

10<sup>th</sup> February 2017

To the Chairperson and Members of the North Central Area Committee

---

**Recommendation: Deletion of 'Nos. 1-40, 42-54, 65-71 and 76-88 Hollybrook 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 Hollybrook Road an Architectural Conservation Area.**

---

### **PHOTOS OF STREETS**

#### **Hollybrook Road**



#### **Introduction**

It is proposed to initiate procedures under Section 54 and Section 55 of the Planning & Development Act 2000 to delete the following 73 structures (**No's 1-40, 42-54, 65-71 and 76-88 Hollybrook Road, Clontarf, Dublin 3**) from the Dublin City Council's Record of Protected Structures (Vol. 3, Dublin City Development Plan 2016-2022).

<b><i>Proposed Deletions from Dublin City Development Plan 2011-2017 RPS</i></b>		
<b>Ref</b>	<b>Address</b>	<b>Description</b>
3884	1 Hollybrook Road, Dublin 3	House
3885	2 Hollybrook Road, Dublin 3	House
3886	3 Hollybrook Road, Dublin 3	House
3887	4 Hollybrook Road, Dublin 3	House

<b>Proposed Deletions from Dublin City Development Plan 2011-2017 RPS</b>		
<b>Ref</b>	<b>Address</b>	<b>Description</b>
3888	5 Hollybrook Road, Dublin 3	House
3889	6 Hollybrook Road, Dublin 3	House
3890	7 Hollybrook Road, Dublin 3	House
3891	8 Hollybrook Road, Dublin 3	House
3892	9 Hollybrook Road, Dublin 3	House
3893	10 Hollybrook Road, Dublin 3	House
3894	11 Hollybrook Road, Dublin 3	House
3895	12 Hollybrook Road, Dublin 3	House
3896	13 Hollybrook Road, Dublin 3	House
3897	14 Hollybrook Road, Dublin 3	House
3898	15 Hollybrook Road, Dublin 3	House
3899	16 Hollybrook Road, Dublin 3	House
3900	17 Hollybrook Road, Dublin 3	House
3901	18 Hollybrook Road, Dublin 3	House
3902	19 Hollybrook Road, Dublin 3	House
3903	20 Hollybrook Road, Dublin 3	House
3904	21 Hollybrook Road, Dublin 3	House
3905	22 Hollybrook Road, Dublin 3	House
3906	23 Hollybrook Road, Dublin 3	House
3907	24 Hollybrook Road, Dublin 3	House
3908	25 Hollybrook Road, Dublin 3	House
3909	26 Hollybrook Road, Dublin 3	House
3910	27 Hollybrook Road, Dublin 3	House
3911	28 Hollybrook Road, Dublin 3	House
3912	29 Hollybrook Road, Dublin 3	House
3913	30 Hollybrook Road, Dublin 3	House
3914	31 Hollybrook Road, Dublin 3	House
3915	32 Hollybrook Road, Dublin 3	House
3916	33 Hollybrook Road, Dublin 3	House
3917	34 Hollybrook Road, Dublin 3	House
3918	35 Hollybrook Road, Dublin 3	House
3919	36 Hollybrook Road, Dublin 3	House
3920	37 Hollybrook Road, Dublin 3	House
3921	38 Hollybrook Road, Dublin 3	House
3922	39 Hollybrook Road, Dublin 3	House
3923	40 Hollybrook Road, Dublin 3	House
3924	42 Hollybrook Road, Dublin 3	House
3925	43 Hollybrook Road, Dublin 3	House
3926	44 Hollybrook Road, Dublin 3	House
3927	45 Hollybrook Road, Dublin 3	House
3928	46 Hollybrook Road, Dublin 3	House
3929	47 Hollybrook Road, Dublin 3	House
3930	48 Hollybrook Road, Dublin 3	House
3931	49 Hollybrook Road, Dublin 3	House
3932	50 Hollybrook Road, Dublin 3	House
3933	51 Hollybrook Road, Dublin 3	House
3934	52 Hollybrook Road, Dublin 3	House
3935	53 Hollybrook Road, Dublin 3	House
3936	54 Hollybrook Road, Dublin 3	House
3937	65 Hollybrook Road, Dublin 3	House
3938	66 Hollybrook Road, Dublin 3	House
3939	67 Hollybrook Road, Dublin 3	House
3940	68 Hollybrook Road, Dublin 3	House
3941	69 Hollybrook Road, Dublin 3	House
3942	70 Hollybrook Road, Dublin 3	House
3943	71 Hollybrook Road, Dublin 3	House

<b>Proposed Deletions from Dublin City Development Plan 2011-2017 RPS</b>		
<b>Ref</b>	<b>Address</b>	<b>Description</b>
3944	76 Hollybrook Road, Dublin 3	House
3945	77 Hollybrook Road, Dublin 3	House
3946	78 Hollybrook Road, Dublin 3	House
3947	79 Hollybrook Road, Dublin 3	House
3948	80 Hollybrook Road, Dublin 3	House
3949	81 Hollybrook Road, Dublin 3	House
3950	82 Hollybrook Road, Dublin 3	House
3951	83 Hollybrook Road, Dublin 3	House
3952	84 Hollybrook Road, Dublin 3	House
3953	85 Hollybrook Road, Dublin 3	House
3954	86 Hollybrook Road, Dublin 3	House
3955	87 Hollybrook Road, Dublin 3	House
3956	88 Hollybrook Road, Dublin 3	House

Furthermore, the deletion procedure is to be completed within the same time period as the proposal to designate Hollybrook 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.

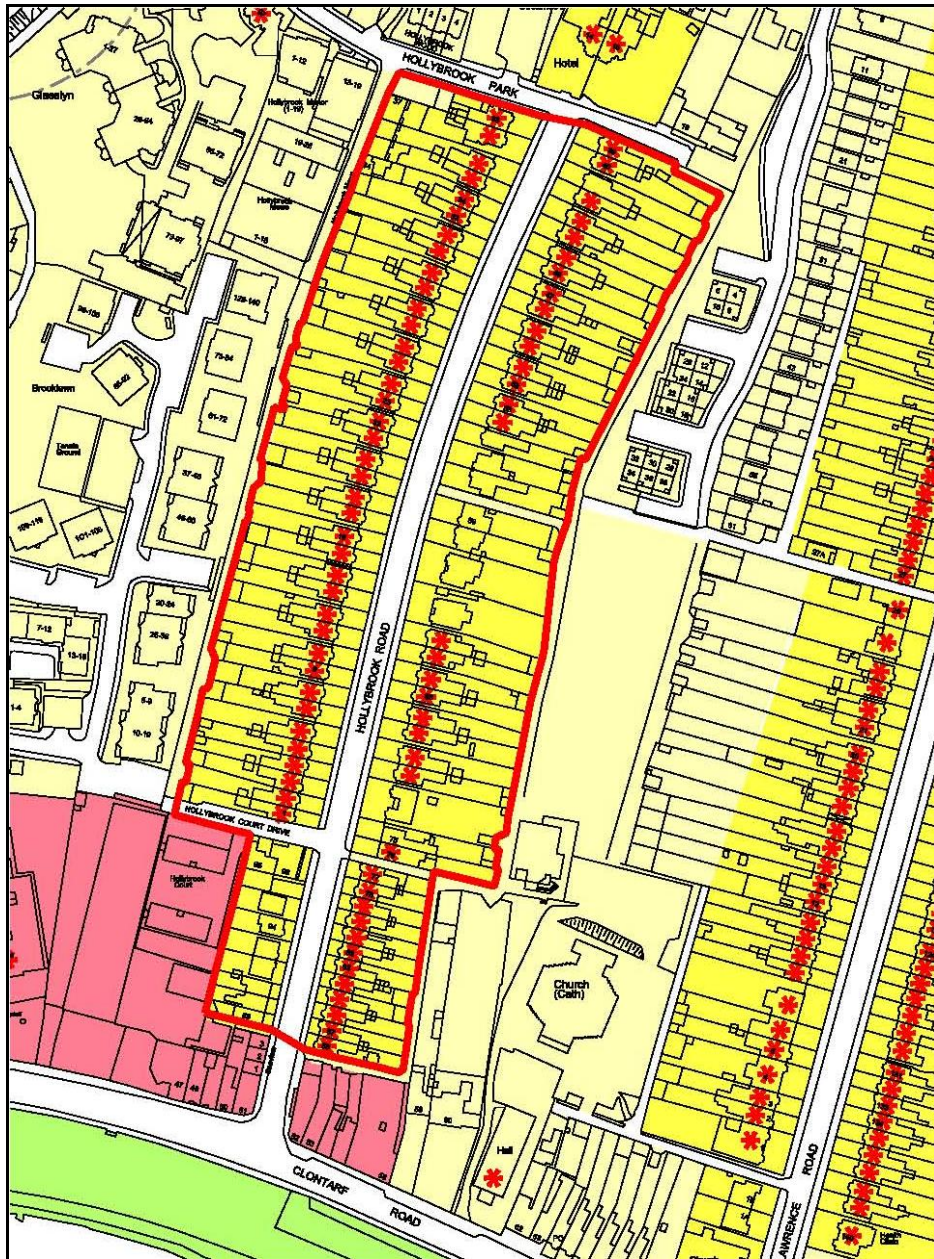
It is proposed to vary the Dublin City Development Plan 2016-2022 by designating Hollybrook Road, Clontarf as an Architectural Conservation Area. As work had already commenced on drafting the ACA under the provisions of the 2011-17 Development Plan, it is proposed to follow through and complete the designation of Hollybrook Road, Clontarf, as an ACA under the Dublin City Development Plan 2016-2022, which came into force on the 21<sup>st</sup> October 2016. Hollybrook Road is an area identified as appropriate for an ACA, so that the essential character of the road 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:

- Haddon Road and Victoria Road, Clontarf, Dublin 3
- St Lawrence Road, Clontarf, Dublin 3

#### **Site Location & Zoning Map**

The area is 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 infill twentieth century semi-detached, bungalow and terraced houses retain the street line of the neighbouring properties and display similarities in the materials and architectural character of the earlier properties on the street.

The special architectural and historic interest that justifies the designation of Hollybrook 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 and early 20<sup>th</sup> century 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 of Hollybrook Road 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 long front gardens separated by simple railings and hedges with ornate front railings retained. The gardens of the original houses are free from large areas of hard landscaping and vehicular entrances. Vehicular entrances are limited to the later houses on the street.
- The quality usage of historic building materials in the boundary treatments of the historic buildings, kerbstones and historic lamp posts.
- The early 20<sup>th</sup> century houses largely respect the character of the area in terms of their scale, siting and streetscape.

*Building Pattern:*

Hollybrook Road runs on a roughly north south axis between Hollybrook Park and Clontarf Road. The tree-lined road rises on a slight gradient from the seafront towards Hollybrook Park. The view to the south opens out onto sea while the view north is terminated in a pair of semi-detached red brick villas.

*Layout:*

The road is mostly made up of red-bricked two-storey houses some with decorative brick corbels and cornices. Some of the houses have had a decorative rendered finish applied to the facades. The houses are mostly terraced, often in groupings of similar design, which may reflect the development patterns. Other are semi-detached with a few freestanding properties, most of which are early to mid twentieth century structures, some being bungalows.

*Materials:*

The houses on Hollybrook Road distinguish themselves by the fact that they retain the majority of their original architectural detailing. This, in combination with the uniform streetline and scale, creates a pleasant Victorian/Edwardian enclave of residential properties, most of which still remain as single occupancy properties.

The front boundaries have various styles of cast-iron railings on granite plinths with pedestrian gate, some having brick piers. Some front gardens retain terracotta-tiled paths with roped terracotta edging. The roofing material includes both natural slates and man-made tiles with terracotta ridge combs. Brick chimney pots with terracotta pots are common along the street. The two-storey canted bay is a distinctive characteristic of the street. The window openings are square-headed, some having

granite lintels, all with granite cills. The predominant window style is the original single-pane timber sash with shaped horns.

In the main, the entrances have recessed front doors in an entrance porch. These encompass a variety of timber panel designs, some having overlights and sidelights. They retain a wide variety of fine quality stained glass panels. Many retain the original door furniture. The paired side alley gates with timber panelled doors and redbrick surrounds are an unusual feature of these houses having an overall uniform design.

*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 underlying characteristic of the street lies in the uniform street line and the enclosed front sites which all have the same plot depth. The rear sites are deeper on the east side however all the rear sites are generous in size with a uniform plotline. 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. These 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:*

Hollybrook 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. The pavement is concrete with granite kerbstones. 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 Hollybrook Road 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 John Rocque's 1760 map of the area, the only distinctive building is the Royal Charter School that was opened in 1748. It appears also on William Duncan's 1821 map of the area. By the late nineteenth century this had become public hot and cold seawater baths. These were the first indication of the new trend towards appreciating the sea front for leisure as well as commercial potential.

The nineteenth century development of Clontarf was facilitated by the construction of the Dublin and Drogheda Railway in 1844. The development of Hollybrook Road followed on from this significant improvement. 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.

Large tracts of lands were developed on a speculative basis, Hollybrook Road being one example of this. Its name is derived from the local Hollybrook River located to the west of the present road. St Lawrence had been laid out but not completely developed while the site of Hollybrook Road is still open fields on the 1890 OS map. A second copy of the 1890 OS map held in the mapping department of Dublin City Council shows a number of the buildings laid out on Hollybrook Road. This could mean that the buildings were being constructed during survey mapping.

By the 1911 OS map, Hollybrook Road is clearly illustrated as running between Hollybrook Road to the seafront. What is clear is that the new street was laid out alongside the Strandville House linking the development onto Clontarf Road. There is only one large plot remaining mid way along on the east side of the street with a few plots undeveloped at the south east end of the street. This large plot appears to have remained undeveloped until the early twentieth century. The remaining infill buildings are mostly rendered bungalows and two-storey properties.

### **Assessment of Special Interest Under the Planning & Development Act 2000**

These 73 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 '**No's 1-40, 42-54, 65-71 and 76-88 Hollybrook 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 Hollybrook 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**

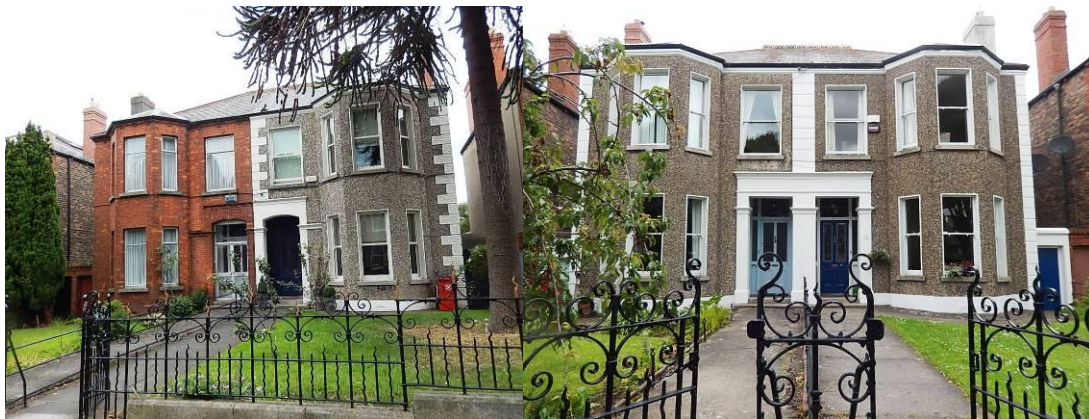




Views of north end of street. Note the enclosed front plots with mature gardens and tree-lined road which contribute to the sense of open space and unique character of the street.



Numbers 37 and 38 Hollybrook Road at north end of street. They display more decorative detail than the majority of the buildings on the street. The houses were reputedly built for the developer.



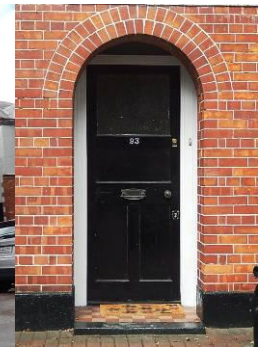
Most of the houses on the street are composed of semi-detached pairs with hipped roofs, tall chimneys to side elevations and bay windows. Front doors are set in recessed porches. Overtime the some of the original red brick facades have been subject to later early to mid 20<sup>th</sup> century decorative render treatments.



Early 20<sup>th</sup> century infill on located in the mid section of the east side of street. These houses also respect the character of the street.



While most of the late Victorian housing (circa 1890) on the street is composed of semi-detached pairs, numbers 1-6 are terraced and have no side access.



Views of 1930's housing at east end of street which respect the character of the street.