deco trend. The choice of this design seems to have been representative of the ambitions and artistic endeavour of the council's architect Joseph W. Berry, who was also experimenting with styles at the Old Fire Station and Municipal Stores on George's Place to the west. The form

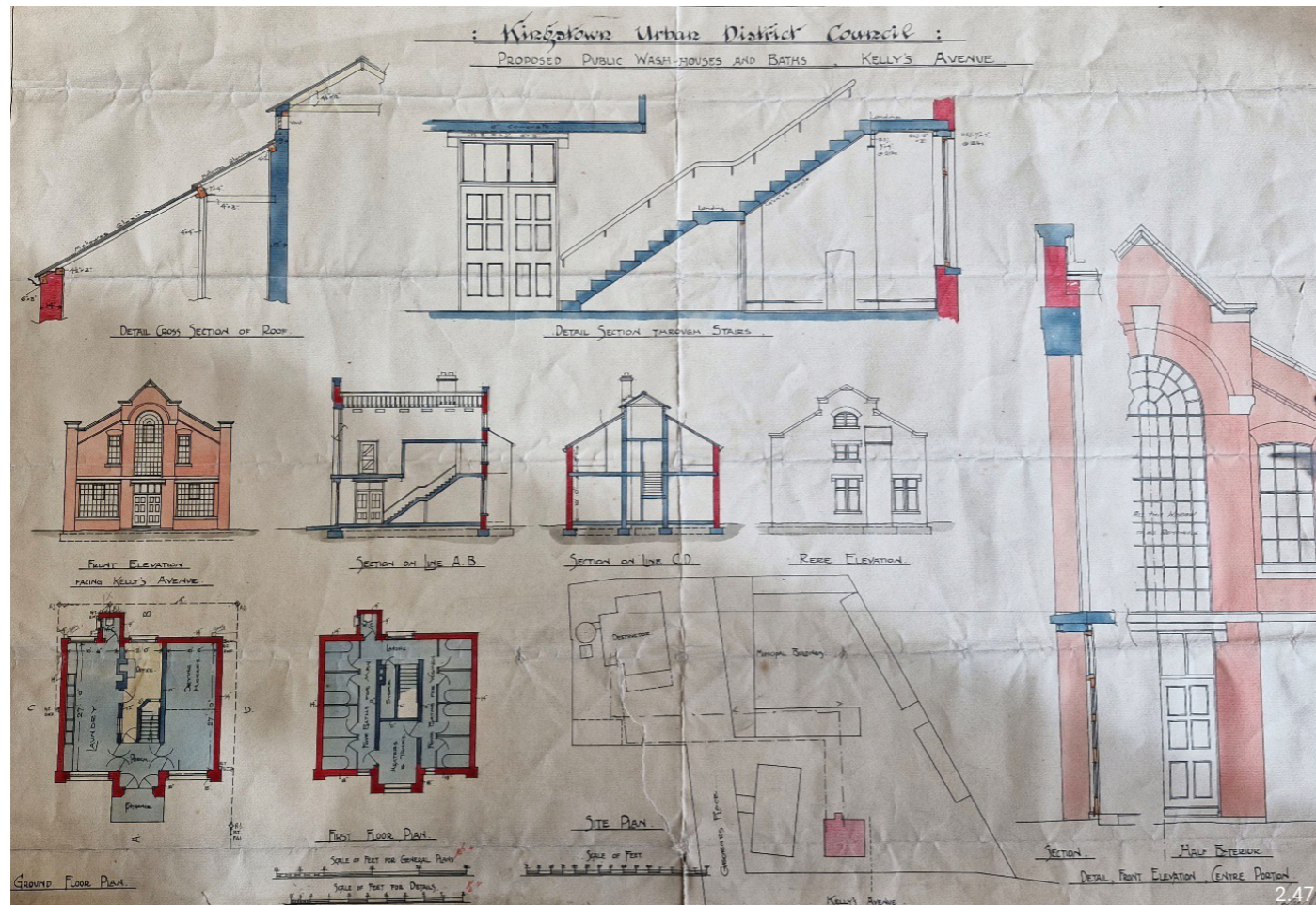
of the Wash-house and Laundry is an almost square volume with a raised central concrete bay and two brick side bays, bookended front and back by taller brick gables. The front, dressed in festive red-brick, is accentuated by a gabled breakfront with a lower bay on either side, its expression is a precursor to the stepped elevations of the classical-vernacular cinemas, ballrooms, garages, and showrooms that would be prevalent across the country. The stepped motif is further emphasized by a narrow, salient concrete cornice capping this front wall (the rear is also decorated in the same way). The building's tripartite layout in plan is reflected here with a tall, semi-circular

recess delineated by white render and an oculus window to the centre, framed by a brick arch with concrete keystone and corbels. Offsetting the red-brick are painted and shouldered platbands acting as string courses, and shouldered architraves to the high windows and to the recessed timber entrance door.

Planned originally to have large factory-style windows with central openings at the ground floor level and a fully glazed window in the central recess, the change to more opaque elevation has resulted in a quieter kind of architecture. The window in the northern bay is now a tripartite three-over-three casement with

a brick cill; while its counterpart in the southern bay is a more recent replacement. At upper level, the tall, flat-arched windows on either side of the breakfront have been sealed with a different brickwork, adding to the opacity. A door in the northern flank has recently been replaced by the council, and a high tripartite casement window, in a flat-arched opening in the southern façade at ground level, has been blocked up externally.

Behind this frontage sits the slightly narrower and plainer block, built with brown-brick and with a small lean-to block offset to the rear. The volume of the central concrete bay has a



2.47 J.W. Berry's reduced iteration for the Wash-house and Laundry building, 1908.



2.48 The former Wash-House and Laundry and shared courtyard viewed from first floor of former hotel.



simple, pitched roof covered with slate and a tiled ridge line; its walls directly below the eaves are louvred. The side bays are built as lean-tos covered with corrugated metal roofing and with a full line of roof-lights in the north-facing bay, lighting the former bathrooms below. At the rear, the façade is raised at the same height as the front and is also built with brown brick. Originally planned to have three windows in the central bay and one at ground level, there is just one large louvred window in a semi-arched open to the centre. One brown-brick chimney stack servicing two flues (now sealed up) is positioned on the southern wall of the central bay. The external northern wall is currently painted white.

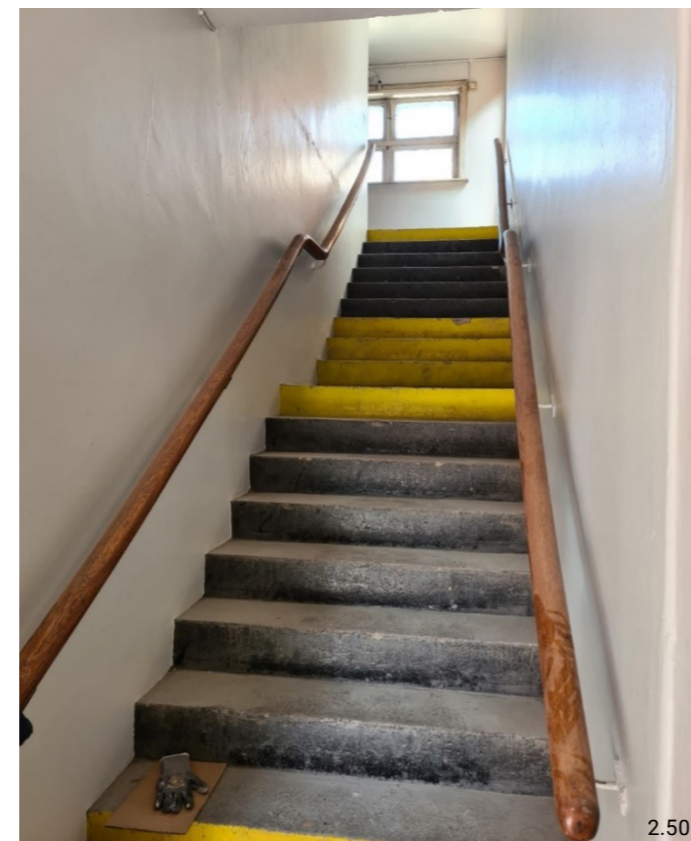
A set of cast- and wrought-iron railings with decorative spokes, ball-headed posts and double-leaf pedestrian gate, bound the little front court to the building on Kelly's Avenue, and curve southwards to meet the set-back entrance gateway to the shared courtyard. The railings are in poor condition in places.



2.49 Central stairwell with retained circular timber bannisters (Photo DLRCC, 2021).

Refurbishments by the council over recent decades include a new red-brick boundary wall to the north, a section of which has been recently removed to access a narrow lane leading to the side entrance; its northern edge made by the new social housing scheme on adjoining site. The rear is bounded by the new garden walls of the same scheme.

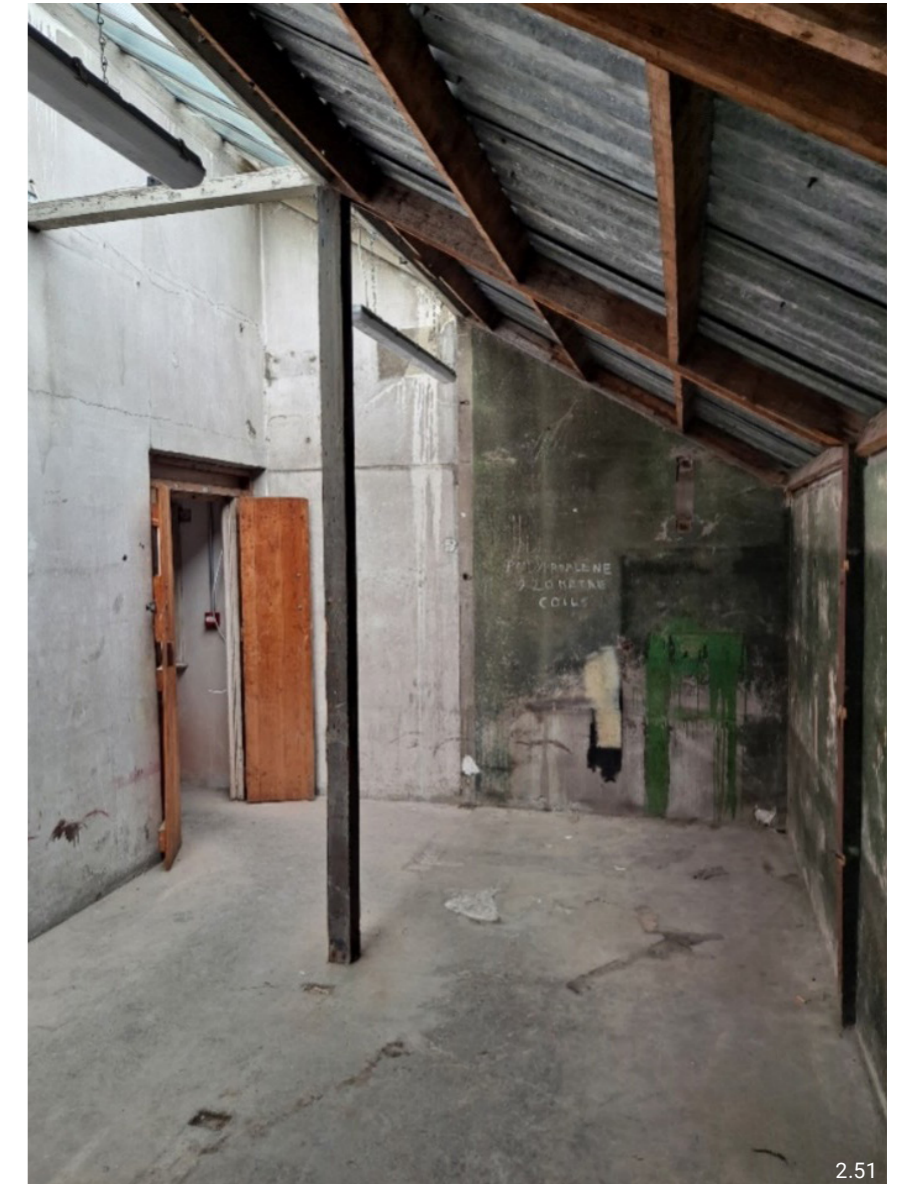
Internally the arrangement is as planned in the second proposal by Berry, with drying areas to the northern bay at ground floor level and the laundry in the south bay, formerly heated by a fireplace in the adjoining wall of the staircase. There were eight bathrooms for men and women at the first-floor level,



2.50 Former laundry space in northern bay with office to rear, before council refurbishment (Photo DLRCC, 2021).

four on either side of the central concrete staircase. A small towel and soap store was located next to the staircase, warmed by the adjoining chimney stack. A raised concrete platform above the staircase held the tanks for the water supply to laundry and washing facilities. Two separate WCs were provided at both levels in the offset bay to the rear. The ground floor WC was eventually extended to the south and the original office tucked in under the stairs, was moved to this space.

Prior to recent refurbishments by the council, the glass-panel timber doors, over lights and side lights, which lit the deeper spaces, were still extant. Partitions at both levels have now been removed and there are very few remaining historic fixtures and fittings from the earlier period, with the exception of the panelled and braced doors at first floor level and the circular timber banister lining the walls on either side of the stair flight.



2.51 Former bathrooms in northern bay with rooflights above.



# APPENDIX 1

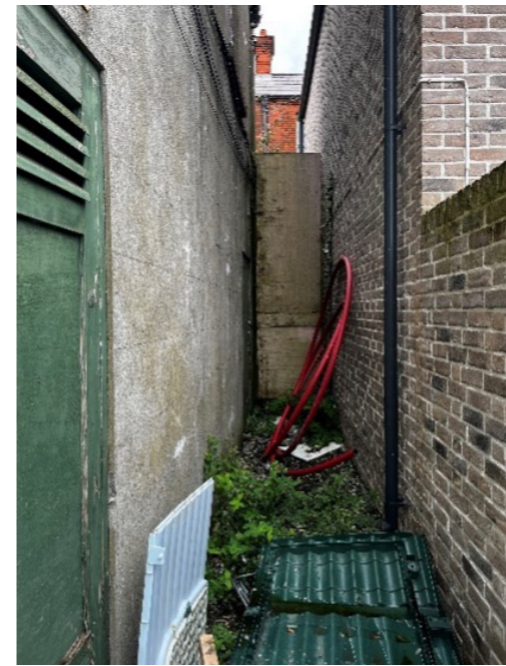
## PHOTOGRAPHIC RECORD KELLY'S HOTEL



Kelly's Hotel, George's Place

Kelly's Hotel, George's Place





Kelly's Hotel, Kelly's Avenue

Kelly's Hote Rear & Courtyard

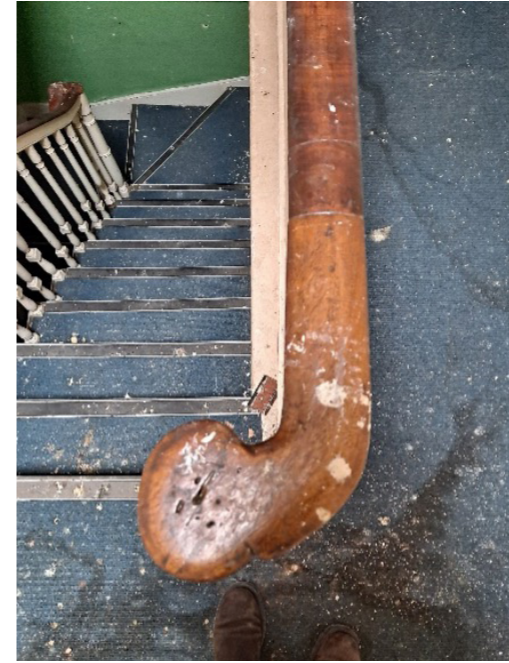




Kelly's Hotel, +01

Kelly's Hotel, +01





Kelly's Hotel, +01

Kelly's Hotel, +01

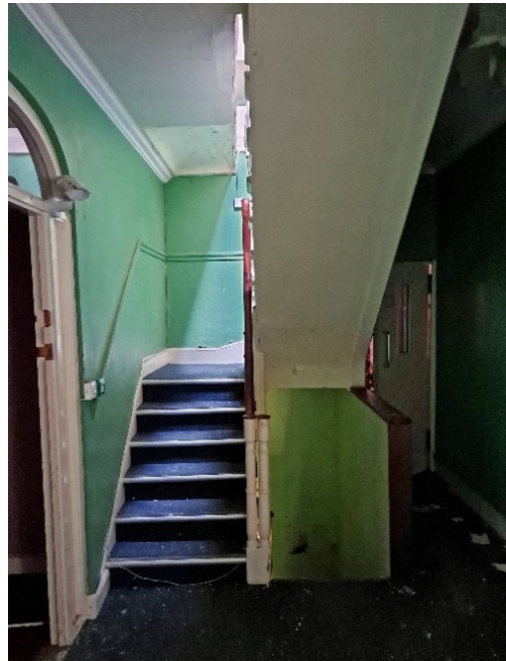
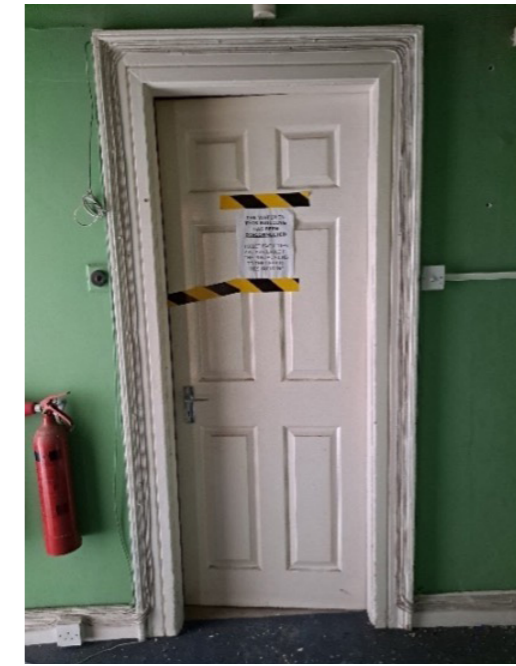




Kelly's Hotel, +01

Kelly's Hotel, +01





Kelly's Hotel, +00

Kelly's Hotel, +00





Kelly's Hotel, +00

Kelly's Hotel, +00





Kelly's Hotel, -01

Kelly's Hotel, -01

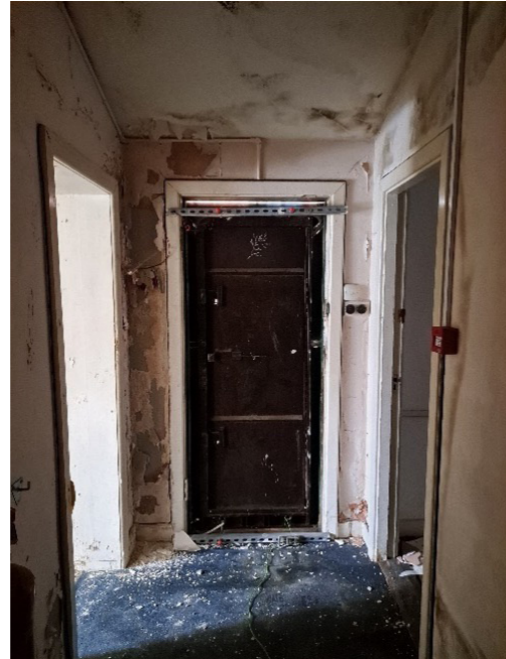




Kelly's Hotel, -01

Kelly's Hotel, Western Extension





Kelly's Hotel, Western Extnesion



# APPENDIX 2

## PHOTOGRAPHIC RECORD WASH HOUSE

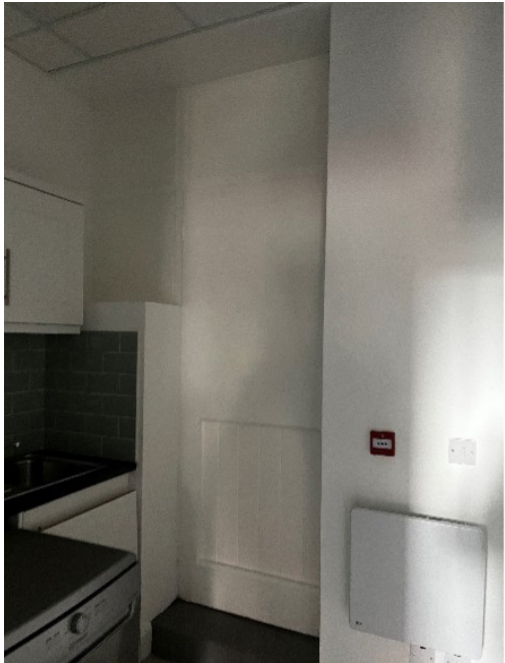
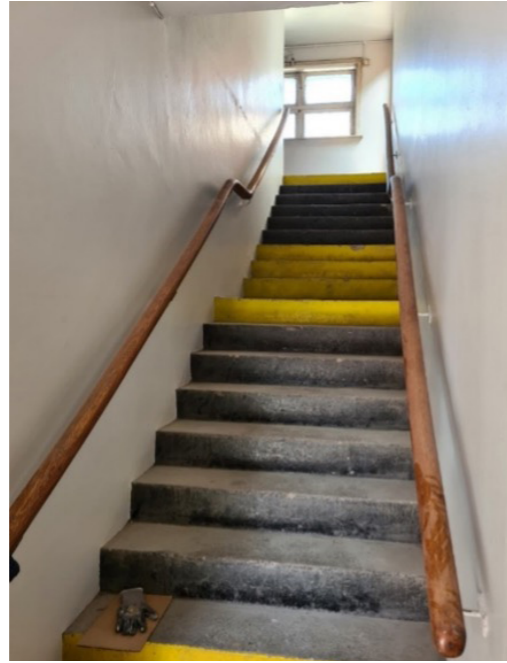


Wash House, Kelly's Avenue



Wash House, Kelly's Avenue

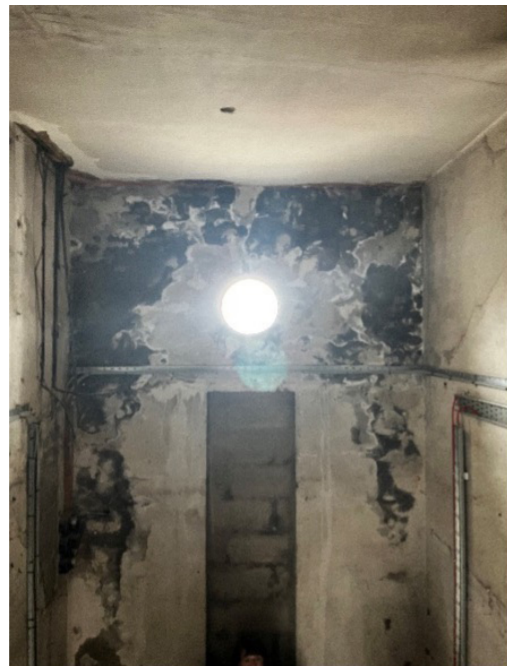




Wash House, +00

Wash House, +01





Wash House, +01

Wash House, +01