

# HADDON ROAD & VICTORIA ROAD

## Architectural Conservation Area Report

### Character Appraisal and Policy Framework



Baile Átha Cliath  
Dublin City

**Architectural Conservation Area Report: HADDEN ROAD/VICTORIA ROAD, CLONTARF, DUBLIN 3**

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# **1 Haddon Road/Victoria Road, Introduction & Location**

## **1.1 Introduction**

The Haddon Road/Victoria Road Architectural Conservation Area was adopted by Dublin City Council on the 12<sup>th</sup> of June 2017 by way of variation (No. 1) to the Dublin City Development Plan 2016-2022.

Dublin's distinctive character is based on its topography, its architectural heritage and the unique form of its historic development. Compiling a record of historic structures and designating Architectural Conservation Areas (ACAs) are the means by which Dublin City Council fulfils its duty in the protection and enhancement of this heritage. Conservation Area character appraisals provide a detailed assessment of the essential character of the ACA. Its principal purpose is to define the key elements, essential features and special quality in order to reinforce the Dublin City Council's policy objectives of promoting, protecting and enhancing its environment.

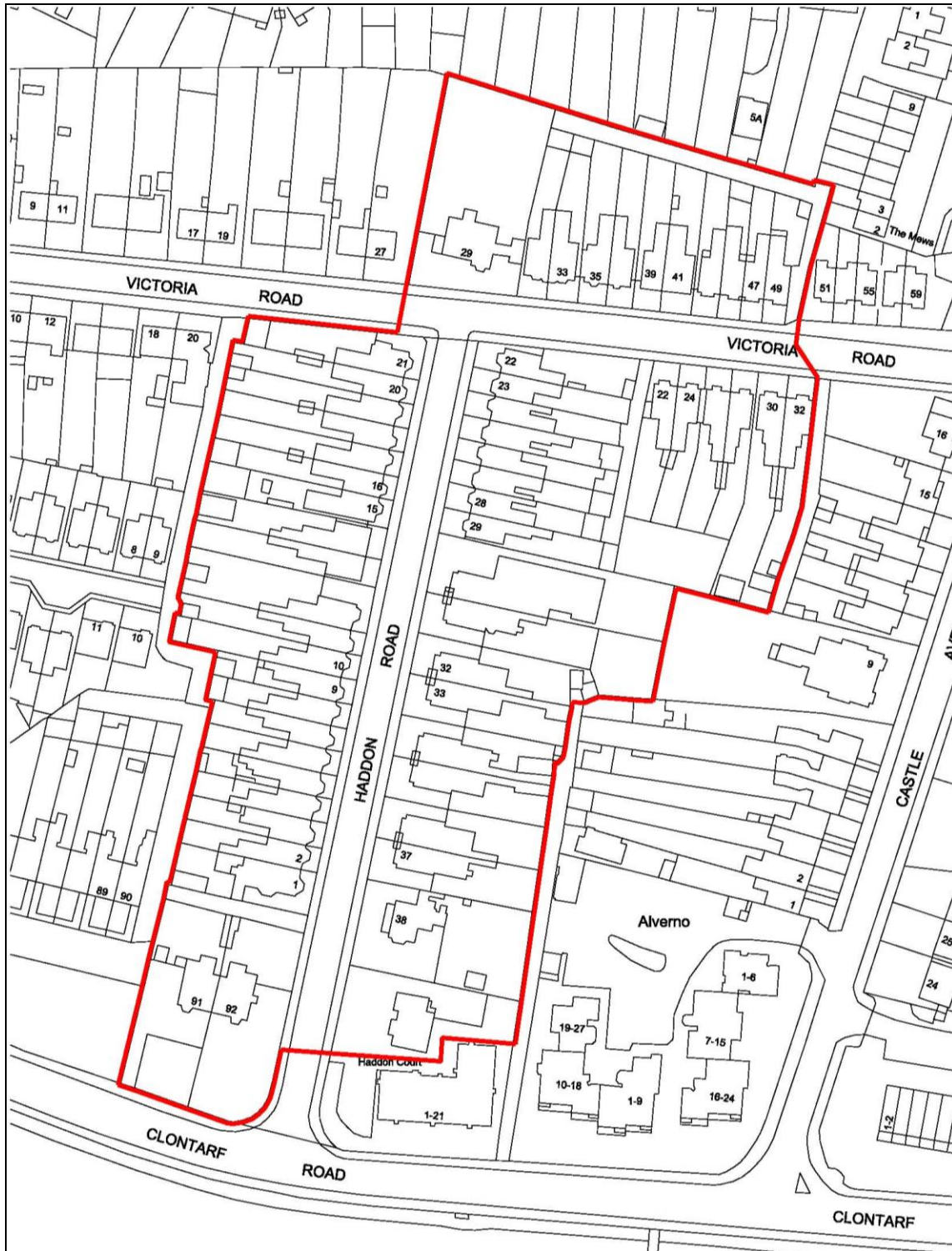
The boundary of the Haddon Road/Victoria ACA is delineated on Map 1 and this report contains a detailed description of the architectural character and special interest of the area.

Guidelines for appropriate development will carry significant weight in determining applications for planning permission within the designated area. These policies will be implemented as part of a controlled and positive management of change. The avoidance of unnecessarily detailed controls over householders whilst ensuring that any new development will accord with the areas special architectural or historic interest is the primary objective of the Architectural Conservation Area. Planning permission for development proposals within or adjacent to an Architectural Conservation Area will be granted provided that they preserve or enhance the character or appearance of the ACA.

## **1.2 Location**

Haddon Road, Victoria Road and 91/92 Clontarf Road, Clontarf, Dublin 3 are located approximately 4km northeast of the city centre. Haddon Road runs on a north-south axis between Victoria Road and Clontarf Road. Victoria Road runs on an east-west axis between The Stiles Road and Castle Avenue. The streets are lined with deciduous trees with mature gardens. 91/92 Clontarf Road is located on the corner of Haddon Road and Clontarf Road.

**Map 1: Site location map showing boundary of Architectural Conservation Area in red**



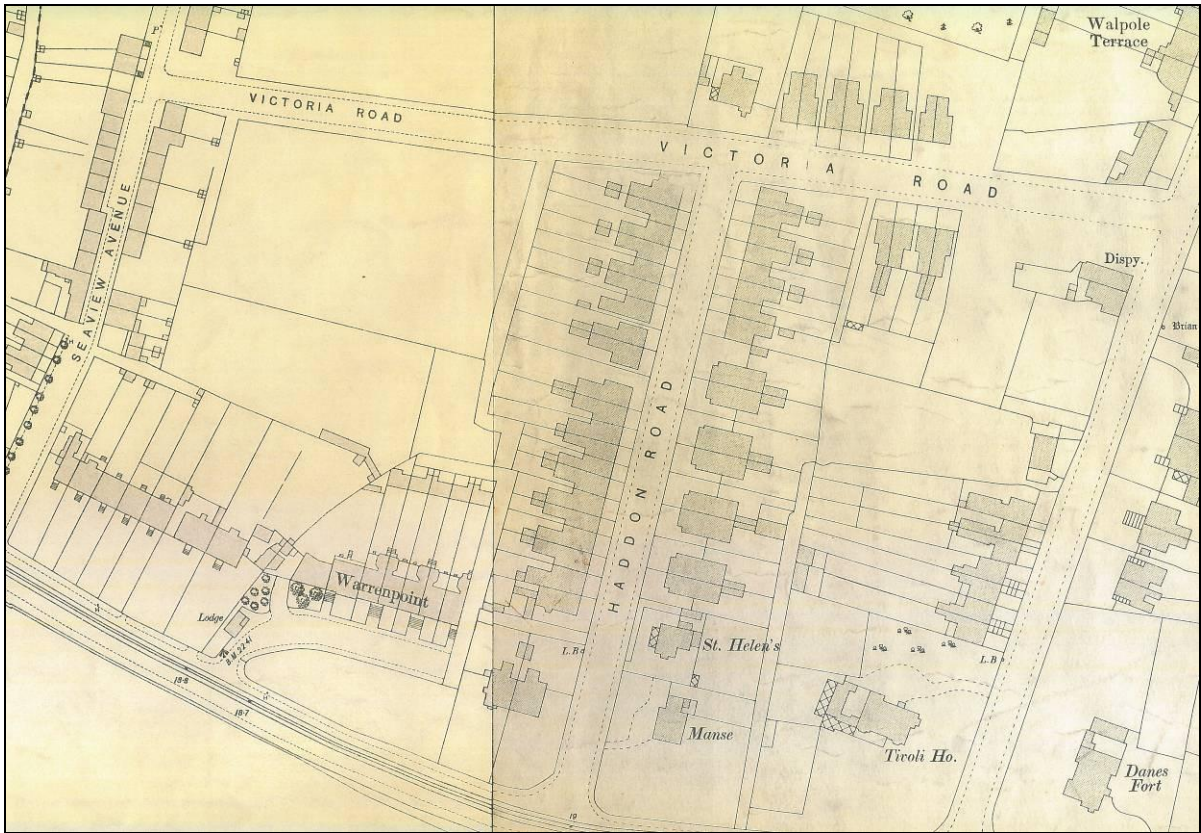


**Map 2: Zoning map showing boundary of Architectural Conservation Area.**



	<b>Z1:</b> To protect, provide and improve residential amenities.
	<b>Z2:</b> To protect and/or improve the amenities of residential conservation areas.
	<b>Z9:</b> To preserve, provide and improve recreational amenity and open space and green networks.

**Map 3: 1907 OS Map**



1907 OS Map showing Haddon Road and Victoria Road laid out and largely developed.

## 2 Historic Development

Settlement in Clontarf dates back to Neolithic times due to its strategic coastal location in Dublin bay. However the development of Haddon Road/Victoria Road, like much of the surrounding area, has its origins as part of the Vernon Estate landed associated with Clontarf Castle. The original Norman Castle dates to 1172 and would have existed within 'The Pale' stronghold. In the sixteenth century, the estates would have formed part of the property and church lands surrendered to Henry VIII by the Knights of St John. However the Clontarf land had prior to this been leased to a Mathew King. The King family were associated with the 1641 rebellion in Clontarf and this resulted in the confiscated lands of 961 statute acres being granted to John Blackwell, a favourite of Oliver Cromwell. He in turn sold or bestowed the estate to John Vernon, quartermaster general in Cromwell's army in Ireland. In the 1950's the last member of the Oulton family, inheritors by marriage, left Clontarf Castle forever. On William Duncan's 1821 map of the Clontarf, the castle is one of the few distinctive buildings along with a developed section of Castle Avenue running to the seafront.

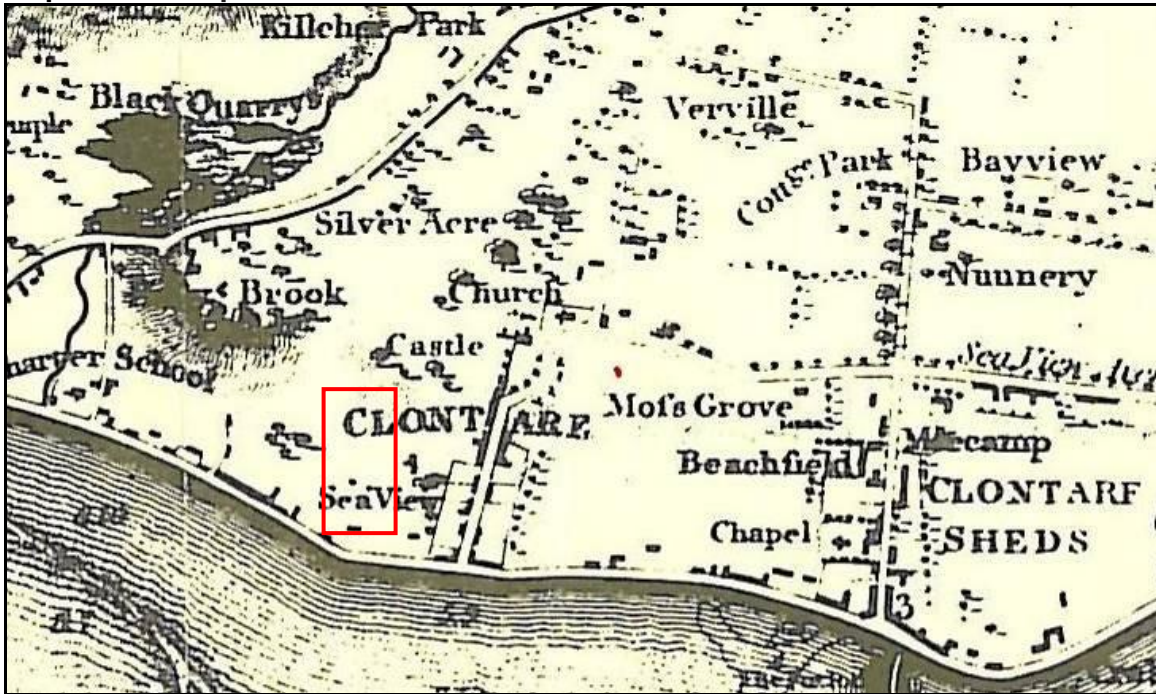
The nineteenth century development of Clontarf was facilitated of the construction of the Dublin and Drogheda Railway in 1844. The development of Haddon Road, Victoria Road and 91/92 Clontarf Road follows on from this period. The great impetus, which encouraged many to make their homes in Clontarf, came in 1880 when the horse-tram service was initiated between the city centre and Dollymount; this service was electrified in 1898.

Haddon Road and Victoria Road would have formed part of the Vernon Estate lands which began to be developed as Clontarf was recognised as a resort as well a fashionable suburb of Dublin. Construction would have commenced around the end of the nineteenth century. The name Haddon recalls the family and property connections the Vernon's of Clontarf Castle had with Haddon in Derbyshire. On the 1907 Ordnance Survey map of Clontarf, all the houses on Haddon Road and 91/92 Clontarf Road have been constructed. The 1906 photograph of Haddon Road clearly demonstrates that street was well established at that date. The seafront end of Haddon road had for many years at the beginning of the twentieth century a row of Bathing Boxes at a spot known as "the Shingle", testimony to the popularity of Clontarf as a seaside resort.

Victoria Road, which recalls Britain's longest monarch, presents thirteen houses on the 1908 OS map. These houses were built to house soldiers at the time. Three houses at the east end of the street would have been constructed shortly after this date as they are of a similar architectural style to the remainder of the street.

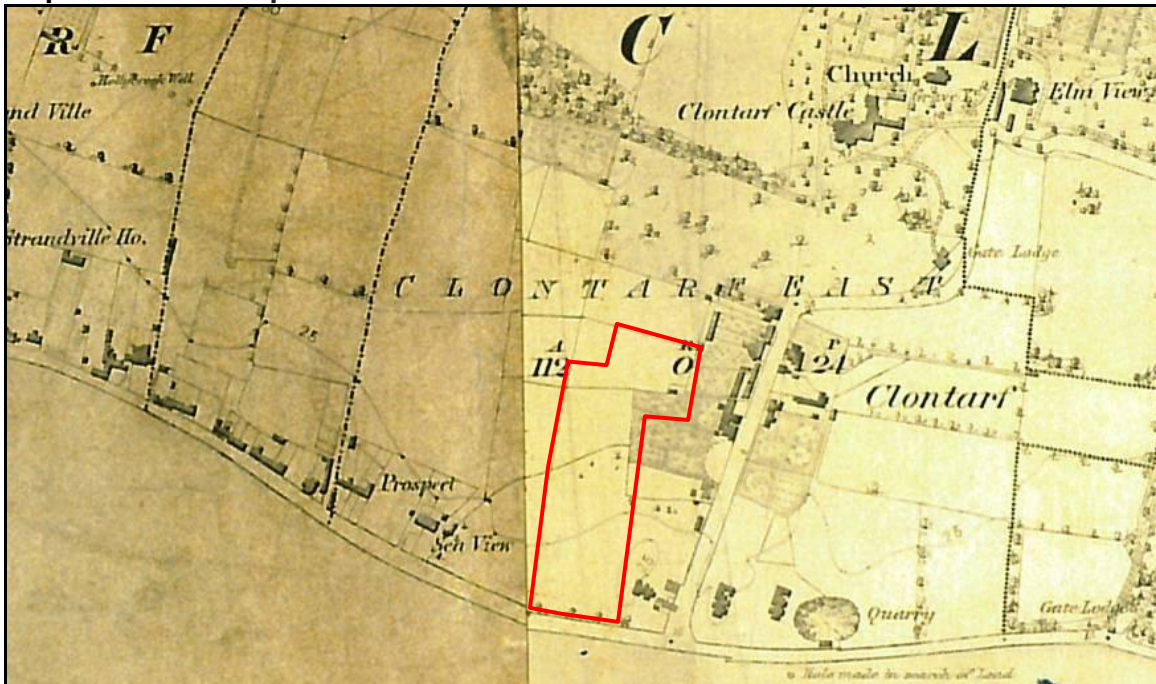


Map 4: 1821 Map



William Duncan 1821 Map of Dublin. Red line shows the approximate location of Haddon Road and Victoria Road to west of Castle Avenue.

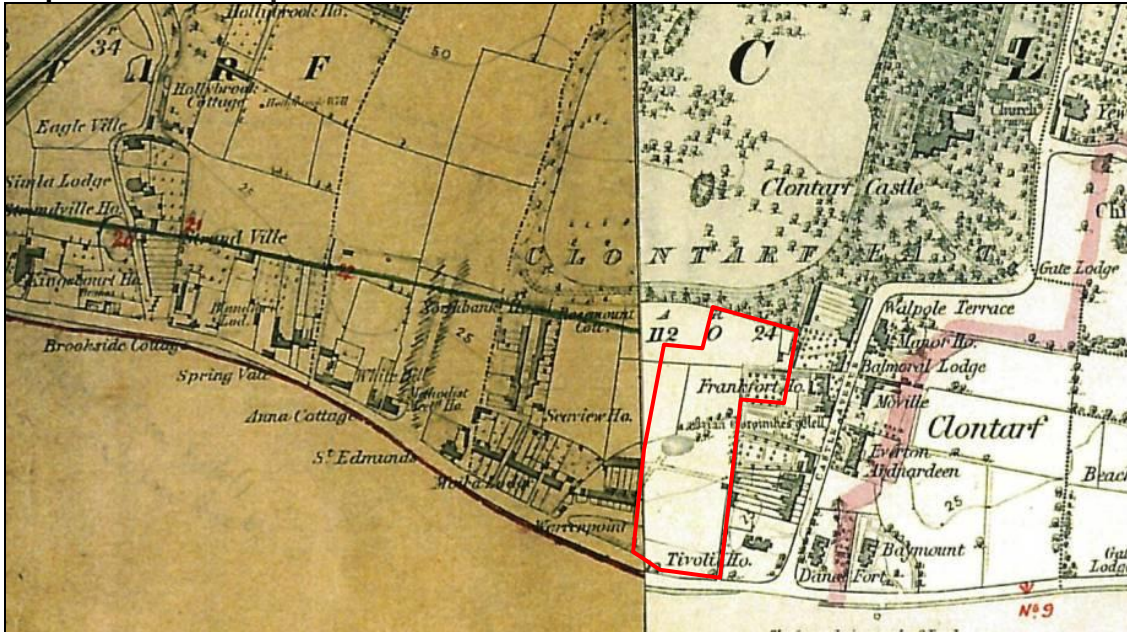
Map 5: 1842 OS Map



1842 OS map extract showing the area around Haddon Road and Victoria Road, prior to the commencement of development. Red line shows the approximate location of Haddon Road and Victoria Road. Much of the area of the present Haddon Road and Victoria Road is shown as fields. A number of houses are shown along the sea front and Castle Avenue.



### Map 6: 1869 OS Map



1869 OS map extract showing the area around Haddon Road and Victoria Road, prior to their development. It clearly shows the increase in development in the area, particularly along Castle Avenue and the coast road since 1842. This development includes Warrenpoint and Seaview Avenue though the southern link onto the coast road has not been formalised. The red line shows the approximate location of Haddon Road and Victoria Road. The northern and eastern boundary to the laneway at the rear of Victoria Road is the surviving Demesne wall of Clontarf Castle is first shown in the map above.

### 1906 Image



Image of Haddon Road from circa 1906 showing the street prior to the planting of the trees. Historic lamp standards can be seen on the path and 29 Victoria Road is shown terminating the vista to the north.

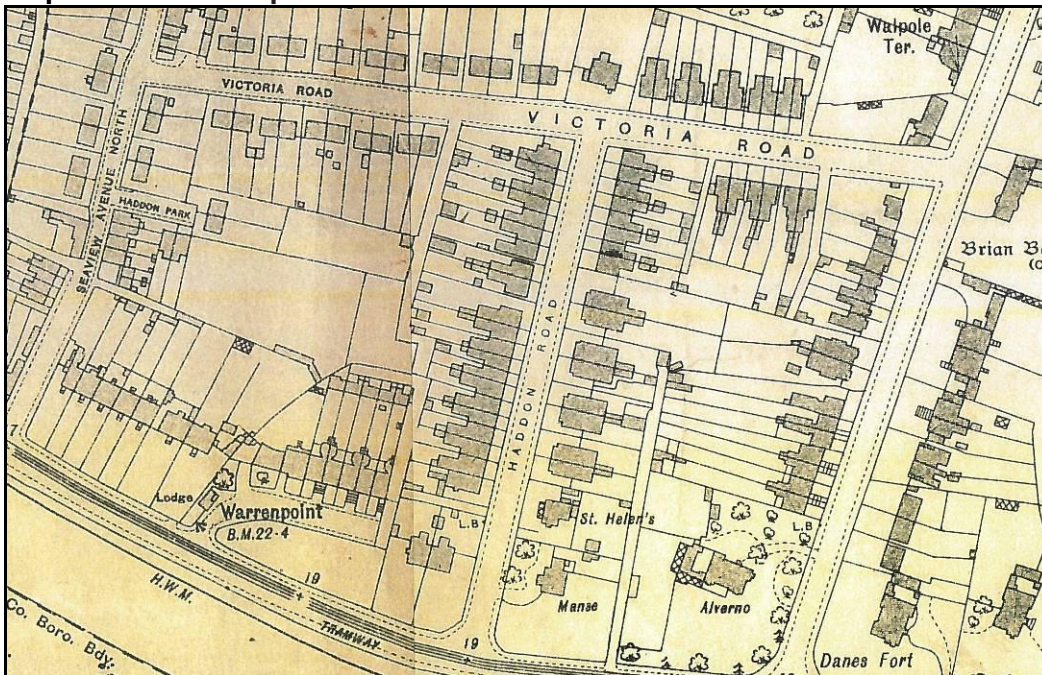


**Map 7: 1907 OS Map**



1907 OS map showing Haddon Road, Victoria Road and 91/92 Clontarf Road shortly after completion. The eastern and western end of Victoria Road has not yet been developed. The boundary walls to no. 49 Victoria Road have not yet been constructed. No's 30 and 32 Victoria Road have not yet been constructed. Only the Southern section of Seaview Avenue is shown as laid out.

**Map 8: 1936 OS Map**



1936 OS map of area showing Haddon Road and Victoria Road. The western end of Victoria Road is now shown as fully developed.

**Map 9: 1970 OS Map**



1970 OS map of area showing Haddon Road and Victoria Road.



### **3 Character Assessment & Special Interest**

#### *Haddon Road Street Pattern & Layout:*

Haddon runs on a roughly north south axis between Victoria Road and Clontarf Road. This straight road is lined with deciduous trees (planted sometime after 1906) rises on a slight gradient from the seafront towards the Howth Road. The pavement is concrete and the streetlamps are early cast-iron units. The underlying characteristic of the street lies in the uniform street line and the enclosed front site which all have the same plot depth. The rear boundaries vary in size with the majority having rear access.

The road is made up of two-storey, red-bricked houses some with yellow brick or granite courses, some with decorative brick or terracotta panels. The houses are terraced and semi-detached, often in groupings of similar design, which reflect the development patterns. The majority of the houses on the east side of the street are larger in scale with larger sites. The mature front gardens and tree-lined road both contribute to the sense of open space which is an integral part of the character of the area.

#### *91 and 92 Clontarf Road:*

91 and 92 Clontarf Road comprise a distinctive pair of large semi-detached houses on the corner of Clontarf Road and Haddon Road. Like the houses on Haddon Road and Victoria Road they display decorative brick detailing and canted bays.

#### *Victoria Road Street Pattern & Layout:*

Victoria Road runs on an east west axis perpendicular to Haddon Road. The buildings are similar in style to the redbrick houses on Haddon Road sharing much of their architectural detailing. The three-storey house that terminates the vista to Haddon Road is different from the surrounding houses as it is a large three-storey freestanding building. Standing on substantial grounds, it is double fronted having gable fronts with three-storey canted and paired windows. The central entrance porch has a recessed entrance door with side and over lights. The older houses on Victoria Road are characterised by two-storey canted bays some with granite stringcourses through the window head.

#### *Architectural Character:*

Much of the building was carried out in the late nineteenth century and early twentieth century. Coinciding with the advent of the tram, the houses did not require stabling and consequently could occupy much smaller plots than previously. Generally the houses are two-storey, semi-detached with less elaborate interiors than their 1860s predecessors. The comparable scale, recurring features and character of the buildings lend homogeneity to the area but differing groups of buildings show an individuality of style related to their decorative features. In contrast to houses built twenty years before, basements are less in evidence and the front entrance door is located at ground floor level.

Both Haddon Road and Victoria Road distinguish themselves by the fact that they retain the majority of their original architectural detailing. In terms of material, red brick facades, canted bays, timber sash windows, porches some with canopies, most with original timber panelled doors retaining stained glass panels, tiled entrance paths with railed gardens are all a unifying feature. This, in combination with the uniform street line and scale, creates a pleasant Victorian enclave of residential properties, most of which still remain as single occupancy properties.

As with the houses the front boundaries have various styles of cast-iron railing on granite plinths, some have rendered piers and walls. In the main the houses retain pedestrian entrances. Some front gardens retain terracotta or encaustic tiled paths with roped terracotta edging. The roofing material includes both natural slates and man-made tiles. Brick chimney pots with terracotta pots are common along the street. Some of the gable fronts and sides have decorative terracotta tiles and timber barge boards.

The canted bay is a distinctive characteristic of the street, both single and two-storey. The window openings vary from square and segmental-headed, some having granite lintels, all with granite sills. There are a large variety of original timber sash windows, mostly single-pane with shaped horns, one single storey canted bay window retains stained glass margin lights to the timber sash windows.

In the main, the entrances have recessed front doors with an entrance porch, some round-headed some slightly pointed. On the west side of Haddon Road these are characterised by paired slate canopies with timber brackets. These encompass a variety of timber panel designs, some have overlights or fanlights, some sidelights and often they are glazed with fine quality stained glass panels. Many retain the original door furniture and granite entrance step.

There is rear laneway access provided to many of the houses. Generally most historic rear boundary laneway walls have been replaced or are composed of early mass concrete. However there are some interesting sections of historic walls surviving. The most interesting is the northern boundary to the laneway to the rear of 29-49 Victoria Road. This section of wall is the surviving Demesne Wall of Clontarf Castle. It is largely composed of brick and Calp limestone. It survives largely intact to the rear of 4, The Mews, Castle Avenue; 1, 3, 9, 13, and 15 Kincora Road. It is first shown on the 1869 Ordnance Survey Map. The eastern Calp limestone stone boundary wall to the laneway (now the rear boundary to 2 and 3, The Mews, Castle Avenue and the side boundary to 51 Victoria Road) is also shown on this map. The laneway between 1 Haddon Road and 91/92 Clontarf Road displays attractive well built brick and granite walls. There is a surviving brick outbuilding at the end of the laneway associated with 1 Haddon Road. The rear boundary wall to Haddon House and 33 to 38 Haddon Road also displays some surviving sections of Calp limestone stone boundary wall (to rear of 33, 34, 37, 38 & Haddon House), gate piers (to rear of 34 Haddon Road) and a two-storey stone outbuilding (to rear of 34/35 Haddon Road).

The special architectural and historic interest that justifies the designation of Haddon Road/Victoria Road/91/92 Clontarf Road as an Architectural Conservation Area is derived from the following features:

- It forms part of the surviving late Victorian suburbs dating from the 1890s that characterize the development of the city outside the canal ring after the arrival of efficient public transport.
- Overall, the street is a catalogue of late Victorian/Edwardian architectural detailing. As speculative developments, they were designed to be as eye catching as possible. These new modern suburbs were connected to the city by public transport trams. The strong visual quality of the brick and rendered buildings and the rhythmic architectural pattern provide a homogenous and attractive built environment with eclectic detailing.
- The street has retained much of its original character and architectural integrity.

- The streetscape setting is enhanced by the front gardens and trees that line the pavement which both contribute to a sense of open space. This includes the special character of the original front gardens separated by simple railings and hedges with ornate front railings retained. The gardens of the original houses are largely free from large areas of hard landscaping and vehicular entrances. There are only three vehicular entrances on Haddon Road and one on Victoria Road.
- The quality usage of historic building materials in the boundary treatments of the historic buildings, historic lamp posts and post box.

### Victoria Road



Most of the houses on Victoria Road are composed of semi-detached pairs with tall chimneys to side elevations and bay windows. Many of the front doors are set in recessed porches. The houses display attractive brick and granite detailing. No 29 Victoria Road is a distinctive three-storey house that terminates the vista to Haddon Road.



## Haddon Road



Most of the houses on Haddon Road are composed of terraced and semi-detached pairs with tall chimneys to side elevations and bay windows. Many of the front doors are set in recessed porches. The houses display attractive brick and terracotta detailing.



## 91/92 Clontarf Road



View of 91 Clontarf Road which forms a semi-detached pair with 92 Clontarf Road.

## Views of rear laneways



Clockwise from top left, view of section of surviving Clontarf Castle Demesne Wall composed of Brick and Calp Limestone to rear of 31-49 Victoria Road – section of wall shown is the rear boundary of 13 and 15 Kincora Road; view of Calp limestone wall along laneway adjacent to 51 Victoria Road; View of brick and granite wall in laneway between 1 Haddon Road and 92 Clontarf Road; view of surviving section of Calp limestone wall to rear of 37 and 38 Haddon Road.

#### **4 Existing Designations**

Zoning: Both Haddon Road and Victoria Road are zoned Zone 1: *To protect, provide and improve residential amenities.*

Record of Protected Structures: There were 56 protected structures within the Architectural Conservation Area. These were: 1-39 Haddon Road (RPS Reference: 3466-3504, Volume 3 of the Dublin City Development Plan 2016-2022). The entry for Victoria Road was for 22,24,26,28,30-33,35,37,39,41,43,45,47 & 49 Victoria Road (RPS Reference: 8205-8208 & 8210-8221 Volume 3 of the Dublin City Development Plan 2016-2022).

Objective FCO32 of the 2011-2017 Dublin City Development Plan proposes *to designate additional Architectural Conservation Areas, including residential, suburban areas of the city with the specific objective of reducing buildings in these areas which are listed on the Record of Protected Structures, as appropriate. (Any buildings selected for deletion from the RPS will be of local rather than of regional significance. These ACAs will protect primarily the front facades and streetscape character and will remove the protected structure status of such buildings).*

In accordance with objective FCO32, the City Council deleted 55 No. (see Appendix A) structures from the Record of Protected Structures on the 12<sup>th</sup> of June 2017. No. 29 Victoria Road (RPS Ref. 8210) is to be retained on the RPS as it is considered to be a distinctive exemplar of Victorian suburban development.

#### **5 ACA Policy**

To seek to preserve, protect and enhance the architectural quality, character and setting of the nineteenth century building characteristics within the Architectural Conservation Area (ACA) and to ensure that any changes complement and add to its character.

## **6 List of General Objectives**

### **6.1 Introduction**

Guidelines for appropriate development will carry significant weight in determining applications for planning permission within the designated area. These policies will be implemented as part of a controlled and positive management of change. The avoidance of unnecessarily detailed controls over householders whilst ensuring that any new development will accord with the areas special architectural or historic interest is the primary objective of the Architectural Conservation Area. Planning permission for development proposals within or adjacent to an Architectural Conservation Area will be granted provided that they preserve or enhance the character or appearance of the ACA.

### **6.2 Problems & Pressures**

In this historic setting the main issues and pressure for development concern:

- Infill or backland development which can have an adverse impact on the unity and harmony of the existing development. Newer development can result in the erosion of the area's character with over sized extensions or infill developments which do not match the quality of the predominantly Victorian buildings in terms of scale, materials, proportions or detailing.
- The use of front gardens to provide for car parking results in the loss of one of the area's most positive characteristics – its leafy, spacious quality. The loss of front boundary treatments and soft landscaping for car parking degrades the character of the streetscape and buildings.
- Small incremental changes can quickly erode the appearance of historic buildings. In particular, the use of inappropriately detailed replacement window and double glazing, uPVC window and door frames and satellite dishes erode the architectural character and appearance of the buildings.
- Porches, extensions, roof alterations which have an impact on the frontages of buildings in the area and an adverse impact on its character.

### **6.3 List of Objectives**

- To provide for the retention of original materials and features such as roof coverings, walls/renders, windows, doors, railings, trees and other significant features of historic buildings and landscape features within the ACA.
- To provide for the retention of front gardens, railings, trees and landscape features within the ACA.
- To ensure that any development, modifications, alterations, or extensions affecting a structure within an ACA are sited and designed appropriately, comply with development standards and are not detrimental to the general character of the ACA.
- To encourage the reinstatement of original features (see Section 7.3 for details).
- To encourage the removal of redundant modern signage which detract from the visual quality of the public realm.
- Dublin City Council will endeavor to ensure that works to the public domain, such as works of environmental improvement, or of utilities improvements, are of the

highest standards and do not detract from, nor add clutter to, the character of the area.

- Dublin City Council will seek to ensure that any surviving historic streetscape features such as historic public lighting and post boxes will be retained.

## **7 Guidelines to Homeowners in Architectural Conservation Areas**

### **7.1 All Applications**

All applications for development within the ACA area will be consistent with the following:

- Development will be sympathetic in design and/or materials to the original building and/or ACA area as a whole.
- Development will not adversely affect the setting or views to and from the ACA.
- Development allows for the reinstatement of features where the original and historic features have been lost or replaced.
- Demolition of historic buildings within ACAs to be avoided as the removal of a historic building either in whole or in part, may seriously detract from the character of the area.

### **7.2 General Alterations and Domestic Extensions**

Alterations that would be considered to materially affect the character of the ACA would require planning permission. The works set out in Classes 5 and 7 of the Planning and Development Regulations 2001 are not exempted development (see below).

Rear domestic extensions (Class 1) in accordance with the conditions and limitations set out in Schedule 2, Part 1 of the Planning and Development Regulations 2001 are exempted development and do not require planning permission.

<b>Planning and Development Regulations 2001-2010 (no longer exempt)</b>	
<b>Class 5</b>	The construction, erection or alteration, within or bounding the curtilage of a house, gate, gateway, railing or wooden fence or a wall of brick, stone, blocks with decorative finish, other concrete blocks or mass concrete.
<b>Class 7</b>	The construction or erection of a porch outside any external door of a house.

### **7.3 Guidance for Works to Particular Elements of Buildings**

Before starting any work, homeowners are advised to contact the Conservation Section of Dublin City Council.

**Note:** Where the guidance document states that written agreement should be sought from the planning authority prior to works commencing the information should be submitted to the planning authority by means of an application for a Declaration under Section 5 of the Planning and Development Act 2000. The application should include details, drawings (where necessary), methodology etc. of proposed works. It should be



accompanied by such information as is necessary to demonstrate that the proposed works are justified, and that they will be carried out to best conservation practice standards, in such a way that the works will not materially alter the character of the protected structure.

### 7.3.1 Roofs





The roof is often an important feature of a historic building that can make a significant contribution to the character of an area. Historic roof materials and features such as chimneystacks, chimneypots, natural slates, dormers, roof lights, as well as details such as decorative ridge tiles, bargeboards and finials all form an integral part of the character of the building and should be retained.

The loss or inappropriate alteration of historic materials and features is likely to be harmful to the appearance and character of historic buildings. Dublin City Council encourages the retention and reinstatement of traditional roofing materials. When roofing materials are replaced, it is important that as much as possible of the original material is re-used. Replacement materials should respect the design and material of the original and the age and character of the building and/or the area.

Chimneystacks are both decorative and functional features of the roovescape and can be important indicators of the age of a building and its internal planning.

Exempted Works	Works that require permission
Retention and reinstatement of traditional roofing features and materials where carried out to best conservation practice.	Alteration of historic materials and features that alter the character and appearance of the roovescape.  Removal or inappropriate alteration of chimneystacks and chimneypots.
The replacement of later inappropriate roof coverings with natural slate.	Addition of modern features e.g. roof lights or change of roof pitch.

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs Advice Series publication on Roofs: A Guide to the Repair of Historic Roofs (2010) provides useful advice and guidance on works to roofs and should be consulted.



### 7.3.2 Walls



Walls are the main structural fabric of any building. Every effort should be made to retain or re-use original facing brickwork, vitrified brickwork or stonework. Alterations or repairs to external walls should respect the original material and endeavour to match it in appearance.

Particular care should be paid to re-pointing brick or stonework. Methods should be employed to minimise damage to historic building material: an appropriate lime mix

mortar should be used and should match the appearance of the original pointing. Brick or stonework should not normally be rendered unless the surface was rendered originally. It may be necessary to remove more recently applied render if this is damaging the surface beneath.

Particular care is required in relation to the painting or repainting and cleaning of historic buildings. In particular, cleaning can have a marked effect on the character of historic buildings. All cleaning methods can cause damage if carelessly handled. Guidance on what works require permission are provided in the table below.

<b>Exempted Works</b>	<b>Works that require permission</b>
Retention and reinstatement of traditional materials where carried out using appropriate materials, to best conservation practice by a specialist practitioner. Please note that depending on extent of works, written agreement may be required from the planning authority prior to works commencing, including details of the proposed works.	Removal of historic render treatments.
Painting of previously painted elements in a colour appropriate to the context.	Painting or re-painting involving a change of colour or painting over previously unpainted surfaces.
Localised repointing where carried out using appropriate materials, to best conservation practice by a specialist practitioner.	Wholesale repointing.  Cleaning of historic buildings.

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs Advice Series publications Brick: A Guide to the Repair of Historic Brickwork (2009) and Maintenance: A Guide to the Care of Older Buildings (2007) provides useful guidance on such works and should be consulted.



### 7.3.3 Windows and Doors







Door and window openings establish the character of an elevation; they should not generally be altered in their proportions or details. The depth to which window frames are recessed within a wall is a varying historical feature of importance and greatly affects the character of the building. The size and shape of window openings, window frame details, arrangement and detail of glazing bars, and the method of opening are important characteristics of a historic building. Wherever possible original windows should be

retained and repaired. Improved heat and sound insulation can be achieved in unobtrusive ways by draft-proofing and soundproofing measures, rather than replacement of the original window or glass.

Doorways form an important element of historic buildings and can add to the character of conservation areas. Together with the door surround, windowlight, steps with encaustic tiles and original door furniture, doors can provide a significant and prominent feature.

<b>Exempted Works</b>	<b>Works that require permission</b>
<p>Localised repair of historic timber sash/casement windows where carried out to best conservation practice. Any proposals for the wholesale replacement of historic timber sash windows require written agreement from the planning authority prior to works commencing, including details of the proposed works.</p>	<p>Removal of historic timber sash/casement windows and replacement with inappropriate materials and design.</p> <p>Removal of historic glazing from original windows.</p>
<p>Replacement of later inappropriate windows with accurately detailed timber sash/casement windows, to match the original samples which survive in each terrace all to have a painted finish. Please note that care should be taken when sourcing new windows. Bespoke windows made to order by a skilled joiner can replicate historic details. Generally, off-the-shelf replacement windows, even many so-called 'heritage style' products, do not match the architectural and material quality of historic windows. The details are different and many do not use best quality timber or traditional joinery methods. Please note that written agreement will be required from the planning authority prior to works commencing, including details of the proposed works.</p>	<p>Installation of inappropriately detailed double glazing to historic buildings.</p>
<p>Localised repairs of historic doors where carried out to best conservation practice. Any proposals for the wholesale replacement of historic timber doors require written agreement from the planning authority prior to works commencing, including details of the proposed works.</p>	<p>Replacement of historic front doors with poorly detailed modern doors of inappropriate materials and design.</p>
<p>The replacement of later inappropriate doors with painted timber doors to those that accurately match original samples which survive in each terrace. Please note that care should be taken when sourcing a new door. Generally off the shelf replacement doors do not match the detail of historic doors. Please</p>	<p>Installation of porches or recessing doorways.</p>

<b>Exempted Works</b>	<b>Works that require permission</b>
note that written agreement will be required from the planning authority prior to works commencing, including details of the proposed works.	

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs Advice Series publication *Windows: A Guide to a Repair of Historic Windows* (2007) provides useful guidance on such works and should be consulted.



### 7.3.5 Rainwater goods



Original rainwater goods are an integral part of the design and character of an historic building. They will normally be cast iron, which if properly maintained should last many years longer than replacement plastic goods. Cast iron gutters, down pipes and hopper heads etc should be retained wherever possible. Plastic rainwater goods are not considered appropriate on buildings where cast iron has been previously used.

<b>Exempted Works</b>	<b>Works that require permission</b>
Replacement of defective rainwater goods that are of cast-iron and match the original profile and design. Suitably profiled cast aluminium may be an acceptable alternative to cast iron.	Additional rainwater goods that disturb or break through any decorative architectural features.
The replacement of later plastic rainwater goods with cast-iron to match original profile.	Replacement of existing rainwater goods with non traditional materials.

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs Advice Series publication on Roofs: A Guide to the Repair of Historic Roofs (2010) provides useful advice and guidance on such works and should be consulted.



### 7.3.6 Boundary walls and railings



Historic boundaries are important architectural and streetscape features. This includes front boundary walls, railings, side boundary walls and rear boundary walls. The loss or alteration of these features over time will be detrimental to the overall character of the area. Distinctive boundary elements include: brick, Calp limestone and granite stone walls, early mass concrete walls, gates, cast iron railings, and stone and brick plinth piers.

Historic boundaries should be retained, repaired or reinstated as necessary using appropriate techniques and detailed to match the original. Particular care should be taken to repair or reinstate existing walls using appropriate techniques and materials. Matching materials should be sourced. Special care should be taken to use the correct lime mortar mix and method of pointing in brick or stone walls.

The mature front gardens and trees that line the pavement both contribute to a sense of open space and enhance the streetscape setting.

The Dublin City Development Plan 2016-2022 sets out standards for *Parking in the Curtilage of Protected Structures and in Conservation Areas* under subsection 16.10.18 as follows;

*Poorly designed off-street parking in the front gardens of protected structures and in conservation areas can have an adverse affect on the special interest and character of these sensitive buildings and areas. For this reason, proposals for off street parking in the front gardens of such buildings will not normally be acceptable where inappropriate site conditions exist, particularly in the case of smaller gardens where the scale of intervention is more significant – and can lead to the erosion of the character and amenity of the area.*

The form and pattern of development fronting onto Haddon Road and Victoria Road provides for terraced and semi-detached residential properties with small scale front (and side) gardens and larger, longer rear gardens. Therefore, proposals for off-street car parking to the front and side of these smaller gardens would result in a scale of intervention which would be significant and thus would lead to the erosion of the special character and amenity of the area, which would be contrary to the objective to preserve the special interest and character of the Architectural Conservation Area.

<b>Exempted Works</b>	<b>Works that require permission</b>
Repair of front boundary elements using appropriate techniques, detailed to match the original and where carried out to best conservation practice by a specialist practitioner.	Erection, construction or alteration of any gate, fence, wall, or other means of enclosure.
Making of openings to rear laneways to provide access to rear gardens for pedestrians and/or off street car parking (where it is possible and where there is no off street car parking to the front) for one to two cars on condition that it has minimal impact on surviving historic stone or brick walls.	Removal of existing front gardens and associated boundaries for off street parking.  Removal of existing gardens and replacement with large areas of hard landscaping.



<b>Exempted Works</b>	<b>Works that require permission</b>
<p>Where the early mass concrete walls to rear lanes and gardens are beyond repair, their removal and replacement with a modern rendered concrete wall.</p> <p>Repair of the surviving historic side boundary and laneway walls, where they are of stone and brick construction, where carried out to best conservation practice. To be carried out by a specialist practitioner using appropriate techniques and detailed to match the original.</p>	<p>Wholesale removal of surviving historic side boundary and laneway walls where they are of stone and/or brick construction. These are located in following locations:</p> <ul style="list-style-type: none"> <li>• Surviving sections of North boundary wall composed of brick and Calp limestone to rear lane of 31-49 Victoria Road. This wall also forms the rear boundary of 4, The Mews, Castle Avenue and 1, 3, 9, 13 and 15 Kincora Road to the north.</li> <li>• The eastern Calp limestone stone boundary wall (running north-south), to the laneway between 49 Victoria Road and 51 Victoria Road. This section of surviving wall is now the rear boundary to 2 and 3, The Mews, Castle Avenue and the side boundary to 51 Victoria Road.</li> <li>• Surviving brick and granite wall to laneway between 1 Haddon Road and 91/92 Clontarf Road.</li> <li>• Surviving Calp limestone stone walls and entrance piers to laneway to rear of 33, 34, 37, 38 Haddon Road and Haddon House).</li> <li>• Surviving rear gate piers to rear of 34 Haddon Road.</li> <li>• Wholesale removal of surviving historic outbuildings located at 1 Haddon Road and 34/35 Haddon Road.</li> </ul>

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs Advice Series publications on Maintenance: A Guide to the Care of Older Buildings (2007) and Iron: The Repair of Wrought and Cast Ironwork (2009) provide useful advice and guidance on such works and should be consulted.

**7.3.7 Other general works to public realm: landscaping, parking, additions and signage**



All works to the public domain including environmental and utilities improvements and public lighting should not detract from, nor add clutter to the character of the area. Any new public lighting, whether reproduction or contemporary design, should be designed to complement and enhance the architectural character of the area.

Natural features such as trees, hedges or landscaping that contribute to the character of the ACA should be retained and protected in new developments. This should include associated railings and gates.

The ACA should not be adversely affected because of additional traffic generation, servicing or parking (including parking meters and associated signage).

Addition of features to the front elevation of buildings is not permitted and the optimum solution would be the attachment of such additions to rear elevations. In terms of wiring, new electrical and other wiring should be underground. Redundant and unused wiring should be carefully removed.

<b>Exempted Works</b>	<b>Works that require permission</b>
Addition of features such as solar panels, aerials, satellite dishes, burglar alarms, CCTV cameras, heating system flues and vents to the <b>REAR</b> of buildings.	Addition of features such as solar panels, aerials, satellite dishes, CCTV cameras, heating system flues and vents to the <b>FRONT</b> of buildings.
Burglar alarms, micro antennae and micro CCTV cameras to the <b>FRONT</b> of buildings	<b>All</b> signs regardless of size and location.

<b>Exempted Works</b>	<b>Works that require permission</b>
will be considered where they are carefully positioned and not visible from the street. Written agreement should be sought from the planning authority prior to works commencing, including details of proposed works.	
Repair of historic post boxes and public lighting.	<b>Removal</b> of historic street features such as post boxes and lighting.

The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs publication on Energy Efficiency in Traditional Buildings (2010) provides useful advice and guidance on energy efficiency upgrades to the home and should be consulted in respect of any such installations.



## 8 Useful Sources of Information for House Owners

<b>Organisation</b>	
<p><b>Irish Georgian Society</b> maintains a Traditional Building Skills Register. The needs of historic buildings and structures differ to those of new buildings. Professional input in dealing with a historic building is vital and craftsmen with traditional skills are a necessity. They run a popular annual home owners course every year aimed at owners of historic houses.</p>	<p><a href="https://www.igs.ie/conservation/register">https://www.igs.ie/conservation/register</a></p>
<p>The <b>Irish Construction Federation</b> maintains a register of Heritage Contractors. The register aims to provide an accessible list of reliable heritage contractors.</p>	<p><a href="http://heritageregistration.ie/">http://heritageregistration.ie/</a></p>
<p>The <b>Royal Institute of the Architects of Ireland (RIAI)</b> is the Regulatory and Support body for Architects in Ireland. They maintain an online practice directory where you can search for accredited conservation architects.</p>	<p><a href="http://www.riai.ie/practice_directory/">http://www.riai.ie/practice_directory/</a></p>
<p><b>Dublin City Council Conservation Section</b> is responsible for the protection of the architectural heritage of the City as defined by the Planning and Development Act 2000 (amended 2010). The Conservation Section operates an annual grant scheme for protected structures and houses within Architectural Conservation Areas. This is subject to funding provided by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.</p>	<p><a href="http://www.dublincity.ie/Planning/HeritageConservation">http://www.dublincity.ie/Planning/HeritageConservation</a></p>
<p><b>Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs</b> publish a series of illustrated booklets called the Advice Series. The booklets are designed to guide those responsible for historic buildings on how best to repair and maintain their properties.</p>	<p><a href="http://www.ahrrga.gov.ie/heritage/publications/?month=0&amp;years=0&amp;topics=44&amp;paged=1">http://www.ahrrga.gov.ie/heritage/publications/?month=0&amp;years=0&amp;topics=44&amp;paged=1</a></p>
<p><b>Dublin Civic Trust</b> is an educational trust with charitable status, whose objective is the recognition and protection of the city's architectural heritage. Their website contains information about the city's built heritage. They also publish the book, 'Irish Period Houses' by Frank Keohane. This newly revised book is a pioneering manual for best practice repair and maintenance of period houses in Dublin.</p>	<p><a href="http://www.dublincivictrust.ie/">http://www.dublincivictrust.ie/</a></p>
<p>The <b>Irish Architectural Archive</b> holds the largest collection of information on Ireland's buildings and those who designed them. They also maintain an online Dictionary of Irish Architects. This contains biographical and bibliographical information on architects, builders and craftsmen born or working in Ireland from 1720 to 1940, and information on the buildings on which they worked.</p>	<p><a href="http://www.iarc.ie/">http://www.iarc.ie/</a></p>
<p>The <b>National Inventory of Architectural Heritage</b> is a section within the Department of Arts, Heritage,</p>	<p><a href="http://www.buildingsofireland.ie/">http://www.buildingsofireland.ie/</a></p>

<b>Organisation</b>	
Regional, Rural and Gaeltacht Affairs. The work of the NIAH involves the identification and recording of the architectural heritage of Ireland, from 1700 to the present day. Their website provides a wealth of information on Ireland's built heritage. They are currently in the process of surveying Dublin city.	

**Appendix A: List of Deletions from Dublin City Development Plan 2016-2022, Record of Protected Structures**

<b>RPS Ref No</b>	<b>Number</b>	<b>Address</b>	<b>Description</b>
3466	1	Haddon Road, Dublin 3	House
3467	2	Haddon Road, Dublin 3	House
3468	3	Haddon Road, Dublin 3	House
3469	4	Haddon Road, Dublin 3	House
3470	5	Haddon Road, Dublin 3	House
3471	6	Haddon Road, Dublin 3	House
3472	7	Haddon Road, Dublin 3	House
3473	8	Haddon Road, Dublin 3	House
3474	9	Haddon Road, Dublin 3	House
3475	10	Haddon Road, Dublin 3	House
3476	11	Haddon Road, Dublin 3	House
3477	12	Haddon Road, Dublin 3	House
3478	13	Haddon Road, Dublin 3	House
3479	14	Haddon Road, Dublin 3	House
3480	15	Haddon Road, Dublin 3	House
3481	16	Haddon Road, Dublin 3	House
3482	17	Haddon Road, Dublin 3	House
3483	18	Haddon Road, Dublin 3	House
3484	19	Haddon Road, Dublin 3	House
3485	20	Haddon Road, Dublin 3	House
3486	21	Haddon Road, Dublin 3	House
3487	22	Haddon Road, Dublin 3	House
3488	23	Haddon Road, Dublin 3	House
3489	24	Haddon Road, Dublin 3	House
3490	25	Haddon Road, Dublin 3	House
3491	26	Haddon Road, Dublin 3	House
3492	27	Haddon Road, Dublin 3	House
3493	28	Haddon Road, Dublin 3	House
3494	29	Haddon Road, Dublin 3	House
3495	30	Haddon Road, Dublin 3	House
3496	31	Haddon Road, Dublin 3	House
3497	32	Haddon Road, Dublin 3	House
3498	33	Haddon Road, Dublin 3	House
3499	34	Haddon Road, Dublin 3	House
3500	35	Haddon Road, Dublin 3	House
3501	36	Haddon Road, Dublin 3	House
3502	37	Haddon Road, Dublin 3	House
3503	38	Haddon Road, Dublin 3	House
3504	39	Haddon Road, Dublin 3	House
8205	22	Victoria Road, Dublin 3	House
8206	24	Victoria Road, Dublin 3	House
8207	26	Victoria Road, Dublin 3	House
8208	28	Victoria Road, Dublin 3	House
8210	30	Victoria Road, Dublin 3	House
8211	31	Victoria Road, Dublin 3	House



<b>RPS Ref No</b>	<b>Number</b>	<b>Address</b>	<b>Description</b>
8212	32	Victoria Road, Dublin 3	House
8213	33	Victoria Road, Dublin 3	House
8214	35	Victoria Road, Dublin 3	House
8215	37	Victoria Road, Dublin 3	House
8216	39	Victoria Road, Dublin 3	House
8217	41	Victoria Road, Dublin 3	House
8218	43	Victoria Road, Dublin 3	House
8219	45	Victoria Road, Dublin 3	House
8220	47	Victoria Road, Dublin 3	House
8221	49	Victoria Road, Dublin 3	House