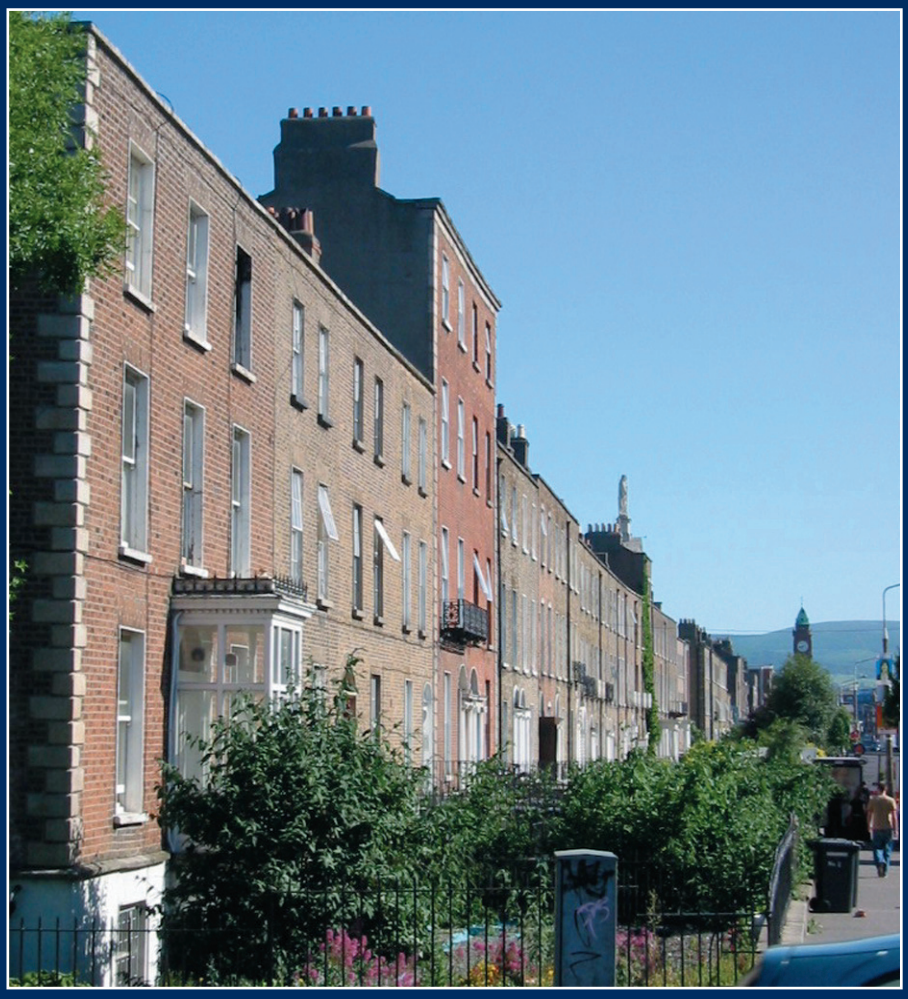
Lower Rathmines Road

CONSERVATION AND URBAN REGENERATION STUDY





Commissioned by Dublin City Council,
South East Area

Dublin City
Baile Átha Cliath

Lower Rathmines Road

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for Dublin City Council

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Photos: Richard McLoughlin
Drawings: Dominika Cendlak

Illustrations:
Irish Architectural Archive
Map Library, Trinity College Dublin
Parish of Mary Immaculate, Refuge of Sinners, Rathmines
National Library of Ireland
Woodhouse UK plc
Dr Maurice Craig

Design and layout: Environmental Publications

Published by
South East Area,
Dublin City Council,
Civic Offices,
Wood Quay, Dublin 8.
Tel: 01 222 2243
email: southeast@dublincity.ie
www. dublincity.ie

ISBN: 1-902703-22-7

Preface

We are delighted to welcome the publication of this report: *Lower Rathmines Road: Conservation and Urban Regeneration Study.* The study area, located on the radial route from Rathmines to the city, was identified in the Rathmines / Aungier Street Framework Study (a sub-measure of the Urban and Village Renewal Programme 2000 – 2006) as being in need of physical, social and economic rejuvenation. The completed document sets out practical steps for conserving the historic buildings that define the east side of Lower Rathmines Road and for improving the public realm with the purpose of stimulating the urban regeneration of the area.

Many complex issues to do with building use, repair, front gardens, car parking, waste management and mews development are addressed in the study. The solutions proposed represent a holistic approach to conservation and regeneration and include practical guidelines for the repair and maintenance of the historic buildings and their plots. We hope that this approach will serve as a template for this and other historic areas of the city in need of regeneration.

We are grateful to Blackwood Associates and the Steering Group for their commitment to the production of this publication. We hope that the detailed historic research undertaken and the building analysis and practical advice offered will inspire private owners to respond with enthusiasm to the task of improving their buildings. A positive response from owners will also complement the City Council's commitment to the improvement of the public realm and the enhancement of the wider area of Rathmines.



John Fitzgerald
City Manager



Dick Gleeson
Dublin City Planning Officer

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1 Introduction

1.1 Background

This conservation study was commissioned by Dublin City Council (South East Area) in 2003 and has been supported by the Rathmines Initiative.

The Rathmines Initiative began the process of developing a Local Area Plan for Rathmines in 1998. A document entitled *Rathmines: Development Proposals towards a Local Area Action Plan* was prepared with UCD School of Architecture and Gerry Cahill Architects and was published in 2000. Following this, the Rathmines Initiative commissioned Berry Byrne Sjoberg and the Dublin Civic Trust to carry out an architectural inventory of the Lower Rathmines Road and surrounding streets.

The Rathmines-Aungier Street route into the city was identified for funding in the 'City Regeneration' section of the Urban and Village Renewal Programme 2000-2006, which forms part of the National Development Plan.

As part of this programme a framework study for Rathmines/ Aungier Street was prepared by Urban Projects for Dublin Corporation and published in 2001. The framework study recommended that a demonstration project for the appropriate conservation and regeneration of an urban block be carried out as a benchmark for appropriate regeneration of other blocks. This recommendation gave rise to the present study.



View from La Touche Bridge

A steering group was established to meet, discuss and advise on the format and content of the study. The steering group consisted of:

Sean Moloney, South East Area Assistant Manager;
Susan Roundtree, City Architects Division;
Geraldine O'Mahony, Planning Department;
Claire McVeigh, Planning Department;
David Willis, Rathmines Initiative.

1.2 Extent of Study Area

The subject of the study is the urban block on the east side of Lower Rathmines Road, bounded by Cheltenham Place to the north, Richmond Hill to the south and the mews lanes Fortescue Lane and Richmond Mews to the east.

The block commands a prominent position on one of the principal radial routes into the city centre. It consists of two long terraces of houses dating from the 1830s and 40s of the typology widespread throughout Georgian and early Victorian Dublin. This comprises nos. 1 to 4 Cheltenham Place, the even nos. 2 to 48 and 52 to 72, Lower Rathmines Road and the associated mews properties.

The block also includes the Catholic Church of Mary Immaculate, Refuge of Sinners, an important urban landmark.

1.3 Purpose of Study

The purpose of the study is to examine the issues which have led to the degeneration of the block and to put forward solutions in the form of a guidance manual for the use of property owners and Dublin City Council.

The Guidance Manual sets out:

- directions for the correct repair and maintenance of historic fabric
- acceptable models for the use of the houses on Rathmines Road
- guidelines for appropriate development of the mews properties
- design solutions for front gardens and for the public domain.

The study is intended as a pilot study to inform development and conservation of similar streetscapes throughout the city.

1.4 Approach to the Study

The study was carried out by Kevin Blackwood and Richard McLoughlin of Blackwood Associates Architects, supported by the Dublin Civic Trust.

The Dublin Civic Trust made available its inventory of the study area and has provided valuable advice throughout, based on its extensive knowledge of the built heritage of the city.

Advice on planning issues was provided by the planning consultant Jeanne Meldon.

Contact was made with building owners in December 2003 and access was gained to examine a representative range of properties. External inventory information has been updated and survey drawings were prepared of sample front gardens and railing details.

Design solutions were developed in consultation with the steering group as well as the City Architects Division, and the Parks, Street Lighting and Waste Management sections of Dublin City Council.

A public meeting was held in March 2004 to present interim findings and to hear the views of interested residents and owners.

2 Executive Summary

The main body of the report is set out in two parts:

Part I: Analysis and Evaluation

The block consists of two fine terraces of late Georgian houses, built in the 1830s, which together with the neo-classical Church of Mary Immaculate form a striking urban ensemble of considerable architectural significance located at a key location in the city.

The houses retain their essential character. A detailed survey of the historic fabric illustrates that the houses have many original features. These include original brickwork in façades, lime pointing, original doorcases and steps. A few buildings still have their original sash windows. Special features such as porches and balconettes survive and further embellish the streetscape. The original front gardens to the terrace south of the church are intact and are contained by ironwork railings of particularly high quality.

Part II: Guidance Manual

Guiding Principles on Planning
As all the houses in the block, with the exception of two modern buildings, are protected structures, architectural conservation must be the guiding principle for all future alterations and developments. Although the block has come to consist of two distinct elements, the mews and the historic houses, all developments must respect the historic integrity of the block.

Public Domain
Design solutions for paving, public lighting, bus shelters and street furniture are suggested. Upgrading of the public domain would provide an impetus to encourage restoration of the individual properties. Proposals to articulate a space in front of the magnificent church building, and a suggestion for a site for a public art installation are included.

Railings: It is felt that the correct conservation and reinstatement of railings, which represent a necessary defensible barrier for the houses from a very busy thoroughfare, is vital to the regeneration of the block. As the railings define the edge of the public domain, it is suggested that Dublin City Council could part-fund this work with support from the Department of Environment, Heritage and Local Government. Undertaking the work in a single well-supervised operation would guarantee a consistent result to a high standard and would take advantage of considerable economies of scale.

Proposals for Properties
Guidance is given on the planning requirements for works to protected structures and the principles of modern conservation philosophy are set out.

Front Gardens: Two alternate proposals for the reinstatement of correctly landscaped front gardens with integrated refuse storage are illustrated. Where historic railings have already been removed it is suggested that a single parking space with wider gates might be permitted.

Use of the Houses: Four models for appropriate residential use of the houses are suggested. These accept that subdivision of the houses may be necessary and demonstrate how this can be achieved without detriment to the historic integrity of the houses. A maximum of one apartment per floor ensures a high standard of accommodation, now demanded for city living. Guidance is also given on the scale of building returns, on appropriate extensions and the treatment of rear gardens and boundary walls.

Mews Developments: Guidelines are set down for the retention and use of original coach houses. Parameters are set for the acceptable size, materials and use of new mews buildings, with regard for the provision of private open space and car parking. These conclude that mews buildings may only extend beyond the footprint of the original coach houses on the longer plots. It is recommended that parking be prohibited in Fortescue Lane.

Other Recommendations
Proposals for the Blackberry Fair plots recommend restoration of no. 44, reinstatement of individual front and back gardens, and possible continuation of a market use to a higher standard, and on a reduced area. Guidelines are given on how the modern buildings at the church and the fastfood restaurant at no. 72 can be improved or replaced.



Detail of Chimneys and Dome

Practical Conservation Guidance

Advice is given on how alterations and repair works to protected structures should be undertaken. This includes guidance on seeking professional advice, recording, and repairs to structure, roof coverings, façades, windows, doorcases, ironwork and exterior steps and paving. A maintenance and inspection routine is put forward to encourage on-going care for the houses.

Implementation of Guidance

Suggestions are made on how the guidance in the study can be turned to action to ensure that the regeneration of the block succeeds.

Appendices

Appendix I provides a photograph and a short individual assessment of the condition and needs of each property. Detail drawings for reinstatement of railings and design options for the public domain are included in Appendix II.

PART I

ANALYSIS AND EVALUATION



Nos. 10, 12, 14 and 16 Lower Rathmines Road

3 Description of the Urban Block



Rathmines Road, c. 1900 (National Library of Ireland)

3.1 Historical Background

The present Rathmines Road follows one of four ancient routes which led out of Dublin through the ancient territory known as Cualu to the south of the Liffey (also Colyn, Cualann, later Cullen). Once part of the Early Christian demesne of St Kevin's Church, the study area was owned by the Archbishop of Dublin by the 13th century, and leased to Anglo-Norman citizens.

1209 Massacre of Cullenswood: 500 citizens of Dublin, having ventured out of the city for Easter Monday festivities were massacred, possibly at the Swan River near Mount Pleasant, by Irish O'Byrnes and O'Tooles who occupied the woods leading up to the Wicklow Mountains.

1382 William de Meones holds what was referred to as 'the Rath'. The name Rathmines derives from Rath de Meones.

1649 Battle of Rathmines: During the English Civil War, 2000 Royalists under the Duke of Ormond were defeated by Parliamentarians from Dublin in the area between Baggot Rath and the Swan and Dodder rivers.

1717 Survey of the archbishop's Farm of St Sepulchre, by John Greene: The farm extended to present day Bessborough Parade (Swan River or tributary), beyond this was the property of the Earl of Meath. The map shows the highway to Rathmines.

18th c. Villages of Rathmines, Ranelagh and Cullenswood began to develop. Prior to this the region between the walled city of Dublin and the Wicklow Mountains was considered too dangerous for settlement.

1754 Rocque's map of Dublin shows no houses on this route apart from a few in present Upper Rathmines.

1785 Rathmines formed a small cluster close to the Swan River near the junction of present day Rathgar Road.

1791 The Grand Canal and La Touche Bridge built.

1800 A new road was built from Portobello into Rathmines to replace a lower road which had been subject to flooding

1801 Act of Union. Beginning of the decline of the city of Dublin. 271 peers and 300 members of the Irish House of Commons leave the city, having a profound economical and social effect. Increasingly unhealthy conditions led those who could afford it to move into newly developing suburbs, such as Rathmines.

1816 Taylor's Map: No buildings are shown in the Study area. Some terraces of houses are shown on the Rathmines Road south of Richmond Hill. The south side of Mount Pleasant Square is already in existence.



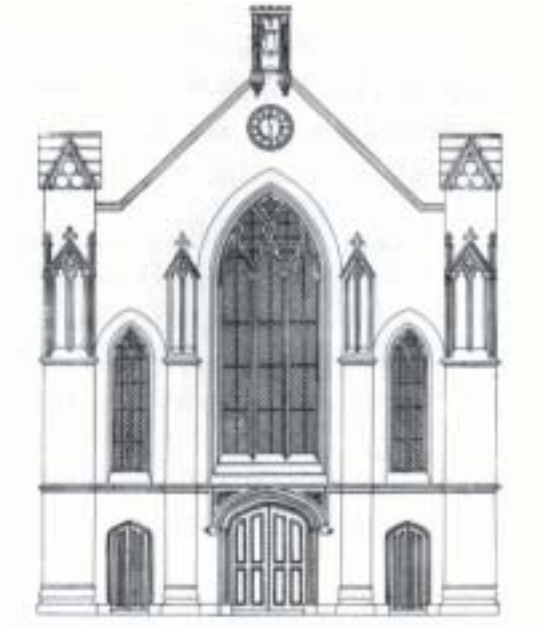
Taylor's Map, 1816. (Map Library, Trinity College Dublin)

The course of the Swan River can be seen. It ran northwards from Rathmines village, parallel to the present Lower Rathmines Road, behind the present day swimming pool and crossed the road at Blackberry Lane. Its path across the Study block is discernible on later maps as the diagonal boundary between nos. 38 and 40 Lower Rathmines Road, now joined together as the Blackberry Fair. Its continuation formed the curve of what is now Bessborough Parade. It then flowed across Mount Pleasant and on to meet the Dodder (see also maps of 1837 and 1882). The Swan is now completely culverted.
(Clair L. Sweeney's *The Rivers Of Dublin* shows a different route for the Swan river along Richmond Hill, the course along Bessborough Parade and Blackberry Lane being a tributary.)

1821 Duncan's Map: Most of the terraces further south on the east side of Lower Rathmines Road between Richmond Hill and Church Avenue are already in existence. The Swan River is shown as in Clair Sweeney's book.

1825 Gas street lighting introduced in Dublin. An early gaslight standard, later converted to electricity survives at Ontario Terrace.

1830 The precursor to the present Catholic Church, measuring c. 27 x 11 m, was built in neo-Gothic style on 1.1 ha of land bought from the Earl of Meath. To finance the fitting-out of the interior, part of the land was sold to a property developer called Berry, who constructed nos. 52 to 72, formerly Berry Terrace on it.



Precurser to the present Catholic Church. (Irish Architectural Archive)

1837 Lewis's Topographical Dictionary describes Rathmines as a considerable suburb of 1600 inhabitants, which had been only an "obscure village" twelve years previously. "It now forms a fine suburb commencing at Portobello Bridge and continuing in a line of handsome houses, with some pretty detached villas, about one mile and a half".
At this time Rathmines, which lay in the barony of Uppercross, was administered under the grand-jury system of local government. This system, controlled by the rural land-owning class, did not cater to the needs of a developing suburban area. It was increasingly criticised as smaller landowners and businessmen were not represented.



Ordnance Survey map, 1837. (Map Library, TCD)

1837 Ordnance Survey first edition, 6" to 1 mile:
A significant number of the houses in the study area are already in existence. Nos. 3 and 4 Cheltenham Place, but not 1 and 2, are shown. Houses no. 36 to 48 Lower Rathmines Road and their mews lane (now occupied by the Blackberry Fair) are shown.
The earlier, smaller Catholic Church of 1830 is shown. Nos. 52 to 66 south of the Church, originally named Berry Terrace, are complete. No. 68 is shown with a wider frontage and was possibly replaced later by the present nos. 68 to 72.
On the opposite side, a single terrace of five houses, nos. 31 to 39, at the corner of Blackberry Lane had already been built. The remainder of that side of the street was characterised by a series of free-standing villas in their own grounds. These included Grove House, on the site of the present Grove Park, and Lissenfield, which was demolished in the 1980s. Most of the houses on Mount Pleasant Avenue and Richmond Hill were already in existence.

1847 The township of Rathmines, with a population of c. 10,000, was created under the terms of the Towns Improvement Act. This followed a campaign by Rathmines developers, led by Frederick Stokes and Terence Dolan, and an inquiry held at 22, Rathmines Road. The township was extended to Rathgar, Sallymount and Harold's Cross in 1862 and to Milltown in 1880.

Other townships were Pembroke (created 1863), Kilmainham (1867), Drumcondra (1878), Clontarf (1869), Blackrock (1860), Kingstown (1834), Dalkey (1863) and Killiney (1870).
In contrast to Pembroke, which was controlled by a single benevolent landlord, Rathmines was controlled by a small number of businessmen with extensive property interests in the area.
The town council determined building standards and bye-laws and provided public services and amenities funded by rates. Lower rates in Rathmines encouraged development but resulted in poorer public services. Development was initially along main roads. The fields in between were developed later to a higher density with smaller houses for the lower-middle and working classes.
Speculative developers within the study area included Mr Berry, the developer of Berry Terrace. Two members of the first board of commissioners lived in Fortescue Terrace; William Todd, who owned 16 houses within the township, and Dr Christopher Wall.

1849 Ordnance Survey, 6" to 1 mile: The remaining houses 2 to 34, Lower Rathmines Road were added by this time, completing Fortescue Terrace, as the houses between the Bridge and the Church were formerly known. Fortescue Lane has come into existence and coach houses 16 to 34 built. The house later marked as Lark Hill, now St Mary's College, is shown.



Church of Mary Immaculate – original design of 1854. (Parish of Mary Immaculate, Rathmines)

1854 The neo-classical Church of Mary Immaculate, Refuge of Sinners replaced the smaller neo-Gothic Catholic church of 1830 on the same site. The building is the final masterwork of architect Patrick Byrne. The Corinthian portico was completed in

1881 by W. H. Byrne, surmounted by Our Lady of Refuge by Patrick Farrell and sculptures of St Patrick and St Laurence O'Toole. The interior was destroyed by fire in January 1920 and restored by Ralph Byrne in the same year. A new dome, which had been fabricated in England for a church in St. Petersburg but not delivered due to the Revolution of 1917, was acquired and replaced the smaller original dome.

Roman Catholics formed around 50% of the population of Rathmines between 1860 and 1890. Many were domestic servants and most were not property owners and thus could not vote in council elections. In 1885, electors formed only 7.5% of the population. However, a proportion of seats on the township board was for a time reserved for Catholics.

1857 Rathmines School founded by Rev. Dr Charles William Benson at no. 46, Lower Rathmines Road. Famous pupils included George Russell (AE), Walter Osborne and T. W. Bewley. The School closed in 1899. The house was then used as the Urban District Council College of Commerce, the forerunner of the present DIT College of Commerce. The original building has since been demolished.

1872 Tramway from Dublin to Rathmines opened.

1882 Ordnance Survey 25" to 1 mile map: Further coach houses 10 to 14 added by this time. Shops have already appeared in front gardens on Lower Rathmines Road, including at no. 72.

1880s Rathmines joined a major drainage scheme with the township of Pembroke. In the late 19th century smaller terraces for lower and middle class families were built, but the proportion of working class families in the township remained small.

1890s Rathmines Town Hall, designed by Sir Thomas Drew in neo-Elizabethan style.

1903: Rathmines Borough Council introduced electric street lighting with the opening of Pigeon House power generation station. Standards in main routes were 9m "Scotch Standard" and similar designs, generally with shamrock motifs. Carbon arc light fittings in a large spherical bulb were used until 1938. 4.5m lamp standards were used in less important routes, also with carbon-arc bulbs.

1911: The population reached 37,840. These were predominately Protestant and middle class and occupied 7,050 houses. The township area was 1,714 acres (c. 694 ha).

c.1930 The Kodak Building was built in Art-Deco style on the west side of Rathmines Road.

1930: Township of Rathmines amalgamated into the City of Dublin by the Local Government (Dublin) Act.

The increased cost of domestic servants and improved accessibility to more remote suburbs led the middle class to move away from the large houses of Rathmines. The practice emerged by which



Ordnance Survey map 1882. (Map Library, Trinity College Dublin)

the large houses were subdivided into flats, to accommodate students, civil servants and workers from rural areas moving to the city.

3.2 Statutory Protection

All the houses on Cheltenham Place and Lower Rathmines Road as well as the church are protected structures, with the exception of two modern buildings, nos. 46 and 48.

Protected Structures are listed in the Record of Protected Structures for Dublin City Council. They are deemed to be of special interest (architectural, historical, archaeological, artistic, cultural, social, scientific or technical) and form part of the architectural heritage of the city. The significance of the buildings in the study block is outlined in section 4 of this document (page 24).

The Planning and Development Act, 2000 affords protection to the entire fabric of a protected structure and to any structures within its curtilage. Planning permission is required for any internal or external alteration that would affect the character of a protected structure. Mews buildings are included as structures within the curtilage of the protected structure.

Guidance to owners in relation to planning permission and exempted development is given in section 8.1 (Page 36).

3.3 Zoning Objectives

The entire study area is zoned Z2 in the Dublin City Development Plan, 2005-2011. The zoning objective is to "protect and/or improve the amenities of residential conservation areas".

The purpose of land-use zoning is to indicate the objectives of the planning authority for the area in question. Zoning is intended to reduce conflicting uses and to protect resources. Certain uses are permitted in principle, subject to normal planning consideration, while others can be open for consideration.

Permissible uses for zoning objective Z2 include: Buildings for the health, safety and welfare of the public; childcare facility; home-based economic activity; medical and related consultants; public service installation; residential, open space.

Uses open for consideration for Z2 include: Cultural/recreational building; media recording and general media-associated uses; restaurant; veterinary surgery; places of public worship; embassy; guest house.

The planning authority may approve these uses where it considers that the proposed development would be compatible with the overall policies and objectives for the zone and would be consistent with the proper planning and development of the area.



Area of study. (Mapflow 2000).



View from South Richmond Street



View from South



Cheltenham Place



Fortescue Lane

3.4 The Urban Setting

The terraces of houses in the study block form a prominent element in the sequence of urban spaces, formed by South Great George's Street, Aungier Street, Camden Street and South Richmond Street, an historic route leading out of the city.

The terrace of houses and the dome of the church are visible from a considerable distance as they are framed in the vista from Camden Street and South Richmond Street. The wider vista on the Rathmines Road itself focuses on the clock tower of the former town hall and is dramatically set against the beautiful and unspoilt backdrop of the Dublin Mountains.

Lower Rathmines Road is characterised along its east side by tall brick houses set back from the street with front gardens, formerly planted with trees, iron railings forming the boundary between the public and semi-private realms. While this pattern continues beyond the study area, most front gardens south of Richmond Hill have been built over with single-storey shops. The houses form two continuous terraces on either side of the church. These are arranged in groups, which share common architectural details and produce a subtle variety in height, characteristic of the streetscapes of Georgian Dublin.

The Church of Mary Immaculate, Refuge of Sinners is set back from the terraces, its monumental portico addressing a paved forecourt.

The west side of Lower Rathmines Road is more disparate, reflecting the piece-meal development of lands occupied historically by one-off houses and suburban villas.

Cheltenham Place faces the Grand Canal. Its character is more intimate, defined by smaller brick houses and front gardens with mature trees. The footpath and gardens lie lower than Canal Road, where it rises to the level of the canal bridge.

3.5 Mews Lanes

Fortescue Lane is a narrow mews lane serving the rear of Lower Rathmines Road and Mount Pleasant Avenue. On the side within the study area a few extensively altered or derelict coach houses survive, interspersed with modern mews buildings. Behind no. 38 (now the 'Blackberry Fair') the lane veers off to serve the rear of Bessborough Parade. Vehicular and pedestrian access is only possible at one end from Mount Pleasant Avenue.

The coach houses behind nos. 38 to 46 are reached not from Fortescue Lane, but through an archway in no. 44, Lower Rathmines Road. This now forms the Blackberry Fair, a weekly bric-à-brac market.

Richmond Mews runs behind nos. 54 to 72 Lower Rathmines Road. It retains two altered original coach houses. All other mews buildings are modern. The other side of the lane is a buttressed stone wall, shown on the Ordnance Survey map of 1882 (page 16).

Many mews properties in both lanes are now in separate ownership to the main houses.

3.6 Typical House

The houses were built speculatively in the 1830s and 40s, on individual or groups of plots, giving rise to the groupings of the houses. They were initially occupied as single residences by middle class families, with service areas in the basements and stables in a mews to the rear.

The houses are typically two bays wide and three-storey over basement, the entrance elevated by a half level over a rendered basement. The formal entrance doors are flanked by columns or consoles in arched openings with leaded fanlights above. The service entrance is located under the entrance steps.

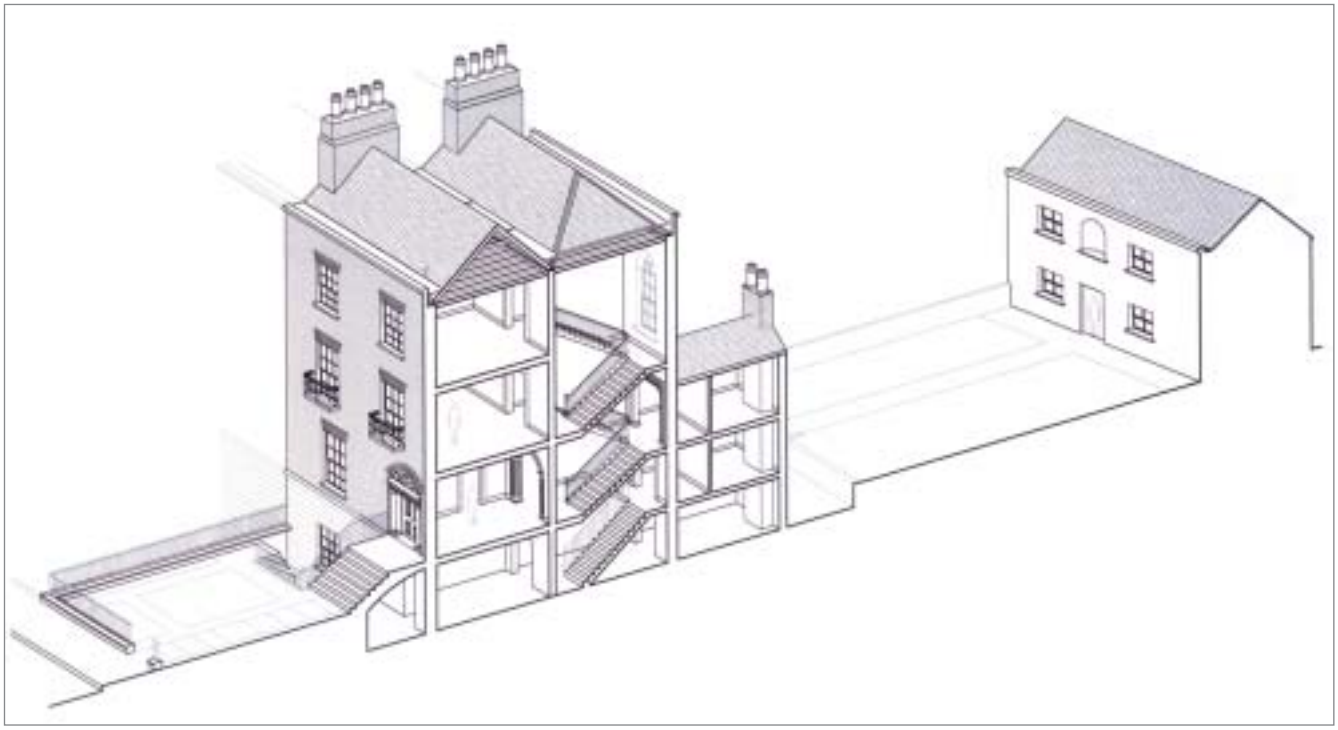
The upper floors are faced with stock brick ranging from buff to reddish colour. All houses retain their original brickwork and a good proportion has original “wigged” pointing of traditional lime mortar. The original windows are six-over-six-paned sliding sash windows at each level, those on the top floor being slightly smaller. The roofs, concealed from view behind a parapet, consist of double-pitched slated roofs with a central valley and flashings of lead. Original rainwater goods are of cast-iron.

Front gardens form a semi-private defensible space to the public street, enclosed by decorative railings in a variety of types with granite plinth stones or plinth walls of exposed brickwork, capped with granite.

The rear elevations were originally of exposed brick, but most have now been rendered. Many have smooth lime render, but many others have cement render. Some groupings of houses have parapets to the rear, the others have eaves.

The original building returns are two-storey, some with a basement. Some are paired back-to-back and share a double-pitched roof and gable chimney stack. An arched window over the returns gives light to the staircases.

Rear gardens vary in length and are separated by calp limestone walls. Typical coach houses were originally small two-storey structures with simple pitched roofs, presenting a three-bay elevation to the garden with small windows, some having a central semicircular niche.



Cross-section of a typical house. (Blackwood Associates)



Balcony detail



Doric Capital



Boot scraper



Façade with many original features

3.7 Architectural Features

The architectural style of the houses is derived from the typical Dublin townhouses of eighteenth century. The external plainness of the houses is enriched by architectural features, which add variety and decoration to the otherwise uniform and restrained design.

The architectural detail in the study area is neo-classical in inspiration. Features such as doorcases, porches, fanlights and in particular ironwork are of great quality and diversity. The special character of the houses relies on the marriage of these decorative features with the simple beauty of the uniform lime-pointed brickwork, plain granite details, windows with painted reveals, slated roofs and brick chimneys.

3.8 Condition of Fabric and Curtilage

The condition of the houses and gardens varies, some being in very poor condition. An overview of the present condition as seen from the street is given in tabulated form in the Appendix.

Street Façades

The historic fabric of the building façades remains remarkably intact. Generally original external architectural elements and features such as brickwork, pointing, original stone quoins, parapets, roofs and chimneys, balconettes, doorcases, entrance steps and bootscrapers survive.

However, the general standard of maintenance of the building fabric is poor. Original pointing, though in good condition at lower levels, is generally washed out at parapet level. Granite cills and string courses have been painted over and ironwork is badly corroded in places. Where access could be gained to roofs, coverings were seen to be in poor condition or repaired with inappropriate materials.

Widespread replacement of windows with top-hung casements, repointing with thick cement-based mortar, installation of vents, alarms, cables and pvc drainage pipes have led to a serious degradation of the elegant façades and a loss of architectural character.

One house, no. 44, is in derelict condition and is at risk from water ingress due to damage to the roof and missing rear windows. All other houses appear to be fully occupied.

Front gardens

The most striking negative feature of the terrace is the loss of the front gardens for car parking and storage of unused vehicles. Original railings have been removed from all gar-

dens between nos. 10 and 42, and front gardens have been paved over or covered with concrete or tarmacadam.

Railings are, however, intact in Cheltenham Place and the first four houses on Rathmines Road. A complete set of railings and gates of extraordinary quality and beauty survives across nine properties from no. 54 to no. 70.

The loss of the front gardens has detracted from the character and landscape value of the streetscape. The photograph of c. 1900 shows the significance of this change (see page 13). Unlike similar terraces further south on Rathmines Road only one garden has been built over as a shop.

Interiors

An inventory of interiors was not included in the scope of this study.

However, from the limited examination of a number of properties, it appears that most internal alterations have taken the form of subdivision with minimum intervention, rather than destructive remodelling. As a result many interior features such as ceiling plasterwork, doors, balustrades and chimneypieces have survived. Internal window shutters generally do not survive where windows have been replaced.

Rear Façades and Gardens

Many rear façades are in need of repair and maintenance. Others have been unsympathetically altered, cement renders replacing original exposed brick or lime render. Original windows survive in many houses, but there are also many inappropriate replacements. A number of original building returns survive, but many houses have replaced their returns with modern extensions, which are inappropriately scaled. Some houses also have modern extensions that extend out into the garden area.

Façades are disfigured by a proliferation of soil and rainwater drainage pipes, PVC having replaced original cast iron in many instances.

Few rear gardens have survived in their original form, most having been partially or fully built over, divided, joined or used as car parks.

Mews Buildings

No coach house survives in its original form, though a number survive in derelict or converted form.



Original railings near canal end of Rathmines Road



Elaborate ironwork at the terrace south of the church



Entrance Hall plasterwork



Detail of interior plasterwork and joinery



General view from Latouche Bridge



Pavement at Cheltenham Place

3.9 Inventory of the Public Domain

A historic photograph of the Lower Rathmines Road, taken around 1900, illustrates the contribution which elements such as lamp standards, tramline standards and street paving made to the historic streetscape (see page 13). These elements have now completely disappeared.

Modern lamp standards are of inappropriate scale. Spacing, position and light quality are functional and do not contribute to the articulation or atmosphere of the public street. Lamp standards are of a low standard of design in a variety of materials, including concrete and galvanised steel. The upright sections of three historic lamp standards survive in Cheltenham Place, forming the base of higher modern lamps. An ESB distribution box of good quality survives outside 1, Cheltenham Place.

Isolated sections of granite kerbstone exist on the western side of Lower Rathmines Road, but no original paving survives within the study area. Pavements are of floated concrete, generally without kerbstones. The slope, which forms the change of level between Cheltenham Place and the roadway, is of poorly laid tarmacadam with concrete kerbs and steps.

There are traffic lights at the corner of Cheltenham Place and at a pedestrian crossing outside no. 52, Lower Rathmines Road. There are two bus shelters of standard design, set against the railings of nos. 12 and 62, each with a litter bin of a different type. There are a number of traffic signs on galvanised steel poles.

Lack of a coordinated design for paving and street furniture is a contributing factor in the poor visual appearance of the street.

3.10 Use and Ownership

There are 37 original houses. They are used as follows:

- 3 remain as single residences.
- 4 are subdivided into two to four residential units.
- 23 are subdivided into multiple units. The average number is c. 10 units per house. Most of these are residential, but a proportion may be commercial.
- 1 is subdivided into 6 residential units and a fast-food restaurant
- 5 are in office use
- 1 is unoccupied, but used for storage.

Though the majority of the houses are in residential use, most are subdivided into multiple small units of a low standard. These houses are in the poorest condition.

Office use has ensured a good standard of maintenance of the houses. However, the impact of office and other non-conforming uses on gardens has been negative. Front and back gardens have been used for car parking and back gardens have been built over, joined or unfavourably subdivided, leaving too little outdoor space for the main house.

In particular the “Blackberry Fair”, a weekly flea-market to the rear of nos. 38 to 44, has led to a severe degradation of the houses and their curtilages.

A fast-food restaurant occupies a shop unit in no. 72, which was extended into the front garden in the late 19th century. The use as a restaurant has had a negative impact on the two-storey house. A shop front, which forms the ground floor of the main house, has been sheeted over with galvanised steel and a kitchen extract duct further disfigures the main elevation.

Generally, it can be said that the negative impact on the historic fabric and urban character of the block has been least where residential use has been maintained and a lower level of subdivision carried out.

Thirty-three plots have frontages to mews lanes; 18 to Fortescue Lane, 6 to the Blackberry Fair and 9 to Richmond Mews. They are used as follows:

- 3 are unoccupied or derelict original coaches
- 1 is an original coach house, converted to a residential use
- 6 are original coach houses used for storage or commercial use
- 5 are single-storey garages
- 2 are vacant sites or surface car parks
- 4 have been subsumed into the “Blackberry Fair” site.
- 7 are modern single residential units
- 3 are modern commercial units
- The modern buildings nos. 46 and 48 extend back to the mews frontage

Ownership of each property was not ascertained, but some groupings of houses appear to be in common ownership. A large number of mews sites appear to be in different ownership to the main houses.



40, 42 and 44 Lower Rathmines Road

4 Architectural Heritage Significance

4.1 Urban Design Significance

The terraces of houses onto Lower Rathmines Road, together with the church, form a unique urban set piece of high quality. The terraces and church dome occupy a landmark position, closing an important vista and are visible from a distance.

In urban terms the terraces are almost intact. Two houses have been lost, but the replacement buildings have respected prevailing building lines and heights so that the negative impact of these modern additions has been contained. The materials, which define the character of the streetscape, are to a large extent intact.

The poor state of the front gardens, which are a characteristic feature of the street, detracts from the significance of the block both in architectural and urban design terms, but it is felt that this aspect can be recovered.

The pattern of urban development composed of long plots with houses, gardens and mews has become diluted by developments to the rear. This aspect can be strengthened by control of future development.

Cheltenham Place and Ontario Terrace represent a valuable intact stretch of frontage along the Grand Canal. The mature trees are an important aspect of its distinctive character.

As an important feature of the city of Dublin the buildings of the city block can be regarded as of regional significance.

4.2 Architectural Significance

The houses in the study block are sizeable and fine examples of late Georgian houses of the type developed immediately outside the city centre of Dublin in the first half of the 19th century.



12 to 28 Lower Rathmines Road

All houses retain their original brickwork and a good proportion has original wigged tuck-pointing. Original doorcases and ironwork are of good quality. A continuous unbroken stretch of railings in front of nine older houses (nos. 54 to 72) south of the church is of particular significance.

Architectural value may have been diminished by unsympathetic alterations; however, it is felt that enough reliable evidence exists to recover its significance by reinstatement of features to original detail.

Using NIAH (National Inventory of Architectural Heritage) criteria, these buildings would be evaluated as being of regional architectural significance.

4.3 Historical Significance

In addition to their aesthetic significance as works of architecture and urban design, the buildings in the study area constitute an important historical document which contribute to our understanding of the past.

The intact nature of this block in particular provides us with physical evidence of 19th century Dublin and the first stages of suburban development outside the boundaries of the city in the period following the Act of Union.

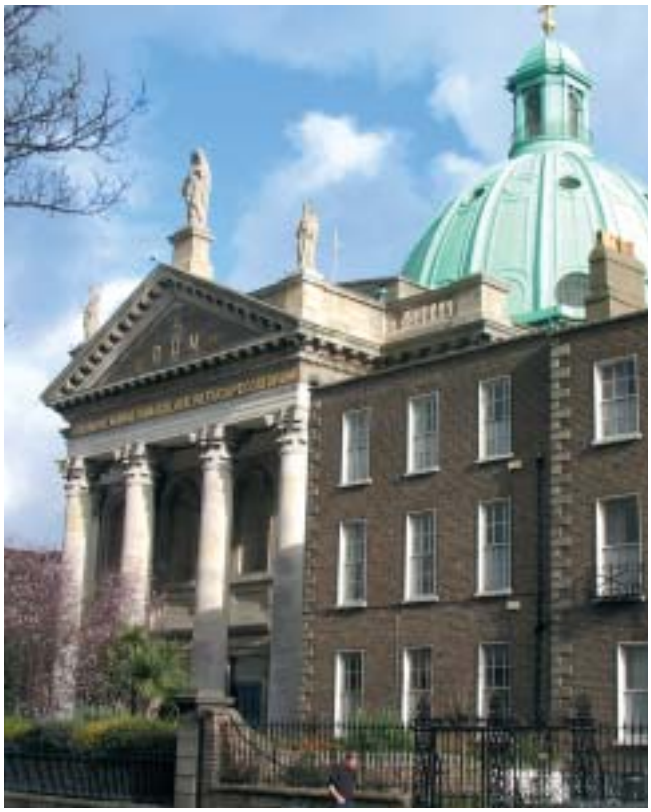
The houses and their context help us to understand the social and economic forces at play in mid-19th century Dublin and enable us to study and compare how Rathmines and other townships developed.

The historical significance can be evaluated as regional.

4.4 Significance of the Church Building

The church of Mary Immaculate, Refuge of Sinners is an important later work of Patrick Byrne, the leading architect of Catholic neo-classical churches in the post-Emancipation decades. The original design (see page 15) has been modified with the widening of the facade by an additional bay on either side the portico (after 1881) and the replacement of the dome following the fire of 1920. The church rates as one of Byrne's masterworks and can be considered of national architectural significance.

As a particularly ambitious example of Catholic church building it is of historical significance as a document of social change, demonstrating the emergence and increased confidence of a Catholic middle class in the latter half of the 19th century.



Church of Mary Immaculate, Refuge of Sinners

The church is of social heritage significance, as an important community building.

Two of the four original gateposts, shown on the Ordnance Survey map of 1882, and the central and flanking gates have been removed to enable vehicular access.

The setting of this impressive building could be greatly enhanced by improved lighting and landscape design of its curtilage This would enable better appreciation of its architectural significance.

4.5 Potential as Architectural Conservation Area

In order to protect the special character of the urban block, the study area might benefit from designation as an Architectural Conservation Area (ACA).

However, the geographical extent of such an area would require further study, as the special characteristics of the place pertain to an area larger than that covered by the study. It is recommended that further study be undertaken to identify the distinctive character and boundaries of a possible ACA. This may or may not extend to the western side of the street, to similar but less well-preserved terraces further south on Lower Rathmines Road, to Ontario Terrace and Mount Pleasant Avenue, Richmond Hill or as far as Mount Pleasant Square.

5 Issues affecting the Block



Visually obtrusive drainage pipes and vent on a front façade



Remnant of railings, removed to enable parking



Plinth wall used as kerbstones

This section aims to identify the issues, which have placed the heritage value of the buildings and block at risk.

5.1 Understanding of Architectural Significance

The poor condition and presentation of the houses obscures their architectural significance. This compounds the problems, which have led to the degeneration of the historic character of the block.

The lack of understanding of the significance of the houses leads to inappropriate, though often well-meaning alterations, such as re-pointing of brickwork, replacement of windows and doors or inaccurate reinstatement of fanlights or railings.

The first step in the regeneration of the block is to engender a sense of what the houses are worth in the minds of the public and of building owners, and to provide guidance as to how they should be cared for. This study sets out to contribute to this understanding.

5.2 Unsuitable Building Uses

The character of the block has been degraded by problems relating to the use of the buildings. Any solutions and recommendations in respect of conservation and regeneration have to be set in a context, which takes account of current uses and development pressures.

Subdivision of houses into multiple residential units is a feature of much of the urban block. The consequences for the fabric of the buildings include:

- low standard of residential accommocation leading to poor maintenance
- loss of landscaped front gardens, in favour of low-maintenance finishes
- proliferation of refuse bins
- loss of front railings (and the protection they afford) in order to provide on-site parking
- inappropriate internal interventions
- intrusive insertion of building services
- inappropriate external interventions such as kitchen extract vents and drainage pipes on façades

Commercial and office uses in the main houses can be compatible with the fabric as they generally do not entail

subdivision. However, they can have a detrimental effect on the curtilage, as they can increase the need for parking, and do not support the use of rear and front gardens.

Other non-conforming uses such as the “Blackberry Fair” and the fast-food restaurant have been seriously damaging to the character and condition of the fabric.

While some of these issues are amenable to appropriate design solutions, it is evident that significant regeneration of the block based on conservation principles can only be achieved in tandem with the identification of appropriate uses.



Intensive development of mews and gardens at Fortescue Lane

5.3 Subdivision of Plots

The uses of the existing mews buildings and the character and extent of mews development along the lane have implications for the overall integrity of the block as well as the integrity of individual buildings. The division of plots has resulted in the loss of rear garden space for many of the houses on Lower Rathmines Road. In many instances such sub-division makes it difficult to return the buildings to single-family or less intensive use.

Issues arising in respect of the mews include appropriate design, use, parking, and limitations imposed by restricted vehicular access.



Unsympathetic alterations to entrance steps

5.4 Inappropriate Repairs and Interventions

The building fabric is vulnerable to incremental changes, both small and large, which have contributed over time to the loss of architectural character. These changes have included insensitive repairs, removal or unnecessary renewal of significant elements and introduction of inappropriate new additions.

It is essential to manage such changes to ensure that only necessary alterations take place, and that these are carried out in accordance with a sound conservation philosophy, and by appropriately skilled craftspeople.



Loss of front gardens to provide for parking

5.5 Loss of Front Gardens

The use of front gardens for parking is widespread in the study area, in particular in front of the terrace to the north of the church. The individual and collective effect on the character of the houses has been one of the main factors, which prompted this study.

Parking has resulted in the loss of decorative railings, defensible space and the removal of trees and planting from the front gardens, which are a defining characteristic of the street. It contributes significantly to the loss of the architectural richness and integrity of the block.

5.6 Noise and Anti-social Behaviour

Rathmines Road is an important thoroughfare and certain levels of noise are unavoidable.

Late night noise and general anti-social behaviour are an established problem in the Lower Rathmines Road. Pedestrians making their way from city centre entertainment facilities to Rathmines are a significant factor of this problem. Late pub opening hours, night-clubs and fast-food outlets in Rathmines also contribute to the problem.

The absence of protective railings to many of the houses leaves them particularly exposed to this problem. Lack of definition of the edge of the public realm encourages anti-social behaviour to spill over from the street onto the individual properties, which further diminishes the residential quality of the street.

It is beyond the scope of this study to find solutions to wider issues such as anti-social behaviour. However, practical measures such as sound insulation and reinstatement of the defensible space afforded by railings can limit their affects.



Pavement on Cheltenham Place

5.7 Standard of the Public Domain

Utilitarian lamp standards, surfaces of poured concrete and tarmacadam and the absence of kerbstones create a context surrounding the houses, which detracts from their architectural quality and adds to the degradation of the urban block.

A better standard of design of street furniture and finishes would help to engender pride in the public space.



Recent mews development on Fortescue Lane

5.8 Development Pressures

Rathmines has been identified in the Dublin City Development Plan 2005–2011 as one of a number of nodes with potential for increased residential and commercial development. The area provides a range of services and has good public transport connections.

The demand for high-quality housing close to the city and the growing attractiveness of Rathmines as a re-emerging urban centre places considerable development pressure on the area. The trend towards high-standard city living presents an ideal opportunity for regeneration of the Lower Rathmines Road urban block. The historic character of the houses both internally and externally provides ideal conditions for the creation of residential units of high quality. This intrinsic resource can be used to greatest effect by the creation of larger units, which enable a more sustainable level of occupancy.

Until now, however, the poor quality of the surroundings has prevented such a trend emerging in the study area, although Leinster Road and other similar streets have moved away from over-intensive multiple occupancy.

A survey of recent planning applications has provided some indication of current development pressures on the block. Applications along Lower Rathmines Road include continuance as multiple occupancy dwellings, further removal of railings to accommodate parking, alterations to buildings and permission to retain a nursery school. Applications pertaining to the lanes to the rear include permission sought for mews dwellings, replacement of existing garages with dwellings and retention of workshops.

PART II

GUIDANCE MANUAL



No. 52 Lower Rathmines Road

6 Guiding Principles on Planning

The aim of the study is the long-term conservation of the block and its regeneration to form a catalyst for the wider improvement of the Rathmines area.



View of terraces with the former Town Hall and Dublin mountains

Conservation should be the guiding principle for all future development, as it is the historic character of the houses, which gives the street its distinctive character. Regeneration of the streetscape can not be achieved by simply protecting the buildings individually. Problems affecting the streetscape are common to most of the building plots and go deeper than the front facades and front gardens, where they are most apparent. Enhancement of the urban qualities of the streetscape can only be effectively brought about by a collective strategy to give coherence to the block as a whole.

The houses were built as single family dwellings with gardens and coach houses to the rear. Today the block no longer functions as a single unit, but has come to comprise of two distinct elements:

- the frontage onto Lower Rathmines Road and Cheltenham Place
- the mews sites to the rear

A framework for regeneration is needed which takes account of the historical integrity of the block, while at the same time discriminating between the different requirements of the two elements, in terms of both use and design. An objective of the Development Plan (section 3.3.1) is to exploit the potential of protected structures and other buildings that contribute to the character and identity of a place, and to identify appropriate and viable contemporary uses to enable this. The current use pattern in the block must be re-evaluated in this context, as it threatens rather than reinforces the integrity of the urban fabric.

This guidance manual sets out a policy framework which:

- establishes appropriate uses for the block,
- set outs design guidelines as parameters for conservation of the fabric,
- encompasses the entire curtilage of the buildings, extending out to the railings and adjoining footpaths as well as the structures themselves,
- extends to ancillary factors such as parking and waste disposal,
- protects the curtilage of protected structures from any works that would cause loss of or damage to its special character.



Richmond Mews

7 Design Solutions for Public Domain

A higher quality in design and materials would improve and strengthen the character of the urban block. This section sets out some possible design solutions.

7.1 Paving

No original stone paving slabs, setts or kerbstones survive in the study area. Drawing no. 3 (page 84) illustrates a design proposal, which draws inspiration from typical Dublin pavements. It is composed of the following elements:

- Wide granite kerbstones of grey-buff colour, of traditional Arklow granite or a close equivalent
- Good quality rectangular concrete paving slabs with a ground surface finish to expose the aggregate. Formats in varying widths to reflect historic flagstone patterns.
- Smaller dark grey setts of limestone or granite to form a narrow strip along the inner edge of the pavement.

7.2 Street Furniture and Lighting

Drawings no. 4 and 5 (pages 85 to 86) show design proposals which aim to unify the design of street furniture including lamp standards, traffic lights and bollards and to position these to achieve better articulation of the urban space. Lamp standards are of particular importance, as their height defines and modulates the space. The following proposals are made:

- 8m high lamp standards of contemporary design, in closer spacings of c. 35m. These are positioned on both sides of the street, and offset from one side to the other to enable even distribution of light. Suggested standards incorporate fittings on a lower arm to provide warmer, more intimate light along the footpath and railings.
- Suggested type 1: A plain standard with a stainless steel base, which can incorporate traffic lights, pedestrian direction signs and rubbish bins. This would reduce the clutter caused by separate elements and provide a unified and contemporary style to the streetscape. Bollards and, if required, footlights and bicycle racks from the same range could be used (see drawing no. 4, page 85)
- Suggested type 2: A standard of contemporary design, which derives from a historic form, having pendant roadway and pedestrian light fittings (see drawing no. 5, page 86).
- Lamp standards are set out from the central axis of the church in order to emphasise its importance and to create a relationship between the lamp standards and the built fabric of the street.
- Bases of historic standards in Cheltenham Place, form part of the lighting scheme along Canal Road and it is felt that these should not be replaced.



1



2



3



4

Sample of elements in unified range of street furniture, showing detail of lamp standard (1), litter bin (2), integrated traffic light (3) and pedestrian crossing control (4). All four images courtesy of Woodhouse UK plc.



Railings of particularly good quality at 54 to 70 Rathmines Road

7.3 Railings

Historic railings form the interface between the public domain and the individual properties. The railings not only define the edges of the public domain but to a very significant extent, also its character.

Where railings have been lost, the decline of the streetscape has been most extreme. A comparison of the streetscape to the north of the church, where railings have been lost (houses 10 to 46), and to the south of the church, where they have survived (houses 52 to 70) illustrates this point.



View from inside railings

The intact set of original railings from houses 54 to 70 is a particularly rare feature. It is essential that these railings are protected. Removal of railings for car parking in the front gardens of these houses should not be open for consideration by the planning authority.

In order to successfully upgrade the standard of the public domain it is recommended that missing railings should be reinstated, and surviving railings repaired and conserved. This should be carried out with minimal removal of corroded ironwork. Additions should be limited to those elements necessary for appreciation of the overall quality. Where missing railings are reinstated, these can be configured to provide vehicular access for one car, as demonstrated in drawings no. 6 and 7 (pages 87 and 88).



Bus shelter at 12-14 Lower Rathmines Road

7.4 Bus Shelters

A kerbside position for bus shelters is recommended, as this would not interrupt the view of the historic railings. A transparent design of higher quality would improve the visual character of the street.

If commercial bus shelters are to be used, advertising panels may be unavoidable, but should be discouraged or modified. These panels, which are positioned for maximum visibility, by their nature obscure views and can thus detract from the quality of the narrow pavements on Lower Rathmines Road. If feasible, agreements should be reached with the operating company to reduce or remove the advertising panels on selected bus shelters.

The provision of litter bins should be increased and they should be integrated into adjacent lamp standards.



Hinged barrier to church forecourt



Church forecourt



Change of level at Cheltenham Place

7.5 Focus Point at Rathmines Church

The Framework Study by Urban Projects identified the area in front of and opposite the church as a desirable location for a civic amenity space.

The church building is the dominant feature of the block. It is proposed to articulate the design of the public domain to reinforce this and to provide a point of focus in the linear space formed by Lower Rathmines Road.

The following improvements are proposed in the public domain:

- Natural stone paving extending from the kerbside to church gateway
- Replacement of the visually unsatisfactory hinged barrier with a combination of retractable and fixed bollards, to allow or prevent vehicular access.

The following improvements within the church property are suggested to the Parish, as they would enhance the streetscape and the effect of this magnificent building.

- Natural stone paving, if extended into the church grounds to the portico, would unify the footpath and church forecourt as a larger area, more in scale with the monumentality of the building.
- Provision of lighting standards and bicycle parking in the church forecourt.
- Flood lighting of the church and dome. Floodlights could be positioned on flat roofs of nos. 48 and 52 and in the green space at the railings. This measure would benefit the streetscape far beyond the confines of the study block.

7.6 Cheltenham Place

The area between the roadway and the pavement at Cheltenham Place should be upgraded. It is suggested that the sloped area and steps be replaced with good quality stone paving. Stone steps and plinth walls could be integrated into this design.

It is considered that planting other than trees would not be successful, as litter accumulation and pollution from heavy traffic must be anticipated. Safety concerns may require a railing at the edge of the busy roadway.

This location should be considered for an art installation, which might be provided under the percentage for art scheme.



Houses to south of Richmond Hill



Parking on pavement at Richmond Hill



Side elevation of 72 Lower Rathmines Road



Façade defaced by wiring

7.7 Richmond Hill

The public footpath to the side of no. 72 in Richmond Hill is in poor condition. A narrow strip of tarmacadam along the side elevation of no. 72 possibly delineates the boundary of the public realm. It is inappropriate to have cars parked on this area; if feasible, bollards should be provided to prevent this.

Richmond Hill, which follows the course of the culverted Swan River, has a special character with lower houses and long front gardens. The O.S. map of 1882 shows trees along the north side of the street. Though this lies outside of the study area, it is felt that the context of the block would greatly benefit from the re-introduction of trees on both north and south side of Richmond Hill.

The 2002 publication, Rathmines: Development Proposals towards a Local Area Action Plan (Rathmines Initiative, UCD School of Architecture and Gerry Cahill Architects) made proposals for tree planting on the south side of the street.

7.8 Utilities

Water and drainage connections are to the backs of the houses. Electricity and telephone connections are above ground, but located to the rear, which minimises their architectural impact.

Connections for cable television are located along the front façades. These obtrusive cables, as well as cables for intruder alarms, should be relocated. TV cables should be laid under public footpaths. Cable ducts should be laid under front gardens, to allow later cabling to be drawn through without disturbing the surface. Electricity and gas meter boxes, if external, should be positioned in the basement area.

Intruder alarm sounders should be located unobtrusively inside the houses. No boxes should be placed on the front façades. Satellite dishes should not be permitted on the front facades, or in any location visible from the street.

8 Proposals for Properties

8.1 Planning Permission

Under the Planning and Development Act, 2000, planning permission is required for any internal or external alteration that would affect the character of a protected structure. Protection also applies to mews buildings and structures within the curtilage of a protected structure.

Dublin City Council has issued an information leaflet on planning permission and protected structures called *A Guide to Protected Structures*. The process involved in seeking planning permission is set out in further detail in *Architectural Heritage Protection: Guidelines for Planning Authorities*, published by the Department of the Environment, Heritage and Local Government in 2004.

Under Section 57 of the Planning Act minor alterations, which would not affect the character of a protected structure, may be carried out as exempted development without planning permission. A Section 57 Declaration may be sought from Dublin City Council to determine what works are considered to be exempt for any particular building. The Declaration will also clarify the kind of alterations that would affect the character of the protected structure and thus require planning permission.

8.2 Conservation Principles

Modern conservation principles have been defined by the International Council on Monuments and Sites (ICOMOS) in the Venice Charter of 1964, and in subsequent charters.



Bin storage in front garden (note original granite paving)

Alterations and works to protected structures must be carried out in accordance with the internationally-accepted principles embodied in these charters. A suitably qualified conservation architect should be engaged to plan and supervise works. The basic principles are as follows:

- The primary aim should be to retain and recover the significance of the building.
- Conservation work should be based on an understanding of the building and its historical development
- Repairs to original fabric should always be favoured over replacement. Where replacement of an original element is unavoidable, this should be historically accurate in form and materials and the work should be carried out by suitably skilled craftsmen
- Where lost elements must be reconstructed, these should aim for historic authenticity and avoid conjecture in as far as possible.
- Modern interventions should be reversible and if appropriate visually identifiable. New work should be recorded.

Conservation does not simply aim to preserve, but to ensure the survival and sustainability of our built heritage. An appropriate use is the best way to ensure long-term sustainability. Modifications which can enable the continued use of buildings are welcome but must adhere strictly to the above conditions in doing so.

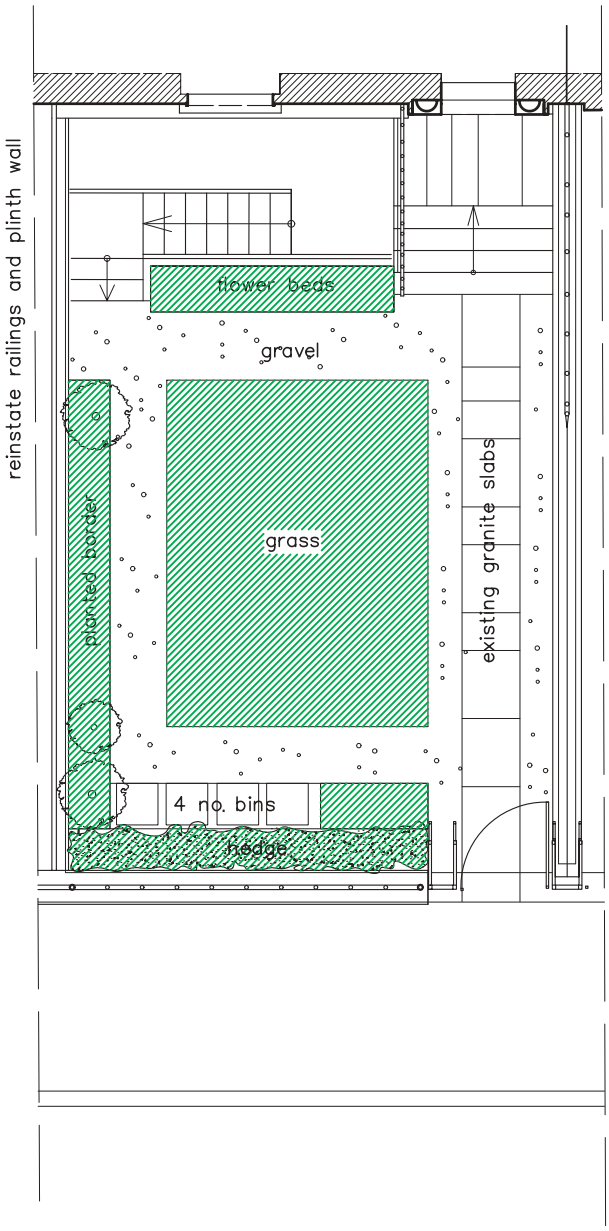
8.3 Design Solutions for Front Gardens

Two alternative proposals for upgrading front gardens are shown on the following pages. The proposals draw inspiration from the survey of gardens shown on the O.S. map of 1882. The aim is to reinforce surviving gardens and, where gardens are lost, to reinstate a garden in character with the original design.

To preserve and reinstate the character of the gardens it is important that the choice of the basic materials such as paving and gravel are consistent and of good quality. The following recommendations are made:

- Paving should be of Wicklow granite flags or other natural stone of similar colour. Gravel should be of similar grey-buff colour. Modern brick paving and borders

DESIGN SOLUTION 1



MATERIALS:

PLANTING:
grass, shrubs and hedge

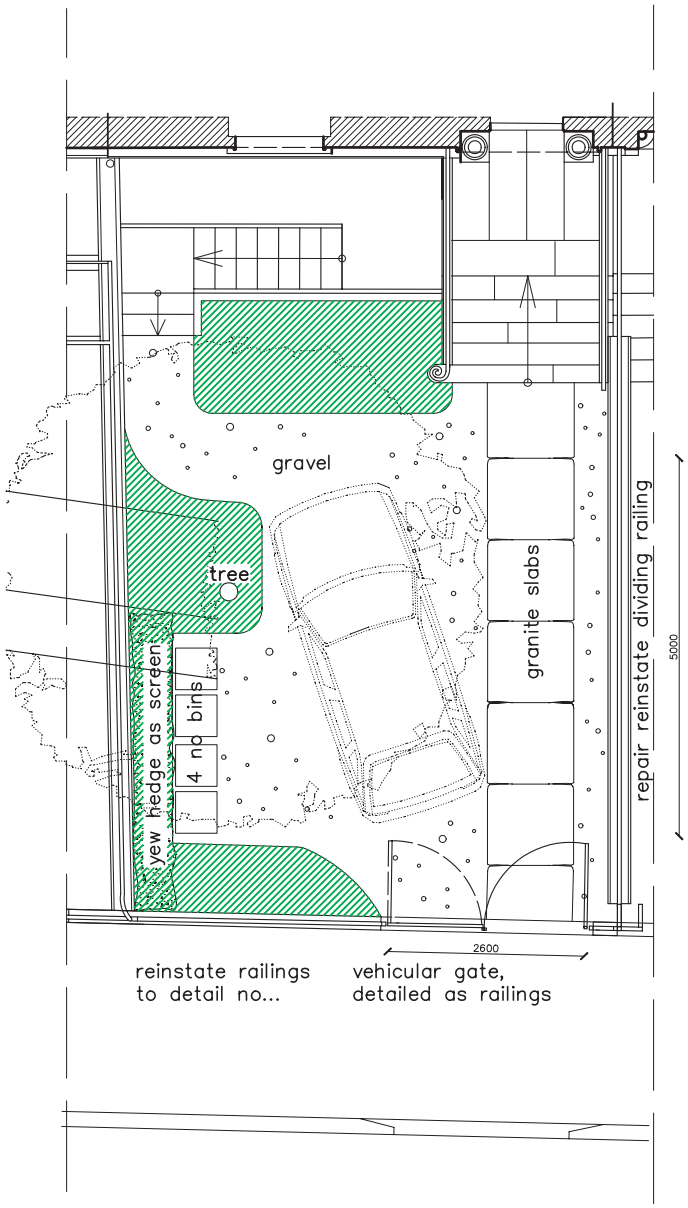
TREES:
species typical for gardens of 1830s

HARD SURFACES:
granite slabs, grey pebble

KERBSTONES:
granite slabs or smaller sizes of natural stone

IRONWORK:
cast iron, painted black

DESIGN SOLUTION 2



MATERIALS:

PLANTING:
grass, shrubs and hedge

TREES:
species typical for gardens of 1830s

HARD SURFACES:
granite slabs, grey pebble

KERBSTONES:
granite slabs or smaller sizes of natural stone

IRONWORK:
cast iron, painted black

should be avoided. If plinth walls of brick are used, these should have granite copings and should harmonise with historic plinths.

- Trees: Lower Rathmines Road was not originally lined with trees, however, trees were planted in many front gardens, and replanting would benefit the streetscape (see historic photo page 13).
- Refuse storage: Where houses are subdivided there should be communal provision of refuse storage to minimise the numbers of bins. For an acceptable occupancy of 7 to 9 persons per house, 2 grey bins and 2 green bins for recycled refuse will be required, to allow for separation of waste in accordance with Council policy. It is felt that landscaping is the least obtrusive form of screening for bins. Specially constructed bin enclosures should be avoided, unless a high quality of design can be guaranteed.
- Railings form an essential barrier to protect gardens from the public domain. It is essential that all surviving railings are conserved.

  Where railings have been removed they should be reinstated in historically accurate form. It is felt that one parking space can be provided in gardens where railings have already been removed and wider gates can be integrated into reinstated railings. The illustrated layouts on pages 37 and 38 show how this should be done. Parking spaces should not be open for consideration in gardens with surviving railings.
- Cable-ducts should be laid under gardens, to allow retrospective laying of cables without causing disturbance to landscaping.

8.4 Proposals for Use of the Houses

Return to the original use as single family dwellings would certainly have the least impact on the historic fabric. As it may be unrealistic to assume that all of the houses will revert to single occupancy, an analysis has been made of alternative solutions, taking the architectural significance of the houses and their protected status as the guiding principle. Within the existing zoning, some other uses apart from residential are open for consideration. These uses, which include nursery schools on a scale appropriate to the zoning for the area and home-based economic use, can be accommodated in a manner compatible with the conservation of the buildings.



Poorly maintained garden at the prominent corner site

Retention of multiple units, even if they date from before 1963, should not be open for consideration.

On the following pages four solutions for appropriate subdivision of the houses are demonstrated. These show a typical house arrangement, which may need to be adapted to suit individual houses. The solutions proposed are intended as guidance only and relate to the specific houses in the study area and should not be assumed to be appropriate in other contexts. Detail design guidance given in section 8.5 should be followed in order to minimise the impact of subdivision on the historic character of the houses. Such works would require planning permission.

Solution 1:

- House as a single residence, possibly with a home-based economic use in the basement, 4 bedrooms and 2 reception rooms

Solution 2:

- Three-storey residence on the upper floors with access to the garden
- Two-bedroom unit at lower ground level

Solution 3:

- Three-bedroom maisonette at ground and lower ground levels
- One-bedroom apartments at each upper floor (Note: The combined living/sleeping arrangement shown in this option may be open for consideration in certain circumstances. It must comply with the minimum floor area for one-bedroom apartments, as set out in the Development Plan)
- Small self-contained workspace at upper level of return, for shared use of house occupants
- Communal utility, laundry or storage at garden level of return

Solution 4:

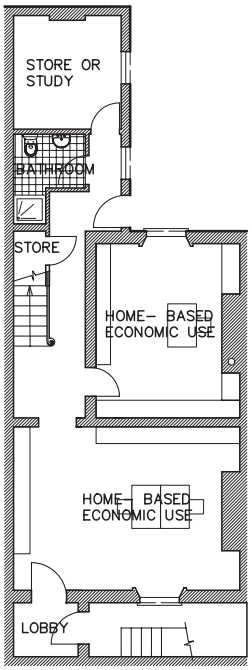
- One-bedroom apartment at each level
- Small self-contained workspace at upper level of return, for shared use of house occupants
- Communal utility, laundry or storage at garden level of return.

PLAN OPTION 1

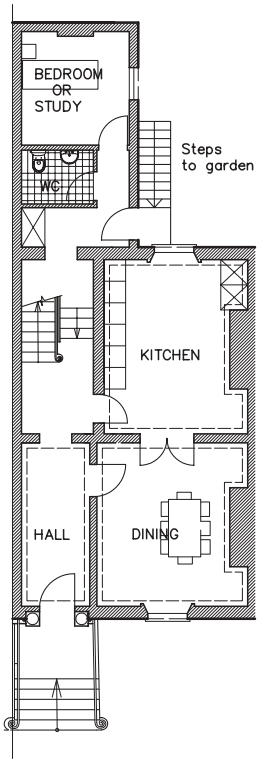
Scale 1:200

House not subdivided.

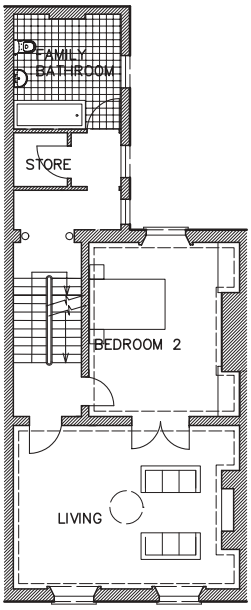
0 1 2 3 4 5m



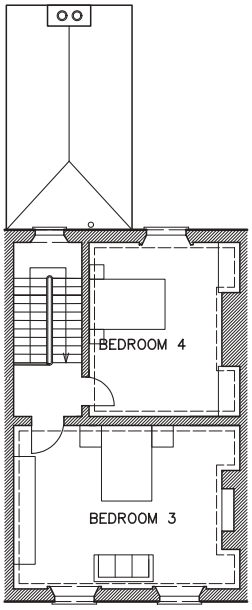
LOWER GROUND FLOOR



GROUND FLOOR



FIRST FLOOR

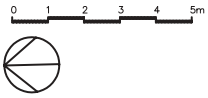


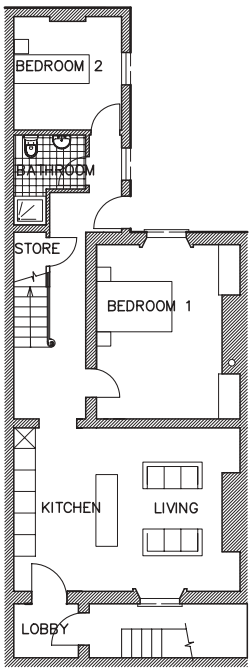
SECOND FLOOR

PLAN OPTION 2

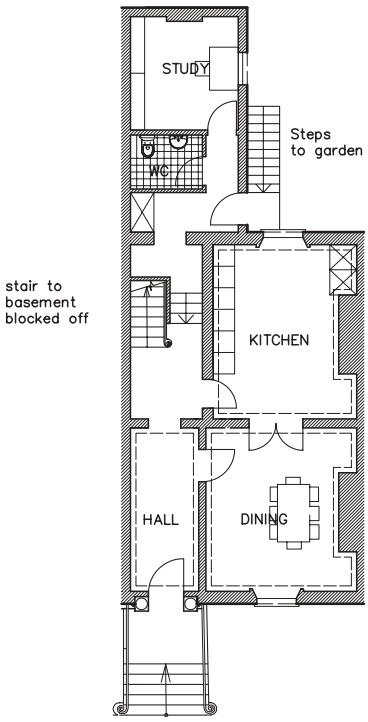
Scale 1:200

Apartment at lower ground level;
Three storey unit at ground, first and second floors.

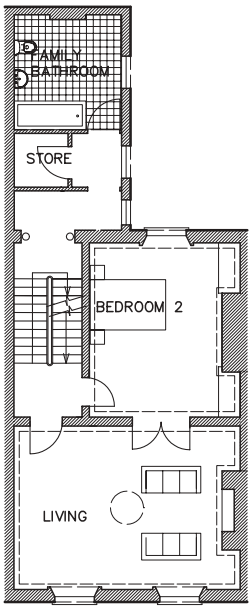




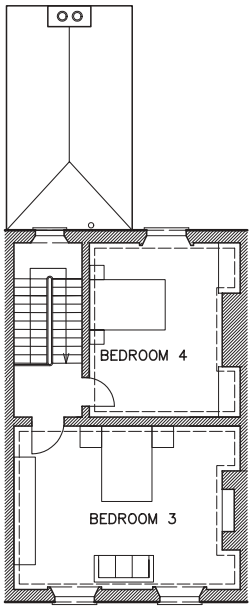
LOWER GROUND FLOOR
(1 or 2 bedroom unit,
as space in return permits)



GROUND FLOOR



FIRST FLOOR

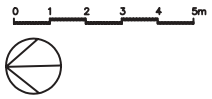


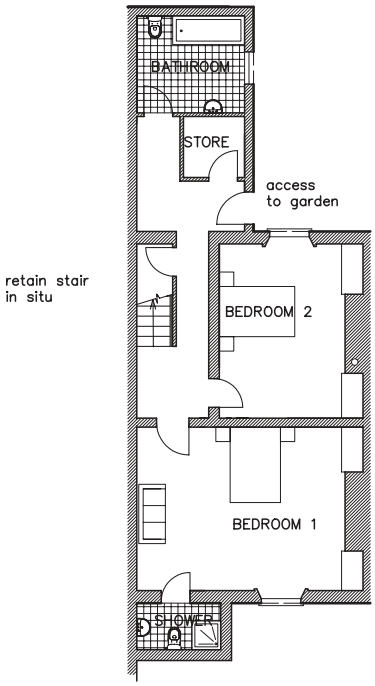
SECOND FLOOR

PLAN OPTION 3

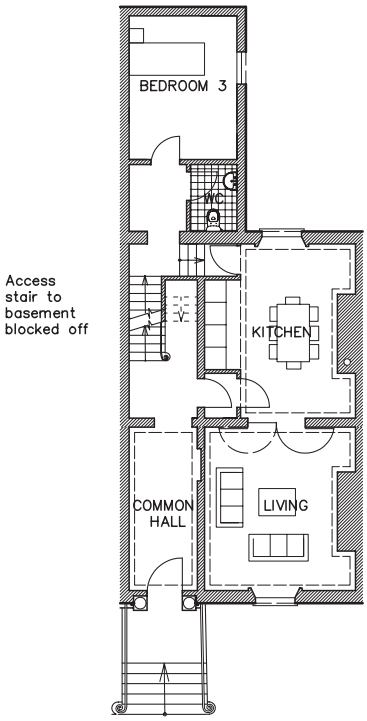
Scale 1:200

Maisonette unit at ground
and lower ground floor;
Apartment at first floor;
Apartment at second floor.

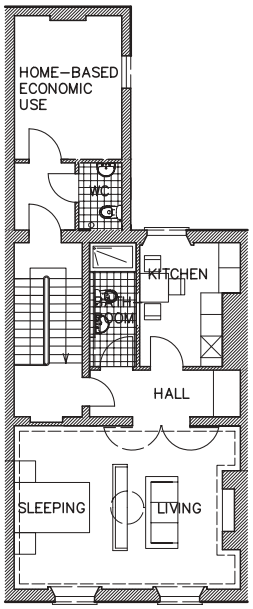




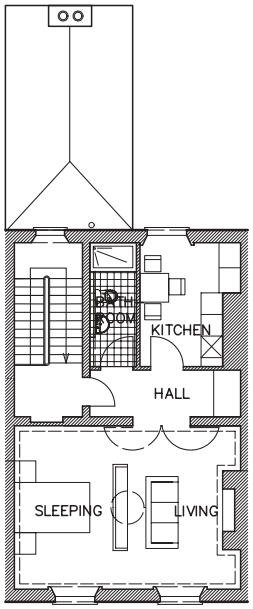
LOWER GROUND FLOOR



GROUND FLOOR



FIRST FLOOR

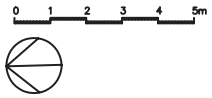


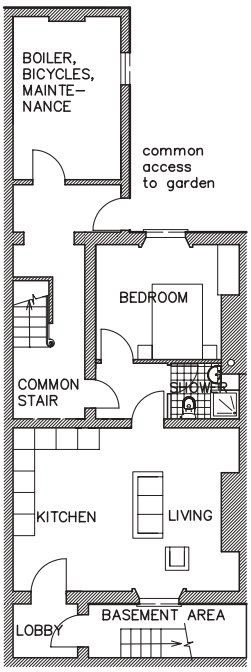
SECOND FLOOR

PLAN OPTION 4

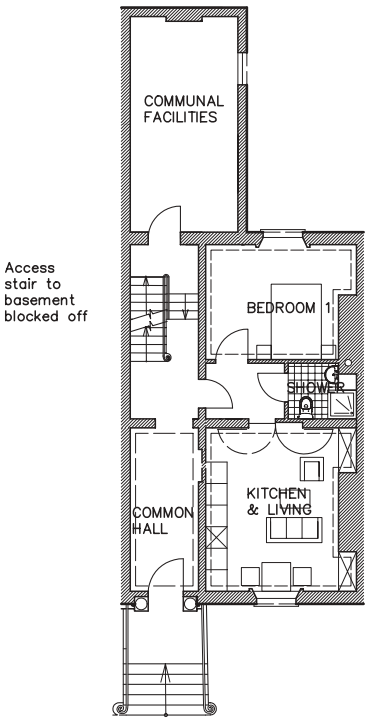
Scale 1:200

One apartment on each level

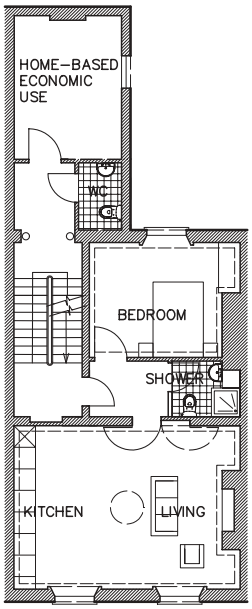




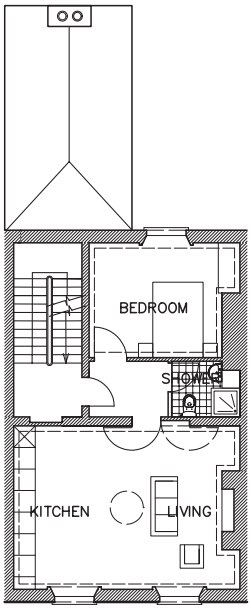
LOWER GROUND FLOOR



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

8.5 Detail Design

In work with protected structures it is of utmost importance that good detail solutions are found, which respect the historic fabric and character of the building. If houses are to be subdivided, the following details must be observed:

- Where subdivision entails blocking up original door openings, doors and architraves should remain in place, at least on the principal side, to preserve the historic character of the main rooms and stairway.



Joinery in typical staircase



Inappropriate alterations at basement level

- Wide double doors between front and rear rooms should remain in place, even if the rear room is subdivided. One leaf should remain in use and the second be fixed in position to retain the character of the front room.
- Existing doors and opes should be used. Moving of opes should be avoided.
- Basement stairs should remain in situ, even if a separate flat is created with independent access.
- Entrance to the basement or lower ground floor should be under the main steps or from the internal stair. Basement windows should be reinstated.
- Kitchen: Water supply and drainage pipes should run in redundant chimney flues or in internal ducts. If a duct is needed, it should be located in a subdivided room to minimise its impact. Cornices should not be disturbed. If kitchens are to be located in front rooms, re-circulating air-filter units should be considered instead of extract hoods.
- Ventilation: No extract vents should be placed in external brickwork. The provision of permanent background ventilation should be by open fireplaces or by ducts leading to chimney flues or to the rear elevation.
- Drainage of internal toilets: If the direction of floor joists allows, drainage should be carried to an external soil pipe on the back elevation. If not, soil pipes should be located in an internal duct to be created without damage to original decorative plasterwork.
- Where original rooms are subdivided, resultant rooms should be of regular shape. Historic cornices should never be removed or replaced; however, cornices can be completed along new partitions to match original detail.
- Heating: To minimise the number of flues, central heating from a common boiler is a good option with heating costs metered for each unit. The rear return would be a good location for a central boiler.
  Alternatively, electric storage heating can be installed with minimal impact.

8.6 Fire Protection in Houses

The primary objective of fire safety legislation is to save life. However, fire protection also serves to protect historic buildings from loss or damage through fire, and therefore the concerns of fire safety are not at odds with conservation objectives but serve the same ultimate purpose. Interventions to meet fire safety requirements can, on the other hand, be damaging to the historic character and must be carefully considered.

A Fire Safety Certificate is required in all cases, except where houses are used as single residences. Where materi-

al alterations or a change of use are proposed, the provisions of Part B of the Building Regulations (Fire Safety) must be adhered to. Technical Guidance Document B interprets the Regulations and provides solutions which are deemed to satisfy the Regulation. This document acknowledges, in the case of existing buildings and especially those of architectural or historical interest, that its guidance may be unduly restrictive or impracticable and allows for alternative solutions based on the principles of fire safety engineering.

The Fire Safety Regulations require the following issues to be resolved:

- Means of escape in case of fire
- Internal fire spread (structure and linings)
- External fire spread
- Access for the fire service

The following measures are recommended in order to meet these regulations:

- Party walls should be built up to the underside of roof coverings and fire-stopped, to prevent fire from spreading from house to house. This also provides additional sound insulation
- Where the stairway is shared between units, lobbies must be formed at all but the uppermost level, to prevent spread of smoke from individual apartments into the stairs. Openable vents can be provided on inner roof slopes if needed.
- Fire separation to one-hour rating is necessary between individual units and to storage areas. If floor joists are at least 50 x 225mm and have adequate bearing, floors between units can be upgraded using “Corofill” or similar proprietary systems without disturbing ceilings. Floors within maisonettes should have half-hour fire rating.
- Doors in one-hour partitions must be of half-hour resistance. If the doors are in good condition, this can often be achieved with intumescent paint and the insertion of smoke seals in rebates and behind frames. Panels, which can be the weakest point, can be treated with intumescent coating of calcium silicate with webbing.
- If doors are to be kept open, they can be fitted with electromagnetic clasps connected to the fire alarm system, causing them to close in the case of fire. Where doors are required to be self-closing, visually unobtrusive self-closing mechanisms can be fitted within the door leaf.
- Where stairs form the separation between units the underside should be upgraded, without causing damage to ceiling plasterwork.
- An alarm system must be installed in common areas as set out in section 1.55 of Technical Guidance Document B. This can be a mains-connected LS system with battery back-up, as set out in IS 3218 (Code for Fire Detection and Alarms, 1989) or a radio-controlled wire-free system. The latter is cheaper to install but depends on transmitters, which require maintenance.

Fire Safety Engineering allows solutions to be explored, which do not follow the standard solutions set out in Technical Guidance Document B, but nonetheless comply with the requirements of the Building Regulations. This is not always practical, as fire loads, fire severity and expected smoke production must be established for individual cases where standard solutions are not followed, in order to demonstrate a level of safety as envisaged in the Regulations.

8.7 Guidelines for Extending Houses

The aim of any new extensions should be to conserve, upgrade and enhance the rear of the houses.

- Unsympathetic extensions should be removed.
- Any proposed extension should be designed to enhance the historic character of the house without overlooking or over-shadowing neighbouring properties.
- The requirements for provision of private open space must be observed. This requirement is set out in section 8.8 on mews development. Extensions are not possible where they would reduce the open space below the required level for the house and mews. This is particularly acute for houses which are in multiple occupancy, as the open space requirement is based on the number of bed spaces in the house.
- Original returns are integral to the historic house type and should always be retained.



Over-intensive development of gardens to Fortescue Lane



Rear additions of inappropriate scale



Original paving and walls to rear garden

- Many houses have over-scaled modern returns. If changes are planned, these should be replaced with returns of appropriate scale. Reinstated returns should not exceed the footprint of the historic return and should be subordinate in scale and allow the arched stair window to be retained or reinstated.
- Surviving original garden features such as pathways, steps and calp limestone dividing walls should be retained. Trees should be protected, and new tree planting is encouraged.

8.8 Guidelines for Mews Developments

The Dublin City Development Plan 2005-2011 contains qualitative and quantitative guidelines for the design of mews buildings. These should be observed in any proposal for Fortescue Lane or Richmond Mews.

All the houses in the study area are protected structures and mews buildings which lie within their curtilage enjoy the same level of protection as the main houses.

At present Fortescue Lane has reached saturation point in its capacity for mews development and a comprehensive plan for development is needed.

The following guidance aims to set out principles that can be applied within the study area to ensure a successful design, appropriate to the historic character of the block.

1) The existing fabric of surviving coach houses should be retained and integrated into any new proposal. Where historic mews elevations to the garden survive, they should be retained.

2) The form of new mews buildings should respect the historic form of the coach houses. The design should demonstrate a response to the character and scale of



Remains of original coach houses

the lane. If pitched roofs are chosen, the pitch should follow that of existing coach houses, and ridge lines should align. The eaves to the rear should be parallel to the front, to avoid irregular roof forms. The mews elevation that faces the main house should be designed sympathetically to enhance the view from the main house.

3) Original boundaries should be respected and retained. New mews houses should relate in width to original plots. Where boundary walls are reinstated they should be of calp limestone in random-rubble construction, using traditional lime mortar to match historic boundary walls.
4) External materials should be of good quality in accordance with the objectives of a residential conservation area. The view of the mews roof from the upper floors of the main house should be taken into account. PVC rooflights and expanses of roofing membrane are therefore not appropriate.
5) Uses: The land use zoning for the mews lanes is Z2, (residential conservation area). Uses that conform to original function such as domestic garages and storage are appropriate. Single family residential units of two-storey height are also appropriate. Uses which would generate more traffic are not open for consideration.
6) The rear garden must fulfil the Development Plan objectives for the provision of private open space for both the main house and the mews house. Regardless of whether plots are divided or remain as one, this will generally mean that only the longer plots in Fortescue Lane and perhaps in Richmond Mews will support an extension of the mews beyond the footprint of the original coach house.
7) Development of mews buildings beyond the footprint of the original coach houses is only appropriate where the character of the historic plot, in which the rear garden plays a crucial role, is respected.
8) The visual appearance of the lane is diminished by overhead wires and cables. It is recommended that cabled services be ducted underground to improve the visual quality of the lane. Levels of lighting in the lane are low and should be upgraded. A policy of attaching lighting fittings to buildings is recommended.
9) Parking: There is only one access point to each of the mews lanes and no turning point for vehicles. Parking in the laneways restricts access for emergency services. There are no footpaths and entrances that can be blocked by parked cars. There is also a tendency for commuters to park in Fortescue Lane. In view of this situation, it is felt that parking on the lane should be totally prohibited with vehicular access only for on-site parking.
10) Fire brigade access to the lane is restricted. Access for the fire-fighting service is needed and should be addressed by the provision of new hydrants in appropriate locations.



Inconsistent development of mews sites to Fortescue Lane



Inconsistent development of mews sites to Richmond Mews



Parking in Fortescue Lane

9 Other Recommendations

9.1 Parking

For the houses fronting onto Lower Rathmines Road and Cheltenham Place to function as residential units, some limited accommodation for parking may be necessary, though not necessarily on site.

In some instances where railings have already been removed, appropriate design solutions may accommodate a limited degree of off-street parking (see section 8.3, page 36).

Suggestions for alternative parking arrangements:

- On-street residents' parking areas, not limited to the street but to the area
- Development of purpose-built car parking elsewhere in the area, as is the practice in many European cities.

9.2 Blackberry Fair

The Blackberry Fair occupies a mews lane serving nos. 38 to 48 and covers the rear gardens of nos. 38 to 44. Visually these sites contribute significantly to the degradation of the historic urban character of the area.

The current use as a low standard bric-à-brac market has a damaging impact on the character and condition of the houses and plots and does not constitute a sustainable long-term use. The following measures should be undertaken to reverse this negative trend.

- Front gardens and railings should be reinstated to follow the guidance set out in section 8.3
- House no 44, one of the finest in the study area, is derelict and is designated by Dublin City Council as a Building at Risk. The owner should be exhorted to restore or sell this building, before deterioration results in yet further loss of its fabric.
- Rights of way to the rears of nos. 46 and 48, which are in separate ownership, should be respected.
- The large roofed area to the rear of nos. 38 and 40 and open sheds to the rear of no. 44 should be removed and the open space to the rear of all four houses reinstated.



Entrance to the Blackberry Fair



Rear of nos. 40, 42 and 44



Rear of no. 40

- The interesting alignment of the historic boundary between 38 and 40, following the line of a culverted tributary of the Swan River, should be reinstated.
- The current market use is not seen as entirely inappropriate. It is felt, however, that a smaller market under regularised conditions, limited to the original mews lane and the buildings which line it and selling merchandise of a better quality, could serve to enhance the identity of the neighbourhood. A market selling books, antiques, fruit and vegetables or speciality foods could be feasible.

9.3 Modern Buildings at the Church



Nos. 46 and 48

Nos. 46 and 48 are the only original houses to have been demolished. The modern buildings that have replaced them are not protected structures. However, replacement of these buildings, particularly of no. 48 which occupies a prominent corner position, could have a profound affect on the streetscape. Any new proposals must be of high quality design and respect existing parapet heights and building lines. The vertical emphasis of fenestration should be maintained and brick should be the facing material.

In the shorter term, the owners of nos. 46 and 48 should be encouraged to improve the facades of their buildings to be more in sympathy with this important terrace of houses.

9.4 West Side of Rathmines Road

Development on the west side of Rathmines Road should be to a high quality of design and materials, to reflect the historic context of the area. However, as the nature of the streetscape on the west side is of disparate character, prescriptive design guidelines are not considered appropriate. Particularly in the area close to the church, the design of any new building should respect the importance of this magnificent building. A public amenity space focussing on the church was recommended by the Rathmines-Aungier Street Framework Study and should remain the long-term goal.





(Above left) Nos. 46 and 48, c. 1965 (Irish Architectural Archive)
(Right) Remnant of steps to no. 46

9.5 Fast-food Restaurant

No. 72, the last house in the terrace at the corner of Richmond Hill, is just two storeys high. It has a shop unit at ground level, which was extended into the front garden in the late 19th century and is now occupied by a fast-food restaurant.

The original flat roof has been replaced in recent years by an unsightly pitched roof, and an external kitchen extract duct has been attached to the front façade. The single-storey structure is painted in garish colours.

As this is a prominent corner site, the impact of the shop structure on the architectural integrity of the block is particularly negative. The building prevents appreciation of the architectural beauty of this part of the street, by blocking the view of the terrace when approached from the south.



Fast-food restaurant in front garden of no. 72

It is recommended that the structure should be removed and the front garden, railings and ground floor elevation be reinstated. The unsightly side elevation to Richmond Hill should be upgraded, using lime render and reinstating timber sash windows.

10 Practical Conservation Guidance

This section aims to provide practical advice to owners on building repairs and maintenance.

The guidance given is by no means exhaustive. More detailed information can be found in Conservation Guidelines, a series of 16 booklets published by the Department of Environment, Heritage and Local Government. These are no longer in print, but can be downloaded from the publications list on the department web site, www.environ.ie.

A useful book covering all elements of the typical Dublin townhouse, called *Period Houses: A Conservation Guidance Manual* has been published by the Dublin Civic Trust and is available from their offices at 4, Castle Street, Dublin 2.

10.1 Conservation Advice

Before undertaking any work to a protected structure contact should be made with the Conservation Officer of Dublin City Council. Planning permission will generally be needed (see section 6.0, Guiding Principles on Planning). A Section 57 Declaration should be sought from the Conservation Office to clarify the situation regarding planning permission.

At the outset it is important to make an evaluation of the building, to identify which features are of importance and to set out which works are necessary and how these should be undertaken. A record of the building and its features in the form of photos, sketches or a written description should form part of this evaluation.

An informed strategic approach to building work will protect the fabric and can save money by avoiding unnecessary or inappropriate work. It is important that decisions on building works are made by an architect or other conservation professional, rather than by specialist contractors, whose advice may be guided by commercial interests.

An architect specialised in conservation can not only advise on necessary repairs but is also best qualified to plan proposed interventions in the most sensitive and sympathetic way. The architect should be retained to oversee the work. The RIAI (Royal Institute of Architects of Ireland) can supply a list of practitioners accredited in conservation work.

10.2 Repairs to Structure

The houses are of traditional construction forming a cellular structure of brick walls, stabilised by timber floors with a cut timber roof. These structures can be weakened by cracking of the masonry walls or by timber decay.

Timber is particularly vulnerable where it meets external walls, and below parapet and valley gutters. Timber should only be replaced where decay has occurred. Wet and dry rot are both caused by moisture; new timber should be isolated from masonry by damp-proof membranes to avoid recurrence of decay.

Cracking of walls is caused by movement. In most cases movement will have ceased and strapping of cracks will suffice to restore strength. Where evidence of ongoing movement is observed a structural engineer with expertise in historic structures should be consulted.

Rising damp at lower ground level can cause damage to floors and to wall finishes. Internal plaster should only be replaced where damage has occurred. Proprietary damp-proofing solutions are not favoured, as they have limited effectiveness and cause incremental damage to the historic fabric and to adjoining properties. Alternative solutions to reduce rising damp should be sought. These include:

- use of breathable external render and internal plaster of traditional lime
- drying of the base of external walls by improving external ground drainage

10.3 Roof Coverings and Chimneys

Traditionally the roofs would have been covered with blue Welsh slate with terracotta or lead-roll ridges and valleys, parapet gutters and flashings of lead. These materials should be used for repairs. Care should be taken to retain and reuse as many original slates as possible. Cast-iron rooflights should be retained, and access hatches to valleys provided to facilitate maintenance.

Cross ventilation of roof spaces should be ensured to prevent condensation in roofs. Though roofs were originally

constructed without sarking membranes, these are now generally added as a second line of defence. These should be breathable to allow ventilation of the roof space. Proprietary ventilator slates to enhance ventilation can be inserted into the roof slopes behind the parapet and on slopes facing into valleys.



Typical roof valley



Deterioration of slates



Typical chimney stack

Thermal insulation of roofs should only be introduced with careful consideration of its effect on the environment of the roof space and original components.

Chimneys suffer damage from their exposed position and the action of chemicals produced in combustion. Where repair is necessary, original or salvaged bricks and chimney pots should be used and laid in lime mortar.

10.4 Façade Repairs

Original front façades were faced with handmade, buff-coloured stock brick laid in traditional lime mortar. Mortar joints were generally “wigged” in a technique also known as “Irish tuck-pointing”. This method was used to disguise the unevenness of the bricks by covering the brick face and the wide mortar joints with a brick-coloured wash or “wigging”, leaving a thin protruding white mortar joint exposed, to give the impression of precise and regular brickwork. Some brick frontages, notably in Cheltenham Place, have been dyed with a Venetian red colour-wash to resemble better quality red brick.





Examples of wigged pointing

Mortar joints are susceptible to washing out at high level and around leaking downpipes, causing decay of bricks and allowing water penetration. Many houses have been repointed with wide joints in hard cement mortar. This not only spoils the appearance of the brickwork, one of the most beautiful features of the houses, but causes decay of the bricks, as moisture is trapped by hard impermeable joints and drying out through the bricks causes these to disintegrate.

Cement mortar should be carefully removed and the joints repointed with breathable and flexible lime mortar of a traditional mix. New pointing or repairs to existing should be carried out with traditional lime mortar in the original wigged technique. Original pointing should always be retained where it is in sound condition.

Cleaning of brickwork should only be carried out where it is necessary to preserve the life of the brick. In such cases cleaning should aim to preserve the patina and aged appearance of the house. Abrasive cleaning methods such as grit blasting damages the brick and should be avoided at all costs.

Granite cills and string courses have often been inappropriately painted. Removal techniques for paint must take account of the type of paint and stone.

Many front façades have been disfigured by extract vents and drainage pipes from kitchens and bathrooms. In the long term such interventions should be removed. Sounders or external boxes for intruder alarms, as well as cables for telecommunications should be removed from the façades.



End elevation at Mount Pleasant Avenue

Basement fronts were originally smooth-rendered with traditional lime and sand mix, and lined out to resemble cut stone or “ashlar”. This has been replaced in many houses with cement-based renders. Cement materials are too hard for use in historic buildings and, though waterproof, prevent drying-out of moisture, which penetrates into the wall through cracks or as rising damp. Where such damage has occurred, cement render should be replaced with breathable traditional lime render, lined out in the original fashion.

Rear façades and gable ends may originally have been of exposed brick, but many have now been rendered. Earlier renders are of lime but many are cement-based, giving rise to the problems outlined above.

Rainwater goods were originally of cast-iron and painted black. Where original rainwater goods have been replaced with modern materials, cast-iron should be reinstated. Much damage is caused to façades by blocked hopper heads and leaking joints in downpipes. This can be avoided by good maintenance.

10.5 Windows repairs

Windows are one of the most significant architectural features of a building and inappropriate replacement has a very detrimental effect. The appropriate windows for the front and back at all levels are double-hung timber sliding-sash windows. The sashes were subdivided into six panes at ground, first and second floors. Staircases were lit by a tall, arched window in the rear elevation.

Surviving original windows are historically valuable elements of the fabric of the houses. Timber used in original windows was carefully selected for grain and resin content



Original window joinery and ironwork

and is of a superior quality, which is not commercially available today. Even where joints have failed and more exposed sections have rotted, windows can be successfully repaired in the majority of cases. Replacement should only be considered in cases of extreme damage and decay. Well-maintained paintwork and putty prevents decay from recurring.

Particular care should be given to retain fragile crown glass. Ripples caused in the making of this glass form irregular reflections and lend an authentic and lively effect missing in modern glass. Crown glass is still available from a limited number of sources; otherwise “greenhouse glass” is a more acceptable substitute to modern plate glass.

A valid concern is the performance of existing windows with regard to sound insulation, especially on the noisy street-side of the houses. British Standard BS CP 153, Part 3 (1972) summarises the effects of window detailing on noise control and shows that air filtration is the worst source of sound penetration. Unobtrusive and inexpensive upgrading of windows can be achieved by fitting brush seals to parting beads, staff beads and meeting rails. This has the added benefit of improving energy efficiency, as air convection through draughts, rather than conduction through glass, is the principal cause of heat loss.

BS CP 153 demonstrates that the space between sheets of glass must exceed 20mm to improve sound insulation, with significant gains only over 50mm. This shows that ordinary double-glazing insulates against sound only due to its air-tightness and the presence of a second sheet of glass. Secondary glazing fitted inside the window can significantly reduce sound transmission, but is not an ideal solution. It is, however, reversible and may be acceptable if detailed to accommodate closing of shutters and to be as unobtrusive as possible.

Many windows in the study area have been replaced with modern double-glazed windows in order to improve sound and thermal insulation. These windows are a major factor in the visual degeneration of the streetscape. They should be removed and timber sliding-sash windows reinstated.

Sound and thermal insulation can be improved by fitting thicker glass in new timber sash windows. Double-glazing of sashes is not acceptable, as very wide glazing bars, inappropriate to houses of the mid-19th century, would be necessary to cover the aluminium spacers, which form the edges of the glazing units. Glazing bars should be thin with mouldings typical of the period. The correct detail should be taken from surviving windows.



Original Ionic door case

10.6 Doorcases

Entrances doorways in the study area are typical for the first half of the 19th century. The doorcases are set in arched openings with thin plaster surrounds. Columns, consoles and lintels framing the door have been constructed to resemble stone, but can be of a variety of materials, generally plaster and timber. Care must be taken when carrying out repairs as some of the detail and material can be fragile. Porches and porticoes are similarly vulnerable.

Many original doors have been replaced with doors which, though panelled, are not historically correct. Where non-original doors are to be replaced, an accurate replacement should be used, based on the detail of a surviving door of the correct type. Original doors are likely to be of softwood and must be painted regularly. Original door furniture survives on many doors, and should be retained.

Fanlights are subdivided in a variety of styles with painted lead or iron tracery. Where missing fanlight traceries are to be replaced, reference should be made to the schedule of doorcases mentioned above. Many fanlights have single panes of glass, generally where fanlights have been replaced. However, some of these panes may be original; if rippled crown glass has been used, this should be retained.



Decorative ironwork to front gardens



Coal-hole cover

10.7 Steps and basement areas

Original granite steps to front doors are in place in almost all of the houses. These have often been repointed with wide strap joints. This pointing should be replaced with traditional lime mortar. Resetting of steps is generally unnecessary, except where water runs towards the joints. Wear and weathering of stone steps lends character to the houses and over-repair should be avoided. Where repair is necessary for safety reasons, squared indents can be set into the steps with matching stone.

Some houses have original basement areas with wrought or cast iron railings. These areas are an important document of the historical use of the houses. The original arrangement has been altered in a great many of the houses, sometimes to allow more light into basement rooms. It is recommended that basement areas and ironwork be reinstated. To allow good drying out at basement level, walls should be lime-rendered and lined-out. Original external steps to the area were of metal or of masonry and granite. Areas should be paved with granite flagstones.



Deterioration of iron railings

10.8 Ironwork repairs

Decorative ironwork is a beautiful feature of the houses. It includes handrails, railings, gates, balconettes and smaller items such as coalhole covers and bootscrapers. Ironwork is a combination of wrought iron and cast iron. Wrought iron was used for flat and bent ironwork, and cast-iron for decorative panels, gateposts, balusters and finials.

Ironwork is susceptible to corrosion and careful painting and maintenance is essential to ensure a satisfactory protective seal. Horizontal coping rails of railings are generally most vulnerable to corrosion, as water builds up on the underside. Rust and flaking paint should be stripped back to sound metal using mechanised wire brushes or grit-blast-



Damage to decorative gates



Curved railings and plinth wall at church

ing with approved grits. Exposed metal should be primed immediately with zinc phosphate and repainted. The aim of repairs should always be to retain as much original material as possible. Reduced sections of iron should not be replaced for visual reasons, but only when structurally necessary. Particular care should be taken in removing rust and paint from elaborate bootscrapers, as these are often unique pieces of great historic interest.

Wrought iron is no longer produced commercially. Missing sections of railings can be inserted in mild steel, which is the closest modern equivalent. This can be painted as wrought iron, but is more susceptible to corrosion. Galvanising is not recommended for visual and practical reasons: if not properly etch-primed, paint peels off galvanised surfaces, spoiling the authentic character of the railings. Furthermore, welding at joints damages the galvanised finish. Cast-iron sections can be recast, though this can be expensive, if a large number of elements is not required.

Railings are staved into granite plinths or coping stones and were set in molten lead. If railings need to be taken out, damage to the stone is inevitable; in-situ repair should always be favoured. Lead can be used to reset railings, but epoxy resin should be considered, as the high temperature of molten lead damages the paint protection at a particularly vulnerable point.

Railings are normally painted black. However, this practice only dates from the late 19th century, and if paint needs to be stripped, an analysis of paint layers should be carried out to record former colour schemes. Where paintwork is in good condition, stripping of paint layers should be avoided and localised repair favoured.

10.9 Exterior Paving and Walls

In some houses railings are set on plinth walls with granite coping stones. The walls are of handmade brick in lime mortar. Where bricks have been repointed with cement-based mortar, this should be carefully raked out and replaced. Pointing of brickwork should be repaired using traditional lime mortar of matching colour. Colour of mortar depends on the sand used, and it is advisable to test new mortar on a small area first.

Repairs to brickwork or rebuilt sections should be carried out with salvaged brick of similar colour and texture. Cleaning of brickwork should be non-abrasive as outlined in the section on façade repair above.



Original brickwork plinth wall



Damage to rendered plinth wall



Calp limestone wall to rear

Original walls dividing rear gardens are of grey limestone, known as “Dublin calp”, built in random-rubble construction using lime mortar. The material and craftsmanship of these walls is of great beauty, and walls should be retained, even where new extensions to the houses or mews buildings are undertaken. The walls have suffered damage over the years, and portions may need to be rebuilt. It is important to employ skilled masons for this work. The same techniques should be used and the stone and mortar should be a good match to the original. Walls should not be rendered. Calp is particularly soft and its sedimentary nature makes it susceptible to “spalling” or flaking off. Drying out of the stones on all sides through mortar joints is essential to protect the stone. Cement pointing, which does not absorb and release moisture from the stone, causes disintegration of the face of the stone in the long-term.

Some original paving and flagstones in front and back gardens have survived. This should be retained and always relaid, if alterations to garden layout are undertaken.



Decorative tiling to front garden



Roofs should be inspected regularly

10.10 Maintenance and Inspection

A routine maintenance programme is the best way to ensure the long-term protection of the properties. The following approach is recommended:

Twice a year (in spring and autumn):

- Inspect roof coverings and flashings for slipped, broken or missing slates (This inspection is also advisable after storms)
- Check roof spaces for water penetration and signs of timber decay
- Check valleys, gutters, hopper heads and drains for blockages, and remove leaves, debris and any plant growth

Once a year

- Sweep all chimneys which are in use
- Inspect ironwork and treat any signs of rust
- Inspect window putty for signs of cracking
- Inspect external walls inside and out for persistent damp patches
- Inspect internal plasterwork for damp patches and ascertain cause
- Check fire extinguishers and smoke alarms
- Inspect plumbing installations for leaks

Every three to five years

- Repaint external joinery such as windows, doors and timber elements of doorcases and porches
- Check stone masonry, brickwork and mortar joints
- Check external render for signs of cracking and detachment

Minor repairs must follow the same conservation principles as apply to larger scale works. This is often not done, and the result is that the cumulative effect of seemingly insignificant interventions and repairs leads to an incremental loss of the character of the historic building.

11 Implementation of Guidance

11.1 Impulse for Regeneration

The first step in the regeneration of the block is to engender a sense of the value and architectural merit of the historic streetscape in the minds of the public and of building owners.

It is hoped that this study will help promote awareness of the potential of the block. With the study Dublin City Council and the Rathmines Initiative have demonstrated their commitment to positive change, which should provide a first impulse for regeneration.

The rejuvenation of the public realm would provide a suitable context to encourage individual owners to restore their own properties.

Once the proper conservation of a first few houses has been achieved and their gardens and railings reinstated, it is felt that the benefits of regeneration will become more readily apparent. Recognition of the potential for development should provide the impetus for positive development to continue throughout the study block.

11.2 Planning Control and Enforcement

Planning Control is the most effective way to ensure that the historic character of the houses is recognised and to promote proper conservation. This study sets out a framework to provide a strategic approach to the planning authority for the conservation of the block.

The Planning and Development Act confers a range of further powers on the Council to intervene to prevent the endangerment of protected structures and to reverse unauthorised development. These powers can be called upon in exceptional circumstances; however, regeneration as a positive process must rely more on encouragement rather than on sanctions.

11.3 Incentives to Property Owners

It is recommended that some incentives should be put in place to initiate the process of regeneration.

The current scheme of Conservation Grants for Protected Structures, allocated by local authorities each year for essential repairs is open to all owners of protected structures. Building owners should apply for grants for works such as roof and window repairs, repointing and rendering. Funding of a specific pilot property to reinstate a front garden and railings and to repair or reinstate windows, pointing and other external features could serve to demonstrate the results which can be achieved.

The English Heritage publication The Heritage Dividend demonstrates on a number of case studies how a combination of funding from central government, local authorities and the private sector has produced substantial economic benefits for building owners in England.

Lower Rathmines Road c. 1950. (Photo: Maurice Craig)





Portico of the Church of Mary Immaculate

APPENDIX I

SCHEDULE OF HOUSES

HSE **4** STREET: **CHELTENHAM PLACE**
GROUP: 3-4 CHELTENHAM PLACE



Recommendations

Roof: Not viewed

Façade: Retain patina of brickwork and Venetian red dye. Repairs to pointing in wigged technique

Plinth: Reinstate smooth lined-out lime render

Side Elevation: Reinstate smooth lined-out traditional lime render to gable end; remove cables

Windows: Reinstate timber sliding sash, also to side and rear

Door: Retain original door

Front railings: Repair railings and paintwork; reinstate gate

Dividing railings: Repair

Balustrade: Repair

Front garden: Improve landscaping

Use: Max. 3 apartments





HSE **3** STREET: **CHELTENHAM PLACE**
GROUP: 3-4 CHELTENHAM PLACE



Recommendations

Roof: Not viewed

Façade: Retain patina of brickwork and Venetian red dye; repairs to pointing in wigged technique

Plinth: Reinstate smooth lined-out traditional lime render

Windows: Repair and draught seal existing timber sliding sash windows

Door: Retain original door

Front railings: Repair railings, reinstate gate

Basement: Reinstate basement window; move basement entrance to under steps

Dividing railings: Repair

Balustrade: Repair

Front garden: Retain and maintain mature tree

Use: Max. 2 apartments

Rear: Repair pointing



HSE **2** STREET: **CHELTENHAM PLACE**
GROUP: 3-4 CHELTENHAM PLACE



Recommendations

Roof: Not viewed

Façade: Retain patina of brickwork and Venetian red dye; repairs to pointing in wigged technique

Plinth: Reinstate smooth lined-out traditional lime render

Windows: Reinstate timber sliding sash windows to front and rear

Door: Retain existing door

Front railings: Repair railings; reinstate gate

Basement: Reinstate basement window

Dividing railings: Repair

Balustrade: Repair

Front garden: Improve landscaping (Design solution 1)

Use: Max. 2 units

Rear: Remove metal-clad extension



HSE **1** STREET: **CHELTENHAM PLACE**
GROUP: 3-4 CHELTENHAM PLACE



Recommendations

Roof: Not viewed

Façade: Reinstate lime pointing in wigged technique with Venetian red dye to match houses 2 to 4; repair down pipes to protect brickwork

Plinth: Reinstate smooth lined-out traditional lime render

Windows: Reinstate timber sliding sash windows to front and rear

Door: Retain original door

Front railings: Repair railings; reinstate gate

Basement: Reinstate basement window

Dividing railings: Repair and paint

Balustrade: Repair

Front garden: Improve landscaping (Design solution 1)

Use: Max. 2 units

Rear: Repair with lime render; rationalise drainage pipes; replace pvc with cast iron



HSE **2** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime-pointing; remove soil pipes and cables

Plinth: Reinstate smooth lined-out traditional lime render

Windows: Repair and draught seal timber sash windows

Door: Repair porch, reinstate panelled door

Front railings: Reinstate correct railings to Cheltenham Place side; repair original railings

Plinth wall: Repair with lime render

Pathway railings: Repair railings and gates

Balustrade: Repair ironwork and paint

Front garden: Improve landscaping; maintain damaged tree

Use: Max. 4 apartments

Rear: Repair pointing; reinstate timber sliding sash windows



HSE **4** STREET: **LR. RATHMINES RD.**
GROUP: 4 TO 8



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Reinstate wigged lime-pointing; remove cables

Plinth: Reinstate smooth lined-out traditional lime render; reinstate basement window

Windows: Reinstate timber sliding sash windows

Doorcase: Retain existing door

Front railings: Repair railings and reinstate gate

Plinth wall: Repair with salvaged brick and lime render

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 1)

Use: Max. 4 apartments

Rear: Reinstate original window opes with timber sliding sash windows



HSE **6** STREET: **LR. RATHMINES RD.**
GROUP: 4 TO 8



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Reinstate wigged lime-pointing; reinstate feathered reveals in lime render

Plinth: Reinstate smooth lined-out traditional lime render; reinstate basement window

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Retain original door

Front railings: Repair railings and reinstate gate

Plinth wall: Repair render

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 1)

Use: Max. 4 apartments

Rear: Replace pvc drainage pipes with cast-iron



HSE **8** STREET: **LR. RATHMINES RD.**
GROUP: 4 TO 8



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Reinstate wigged lime-pointing; remove cables

Plinth: Reinstate smooth lined-out traditional lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Retain existing door

Front railings: Repair railings and gate

Plinth wall: Repair with lime render

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 1)

Use: Reduce number of units to max. 4



HSE **10** STREET: **LR. RATHMINES RD.**
GROUP: 10 AND 12



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Reinstate wigged lime-pointing; remove cables

Gable: Repair with traditional lime render

Plinth: Reinstate smooth lined-out traditional lime render; reinstate basement window

Windows: Reinstate timber sliding sash windows

Balconies: Repair ironwork; reinstate balconette to ground floor (see photo c. 1900, page 13)

Doorcase: Reinstate as house no. 12

Front railings: Reinstate railings with vehicular gate

Plinth wall: Reset existing granite plinth-stones

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Reduce to max 5 units

Rear: Rationalise drainage pipes in cast iron



HSE **12** STREET: **LR. RATHMINES RD.**
GROUP: 10 AND 12



Recommendations

Roof: Reinstate pitched roof

Façade: Repair pointing with wigged lime mortar; remove cables

Gable: Repair render and pointing of brickwork

Plinth: Move door to below steps; reinstate lime render

Windows: Reinstate timber sliding sash windows to front and rear

Balconies: Reinstate as no. 10; reinstate balconette to ground floor (see photo on page 13)

Doorcase: Repair columns, original door and fanlight

Front railings: Reinstate missing portion with vehicular gate

Plinth wall: Reinstate missing section of granite plinth

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Reduce number of units to max 5

Rear: Rationalise drainage pipes in cast iron; remove fire escape and provide alternative means of escape



HSE **14** STREET: **LR. RATHMINES RD.**
GROUP: 14 AND 16



Recommendations

Roof: Not viewed

Façade: Repair pointing with wigged lime mortar; remove cables

Plinth: Reinstate window ope and lime render

Windows: Reinstate sliding sash windows to front and rear

Doorcase: Repair existing door; reinstate fanlight (see photo page 13)

Front railings: Repair

Basement area: Reinstate railing

Dividing railings: Reinstate to correct detail

Balustrade: Repair

Front garden: Improve paving and landscaping

Use: Max. 4 units



HSE **16** STREET: **LR. RATHMINES RD.**
GROUP: 14 AND 16



Recommendations

Roof: Not viewed

Façade: Remove cables and alarm boxes

Plinth: Reinstate window and lime render

Doorcase: Repair existing door; reinstate fanlight (see photo page 13)

Front railings: Reinstate granite plinth

Basement area: Reinstate railings to correct detail

Dividing railings: Reinstate railings to correct detail

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Back: Access was not gained to view the rear of the house

Rear of house not viewed

HSE **18** STREET: **LR. RATHMINES RD.**
GROUP: 18 TO 22



Recommendations

Roof: Not viewed

Façade: Repair pointing with wigged lime mortar; remove lintel decoration; remove cables and alarm boxes

Plinth: Reinstate lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Reinstate doorcase and fanlight as no. 20

Front railings: Reinstate modern section to correct detail, with vehicular gate

Plinth wall: Reinstate granite plinth

Basement area: Reinstate railings

Dividing railings: Repair and reinstate incorrect sections

Balustrade: Repair

Front garden: Reinstate garden (Detail solution 2)

Use: Max 4 units

Rear: Repair brickwork pointing with lime mortar; remove modern high level opes.



HSE **20** STREET: **LR. RATHMINES RD.**
GROUP: 18 TO 22



Recommendations

Roof: Recently repaired using natural Welsh slate.

Façade: Repair wigged pointing at high level

Plinth: Reinstate lime render

Windows: Repair original timber sliding sash windows; reinstate timber sliding sash window to basement

Doorcase: Repair original door, doorcase and fanlight

Front railings: Repair original railings, reinstate modern section to correct detail, with vehicular gate

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Improve landscaping

Use: Retain as single family unit (or max 4 apartments)

Rear: Renew slate-hanging or reinstate brickwork facade with lime pointing; reinstate timber

sliding sash windows



HSE **22** STREET: **LR. RATHMINES RD.**
GROUP: 18 TO 22



Recommendations

Roof: Not viewed

Façade: Repair wigged pointing at high level; remove cables and alarm box

Plinth: Reinstate basement window ope; reinstate lime render

Windows: Remove mesh grille

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate granite plinth

Basement area: Reinstate railings to historic detail

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Retain office use or max. 4 residential units

Rear: Remove metal window grille



HSE **24** STREET: **LR. RATHMINES RD.**
GROUP: 24 TO 28



Recommendations

Roof: Not viewed

Façade: Repair wigged pointing at high level; reinstate feathered reveals; remove cables and alarm box

Plinth: Reinstate lime render

Windows: Reinstate timber sliding sash windows to front and rear

Balconies: Repair

Doorcase: Repair

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate granite plinth

Basement area: Repair railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Retain office use or max 4 residential units

Rear: Replace pvc drainage pipes with cast-iron



HSE **26** STREET: **LR. RATHMINES RD.**
GROUP: 24 TO 28



Recommendations

Roof: Not viewed

Façade: Remove ventilation grilles and cables; repair wigged pointing at high level

Plinth: Reinstate window ope, move door to under steps; reinstate lime render,

Windows: Reinstate timber sliding sash windows to front and rear

Balconies: Repair paintwork

Doorcase: Repair doorcase, door and fanlight

Front railings: Reinstate railings with vehicular gates

Plinth wall: Reinstate granite plinth

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Max 4 units

Rear: Repair lime pointing



HSE **28** STREET: **LR. RATHMINES RD.**
GROUP: 24 TO 28



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Repair wigged pointing at high level; remove cables and alarm box

Windows: Repair timber sliding sash windows

Balconies: Repair and repaint

Doorcase: Repair columns, door and fanlight

Front railings: Reinstate modern portion with vehicular gates to historic detail

Dividing railings: Repair, remove concrete pier

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Retain as 2 units (max.4 units)

Rear: Repair brickwork pointing and original sliding sash windows



HSE **30** STREET: **LR. RATHMINES RD.**
GROUP: 30 AND 32



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals

Plinth: Reinstate window ope and lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair, retain original door

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate granite plinth

Basement area: Reinstate railings as house no. 32

Dividing railings: Remove wall and reinstate railings

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Rear: Repair render, reinstate sliding sash windows



HSE **32** STREET: **LR. RATHMINES RD.**
GROUP: 30 AND 32



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals

Plinth: Reinstate window ope and lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair

Entrance steps: Reinstate granite steps and balustrade as house no. 30

Basement area: Renew paint to original railings

Dividing railings: Reinstate to historic detail

Front railings: Reinstate railings with vehicular gates

Plinth wall: Reinstate granite plinth

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Rear: Repair render, reinstate original window opes with sliding sash windows; replace pvc drainage pipes with cast-iron



HSE **34** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals; replace pvc downpipe with cast-iron; remove cables and alarm

Plinth: Reinstate window ope and lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair

Front railings: Reinstate railings with vehicular gates

Plinth wall: Reinstate granite plinth

Basement area: Renew paint to original railings

Balustrade: Repair

Dividing railings: Reinstate to historic detail

Plinth wall: Reinstate granite or brick plinth

Front garden: Reinstate garden (Design solution 2)

Use: Max 4 units

Rear: Repair pointing to brickwork; rationalise drainage pipes in cast-iron



HSE **36** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Repair original wigged lime pointing at high level; reinstate feathered reveals; remove soil pipes

Plinth: Reinstate window ope and lime render

Windows: Reinstate timber sliding sash windows to front and rear

Balconies: Renew paintwork

Doorcase: Repair doorcase, door and fanlight

Balustrade: Repair, remove concrete plinth

Basement area: Reinstate railings

Dividing railings: Reinstate to historic detail

Front garden: Reinstate garden (Design solution 2)

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Use: Max. 4 units

Rear: Remove fire escape and provide alternative means of fire escape; reinstate original opes; rationalise drainage pipes in cast-iron; repair and retain balconette to rear



HSE **38** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Clip creeper at parapet and windows; repair wigged lime pointing at high level and feathered reveals; remove pvc downpipe

Gables: Repair lime pointing to brickwork and lime render

Plinth: Reinstate window and lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Paint original doorcase and fanlight

Entrance steps: Remove modern brickwork and window, reinstate original steps and balustrades

Basement area: Reinstate railings

Front garden: Reinstate garden (Design solution 2)

Dividing railings: Reinstate and repair

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Use: Max. 4 units

Rear: Remove modern ope over stair and repair render; rationalise drainage pipes in cast-iron



HSE **40** STREET: **LR. RATHMINES RD.**
GROUP: 40 TO 44



Recommendations

Roof: Not viewed

Façade: Repair wigged lime pointing at high level and feathered reveals; remove soil pipe

Plinth: Reinstate window and lime render

Windows: Repair and reinstate timber sliding sash windows to front and rear

Balconies: Reinstate as no. 44

Doorcase: Repair porch doorcase and fanlight

Balustrades: Repair

Basement area: Reinstate railings

Dividing railings: Reinstate railings

Front railing: Reinstate with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Rear: Remove modern ope at high level and repair render; rationalise drainage pipes in cast-iron



HSE **42** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Repair roof coverings with natural Welsh slate

Façade: Repair wigged lime pointing at high level; Replace pvc rainwater pipe with cast-iron

Plinth: Repair window and lime render

Windows: Repair timber sliding sash windows to front and rear

Balconies: Reinstate as no. 44

Doorcase: Repair original door and fanlight

Balustrades: Repair and reinstate

Basement area: Reinstate railings

Dividing railings: Repair and reinstate

Front railings: Reinstate with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Rear: Remove modern ope at high level and repair render; rationalise drainage pipes in cast-iron



HSE **44** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Repair roof coverings with natural Welsh slate

Façade: Repair wigged lime pointing at high level

Plinth: Repair rusticated lime render

Windows: Repair and reinstate timber sliding sash windows to front and rear

Balconies: Repair

Doorcase: Repair porch, door and fanlight

Front railings: Reinstate with vehicular gates

Plinth wall: Repair and reinstate lime pointing to brick-work

Basement area: Reinstate railings

Dividing railings: Repair

Balustrade: Repair

Front garden: Reinstate garden (Design solution 2)

Use: Max. 4 units

Rear: Reinstate timber sliding sash windows; repair lime render



HSE **46** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Remove alarm boxes

Balustrade: Retain and repair surviving balustrade to original house no. 46

Front railings: Reinstate railings to historic detail with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Front garden: Reinstate garden (Design solution 2)

Use: Retain existing office use



HSE **48** STREET: **LR. RATHMINES RD.**
GROUP: 40 TO 44



Recommendations

Roof: Not viewed

Front railings: Reinstate railings to historic detail with vehicular gates

Plinth wall: Reinstate plinth wall with salvaged brick, lime mortar and granite coping

Front garden: Reinstate garden with integrated ramp

Use: Retain existing parish office use



HSE **52** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Not viewed

Façade: Remove cables and alarm boxes

Plinth: Reinstate lime render

Windows: Repair original timber sliding sash windows

Doorcase: Repair porch, door and fanlight

Front railings: Repair original railings

Dividing railings: Repair

Balustrade: Repair

Use: Retain parish use





HSE **54** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed

Façade: Reinstate lime pointing; remove cables and alarm box

Plinth: Repair lime render

Windows: Repair timber sliding sash windows

Balconettes: Repair

Doorcase: Repair door and doorcase; reinstate fanlight as house no. 58

Balustrade: Repair

Basement area: Repair original railings

Dividing railings: Repair

Front railings: Repair original railings and gates

Plinth wall: Repair lime pointing

Use: Retain as parochial residence

Rear: Reinstate original window opes



HSE **56** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals; remove cables

Plinth: Reinstate lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair; reinstate fanlight as house no. 58

Balustrade: Repair

Basement area: Repair original railings

Dividing railings: Repair original railings

Front railings: Repair original railings and gates

Plinth wall: Repair lime pointing

Front garden: Reinstate garden (Design Solution 1)

Use: Max 4 units

Rear: Repair render



HSE **58** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals; remove soil pipe and ventilation grilles

Plinth: Reinstate lime render

Windows: Repair timber sliding sash windows

Doorcase: Repair doorcase and fanlight

Front railings: Repair original railings and gates

Plinth wall: Repair lime pointing

Basement area: Repair original railings

Dividing railings: Repair original railings

Balustrade: Repair

Front garden: Improve landscaping (Design solution 1)

Use: Max. 4 units

Rear: Remove modern window opes; reinstate arched window ope to stair; reinstate timber sliding sash windows



HSE **60** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing

Plinth: Repair lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair doorcase and fanlight

Balustrade: Repair

Basement area: Repair original railings

Dividing railings: Repair original railings

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Front garden: Reinstate garden (Design solution 1)

Use: Max 4 units

Rear: Repair lime render; rationalise drainage pipes in cast-iron



HSE **62** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed

Façade: Reinstate wigged lime pointing and feathered reveals; remove cables and alarm box

Plinth: Repair lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Repair doorcase and fanlight; bring door back into use as entrance (62 and 64 joined internally)

Balustrade: Repair

Basement area: Reinstate railings

Dividing railings: Reinstate railings

Front railings: Repair original railings and gate; reopen gate

Plinth wall: Repair lime pointing

Use: Retain existing office use, or max 4 residential units

Rear: Rationalise drainage pipes in cast iron



HSE **64** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Repair wigged lime pointing at high level; remove cables and alarms

Plinth: Reinstate lime render

Windows: Reinstate timber sliding sash windows to front and rear

Doorcase: Reinstate fanlight, as house no. 62

Balustrade: Repair

Basement area: Reinstate railings

Dividing railings: Reinstate railings

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Use: Retain existing office use, or max 4 residential units

Rear: Rationalise drainage pipes in cast-iron



HSE **66** STREET: **LR. RATHMINES RD.**
GROUP: 54 TO 66



Recommendations

Roof: Not viewed; reinstate chimney pots

Façade: Repair wigged lime pointing at high level, reinstate feathered reveals; remove cables

Plinth: Reinstate window ope, move door to under steps; reinstate lime render

Gable end: Repair lime pointing to brickwork

Windows: Reinstate timber sliding sash windows to front and rear

Balustrade: Repair

Basement area: Reinstate railings

Dividing railings: Repair and reinstate

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Front garden: Improve landscaping (Design solution 1)

Use: Max 4 units

Rear: Repair lime render; rationalise drainage pipes in cast iron



HSE **68** STREET: **LR. RATHMINES RD.**
GROUP: 68 TO 70



Recommendations

Roof: Repair roof covering using natural Welsh slate

Façade: Repair wigged lime pointing at high level; remove soil pipes and cables

Plinth: Remove conservatory and reinstate window and lime render

Windows: Reinstate timber sliding sash windows

Doorcase: Reinstate fanlight as house no. 70

Balustrade: Repair

Basement area: Reinstate basement area and railings

Dividing railings: Repair

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Use: Retain as single residence

Rear: Repair lime pointing; repair original sash windows; replace modern windows with timber sliding sash windows



HSE **70** STREET: **LR. RATHMINES RD.**
GROUP: 68 TO 70



Recommendations

Roof: Repair roof covering using natural Welsh slate

Façade: Repair wigged lime pointing at high level; remove soil pipes and cables

Plinth: Repair lime render

Windows: Reinstate timber sliding sash windows to front and rear

Balustrade: Repair

Basement area: Reinstate basement area and railings

Dividing railings: Repair

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Front garden: Improve landscaping

Use: Max. 3 units

Rear: Repair lime pointing; remove small modern opes and reinstate arched stair window



HSE **72** STREET: **LR. RATHMINES RD.**
GROUP: NOT PART OF A GROUP



Recommendations

Roof: Repair roof covering using natural Welsh slate

Façade: Repair wigged lime pointing at high level; remove soil pipes and cables

Windows: Reinstate timber sliding sash windows

Door: Remove galvanised steel and reinstate doorway or glazed shopfront

Front railings: Repair original railings and gate

Plinth wall: Repair lime pointing

Structure in former front garden: Remove and reinstate front garden. (Interim improvement measures: Reinstate flat roof; paint in stone-grey colour; replace shutter with internal open chain-link shutter, paint kitchen extract duct)

Front garden: Landscape and lay stone pathway

Elevation to Richmond Hill: Paint facade; replace pvc windows with painted timber windows

Rear: Reinstate timber

sliding sash windows to rear of original house





Detail of original window, brickwork and rusticated plinth render

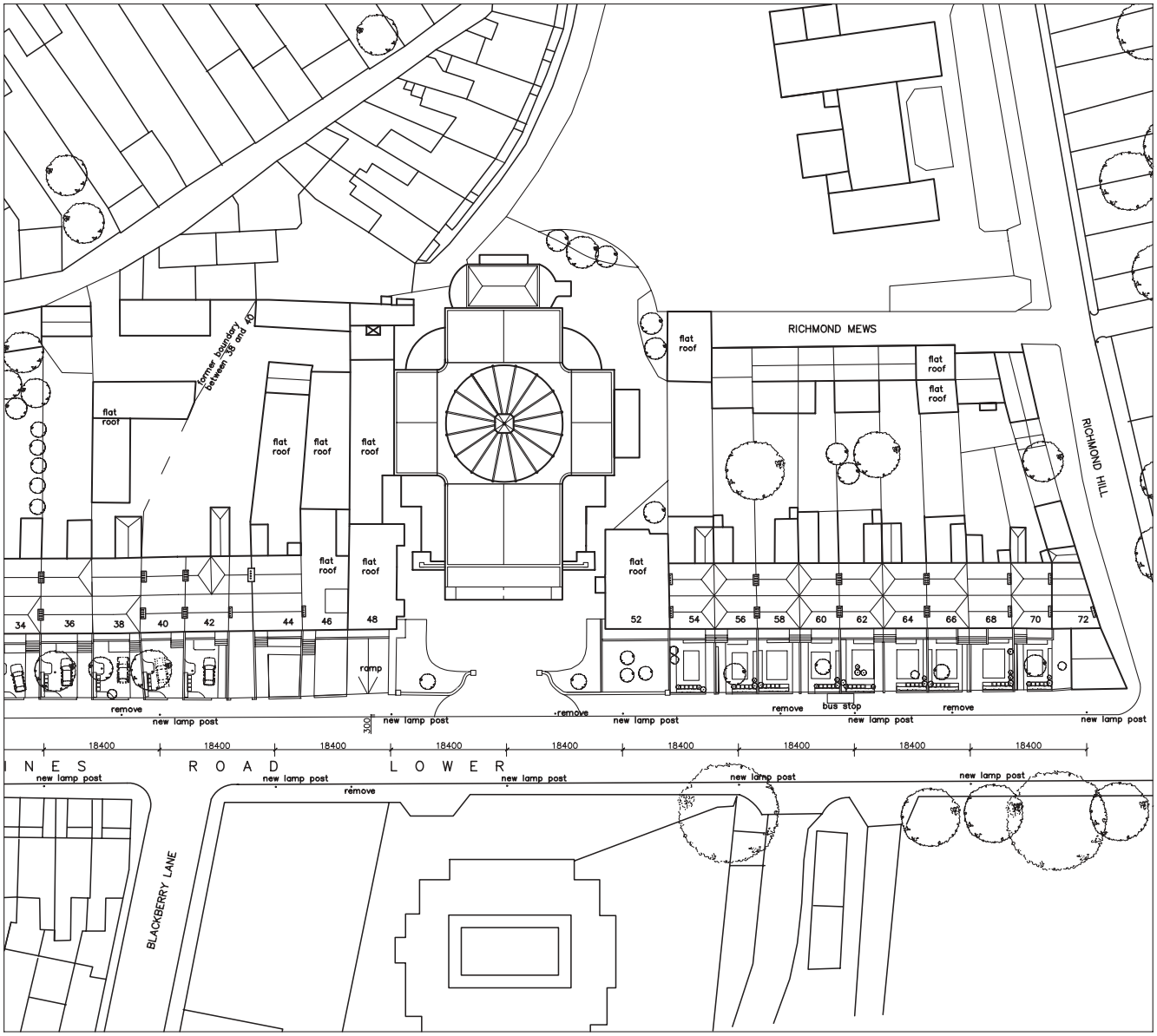
APPENDIX II

DRAWINGS



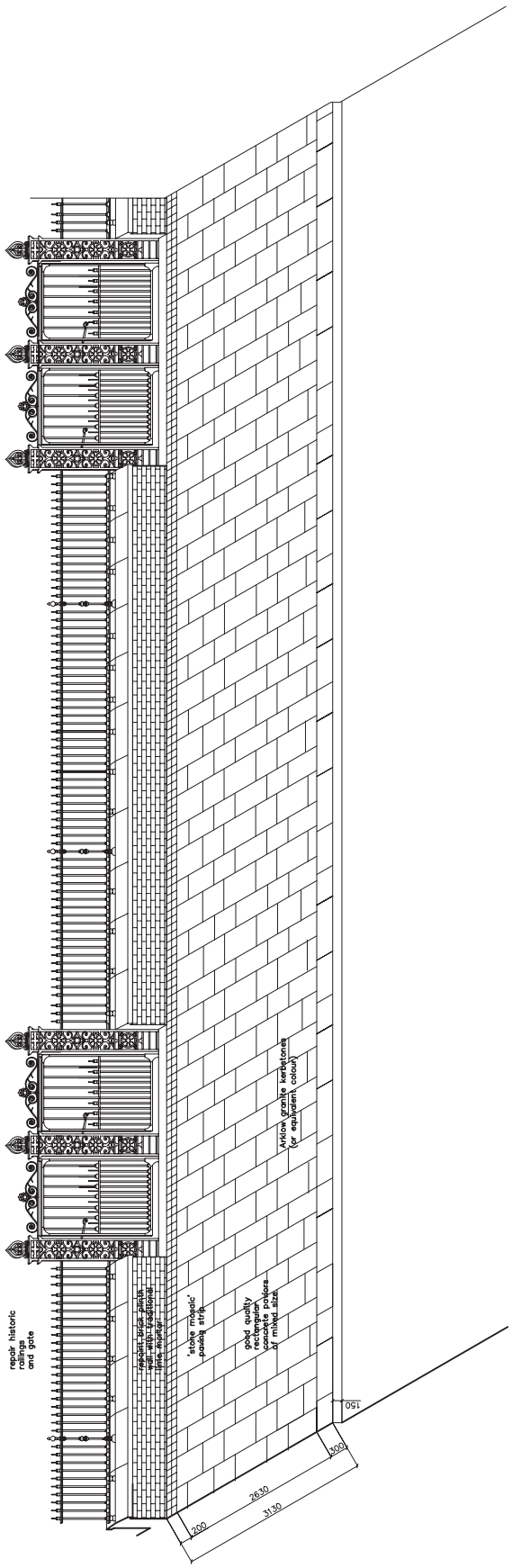
01 SITE PLAN, Scale 1:1000

LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY



LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY

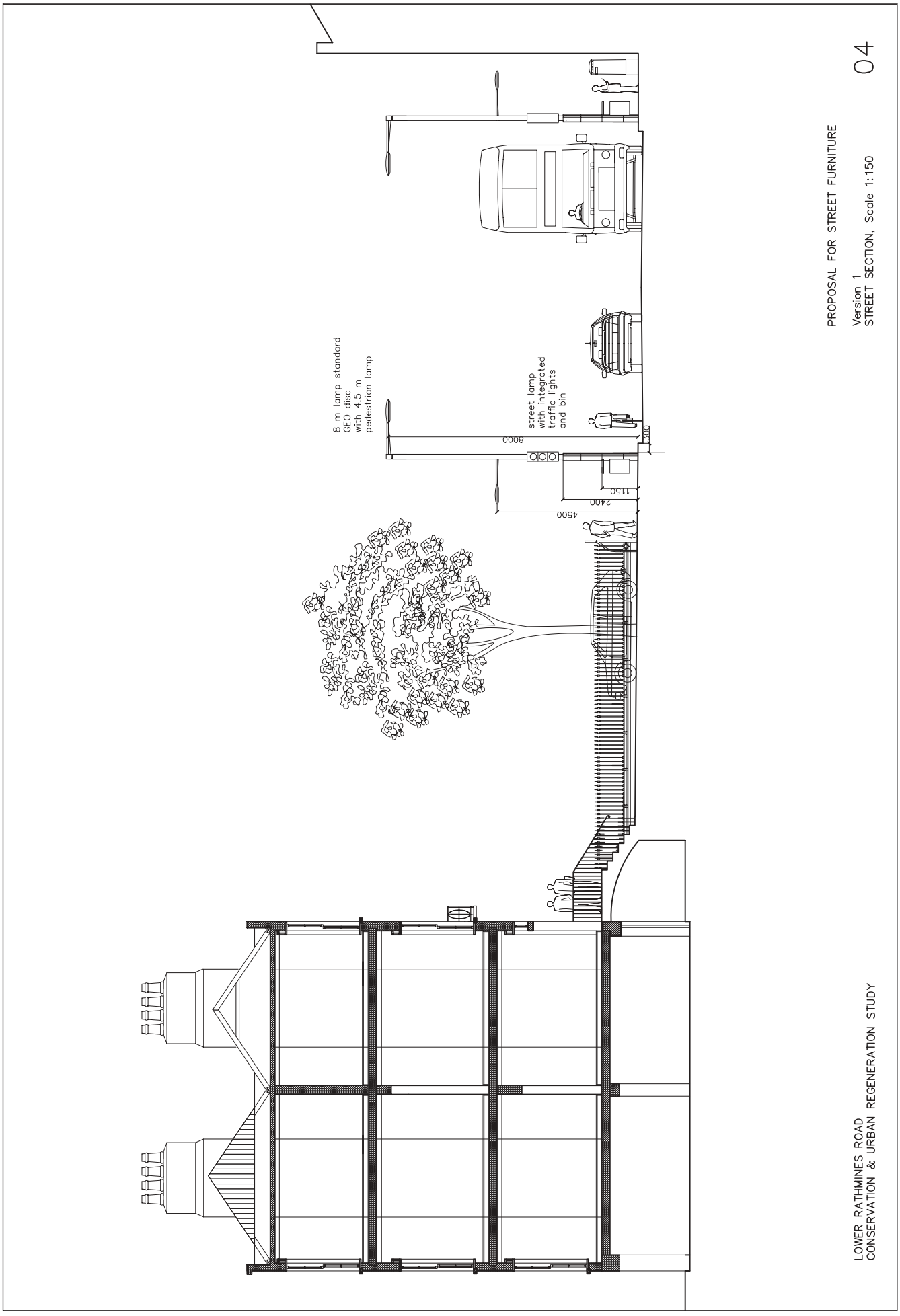
SITE PLAN, Scale 1:1000 02



PROPOSAL FOR PAVEMENT
Scale 1:100

03

LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY

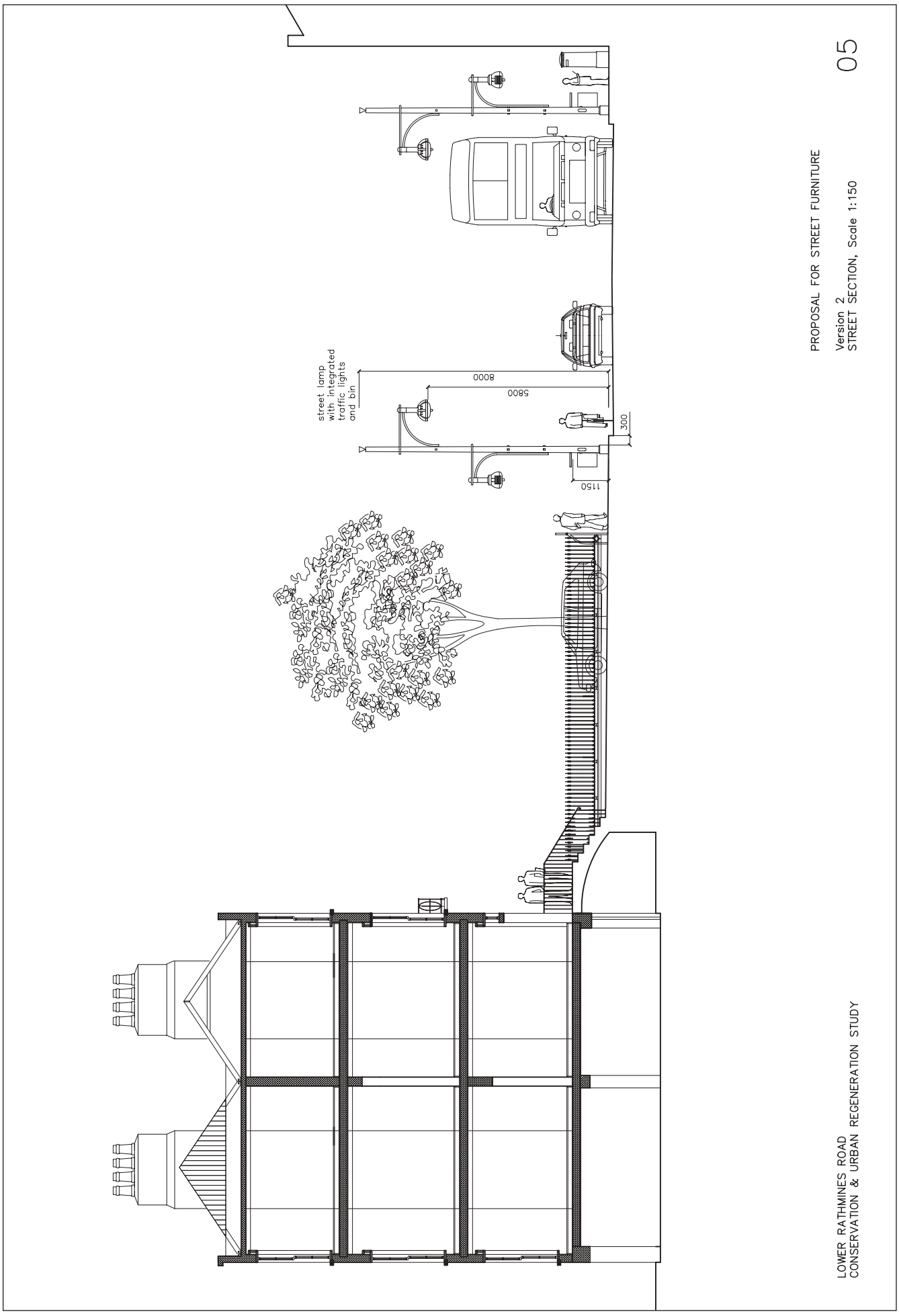


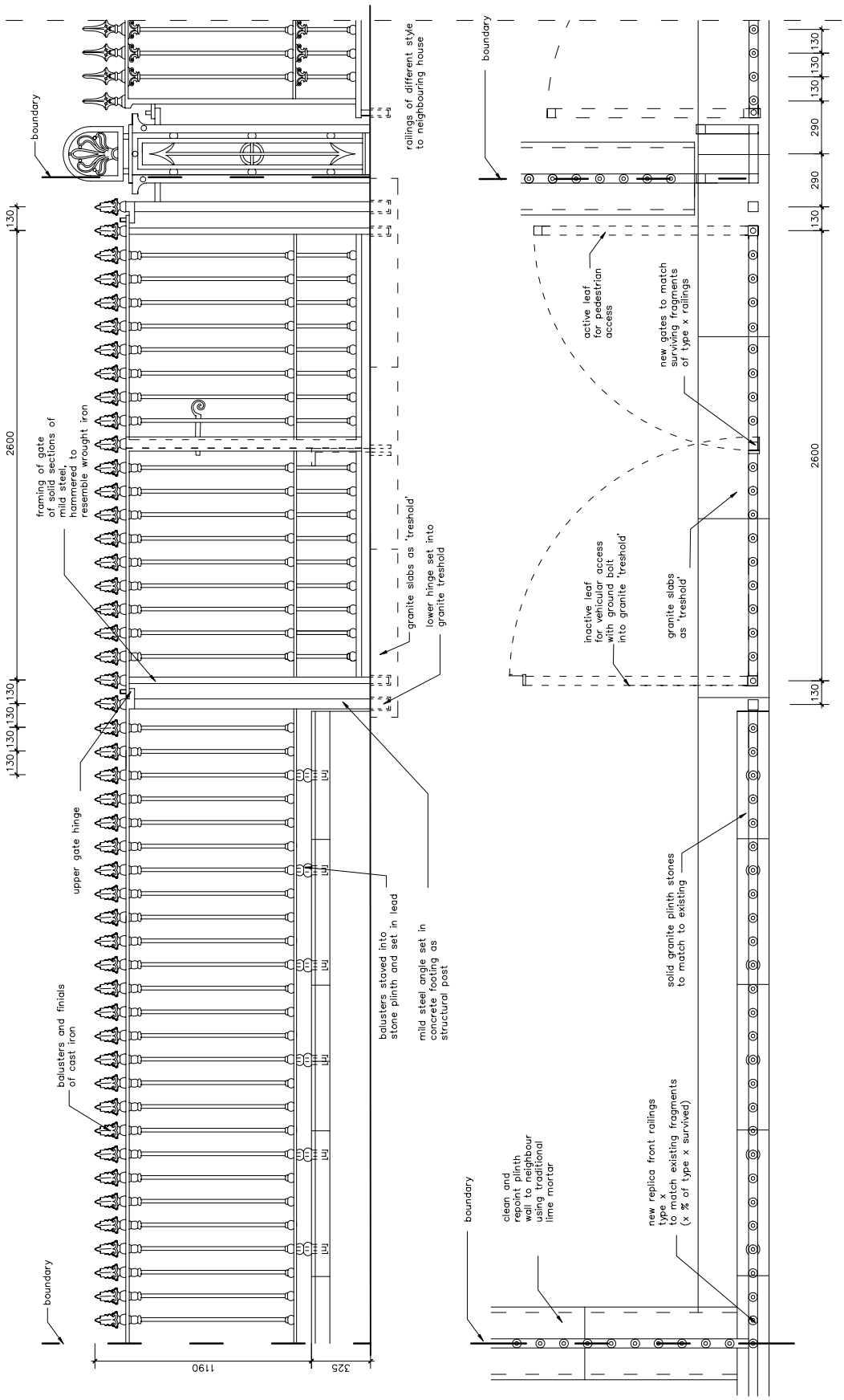
PROPOSAL FOR STREET FURNITURE

Version 1
STREET SECTION, Scale 1:150

04

LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY


street lamp
with integrated
traffic lights
and bin
8000
5800
300
1150
PROPOSAL FOR STREET FURNITURE
Version 2
STREET SECTION, Scale 1:150
05
LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY

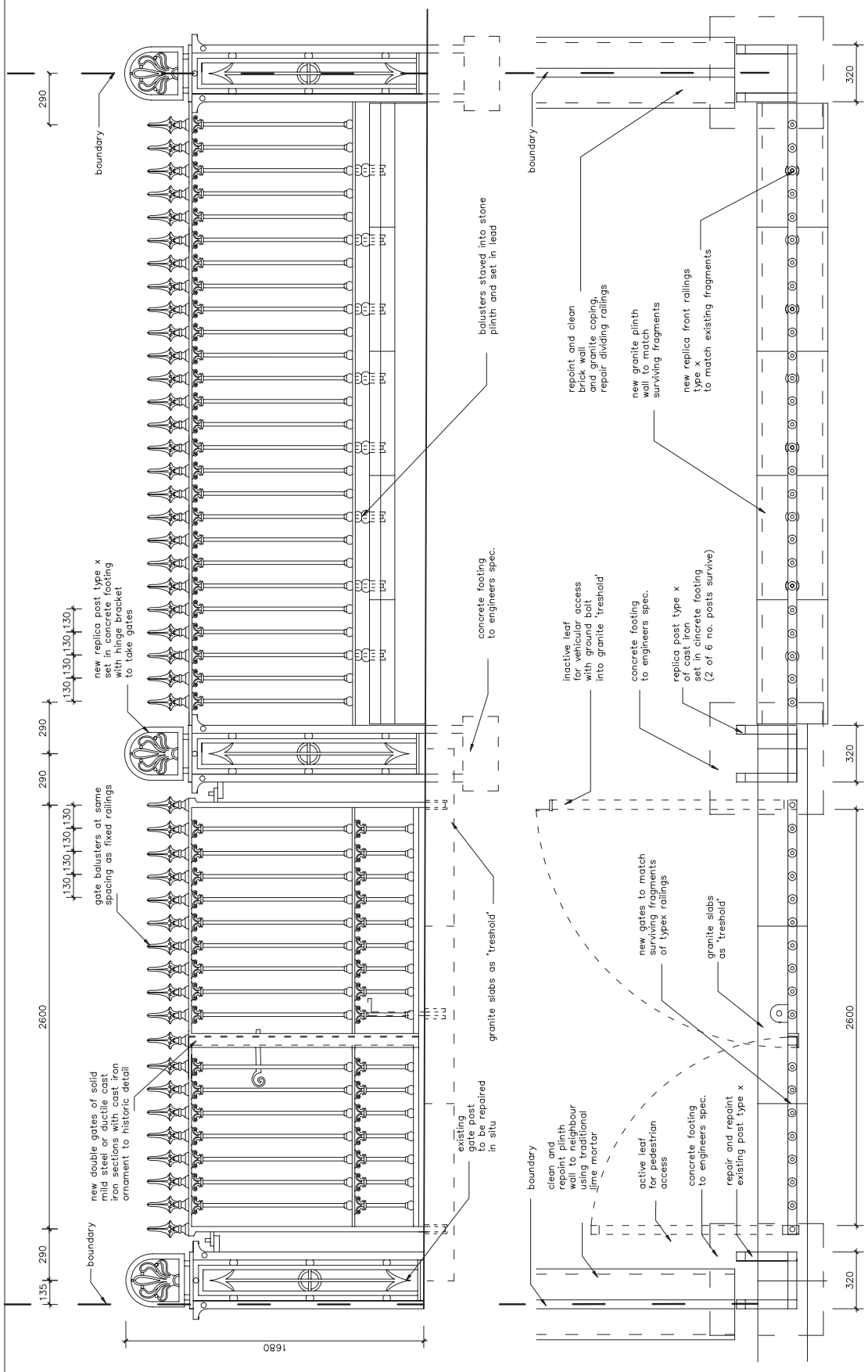


REINSTATEMENT OF HISTORIC RAILINGS

Example 1: Railings without Gateposts
ELEVATION AND PLAN, Scale 1:30

06

LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY



REINSTATEMENT OF HISTORIC RAILINGS

07

Example 2: Railings with Gateposts
ELEVATION AND PLAN, Scale 1:30

LOWER RATHMINES ROAD
CONSERVATION & URBAN REGENERATION STUDY

Acknowledgements

Members of the Steering Group

Sean Moloney, South East Area
Susan Roundtree, City Architects Division
Geraldine O'Mahony, Planning Department
Claire McVeigh, Planning Department
David Willis, Rathmines Initiative

Dublin City Council

Eileen Brady, South East Area
Frank Lambe, South East Area
John O'Hara, South East Area
Joe Gannon, Dublin Fire Brigade
Claire Farren, City Architects Division
Frank Egan, Planning Enforcement, Conservation
Seamus McSweeney, Public Lighting
Breda Lane, Economic Development Unit
Pat Curran, Parks Division
Kevin Lynch, Waste Management
Martin Kavanagh, Development Department

Special thanks to:

Geraldine Walsh, Dublin Civic Trust
Carmel Sherry, Urban and Village Renewal Section, DoEHLG
Staff of Irish Architectural Archive
Staff of Archinfo, School of Architecture, UCD
Paul Ferguson, Map Library Trinity College Dublin
Rev. Ciaran O'Carroll, Parish of Mary Immaculate
Rev. Richard Sheehy, Parish of Mary Immaculate
An Garda Síochána, Rathmines
Eugene Power, Central Statistics Office
All property owners and occupiers who allowed access and assisted in the survey

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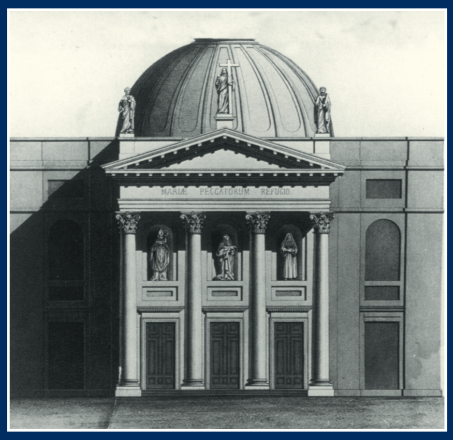
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View from South Richmond Street



ISBN: 1-902703-22-7

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