



CONSERVATION REPORT ON THE PROPOSED  
MONKSTOWN VILLAGE TRAFFIC MANAGEMENT  
IMPROVEMENT SCHEME FOR  
DUNLAOGHAIRE RATHDOWN COUNTY COUNCIL

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### 1 INTRODUCTION

This conservation report is carried out at the request of DunLaoghaire Rathdown County Council, as part of a tender package for paving, lighting and associated works at Monkstown Roundabout.

The report examines the site and history and seeks to identify the importance of the structures in architectural terms and the impact of the proposals on the structures. The report should be read in conjunction with the survey and proposal drawings prepared by the architects.

### 2 SUMMARY

The proposed Monkstown Village traffic management improvement scheme consists of landscaping & traffic works to the Ring of Monkstown, Monkstown Road and Monkstown Crescent. The works to the ring involve repair of the structure and reinstatement of the original form including the repositioning of a cast iron trough to its original position (circa 1770).

The impact on the historic character of the structure is positive. The alterations proposed to the structure, if carried out in accordance with the attached directions and good conservation practice will not have a detrimental effect on the character of the structure.

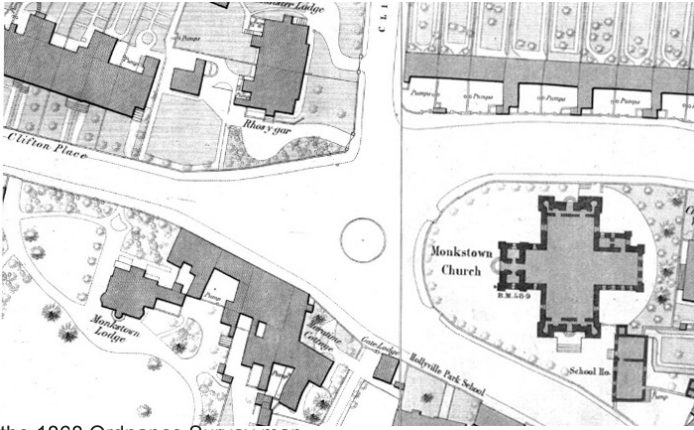


The 1843 Ordnance Survey map. The Griffith valuation map of 1847 and the 1867 OS map show much the same information.



Undated mid 19th century engraving by Hare shows Semple's Church of Ireland church before the roundabout was constructed.





the 1868 Ordnance Survey map



Circa 1890s photograph from the NLI Stereo Pairs Collection



c1890s photograph from the Lawrence Collection showing the ornate features like the lamp post, bollards and chains and the cherub at the trough

### 3 HISTORICAL BACKGROUND

Although the exact date is unknown, cartographic evidence suggests that the roundabout, known locally as the Ring, was built in the 1860s. Prior to its construction there was a large open intersection in front of the St Mary's Church of Ireland church which was remodeled by George Semple in 1831. The intersection was similar in form to a market square, though it is not known if it functioned as one.

Several cartographic sources were consulted and from these it can be determined that the ring was constructed before 1868. The addition of the roundabout complemented the church and grounds which are built of the same materials and greatly contributed to the character of the centre of the village. The 1868 map shows that the roundabout was initially a perfect circle. Early photographs from the Stereo Pairs and Lawrence collections show both the ring and the trough. The ring had a plainly landscaped bed within the cast iron bollards and chains set in low



Detail of the c1890s photograph from the Lawrence Collection showing the bollards and cherub at the trough



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Undated early 20th century photograph from the Lawrence collection showing the altered lamp post, fire alarm, hydrant and altered area around the trough.



Undated early 20th century photograph from the Lawrence collection showing the general area around the ring.



1908 Ordnance Survey Map

cut granite wall. The only other feature was a cast iron lamppost with two lamps supported on elaborate cast iron brackets in the centre. It looks as though it had three lanterns at one stage, as the top of the post appears to have accommodated a third lantern. The foliate decorative motifs of the lamppost echoed those of the bollards.

The trough on the ring was probably added after the construction of the ring. It is not in the 1868 map but was connected to the Vartry Water Supply. The 1861 Waterworks Act contained several provisions, which were intended to improve the water supply in Dublin, and it's suburbs. Section 38 of the Act stated that Dublin Corporation would have to erect and public water fountains for public use. Horse troughs were also to be constructed. The Vartry Reservoir was completed in 1863. Early Stereo Pairs and Lawrence photographs indicate that the horse trough has been located on the west side of the roundabout since the late 19th century. It appears to have been mounted on a stone plinth, (though site investigation revealed that this is in fact an integral cast iron structure, now buried) with a gap on the west side to allow for drainage of the trough. The trough was also topped with an iron cherub leaning on a staff. Identical cherubs can be found on the fountains in the People's Park in Dun Laoghaire. They were designed by the Sun foundry in



Undated early 20th century photograph from the Eason collection showing the cobbles and bollards



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Glasgow and erected in 1895. The Sun foundry specialised in ironwork ranging from gates, railings, gas lamp standards, water troughs and monuments. It is therefore probable that the cherub, trough lamppost, bollard and chains were designed by the Sun foundry and that they are roughly the same vintage as those in the People's park. In addition to the ironwork, there were stone bollards on either side of the trough, which were of the same height as the trough, which prevented damage from vehicles.

Horse drawn trams commenced serving Monkstown in 1883 when the Blackrock and Kingstown Tramway Company was set up. In 1893, the (English) Imperial Tramways Company bought the Blackrock and Kingstown Tramway and electrified the route. Decorative cast iron tram standards lined the route. In May 1896, the line from Ballsbridge to Dalkey was opened.

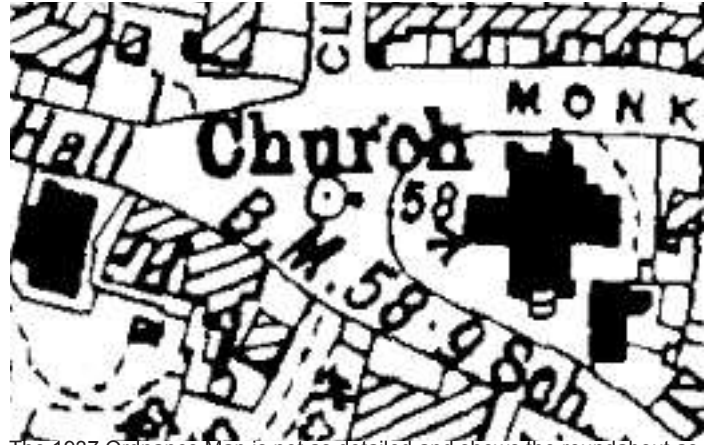
Much like the busses that replaced them, the number 7 and number 8 trams ran through Monkstown Road and Monkstown Crescent en route to Dun Laoghaire and Dalkey respectively. The roundabout was altered before 1908, possibly around the time the trams were electrified, as a tram standard and signpost were installed within the roundabout.

The top of the lamppost in the centre was also altered to take a single lantern with Fire Alarm written on two of the glazed panels. The alarm relates to an octagonal feature shown near the foliate base of the lamppost. The plinth and railings behind the trough were reversed in orientation so that there was a concave apse behind the trough. The figurine on top of the trough appears to have been removed and replaced with a moulded cast iron fire hydrant. The stone bollards were truncated. A milestone was added to the north of the trough. Four squat rectilinear bollards, linked with chains were added to the south. The provided a permanent parking space for a cart and fireman's ladder. The immediate area around the roundabout was also paved with cobbles.

Though very successful in its heyday, the tramline was closed in July 1949. The old tram standards were converted to streetlights and moved from their original positions on the closure of the tramway.

During the 20th century, probably after the closure of the tramline, the lamppost and signpost were removed from the central area of the roundabout and the centre was planted with trees, shrubs and flowers. The stone bollards and hydrant were removed and signage was also attached to the former tram standard. By the late 1960s the vegetation had become very overgrown. Sometime between 1967 and 1989 the tram standard was removed and the vegetation cut back.

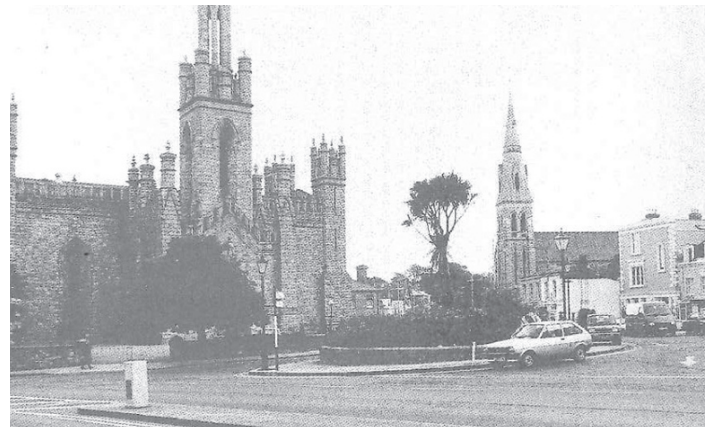
Two replica lampposts were added to the north and south of the roundabout and the trough was also converted to a planter.



The 1937 Ordnance Map is not as detailed and shows the roundabout as a perfect circle, though it was not at the time.



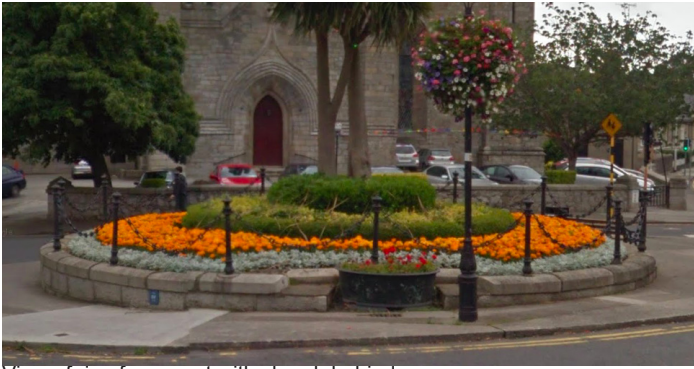
Extract from a 1967 slide in the NLI's Alfred Ternan collection Ref: T 2800. It shows the ring was much more densely planted



1989 Photograph from *Dublin Then and Now* shows the changes to the landscaping around the roundabout



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View of ring from west with church behind

**4 ARCHITECTURAL DESCRIPTION**

The 'Ring' is situated at the roundabout or intersection of Monkstown Crescent, Monkstown Road and Carrickbrennan Road. It consists of a cut granite wall topped with ornate cast iron bollards linked with chains. One section, on the west side has been altered and the curvature reversed to accommodate an iron horse trough. Both the roundabout and trough have been planted by the parks department of DLRCC

**SITE & BOUNDARIES**

A concrete footpath in a poor state of repair and containing a bench and bin as well as signage and lamp posts surrounds the ring. The surrounding footpath areas also contain street furniture, signage and lighting all of which is laid out in a reasonably ad hoc manner. There is a run of shop fronts to protected structures to the south stretch.

East of the roundabout a number of lampposts have the old tram standards as their bases though these are in awkward positions and are in various states of repair.

**5 SIGNIFICANCE AND PROTECTION**

The Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999 places the National Inventory of Architectural Heritage (NIAH) on a statutory basis and acts as a core database for identifying buildings for protection. The aim of the NIAH is to identify, record and evaluate the Architectural Heritage. The importance rating value codes used by the NIAH are International, National, Regional, Local and Record Only. Local Authorities are asked to include International, National and Regional structures in the Record of Protected Structures (RPS). The categories of special interest used are Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Technical and Social. The Ring and tram have masts are not currently rated as the inventory for Dun Laoghaire has yet to be published. The building is and curtilage have been evaluated here as follows:

**Architectural**

Both the ring and the tram masts would be considered of architectural interest for the contribution they make to the streetscape and village setting. The tram masts, bollards, chains and dressed granite plinth also display a high level of craftsmanship

**Historical**

The tram masts are of historic interest in connection to their original use as part of the tram network. The ring is of historic interest as it is testament to village improvements in the 19th century and it's subsequent use as a Fire escape station.

**Archaeological**

The Sites and Monuments Record, the Topographical files of the Irish Antiquities Division in the National Museum of Ireland



View of ring from south showing bench and bin



View of ring from north west with the Catholic church behind



View of ring from north



View of ring from east



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View of cast iron trough. The base is substantially buried.

and Excavations.ie were all consulted. No archaeological excavations, features or finds were noted in the area of the proposed works. It is therefore unlikely that there are any features of archaeological interest in the vicinity

**Artistic**

Both the ring and the tram masts would be considered of artistic interest,

**Technical**

Both the ring and the tram masts would be considered of technical interest, because of the cast iron and wrought iron work.

**Social**

Both the ring and the tram masts would be considered of social interest to the area.



View of cast iron post on granite base with cast and wrought iron chain.



The cherubs to the recently restored fountains in the People's Park in Dun-Laoghaire bear a striking resemblance to the cherub shown above the trough at the Monkstown Ring in 19th century photographs. The foliate details to the ironwork is very similar to the foliate ironwork in Monkstown. It is therefore probable that both were designed by the Sun foundry and are of similar date. The cherub was removed from the trough around the turn of the 20th century.

The Sun Foundry (1858 - 1899) was founded by George Smith at 64 Port Dundas Road, Glasgow. By 1863, the firm had expanded to include offices in London's Strand and Dublin's Mountjoy Square, with its Dublin agent Thomas F, Horgan based at 5 Greenville Street.

The cherub is undoubtedly pattern number 8: Boy With Paddle And Urn, four of which were contributed to the Stewart Memorial Fountain in Kelvingrove Park, Glasgow in 1872, where they sat above the four granite drinking fountains around the outer basin until 1939.



The existing bases to the former tram masts which have been reused for light poles are to be carefully removed and stored for later use



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### PROTECTION

The Local Government (Planning and Development) Act 2000 introduced two mechanisms for the protection of the built heritage: the Record of Protected Structures (RPS) which replaced the system of listing in operation prior to January 2000, and Architectural Conservation Areas (ACAs). A Protected Structure is a structure that the local Authority considers to be of special architectural, historical, archaeological, artistic, cultural, scientific or technical interest. Any structure having one of these qualities listed above is eligible for inclusion in the RPS. ACAs seek to protect groups of structures and the setting of protected structures. The Ring of Monkstown is listed as a protected structure in the DunLaoghaire Rathdown County Development Plan 2016 - 2022 (Ref 730). The former tram masts are not but they are located in close proximity to a large number of protected structures on Monkstown Road and Monkstown Crescent, including the Church of Ireland Church. The tram masts and the Ring are also within the Monkstown ACA. Monkstown (Includes Monkstown Crescent, Monkstown Road and the Ring.

### 6 THE PROPOSED DEVELOPMENT

The proposed Monkstown Village traffic management improvement scheme consists of landscaping & traffic works to the Ring of Monkstown, Monkstown Road and Monkstown Crescent. In 2012, DLR prepared a scheme for Monkstown Village to improve road safety. There are a number of traffic issues in the village including a complex junction in the centre, excessive speed of vehicles through the village, restricted sight lines to Clifton Avenue, significant change in level on Monkstown Crescent between the road and the footpath which creates a trip hazard for pedestrians, excessive signage, street clutter and poles and cables.

DLRCoCo developed a traffic management, road safety and public realm improvement scheme and proposed the following measures:

- A raised area in the centre of the village
- Two way section in front of St Mary's Church of Ireland church
- One way in front of Goggins
- One way on Clifton Avenue
- Build outs to slow vehicle turning movements
- Narrowing of the carriageway through the village
- Raised signalised and uncontrolled crossing points
- Additional parking on Clifton Avenue

The traffic management scheme also presented an opportunity to develop and enhance the public realm of the village, including protected structures like the Ring.

The ring itself is to be repaired and the sections of walling behind the trough are to be turned so that they are returned to their 1860s orientation. The bollards and chains are to be cleaned, repainted and reset in the granite plant, which is to be repointed. The trough is also to be cleaned, painted and reset above ground level.

The proposed landscape works in the village will use high quality materials and provide more space for pedestrians.

- The pedestrian surfacing around the village will be granite paving (rather than concrete)
- Parking bays will be indented and surfaced with cobble sets (similar to those on Marine Road, Dun Laoghaire)
- The grass area around the central planting area is being replaced with more hard standing area (paved in granite). This will allow for increased seating as well as opportunities for mini markets, Christmas tree etc. There will be raised flowerbeds and tree planting which will be more attractive than a grassed area

The existing carriageway on Monkstown Crescent is being narrowed to 6m allowing for an additional 1.5m to be allocated to the path adjacent to the restaurants

- The parking bays are being indented allowing for an increased cross fall (reducing the level difference between the path and road)
- Raised flowerbeds are being provided to provide separation from the road and to provide planting in the area (which is currently all hard materials)
- The existing path adjacent to the restaurants is being widened significantly
- A crossing point is being added at Avoca, which will incorporate seating and planting
- The existing overhead cables will be removed and the poles relocated
- Street furniture will be rationalised
- The existing lighting poles will be removed and the bases of original tram standards carefully stored for re-use. Decorative lighting will be added
- Loading bays will be reduced in size

New street lighting is proposed and overhead lines are to be moved underground. The existing cast iron bases to the old tram masts are to be carefully removed from site, and stored for later re-use to repair other poles in the area.

### APPRAISAL OF THE PROPOSED WORKS

#### Positive Impacts:

- the reinstatement and repair of the ring and the trough.
- the new paving proposition and narrowing of the roadway.
- the removal of signage, wires and ad hoc-street furniture
- the rationalisation of levels.

#### Neutral Impacts:

- relocation of services
- new lamp standards in place of existing ones

#### Negative Impacts:

- the removal of the tram standards from the original line. This is considered justified by: the fact that they are not in their original positions; the technical difficulties of removing them from the later poles and attaching them to newer poles, without undermining the operation of the new lamps; many of the bases are damaged; there is a need for bases to replace damaged bases elsewhere in the area; the bases will be carefully removed, labelled and stored by DLRCoCo for reuse in the repair of other damaged poles in the area.

### 7 CONSERVATION METHODOLOGY

The proposed conservation work will be carried out in accordance with the principles of the Venice and Burra Charters produced by ICOMOS Australia in 1979 and amended in 1981, 1988 and 1999. This document defines current conservation terminology and makes sensible recommendations for its practice. These include Principles, Processes Preservation, Restoration, Reconstruction, Adaptation and Practice, all of which will be followed. The works must adhere to the conservation principles set out in the Department of the Environment, Heritage and Local Government's Protection Guidelines for Planning Authorities (2004) and the Departments advice series publications on various elements.

#### GENERAL PRINCIPLES



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Conservation work will be based on an understanding of the structures and its development. The aim will be to recover and retain the significance of the structures while allowing alterations that provide a use that will ensure the survival of the structure. All features and materials of importance to maintain the structure's character will be retained including features of all ages. The objective is to 'hold' these monuments, to stabilise them and slow down the deterioration of their structure as far as is practicable and that the structure should not look very different after conservation works except that the fabric is more stable and secure. All efforts will be taken to ensure that necessary new work on the historic structures looks appropriate and is in keeping with the fabric, materials and style of the original work. However, it should be possible to 'read' changes, through close inspection. No important architectural features, later changes, or other features of the monument should be masked, including original mortar, where this is sound. It should always be the intent to restrict all interventions to the minimum that is consistent with the established philosophy and the appropriate use, reuse, and continued survival of the building. The philosophy of doing 'as little as possible and as much as necessary' applies here. It is the objective to carry out works limited to that essential for the survival of the property and its conversion. It is intended in all cases where possible to carry out repairs rather than replace materials. In relation to any new work required to the structure the use of processes that are reversible will be used. Repairs are to be carried out without an attempt to disguise or artificial ageing and new repairs should be discernible without detracting from the structure. Any necessary intervention to the monument should always be reversible, both in the materials used and methods employed. It is intended that unsatisfactory alterations that disfigure earlier work of greater merit should be reversed, where feasible. This especially applies to the removal of exposed services. A programme of conservation works shall be carried out in tandem with the proposed development to conserve the historic fabric and bring it to a high standard of repair. Detailed inspections and investigative works shall be carried out prior to the commencement of the programme of conservation works under the direction of the Conservation Architect who will advise on conservation aspects of the scheme throughout all stages. It is an objective that the highest conservation standards will apply to the contract. As a general principle as much of the original material as possible is to be retained and reused in its present location. Only appropriate materials and methods of construction and contemporary methods or materials will be used where alternatives do not exist. Where decay occurs, before any restoration is undertaken, a thorough analysis should be made of the defects and the nature of the decay of these materials. Salvaged materials from other sources may be reused. However, there are some issues to be considered in the use of salvaged materials that must be considered, in particular the source of the material, and whether another historic building has been demolished to provide it.

For a detailed specification refer to  
APPENDIX 1/70: Conservation from the general specification.  
and drawing CONS 01

### RECORD OF EXISTING BUILDING:

The drawings photographs and this report will form part of the record of the buildings and landscape. It is proposed to photograph the area, prior to the commencement, during and at the end of a contract. The record will be lodged in the Irish Architectural Archive.

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The opinions contained in the report are independent and impartial based on the inspection and research carried out.