

10th February 2017

To the Chairperson and Members of the North Central Area Committee

Recommendation: Deletion of ‘Nos. 1-39 Haddon Road and Nos. 22, 24, 26, 28, 30, 31, 32, 33, 35, 37, 39, 41, 43, 45, 47, 49 Victoria Road, Clontarf, Dublin 3’ Record of Protected Structures in accordance with Section 54 and 55 of the Planning and Development Act, 2000. The deletion procedure is to be completed within the same time period as the proposal to designate Haddon Road and Victoria Road an Architectural Conservation Area.

PHOTOS OF STREETS

Haddon Road



Victoria Road



Introduction

It is proposed to initiate procedures under Section 54 and Section 55 of the Planning & Development Act 2000 to delete the following 55 structures (**Nos. 1-39 Haddon**



Road and Nos. 22, 24, 26, 28, 30, 31, 32, 33, 35, 37, 39, 41, 43, 45, 47, 49 Victoria Road, Clontarf, Dublin 3) from the Dublin City Council's Record of Protected Structures (Vol. 3, Dublin City Development Plan 2016-2022).

It is proposed to retain the protected structure status of 29 Victoria Road, Dublin 3. This is a distinctive detached multiple-bay, three-storey house, built *circa* 1890, an exemplar of the Victorian suburban development.

<i>Proposed Deletions from Dublin City Development Plan 2011-2017 RPS</i>		
Ref	Address	Description
3466	1 Haddon Road, Dublin 3	House
3467	2 Haddon Road, Dublin 3	House
3668	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

Proposed Deletions from Dublin City Development Plan 2011-2017 RPS		
Ref	Address	Description
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
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

Furthermore, The deletion procedure is to be completed within the same time period as the proposal to designate Haddon Road and Victoria Road an Architectural Conservation Area which will seek to preserve, protect and enhance the architectural quality, character and setting of the late nineteenth and early twentieth century building characteristics within the Architectural Conservation Area (ACA) and to ensure that any changes complement and add to its character.

Request for Deletion

Conservation Section, Planning & Development Department, Dublin City Council.

Summary of Applicants Reasons for Seeking Deletion

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.

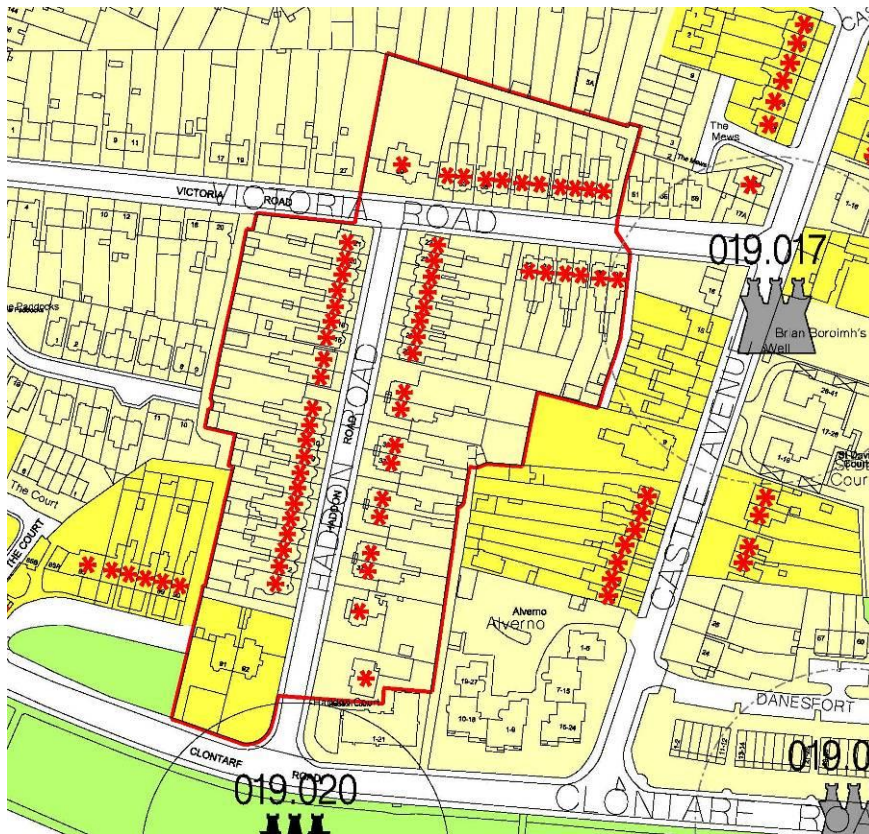
It is proposed to vary the Dublin City Development Plan 2016-2022 by designating Haddon Road and Victoria Road, Clontarf as an Architectural Conservation Area. As work had already commenced on drafting the ACA under the provisions of the 2011-17 Development Plan, it is proposed to follow through and complete the designation of Haddon Road and Victoria Road, Clontarf, as an ACA under the Dublin City Development Plan 2016-2022, which came into force on the 21st October 2016. Haddon Road and Victoria Road are an area identified as appropriate for an ACA, so that the essential character of the roads can be protected whilst also reducing the number of buildings on the Record of Protected Structures in certain suburban areas.

The other proposed ACA's as detailed in the Appendix 11, Vol. 1 of Dublin City Development Plan 2011 are as follows:

- Hollybrook Road, Clontarf, Dublin 3
- St Lawrence Road, Clontarf, Dublin 3

Site Location & Zoning Map

The area is largely zoned Z1: *To protect, provide and improve residential amenities* with a smaller area zoned Z2: *To protect and/or improve amenities of residential conservation areas*. The red line shows outline of proposed Architectural Conservation Area.



Summary Description/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.

The special architectural and historic interest that justifies the designation of Haddon Road/Victoria 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.

Building Pattern:

Haddon Road and Victoria Road were laid out on green fields with Haddon Road running from the seafront with a slight hill to intersect with Victoria Road at 29 Victoria Road, a substantial three-storey, red brick house. The section of Victoria Road contained within the ACA terminates at Castle Avenue. The building pattern is diverse and has evolved with quite a dense grain and short front gardens.

Layout:

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, terraced or semi-detached with less elaborate interiors than their 1860s predecessors. With small front gardens, the street appears narrower and the developers did not provide an open space. 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.

Materials:

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 streetline and scale, creates a pleasant Victorian enclave of residential properties, most of which still remain as single occupancy properties.

Landscape setting:

The uniform proportions of groupings of houses and their front gardens create pleasing views from either side of the roadways within the conservation area. The view north along Haddon Road is enclosed by the striking three-storey house that is 29 Victoria Road. The view south gives a glimpse of the edge of Dublin bay. Victoria Road has a wider streetscape with an unbroken line of mature front gardens. 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. Hedges and shrubs of individual gardens soften the edges of both roads which are also punctuated with trees on the footpaths. Trees, in particular, add significantly to the character of an area and any proposals for alterations or enhancements will need to be carefully considered in terms of impact to landscape.

Street furniture:

Haddon Road and Victoria Road have fine examples of Dublin Corporation's early gas lamp standards, circa 1900, which should be retained as they significantly add to the character of the ACA and are relatively rare. A Victorian cast iron wall mounted

post box is located in the rubble stone boundary wall of 92 Clontarf Road. There are good examples of both cast and wrought iron railings within the Architectural Conservation Area and these enhance both the individual buildings and the streetscape.

Historical Background

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 and Victoria 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 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.

Assessment of Special Interest Under the Planning & Development Act 2000

These 55 structures are considered to be of special interest under the following heading:

Architectural: The overall special character of the streets is formed from the largely uniform groupings of terraces of buildings. The general character of the streets makes a significant contribution to this Victorian and Edwardian neighbourhood streetscape. The setting and external appearance of the buildings are considered to be an important element of the special architectural interest.

Significance/NIAH Rating:

The National Inventory of Architectural Heritage (NIAH) has not been carried out for the Dublin City Council area; however, its categories of special interest (architectural, historical, archaeological, artistic, cultural, scientific, technical & social) and its rating system has been used to assess the building in question. The NIAH identifies five categories of rating in seeking to rank buildings. The NIAH rating values are International, National, Regional, Local and Record Only (I, N, R, L, O). Structures which are considered of International, National, and Regional significance are deemed worthy of inclusion on the RPS.

Using the NIAH System of rating these structures are considered to be of Local significance. 'These are structures or sites of some vintage that make a contribution to the architectural heritage but may not merit being placed in the RPS separately'.

There are areas within Dublin city which have whole streets of buildings listed on the Record of Protected Structures which would not be of sufficient interest to warrant their individual inclusion on the RPS. These structures were on List 2 in the Dublin City Development Plan 1999, and became included in the RPS following the Planning and Development Act 1999. The streetscapes formed from the grouping of these structures are valuable and should be protected in some rational way. The mechanism for such protection provided in the Planning and Development Act, 2000 (as amended) is the designation of Architectural Conservation Areas.

Architectural Conservation Areas will play a key role in the protection and enhancement of these historic streetscapes. Each ACA assessment provides a detailed description of the essential character of the ACA. The principal purpose is to define the key elements, essential features and special quality in order to reinforce Dublin City Council's policy objectives of promoting, protecting and enhancing its environment.

Recommendation:

It is recommended to delete '**Nos. 1-39 Haddon Road and Nos. 22, 24, 26, 28, 30, 31, 32, 33, 35, 37, 39, 41, 43, 45, 47, 49 Victoria Road, Clontarf, Dublin 3**' from the Dublin City Council's Record of Protected Structures under Section 55 of the Planning & Development Act 2000.

The deletion procedure is to be completed within the same time period as the proposal to designate Haddon Road and Victoria Road an Architectural Conservation Area which will 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.

Paraic Fallon
Senior Planner

Short Photographic Record



Tree lined Haddon Road



Double height canted bay on Victoria Road



Decorative brickwork and roofing details



Terra cotta detailing and original timber sash windows with early glass



Decorative canted bay windows



Paired porch entrance doors



Decorative iron railings and pedestrian gates