

## **1.0 Introduction**

Many of the towns and villages of Dun Laoghaire-Rathdown contain areas which exhibit a distinct character and intrinsic qualities, based on their historic built form and layout. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features developed gradually over time. These areas are an expression of our culture and our identity and contribute significantly to the quality of our lives. These areas will continue to develop and change but their special character is of great value and worthy of protection. The Planning and Development Act, 2000 provides the legislative basis for the protection of such areas, known as Architectural Conservation Areas, or ACAs.

Under Part IV of this ACT, an ACA is defined as 'a place, area, group of structures or townscape, taking account of building taking account of building lines and heights, that :

- is of special architectural, historical, archaeological, artistic, cultural, social or technical interest or value, or
- contributes to the appreciation of protected structures'

A wide variety of areas can be considered for designation as an ACA. For example, an ACA could be centred on an individual building, or a terrace of houses; they may be rural or urban. ACA designation forms the basis for policies to preserve or enhance an area, and provides an element of control over the external appearance of buildings, which make a positive contribution to the character of the area. Planning controls are more extensive with exempted development limited. Any works that in the opinion of the Planning Authority, would have a material effect on the character of an ACA require planning permission.

Retaining the special character of an area is best achieved by controlling and guiding change on a wider scale than the individual structure. Hence, the objective of the A.C.A. designation is to guide change within an area and ensure that future development is carried out in a manner sympathetic to the special character of this historic town.

The aim of this document is to:

- identify the special character of Dalkey A.C.A.
- to set out conservation and planning policies which protect its special character and which will guide future development
- to inform owners/occupiers and developers of the type of work that would require planning permission.

This statement of character has been prepared by a multidisciplinary team from the Conservation Division of the Architect's Department, Economic Planning & Development. It is based on an appraisal and architectural inventory carried out by Dublin Civic Trust.

## **2.0 Location and Boundary of Proposed Architectural Conservation Area**

The village of Dalkey is located 12.8 km southeast of Dublin and 2 km southeast of Dún Laoghaire adjacent to the historic harbours of Bullock and Coliemore. Killiney Hill rises to the south with the coastline and Dalkey Island to the east.

### **2.1 Existing Conservation Areas**

Many planning authorities, including Dun Laoghaire Rathdown County Council have non-statutory conservation areas. Section 10.3.1. Policy AC1 on Architectural Conservation Areas in the Dun Laoghaire Rathdown County Development Plan 2004-2010 states that the Council shall conduct a process during the lifetime of the Plan of assessing the existing conservation areas for possible designation as ACAs.

The four existing conservation areas identified in the Dun Laoghaire-Rathdown County Development Plan 2004-2010 are:

- Dalkey Village
- Ulverton Road
- Saint Patrick's Road
- Carysfort Villas

It is proposed to combine these areas to form one coherent ACA. The ACA boundary extends to include part or all of the followings roads/streets, Convent Road, Coliemore Road, Barnhill Road, Rockfort Avenue, Meaney Avenue, Leslie Avenue, Tubbermore Road and Sorrento Road, Railway Road, St Patrick's Square, Carysfort Road, Ormeau Drive and White's Villas. The revised boundary establishes a more comprehensive designation, which seeks to protect the unique character and historic core of Dalkey Village.

### **2.2 Proposed ACA Boundary**

The Dalkey Village ACA encompasses a large area centred on the principle road thoroughfares and those secondary roads, which contribute to the special character of the area are also included.

The northern boundary of the ACA is terminated by the gable end of No. 54 Ulverton Road, all properties on this (east) side are included within the ACA. While on the western side all properties are included with the exception of the five post-1950s houses. The western boundary continues as far as No. 6 Barnhill Road and runs along the rear of Kent Terrace. The boundary then continues south along the rear of properties on Castle Street extending to include St. Patrick's Square and steps leading to railway bridge and dart platform. The boundary runs eastwards to the rear of properties which front onto Sorrento Road as far as its junction with Rockfort Avenue. The boundary then returns west as far as the Ormond House before running north along the rear of properties on the south side of Rockfort Avenue. The northeastern boundary is defined by Meaney Avenue with the line then returning west along the boundary wall of Carrig Na Greine. This wall demarcates the far northeastern end of the ACA, which terminates at the junction of Convent Road and Leslie Avenue. The boundary runs along the rear of those properties on the west side of Convent Road and extends as far as No. 12 Corrig Road, then turning back east along the side of No. 7 Corrig Road and No. 12 Carysfort Road. All the properties on the north side of Carysfort Road with the exception of No's 52 and 54 and No's 1-5 on the south side lie outside the ACA.

The boundaries of the ACA are delineated on Map 4 of the County Development Plan 2004-2010.

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The following streets and thoroughfares are located partly or wholly within the boundaries of the ACA.

- Castle Street
- Railway Road
- Coliemore Road (as far east as Meaney Avenue)
- Rockfort Avenue
- Meaney Avenue
- Sorrento Road (as far east as Rockfort Avenue)
- Tubbermore Road
- Saint Patrick's Square
- Convent Road
- Leslie Avenue
- Saint Patrick's Road
- Saint Patrick's Avenue
- Carysfort Road
- White's Villas
- Ormeau Drive
- Corrig Road
- Barnhill Road (the south side only as far west as No. 6)
- Ulverton Road

**3.0 Development Plan Zoning & Objectives**

In the Dun Laoghaire-Rathdown County Development Plan 2004 – 2010, the following zoning objectives are indicated for the lands within the ACA:

- Objective A: “To protect and / or improve residential amenity”. This objective applies to the majority of the land within the ACA.
- Objective DC: “To protect, provide for and/ or improve district centre facilities”. This objective applies to the commercial centre of Dalkey.
- Objective F: “To preserve and provide for open space and recreational amenities”. This objective applies to the existing green located at St. Patrick’s Square.
- An objective for a proposed cycle route is indicated at Barnhill Road within the ACA area.
- The ACA is located within a Site of Archaeological Interest.
- There are a number of Protected Structures listed within the ACA area.

#### **4.0 Schedule of Protected Structures & Recorded Monuments**

A protected structure is a structure or part of a structure that a Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. The Record of Protected Structures (RPS) is contained in Schedule 2 of the Dún Laoghaire Rathdown County Development Plan 2004-2010.

Protected Structures within the ACA are indicated in solid pink on the County Development Plan Map 4, however, this does not define the full extent of the protected site. By definition, a protected structure includes the land lying within the curtilage of the protected structure and other structures within that curtilage and their interiors. The notion of curtilage is not defined by legislation, but is understood to be the parcel of land immediately associated with that structure and which is (or was) in use for the purposes of the structure.

#### **4.1 Protected Structures**

Within the boundary of the Dalkey Village ACA there are approximately sixty protected structures comprising a varied typology:

- Key landmark buildings and public buildings
- Uniform terraces of late 19<sup>th</sup> century artisan housing
- 19<sup>th</sup> century villa-style houses arranged in pairs and terraces
- large detached houses

<b>Road</b>	<b>Address</b>	<b>Description</b>
Barnhill Road	Nos. 1-4 Kent Terrace	House Terrace
Castle Street	Nos. 29-31 (AIB) No. 12 (The Queen's Bar) No. 26 (Laurel Tree Restaurant) No. 37 (Super Valu) Church of the Assumption Kilbagnet Close Tudor House	Bank Commercial Premises Commercial Premises Commercial Premises Church Old Tram Line House
Carysfort Villas	Nos. 11-23 (all) Nos. 17-35 (odd Nos. only)	House Terraces
Carysfort Road	Nos. 1-3 (all)	House Terrace
Coliemore Road	No. 101 Carrig Na Greine	House House
Railway Road	Dalkey Railway Station	Railway Station
Rockfort Avenue	Nos. 1-4 Tempe Terrace Aelagh Carrig Baun Rockfort Milroy Cottage	House Terrace House House House House
St. Patrick's Road	Nos. 1-12	House Terrace
Sorrento Road	Sorrento Lounge	Public House
Tubbermore Road	Garda Station	House/Garda Station

ACA designation gives significant statutory protection to the 19<sup>th</sup> century artisan terraces found at Carysfort Villas and St. Patrick's Road. As the importance of these cottages lie in their streetscape value it is recommended that No's 1-3 Carysfort Road, No's 11-23 (all) and No's 17-

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35 (odd Nos. only) Carysfort Villas, No's 1-12 St. Patrick's Road be removed from the Record of Protected Structures following adoption of the ACA.

During the character appraisal a number of structures were identified for possible inclusion in the RPS. Many of these structures date from the development of Dalkey in the 19<sup>th</sup> century and are good examples of their particular architectural style. Following further architectural assessment the decision will be made whether to add these structures to the RPS.

### **4.2 Recorded Monuments**

Dalkey Village has a rich archaeological heritage. Those structures listed below with the exception of those highlighted as sites, are also defined as protected structures. These structures are protected under the National Monuments Acts and the Planning Acts.

The following table is taken from Schedule 1 (Record of Monuments and Places) of the Dún Laoghaire Rathdown County Development Plan 2004-2010.

Map	Townland	Ref No.	Classification	Site
04	Ulverton Road	DU023-02301	Castle Site	
04	Castle Street, Dalkey	DU023-02302	Church & Graveyard	
04	Castle Street, Dalkey	DU023-02303	Grave-Slab	
04	Castle Street, Dalkey	DU023-02305	Cross	
04	Castle Street, Dalkey	DU023-02306	Quern Stone	
04	Castle Street, Dalkey	DU023-02310	Tower House	
04	Castle Street, Dalkey	DU023-02311	Castle Site	√
04	Castle Street, Dalkey	DU023-02315	Tower House	
04	Castle Street, Dalkey	DU023-02391	Castle Site	√
04	Cunningham Road	DU023-02316	Town Defenses	
04	Dalkey	DU023-023	Town	
04	Dalkey	DU023-02304	Grave-Slab Site	√
04	Dalkey	DU023-02307	Cross Head	
04	Dalkey	DU023-02308	Cross Head	
04	Dalkey	DU023-02309	Standing Stone Site	√
04	Dalkey	DU023-02312	Castle Site	√
04	Dalkey	DU023-02315	Cross-Inscribed Stone	
04	Dalkey	DU023-02319	Market/Fair Place	
04	St. Patrick's Parade	DU023-02313	Holy Well Site	√

## 5.0 Historical Chronology

Dalkey Village is situated between Dalkey Sound and Dalkey Hill, eight miles south east of Dublin. The name Dalkey means thorny island and is derived either from the Norse 'Deilg-ei' or the Irish 'Deilg-inis'. The town was once the busy port of Dublin and a place of great commercial importance ringed by seven castles.

Peter Wilson writing in 1768 gives the following account of the castles:

*“One of the castles has been repaired and by means of some additional buildings, converted into a commodious habitation. A second has been roofed, and affords room for a billiard table. A third and fourth inhabited by publicans. Indeed the most complete and whole is occupied as a stable. A sixth, the remains of which and what remains can be found in the walls of an old castle. The seventh, totally demolished for the sake of its stones.”*



Fig. 1 Goat Castle (now Dalkey Heritage Centre)

Today only two of the original castles survive. One of these, Goat Castle (shown in the foreground of the photograph above), became the Town Hall in 1869, and is now houses the Heritage Centre. The other is known as Archbold's Castle after the family of merchants who owned it in the 18<sup>th</sup> century (shown in the background of the photo above).



Fig. 2 St. Begnet's Church, Castle Street

The other notable medieval structures in Dalkey are the two churches dedicated to St. Begnet, one on Dalkey Island and the other on Castle Street. The ruins of St. Begnet's church on Castle Street stand beside Goat Castle and are surrounded by a small graveyard. In the graveyard is a stone slab, which belongs to a group of twenty eight slabs known as the Rathdown slabs, which are unique to the Barony of Rathdown.

There are varying accounts to the life of St. Begnet, but what is known is that she was a female saint who lived in the 7<sup>th</sup> century.

### Norman Conquest

After the conquest of Ireland by the Normans, Dalkey was granted by Henry II to Hugh de Lacy who in turn gave it to the See of Dublin under whose trust the town rapidly developed. As navigation into Dublin port was difficult, ships discharged part of their cargo at Dalkey and it became the major port for vessels trading from England and the continent.



Fig. 3 Coliemore Harbour

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The town was ruled by a provost and bailiffs, who had authority over the port and the right to levy tolls for the purpose of financing improvements to the walls of the town and harbour.

### Fifteenth and Sixteenth Century

During this time Dalkey rose to its greatest importance. F.E. Ball's 'A History of Co. Dublin' describes the activity of the town at this time. The visitor approaching Dalkey noted the town and its animated scene:

*"The streets are crowded with persons intent on business. Here is a Chester merchant, just arrived with produce from the English markets, anxious to sell and there is one of his Dublin brethren equally anxious to buy. Along the causeway from the sea carts continually arrive, laden with merchandise to await in the castles convenient transport to Dublin."*

### Seventeenth Century

By the beginning of the 17<sup>th</sup> century the commercial importance of Dalkey as a significant trading centre gave way to Ringsend, which was then developing as a principal port of Dublin.

### Eighteenth Century

John Roque's map of 1757 shows Dalkey as a place largely unchanged since medieval times. We read that:

*"the town comprised beside the venerable ruins of the castles and of the church, some good houses, and about twenty cabins, which served indiscriminately for the owners, their cattle and their swine"*

At the close of the century there was a scheme to build a crescent of houses, to construct a bathing-place and also to put in place the present road from Kingstown to Dalkey. A map by Thomas Reading in 1765 indicates that two inns existed in the town, the Red Crowe and the Sign of the Ship. The former is the present day Queen's pub situated on Castle Street.

### Nineteenth Century

The opening of the largest quarry on Dalkey Hill in 1815 to supply granite for the construction of Dun Laoghaire harbour played a major role in the next major phase of development of Dalkey. Dalkey Hill was part of Dalkey Commons, which spread across much of what are now the Sorrento and Coliemore Road areas.

The quarrying industry changed the entire landscape of the area not only in terms of the physical changes to Dalkey Hill but also in terms of the boost it gave to the local economy. This resulted in a period of intense development and building in and around the town particularly in the 1840s. The Church of the Assumption on Castle Street was built in 1840, with St. Patrick's Church built in 1843 overlooking Bullock harbour.



Fig. 4 Dalkey Quarry, c. 1930.



Fig. 5 The remains of the Flags to Dalkey Quarry

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While quarrying had previously been carried out in the eighteenth century in Dalkey the opening of the Dalkey Hill quarry resulted in an influx of workers to the area many of whom built modest single-storey cottage-style houses.

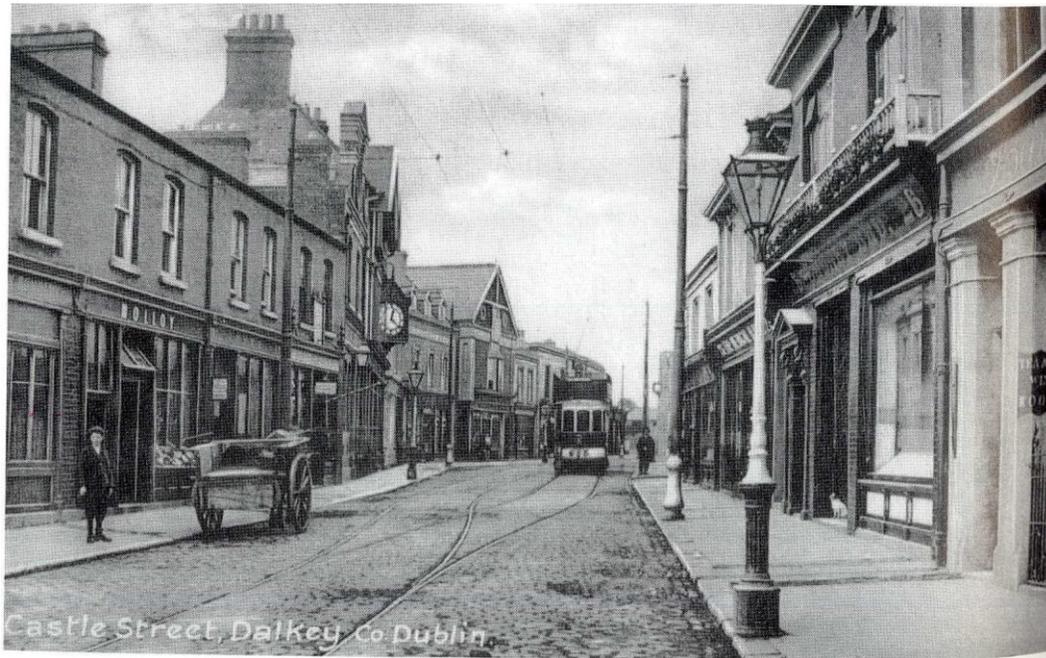
By 1837 Samuel Lewis reported:

*There are also numerous pleasant cottages commanding fine views of the sea, which are let during the summer to respectable families. Small, low roofed cottages abound in and around Sorrento Road and Leslie Avenue, and these may indeed have been the homes of quarrymen.*



**Fig. 6 Ivy Cottage, Leslie Avenue a modified Quarryman's cottage.**

With the arrival of the experimental 'Atmospheric Railway' in 1844 and the robust nature of the local economy, it soon became the new 'desirable location' for professional, middle-class Dublin families. Soon they began to build substantial houses on imposing sites with sea views – many of them were built on the lands of the former Dalkey Commons. The railway line from Dun Laoghaire to Bray was finally completed in 1856, adding to the convenience of the new inhabitants seeking a healthy lifestyle by the coast but maintaining close proximity to the city.



**Fig. 7 Castle Street, Dalkey c. 1910 showing original tram lines**

## **6.0 Character overview of Dalkey**

Dalkey has one of the most pleasing series of streetscapes, which are interwoven with the narrative of the village's past history. The organic nature of the streets is not set to predetermined grids or angles; the building lines respond to natural and historic features and contours. The objective of the ACA is to protect the essence of Dalkey's indigenous built heritage and townscape. A palette of materials particular to the area, mainly granite, render, red brick and slate provides a unity of character.

Defining the essential character and intrinsic qualities of Dalkey village are necessary to establish the ACA.

### **6.1 Essential Character**

Dalkey Village is centred around the vibrant commercial activity of Castle Street, Railway Road and Coliemore Road (south end), which spills over onto the quieter secondary residential streets. Castle Street retains a rich medieval character with its fortified town houses of Goat Castle, Archbold's Castle and Saint Begnet's Church. Its medieval morphology is expressed by the dense arrangement of long narrow plots along its meandering linear street line and narrow laneways. The footprint of Coliemore Road and Sorrento Road are of early origin, originally allowing for access to the important medieval ports of Bullock and Coliemore Harbour. The medieval character of Castle Street co-exists with a prevailing mid-to-late 19<sup>th</sup> century commercial appearance, expressed by diverse architectural styles and shopfronts.

The dense building line and strong enclosure of Castle Street and Railway Road contrasts with the air of openness found on streets such as St. Patrick's Road, Convent Road, Sorrento Road and Tubbermore Road. Hints of earlier origins to these roads lie in pockets of irregular building plots, and an ad-hoc building line resulting in some houses constructed diagonally to the street.



**Fig. 8 View east along Castle Street**



However some streets such as Convent Road have been largely regularized by uniform terraces of early to mid-20<sup>th</sup> century housing. St. Patrick's Road along with Carysfort Villas and St. Patrick's Square is characterized by its modest 19<sup>th</sup> century artisan houses. The architectural character of these terraces is largely defined by low building heights, slate pitched roofs, the use of red brick with a uniform rhythm of red brick chimneystacks, window and door openings, and lean-to breakfronts.

**Fig 9 (left) St. Patrick's Road**

The remaining streets are lined by a few surviving small early 19<sup>th</sup> century quarrymen's cottages alongside later villa style cottages and larger houses many of which have rich architectural detailing.

Ulverton Road, was laid out as an alternative road to Harbour Road for entering Dalkey Village from Dun Laoghaire and Bullock Harbour. It is principally distinguished by the width of the street and late 19<sup>th</sup> century terraces set back from the road by extensive enclosed front sites. The approach of this road to Castle Street has been altered in recent times as a result of road widening changing its character. The area bound by Castle Street, Ulverton Road, Church Road

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and Convent Road largely comprises early 20<sup>th</sup> century housing represented by Carysfort Villas and later Corporation houses including White's Villas.

To the east, the curving line of Rockfort Avenue has a unique architectural character defined by elegant terraced villa style houses within a setting dominated by mature trees creating a canopy over the public thoroughfare.

### **6.2 Palette of Materials**

The prevailing building materials found in the ACA are stucco-facing and render, red brick, and exposed rubble granite. This palette of materials contributes to the localized character of each street, so that we associate certain materials with certain streets.

#### **6.2.1 Stucco and Render:**

Stucco is a fine plaster used for internal decorative work and external render as well as for architectural features such as rustication. The use of stucco facing is generally limited to buildings pre-dating 1860. Such buildings include a number of terraced retail premises on Castle Street and Railway Road, and the Villa Style houses and cottages on the surrounding residential streets such as Sorrento Road and Tubbermore Road.



**Fig. 10 Typical render finish detail**

Render finishes are varied from the plain render finish of the early 19<sup>th</sup> century quarrymen's cottages on Sorrento Road to the pebbledash render of mid 20<sup>th</sup> century housing on Carysfort Road. Rendered front site boundary walls are a common feature found on Ulverton Road, Convent Road, Tubbermore Road and Sorrento Road.

#### **6.2.2 Red brick:**

There are extensive examples of 19<sup>th</sup> and 20<sup>th</sup> century brickwork throughout the area as the main building material found in houses on St. Patrick's Avenue and St. Patrick's Square. It is also used as a decorative feature on some public buildings such as the former Library and Dispensary on Castle Street, which is faced with a dark red machine-made red brick and moulded terracotta detailing. In other cases, brick is confined to being a supplementary decorative material or for use in the construction of chimneys.



**Fig. 11 Machine cut red brick detail**

#### **6.2.3 Granite:**

Granite is the most common building material used in Dalkey owing to the proximity of Dalkey quarry. Most of the older houses, castles, churches and other structures are built with granite rubble walls. The use of rubble granite to achieve a planned architectural aesthetic occurs on three buildings: the Church of the Assumption on Castle Street, Granite Cottage on Ulverton Road, and Dalkey Train Station. Cut stone is used mainly on window sills and more decorative elements such as plinth courses.



**Fig. 12 Early granite setts**

A common feature to Dalkey are the broad granite boundary walls with carved monolithic gate piers shaped to fit the curved coping. Granite was also historically used as a paving material and historic paving and kerbing remains in limited areas within the village.

#### 6.2.4 Natural slate:

From the 17<sup>th</sup> century onwards, slate was the most commonly used roof-covering in Dublin. Most of the slate traditionally used was imported from quarries around Bangor in North Wales. Domestically slate was mined in Cork, Kerry, Donegal, Clare, Tipperary and Wicklow and this native slate was also used in Dublin. Many houses within the ACA retain their natural slate roofs, which add to the visual richness of the area.



Fig. 13 Natural slate roof



Fig. 14 Cast-iron gate and railings

#### 6.2.5 Ironwork:

Many examples of ironwork, particularly wrought iron, may be found in Dalkey. In the 19<sup>th</sup> century wrought-iron, often decorated with cast-iron detailing was used for gates and railings. The finest examples of ironwork in the study area are the ornate gates accessing the former tram yard, and the substantial iron gates and railings bounding the entrance to *Carrig-na-Gréine*

### 6.3 Building Typologies

There are five common building typologies found in Dalkey:

- Quarrymen's Cottages
- Villa-style houses
- Nineteenth Century Terraces
- Nineteenth Century Commercial Structures
- Late Nineteenth to early Twentieth Century Housing

#### 6.3.1 Quarrymen's Cottages

Quarrymen's cottages are usually arranged in groups or terraces, and were constructed to serve as residences for workers of Dalkey Quarry overlooking the village. They are modestly-scaled single-storey structures with simple detailing and traditionally had sash windows and timber panelled doors. Some good examples survive on Leslie Avenue. No. 2 pictured opposite has remained largely unaltered although the boundary treatment has recently been changed to provide off-street parking.

Some of the houses are more modest than others depending on the rank of the worker. Following the closure of the quarries, many of the cottages were sold to the new middle-class residents.



Fig.15 No. 2 Leslie Avenue

### 6.3.2 Villa Style Houses



Fig.16 Typical villa-style house

Villa style houses built in the early to mid 1800s had their origins in quarrymen's cottages, but are larger in scale and have richer architectural detailing. They may have been lived in by high-ranking quarry officials or alternatively merchants and other well-to-do individuals. A characteristic example is No. 108 Sorrento Road pictured left, while notwithstanding the loss of its original sash windows, retains its original fanlight, rendered boundary walls and pedestrian iron gate.

Villa-style houses can be found in terraces or detached and set within substantial grounds.

### 6.3.3 Nineteenth Century Terraces

There are two types of terraces commonly found in Dalkey either red brick or render. Many of these terraces were built after the arrival of the railway, with rendered terraces generally pre-dating their red brick counterparts.



Fig. 17 Mid 19<sup>th</sup> century terrace on Ulverton Road using polychromatic brick, timber bracketed eaves and canted bays.



Fig. 18 Rendered terrace on Sorrento Road having moulded architraves and moulded Cornice to the parapet.

### 6.3.5 Nineteenth Century Commercial Structures

The character of Castle Street is largely derived from its 19<sup>th</sup> century purpose built commercial structures. Many of these structures retain their original shopfronts which include a variety of styles and materials. The Tramyard Gallery on Castle Street and the Dalkey Pharmacy on Railway Road are fine examples of brick shopfronts with stone and cast-iron detailing. Another historic shopfront is Select Stores where the timber shopfront has slender pilasters with finely-carved consoles supporting a narrow timber fascia. Some modern shopfronts in the area utilise traditional design principles as can be seen on Railway Road.



Fig. 19 A modern traditional-style shopfront on Railway Road



Fig 20. Tramyard Gallery, originally served as the Dublin Tram Company Office and Ticket Office.

#### 6.3.4 Late Nineteenth to early Twentieth Century Housing

Terraces of single-storey brick cottages were built in the late 19<sup>th</sup> to early 20<sup>th</sup> century as social housing. Typical examples of these are found at Carysfort Road, Carysfort Villas, St Patrick's Road, St. Patrick's Avenue and St. Patrick's Square. Developments of larger two-storey rendered houses were built in the early 20<sup>th</sup> century and included a small private garden for each house owner.



Fig. 21 19<sup>th</sup> century red brick terrace



Fig. 22 20<sup>th</sup> century local authority housing.

## **7.0 Street-by Street Analysis**

This section aims to provide a brief description of each street within the ACA boundary. The principal routes through Dalkey, namely, Castle Street, Sorrento Road, Tubbermore Road, Convent Road, Leslie Avenue, Coliemore Road, St. Patrick's Road, Railway Road, and Ulverton Road, are analyzed under the following headings:

- **Architectural Character**

An appraisal of the different types of buildings along a street helps to build up a picture of its character identifying the prevailing scale, design and materials of its buildings. An architectural inventory carried out in 2004 by Dublin Civic Trust provides a comprehensive overview of the buildings located within the ACA.

- **Protected Structures**

A protected structure is a structure or part of a structure that a planning authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. The Record of Protected Structures (RPS) is contained in Schedule 2 of the Dún Laoghaire Rathdown County Development Plan 2004-2010.

- **Spatial Quality**

Spatial Quality refers to the relationship between buildings and the street, how one street may relate to another, and the relationship of significant open space within the area.

- **Boundary Treatments**

This refers to the method of enclosing a site such as walls, hedges, railings and gates.

- **Land Use**

The use of buildings on the street whether that be commercial, residential, or office and how that influences the character of the street.

## **7.1 CASTLE STREET**

### **7.1.1 Architectural Character**

Perhaps the greatest variety of historic building types survives on Castle Street. This is a street of predominately two-storey stuccoed classical Victorian buildings with timber shopfronts, originally with domestic accommodation on the upper floors. There are also two and three-storey highly decorative redbrick late Victorian and Edwardian buildings which add to the architectural richness of the streetscape.



**Fig. 23 View looking west along Castle Street**



**Fig. 24 Dalkey news and Pharmacy**

Other gable-fronted façades of note include No's. 26 and 27. No. 27 (Dalkey News, above right) has a subtle painted rendered façade, which rises dramatically to three stories and dominates the northeastern end of the street.

The landmark buildings on the street are the medieval structures of, Goat Castle, Archbold's Castle and Saint Begnet's Church. While two notable 18<sup>th</sup> century buildings are The Queen's and McDonough's public houses. Other buildings may pre-date 1800, but the external appearance of the majority of structures on the street belong to the period of great expansion between 1820 and 1860. From this period buildings tend to be classically defined with stucco dressing and parapet entablature. The late 19<sup>th</sup> and early 20<sup>th</sup> century is also strongly represented with buildings from this era having a richer palette of materials which include redbrick and render, and the decorative use of timber.

Terminating the north side of Castle Street is the curious single-storey elevation of No. 28 (Maxwell's Chemist), which is in effect a redbrick shopfront without a façade. As this is the first building on Castle Street to be seen on entering the Village from Railway Road and Tubbermore Road, it has become an established element of the streetscape.

To the western end of Castle Street beyond the important cluster of medieval monuments are No's 59-61, which comprise a terraced group of buildings of one and two stories that may be characterized as simple 19<sup>th</sup> century vernacular village buildings. No. 60 retains a traditional arrangement of shop/pub display windows incorporated within a rendered ground floor rather than a shopfront proper. No. 61a is much diminished by the inappropriate location of an advertisement hoarding at first floor level. No. 61 (McDonough's) a five-bay rendered façade, is the epitome of the 19<sup>th</sup> century vernacular public house tradition. The window openings hint at the origins of an earlier building, possibly of 17<sup>th</sup> or early 18<sup>th</sup> century origins.

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Buildings dating from the mid 20<sup>th</sup> century onwards are generally economically built and without the qualities of past architectural styles. The recent apartment development at the junction with Dalkey Avenue has a monolithic presence, which fails to take cognisance of the street’s prevailing scale, proportions and massing.



**Fig. 25 Modern infill off Castle Street**

However, one very good high quality infill development is ‘The Courtyard’ to the rear of Hick’s Butcher’s. Accessed through an archway this development comprises a number of residential and commercial units of a strong contemporary design (pictured right)

**7.1.2 Protected Structures**

The seven protected structures on Castle Street are generally all public buildings, ranging from a place of worship, a bank, a public house, retail buildings now in use as restaurants, and the industrial heritage site of the Dalkey Tram Line.

<b>Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures</b>		
<b>Road</b>	<b>Address</b>	<b>Description</b>
Castle Street	29-31(AIB)	Bank
	12 (The Queen’s)	Commercial Premises
	26 (Laurel Tree Restaurant)	Commercial Premises
	37 (Super Valu/EuroSpar)	Commercial Premises
	Church of the Assumption	Church
	Kilbagnet Close	Old Tram Line
	Tudor House	House

Allied Irish Bank – No’s 29-31

Like all bank buildings the Allied Irish Bank Building is a key landmark building occupying a prominent site at the southwestern end of the street with two equally articulated elevations incorporating a limited palette of materials. Its dormer windows are not without precedent on the street and give added weight to its presence on the streetscape.



**Fig. 26 AIB Bank**

The Queen’s

This is the only overtly 18<sup>th</sup> century building on Castle Street. It belongs to a building tradition that formed an artisan response to the formal Georgian style. It is one of the few commercial buildings remaining on Castle Street that is set back from the building line with an enclosed front site.



**Fig. 27 The Queen’s Bar**

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

### No. 26 Castle Street

No. 26, is a two-bay, two-storey with attic storey red brick building, c. 1900. It has a distinctive architectural character with a timber panelled gable to one bay and a fine enriched red brick shopfront with an unusual coved fascia surmounted by a decorative timber balustrade.

**Fig. 28 No. 26 Castle Street**



### No. 37 Castle Street (formerly Findlater's)

No. 37, the former premises of Findlater's forms an important element of the streetscape by virtue of its deliberately over-emphasized roof structure, gables and chimneystacks. It has been designed for maximum visual effect when viewed from east or west along Castle Street or from Saint Patrick's Road. Built c. 1900 in a Tudor Revival style with terracotta pantiled roof, rendered façade and applied timber cage-work dressing. The two-faced façade clock which is set with highly decorative timber gabled panels, is an enduring aspect of the character of the street.

**Fig. 29 The former Findlater's building**



### The Church of the Assumption (RC)

This Gothic Revival granite Roman Catholic Church was built c. 1841 and partially rebuilt fifty years later. It is set on a north-south axis with the chancel located to the northern end facing onto Castle Street. Its proximity to the street and its relationship with the medieval buildings near it, give a unique historic character to this part of the street. Another important feature is its three-stage stone bell tower, which is located to the southwestern corner.

**Fig. 30 Church of the Assumption**



### Old Tram Line

The former terminus for the Dalkey Tram line is located on the north side of Castle Street. It is entered through very attractive red brick piers and wrought iron gates. The original tram lines and stone setts still survive today.



**Fig. 31 Remains of tramline**

### Tudor House

Tudor House commands an important position overlooking Castle Street. It is a substantial mid 19<sup>th</sup> century house built in the Tudor Revival style. In the early 1900s it became a school known as Rootham's College for Boys and, more recently it served as a guest house before reverting to a private residence.

**Fig. 32 Tudor House**



### 7.1.3 Spatial Quality

The strongly enclosed streetscape and relatively narrow thoroughfare of Castle Street creates a sense of intimacy associated with village streets. The curved building line which follows the footprint of the street allows for interesting views of the geometric pattern of the streetscape but provides limited views and vistas.

A series of narrow lanes branch out in a herringbone pattern mainly on the southern side of the street. These are a remnant of the town's medieval character, which is also found in surviving plot patterns.

The limited public open space on Castle Street is concentrated at the western end, and includes the area surrounding Archbold's Castle, a small seating area on the north side of the street and the enclosed graveyard of St Begnet's.

The street is flanked by concrete-flagged pavements, with reconstituted stone kerbs at the north-western end. The remainder of the street retains its early narrow granite kerbing. Modern fluted metal bollards line a significant portion of both sides of the street, preventing cars from parking on the pavement. Outside the Church of the Assumption there are Gothic Revival style 19<sup>th</sup> century cast-iron bollards. The modern mild steel street lamps are in the style of 19<sup>th</sup> century gas lamps.

There is a high concentration of on-street traffic signage clustered close to junctions with intersecting streets and around the on-street parking bays.

### 7.1.4 Boundary Treatments

All but seven structures form part of a terrace and face directly onto the street. Those buildings, which are set back have enclosed front sites with a varied boundary treatment. These include low plinth walls supporting wrought-iron railings and rendered rubble granite walls. Of particular note are No's. 6 & 7 having a front garden enclosed by rendered rubble boundary walls with characteristic cut granite gate posts and wrought-iron pedestrian gates. The undeveloped rear sites of many buildings retain original rubble granite boundary walls, which are an integral part of the character of the ACA.



Fig. 33 Boundary to No. 6 Castle Street

### 7.1.5 Land Use

Land use on Castle Street is predominantly commercial and retail as is traditional for the principal street of any village. Continuity and change co-exist with a balance of retail and commercial activity: small vegetable shops bookshops, and newsagents sit alongside office, restaurants and financial institutions, all of which sustain the local community and village character.

Traditionally the commercial and retail use was limited to ground floor level, leaving the upper floors for residential use, usually by the proprietors. This however, is not the case today, as many upper floors have been adapted for the expansion of the existing uses at ground floor level, or for separate retail/commercial activity. A number of upper floors are also vacant.

The other prominent use is public or educational served by Dalkey Heritage Centre, with residential use is primarily confined to the western end of the street

## 7.2 RAILWAY ROAD

### 7.2.1 Architectural Character

Buildings on Railway Road are faced in stucco render or redbrick and have a parapet or gable fronted façade. The east side of Railway Road comprises rows of two-storey stuccoed and brick-faced retail buildings, which accentuate the curve of the road. No. 3, Dalkey Pharmacy, formerly Beggs dominates the streetscape, comprising a four-bay two-storey with dormer attic story redbrick façade which stands out from the stucco rendered buildings on the road.



Fig. 34 Streetscape view of Railway Road



Fig. 35 Dalkey Pharmacy

The south west end is in residential use with a terrace of four single-storey over basement stuccoed villa style houses set back from the building line. Two-storey houses either side of this terrace maintain the set back building line. The retail units beyond are modestly scaled, stuccoed, two-storey parapet or gable fronted structures with stucco embellishments to window openings.



The recent construction of Photogenic at the southeast end interprets the gable-fronted buildings adjacent in a contemporary style. Beyond this is Dalkey Station.

Fig. 36 Modern building at south end of Railway Road

### 7.2.2 Protected Structures

There is one protected structure on Railway Road.

Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures		
Road	Address	Description
Railway Road	Dalkey Dart Station	Railway Station

The train station is an attractive single-storey building with a central open loggia. Its simple architectural character is enhanced by granite quoins, sprocketed overhanging eaves, a centrally placed projecting porch and a bow-ended side elevation.

Fig. 37 Dalkey train station



### 7.2.3 Spatial Quality

Railway Road is a relatively short curved road running on a north-south orientation rising to the south. The street runs from the junction of Castle Street, Coliemore Road, Tubbermore Road and St. Patrick's Avenue south to the railway station, before veering west at a 90-degree angle terminating at the railway bridge.

A number of narrow laneways giving rear site access survive, that at No. 20 forms an attractive, well maintained private open space. The rear site access lane between Nos. 4 and Finnegan's on Sorrento Road, has original stone setts at the entrance to the laneway. A painted stone wheel-guard (pictured right) also survives at this location and is a rare example of a jostle stone in the area. The road retains its early narrow granite kerbs along the eastern side, in front of the Railway Station and in front of No's. 10 and 11 on the western side of the street. The main public open space forms the forecourt to Dalkey Train Station and is used by commuters for parking.



Fig. 38 Painted stone wheel guard

### 7.2.4 Boundary Treatments

The boundaries enclosing the front sites of the residential properties vary in their treatment. The original boundary type is a medium height, rendered, rubble granite wall with pedestrian access only. In recent years this has been altered in all but two cases to form off-street parking. The remainder of the buildings on the road are street fronted.

### 7.2.5 Land Use

From the junction with Castle Street up to the turn of the hill the structures are commercial in nature, while residential use is confined to No's. 10-16 on the west side of the street.

## 7.3 SORRENTO ROAD

### 7.3.1 Architectural Character

Sorrento Road encompasses varied building types representing all periods of construction from the early 19<sup>th</sup> century to the present decade. Single-storey structures are concentrated to the southwest end of the road with two-storey structures found at both the southeastern and northwestern ends.

No. 1-2 Sorrento Road (Finnegan's Public House / Sorrento Lounge), a protected structure, is the only commercial building on the road. Its stucco-enriched rendered façade creates a landmark presence on the street.

Fisherman's cottages dating to the early 19<sup>th</sup> century, a characteristic building type in Dalkey, are also found on Sorrento Road, and are an important remnant of the rural character of the village. The cottages are generally three bays in length having a rendered finish and a central door opening, a distinctly low front elevation and are without architectural enrichment. While many have been altered, No. 89 largely retains its original appearance.



Fig. 39 No. 89 Sorrento Road

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

There are a large number of mid 19<sup>th</sup> century villa-style houses, such as the uniform terrace of No's 107–110, with their classical parapet entablatures and enriched segmental-arched doorcases. The larger two-storey versions of this building type are defined by their late Georgian classical proportions and stucco enriched entablatures.



**Fig. 40 No. 5 Edward Terrace**



**Fig. 41 Ormond Terrace**

A distinctive terrace of late 19<sup>th</sup> century redbrick-faced houses is located east of the intersection with Tubbermore Road. Their characteristic detailing includes a dogtooth eaves course and inset timber doorcases.



Modern infill, while relatively sensitive in scale, contrasts markedly with the traditional architectural character of the road. The house opposite uses finishes, which are at odds with the traditional palette of materials. The expansive roof with overhanging eaves and terracotta pantiles creates an over dominant presence on the street.

**Fig. 42 Recent infill on Sorrento Road**

### 7.3.2 Protected Structures

There is one protected structure on Sorrento Road located within the ACA boundary (the other protected structures on Sorrento Road lie outside the ACA boundary).

<b>Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures</b>		
<b>Road</b>	<b>Address</b>	<b>Description</b>
Sorrento Road	Sorrento Lounge	Public House

Sorrento Lounge, which now forms part of Finnegan's Public House, is a five-bay two-storey rendered building dating to c. 1880. The façade is elaborately embellished and contrasts with the red brick façade of the adjoining Finnegan's pub.



**Fig. 43 Sorrento Lounge**

### 7.3.3 Spatial Quality

Sorrento Road runs east from Railway Road to the coast along a winding footprint that bends southwards as it rises uphill beyond the junction with Rockfort Avenue and Anastasia Lane. Laneways and thoroughfares intersect both sides of the road adding to the complex relationship of irregular plots, building lines and orientation.

The dominant sense of street enclosure evident on the commercial streets has given way to a sense of openness. This is enhanced by the modest scale of many of the houses along the road. More recently the construction of larger scale residential developments has altered the 19<sup>th</sup> century character of the road.



Fig. 44 south west end of Sorrento Road



A noteworthy feature is the early twentieth century post-box, inset to the wall at Sorrento Gardens and embossed with the monogram of Edward VII. These items of historic street furniture add to the historic character of the area.

Fig. 45 Edwardian post box

### 7.3.4 Boundary Treatments

Front sites are generally enclosed by low to medium height coursed rubble granite or rendered rubble walls with pedestrian gates. Many of the original front sites have recently been adapted to accommodate off-street parking. This practice has been carried out in an ad-hoc manner resulting in the hard surfacing of traditionally soft landscaped front sites and the removal of original boundary walls and gates.



Fig. 46 Enclosed front site



Fig. 47 Loss of front site to provide off-street parking

### 7.3.5 Land Use

Sorrento Road is residential in character, with the notable exception of Finnegan's Public House / Sorrento Lounge.

**7.4 ST. PATRICK’S ROAD**

**7.4.1 Architectural Character**

St. Patrick’s Road has a mixed residential, educational and commercial character. In contrast to many of the other streets red brick is the predominant building material.

The west side of the street is predominantly late 20<sup>th</sup> century two-storey, part gable-fronted houses, while the east side is lined with single-storey late nineteenth century artisan cottages arranged in two distinct groups. To the north end is a uniform terrace of red brick dwellings, known as Urban Cottages, a well maintained terrace retaining many original features. Beyond these is a terrace of rendered cottages, which have undergone a number of alterations to their finish and fenestration.

Dominating the west side of the street is the red brick Harold Boy’s National School dating to 1901, which retains a number of original features, including a half-hipped roof with decorative ridge comb and red brick detailing.

The character of the southern end of the street is predominately modern, with most of the structures on both sides of the road being late twentieth century, two-storey, commercial buildings with traditional-style shopfronts.



**Fig. 48 Harold Boys National School**



**Fig 49 Modern purpose-built commercial development**

**7.4.2 Protected Structures**

There is a terrace of twelve Protected Structures on St. Patrick’s Road.

<b>Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures</b>		
<b>Road</b>	<b>Address</b>	<b>Description</b>
St. Patrick’s Road	Nos. 1-12	House Terrace

As an ensemble this terrace of twelve houses, is the defining element on the streetscape. They are three-bay, single-storey, red brick houses dating to the 1880s having tongue-and-grooved timber doors and timber sash windows.



**Fig. 50 No’s 1-12 St. Patrick’s Road**

### 7.4.3 Spatial Quality

Unlike other curving historic thoroughfares in Dalkey Village, St. Patrick's Road is uniformly straight and wide. Like Sorrento Road the low building height of the residential street gives way to higher density two-storey retail buildings at the Castle Street end.

The former Dalkey Library and Findlater's form a dramatic termination of the streetscape to the south. The backdrop of Dalkey Hill beyond emphasizes the link to the quarry industry that sustained the early residents of the road. The northern vista is terminated by a terrace of single-storey artisan cottages on Carysfort Road.

The road retains much of its original granite kerbing with historic diorite and granite setts surviving at the entrance to two private rear site access lanes. One late nineteenth century cast-iron lamp standard remains on the street at the junction with Castle Street.



Fig. 51 View south with Dalkey Hill in the background

The main open space on the road is the enclosed private landscaped playground surrounding the Harold Boys National School.

### 7.4.4 Boundary Treatment

Historically the buildings along St. Patrick's Road are street fronted, with the exception of Harold Boys' National School. Its boundary treatment comprises a rubble granite wall with semi-circular cement rendered coping, vehicular access is a later intervention.

### 7.4.5 Land Use

Land use on St. Patrick's Road is varied though dominated by residential use, with educational use confined to Harold Boys' National School. Towards Castle Street, office/retail and commercial uses prevail.

## 7.5. ULVERTON ROAD

### 7.5.1 Architectural Character

Ulverton Road is a wide 19<sup>th</sup> century thoroughfare running on a north-south axis. It takes its name from the Wolverton family who came to Ireland under Edward VI. It has a varied building typology that is largely residential in character. Leaving the village the southern end is dominated by a Shell Petrol Station. Beside this is Granite Cottage a single-storey mid-19<sup>th</sup> century house, so called because of the exposed granite detailing. There are three other mid 19<sup>th</sup> century villa-style cottages further north along this side of the road. These display typical characteristics of houses from this period such as rendered facades, centrally placed doorcases with decorative door surrounds and timber sash windows. Larger in scale are No's 31 & 33 a pair of semi-detached three-bay two-storey rendered houses dating to the 1880s, with rustication to the ground floor. A narrow laneway beside No. 33, provides access to Ulverton Lodge a large detached three-bay two-storey house, c. 1880, having full height canted bays. The last two buildings on this side of the road are a pair of later single-storey houses c. 1900, having bay windows with canted sides.

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

The east side is primarily composed of two-storey Victorian redbrick terraces all set well back from the road enclosed by either rendered granite rubble stone walls or wrought iron railings with wrought iron gates. There are three terraces in all with slight variations in size and detail. The large terrace located between Carysfort Road and Church Road have granite steps leading to the hall door, with iron hand rails a feature of these houses. Adjoining this terrace are No's 14 & 16 a pair of villa-style single-storey over basement houses, c. 1840. There is a less uniformity at the southern end of the road with building ranging in style and age from the late 18<sup>th</sup> to mid 20<sup>th</sup> century.



Fig. 52 No. 20 Ulverton Road



Fig. 53 No. 46 Ulverton Road



Fig. 54 No's 52 and 54 Ulverton Road



Fig. 55 No. 12 Ulverton Road

### 7.5.2 Protected Structures

There are no protected structures on the section of Ulverton Road located within the ACA boundary.

### 7.5.3 Spatial Quality

Ulverton Road was laid out as a wide thoroughfare linking Dalkey Village with the road from Bullock Harbour. By contrast to the sense of enclosure on Castle Street and Railway Road or the intimate scale and fine grain of Tubbermore Road and Saint Patrick's Road, Ulverton Road is characterized by its openness. This is derived from the wide thoroughfare and large set back front gardens, which provide a fitting setting for the grand terraces of houses.

The southern vista is layered by the dramatic rise and western slope of Dalkey Hill in the background.

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

A number of laneways are located on either side of the road. Many of these are well maintained and serve as access to houses situated off the main thoroughfare.



**Figs. 56 & 57 Lanes accessing houses off Ulverton Road**

### 7.5.4 Boundary Treatment

Generally the boundary treatment comprises medium height walls composed of rendered rubble granite. Most of the houses on the east side of the road have wrought iron railings and either vehicular or pedestrian gates. A common feature are cut granite piers flanking pedestrian gates to houses on both sides of the road.



**Fig. 58 Typical pedestrian gate and granite piers**

### 7.5.5 Land Use

Land use on Ulverton Road is dominated by residential use. Towards Castle Street, office, retail and commercial uses prevail, with the petrol station dominating the view at the southeastern end of the street.

## 7.6. COLIEMORE ROAD

### 7.6.1 Architectural Character

Coliemore Road is a long thoroughfare linking Dalkey village with Coliemore Harbour to the north-east. The development of the road in the mid-19<sup>th</sup> century is reflected in the high quality of Victorian architecture. While originally residential in character today it supports a mixture of restaurants, shops and pubs at the village end. The commercial structures fall into two broad categories, comprising either rendered or red brick facades. The latter are found at the south-western end and form a unique group of curved buildings known as St Mary's Terrace, which returns to front onto Castle Street. The terrace is defined by its convex elevation, decorative brick detailing and terminating gables. It retains many of its original features including the attractive dormer windows with decorative bargeboards. Beyond St. Mary's Terrace, Ragazzai's is a two-bay two-storey rendered mid 19<sup>th</sup> century building.

**DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA**



**Fig. 59 St. Mary's Terrace**



**Fig. 60 110 Coliemore Road**

The residential buildings on the street date from the mid 19<sup>th</sup> to the late 20<sup>th</sup> century. On the north side of the road are No's 4-6, a terrace of three two-storey rendered houses c. 1840 two of which retain their original doorcases and fanlights. A noteworthy example of contemporary architecture is No. 7 opposite the entrance to Carrig Na Greine, which takes its influence from the medieval tower houses of Dalkey.

The south side also displays a rich variety of architectural styles ranging from rendered mid 19<sup>th</sup> century houses displaying typical characteristics such as rendered facades, centrally placed doorcases with decorative door surrounds and timber sash windows to modern late twentieth century infill.



**Fig. 61 No. 7 Coliemore Road**



**Fig. 62. Doorcase to No. 105**

**7.6.2 Protected Structures**

There are two protected structures on Coliemore Road located within the ACA boundary (the other protected structures on Coliemore Road lie outside the ACA boundary).

<b>Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures</b>		
<b>Road</b>	<b>Address</b>	<b>Description</b>
Coliemore Road	No. 101 Carrig Na Greine	Houses

As an integral part of the streetscape only the rendered stone boundary wall and gated entrance to Carrig Na Greine lie within the ACA boundary.

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

No. 101 (Teach na hAille), is a detached mid 19<sup>th</sup> century villa set on an elevated site at the junction of Coliemore road and Rockfort Avenue. Single-storey to front with pedimented bay windows to either side of entrance, it is accessed through granite gate piers with original wrought iron gates and cast-iron finials.



**Fig. 63 Original entrance to Teach na hAille**



**Fig. 64 Granite pier to Carrig Na Greine**

### 7.6.3 Spatial Quality

From Castle Street the street runs northwards on a sweeping curve until it reaches the junction with Leslie Avenue, where it returns sharply to the east as it meanders down to Coliemore harbour. The curving nature of the streetscape allows for a varied natural and sequential series of views that is typical of a road that has a longer history than the structures that now flank it.

From the village the northern vista is closed by No.1 Coliemore Road, which occupies a corner site between the junction of Coliemore Road and Convent Road. Looking back towards the village the view is terminated by the AIB bank and adjoining former dispensary on Castle Street. The strong sense of enclosure experienced at the village end, contrasts with the sense of openness formed by the wide junction of Coliemore Road and Leslie Avenue, which terminates in the high boundary wall and fine granite gate piers of Carrig Na Gréine.

The road is flanked by pavements of poured concrete with some granite kerbing surviving.

### 7.6.4 Boundary Treatment

There is a varied boundary treatment, in general the houses are enclosed by rendered rubble granite boundary walls although there are a few bounded by wrought-iron railings set on a simple granite plinth wall.

The tall rendered rubble boundary walls and fine granite gate piers of Carrig Na Greine dominate the streetscape along the north side of Coliemore Road and Leslie Avenue. This is repeated on a diminutive scale at Teach na hAille (No. 101) at the junction of Coliemore Road and Rockfort Avenue, creating an interesting visual continuity of boundary and access treatments.



**Fig. 65 Boundary wall to Carrig Na Greine**

### 7.6.5 Land Use

As with all the streets that converge on Castle Street there is a distinct commercial character and use to structures at the village end with the residential character dominant on the remainder of the street.

## 7.7 TUBBERMORE ROAD

### 7.7.1 Architectural Character

Tubbermore Road is formed from an amalgamation of Tubbermore Avenue and Tubbermore Road. Many houses date from the second half of the 19<sup>th</sup> century, however, there are a number of 20<sup>th</sup> century structures, notably the Modernist No. 17 situated to the eastern end of the street, and the terrace of four 1950s houses located at the western end.



Fig. 66 No. 17 Tubbermore Road



Fig. 67 No's 5-9 Tubbermore Road

The buildings range from single-storey cottages to two-storey houses, two to three-bays wide. One of the notable two-storey structures is No. 10, a former retail/residential premises, now in residential use only. It has a distinctly rural character, which is enhanced by the survival of rubblestone outbuildings to the rear partially enclosing a cobbled yard.

An interesting group is the terrace of three single-storey three-bay rendered cottages located at the northwestern end, which have a rural character owing to their architectural treatment.

The landmark building on the street is the Garda Station, a fine Victorian structure retaining many of its historic features. It towers above the other mainly single and two-storey structures, and adds immensely to its character. Another prominent structure is the former Tubbermore House, a two-storey rendered house with a Roman Doric doorcase and spiderweb fanlight, which terminates the eastern vista.



Fig. 68 Tubbermore House

### 7.7.2 Protected Structures

There is one protected structure on Tubbermore Road.

Dun Laoghaire Rathdown County Development Plan 2004-2010, Schedule 2: Record of Protected Structures		
Road	Address	Description
Tubbermore Road	Garda Station	House/Garda Station



The mid 19<sup>th</sup> century building housing the Garda Station is a two-storey over raised basement structure with rendered elevation, moulded cornice to parapet and moulded entablature above the ground floor windows. A flight of granite steps returning with a quarter landing and flanked by wrought iron railings with cast iron finials leads to the front door with a carriage arch accessing the rear site.

Fig. 69 Garda Station

### 7.7.3 Spatial Quality

Tubbermore Road is a T-plan thoroughfare, running in a northwest-to-southeast orientation. The street has a largely uniform width for most of its length, which gives it a strong sense of enclosure, heightened at its eastern end by the closing of the street in two short spurs. The road is slightly skewed at its north-western end and there is a perceptible narrowing of the thoroughfare between the two commercial buildings at the junction of Castle Street. The view west towards Castle Street is framed by Goat Castle with the view eastwards terminated by Tubbermore House.



Fig. 70 View looking west towards Castle Street

A narrow pedestrian laneway beside Mayflower House links Tubbermore Road with Sorrento Road. An Edwardian cast-iron water-pump is inset in a red brick surround within a boundary wall at the southeastern end of the street.

The tarmacadamed roadway is flanked on either side by narrow concrete pavements, with the northern pavement retaining most of its original slender granite kerbing. The street is illuminated by modern streetlamps mounted on early 20<sup>th</sup> century iron electricity posts, with moulded finials



Fig. 71 Water pump

#### 7.7.4 Boundary Treatment

The primary boundary treatment comprises low rendered and painted walls with the early mid-19<sup>th</sup> century structures having granite gate piers.

#### 7.7.5 Land Use

The road is predominately residential with commercial outlets at the junction with Railway Road and Coliemore Road.

### 7.8 CONVENT ROAD

#### 7.8.1 Architectural Character

Convent Road has a diverse architectural character with buildings ranging from mid 19<sup>th</sup> century to late 20<sup>th</sup> century residential and commercial. The streetscape at the southern end of the road is defined by two terraces. On the west side is a terrace of five two-bay two-storey red brick late 19<sup>th</sup> century houses having canted bays to the ground floor. The front sites are bound by a rendered wall surmounted by decorative wrought iron railings. The set back terrace on the east side dates to the early 20<sup>th</sup> century and comprises twelve two-bay two-storey rendered cottages. To the north of the terrace is a pair of single-storey mid 19<sup>th</sup> century villa-style houses with generous planted gardens bound by original granite walls and square-plan gate piers flanking original cast-iron pedestrian gate. There are other villa-style houses located to the north end of the road.



Fig. 72 Derrynane Terrace



Fig. 73 No's 36-45 Convent Road showing castellated boundary walls.

No. 12 has a landmark presence on the street derived from its siting at the junction of Convent Road and Corrig Road. This is a large two-bay two-storey rendered house, C.1850 having later decorative embellishments. Despite its small scale No. 7 has a strong presence on the street, owing to its orientation, which presents a gable to the road.



Fig. 74 View looking north terminated by No. 12



Fig. 75 No. 7 Convent Road

Shamrock Hill is a large detached two-storey rendered house, c. 1816, located at the junction of Convent Road and Leslie Avenue. The house is accessed through cast-iron gates with stone piers. Granite rubble stone walls enclose the whole site with mature trees along the boundary enhancing its character.

### 7.8.2 Protected Structures

There are no Protected Structures on Convent Road

### 7.8.2 Spatial Quality

Convent Road runs northwards off Coliemore Road and terminates at the junction with Leslie Avenue and Harbour Road. It has a rural character derived from its narrow thoroughfare, absence of footpath on the east side and siting of houses with gables to the road. The footpath on the west side retains its granite kerbing with parking permitted on the west side only.

The compact terraces at the southern end, set tight to the road enhance the sense of enclosure. This gradually dissipates at the middle section due to the significant set back of houses on the east side. The northern end is characterised by the high rendered stone wall of Shamrock Hill which contributes to the rural ambience of Convent Road.



Fig. 76 View from the north end with boundary wall to Shamrock Hill

### 7.8.3 Boundary Treatment

There are a variety of boundary treatments, the most common being the low rendered granite wall with granite gate piers flanking iron pedestrian gates. The most eye-catching boundary terrace is the rendered wall with castelled granite coping found on the terrace of twelve houses on the east side.

### 7.8.5 Land Use

Commercial use is confined to the south end with residential to the remainder apart from a nursery school, which occupies No. 10.

## 7.9 LESLIE AVENUE

### 7.9.1 Architectural Character

Leslie Avenue is one of the earliest thoroughfares in the area and takes its name from Charles Leslie a prominent Dalkey resident who built his house Carraig-na-Gréine here in the 1830s. The high walls also form the boundary wall to most of the east side of Leslie Avenue. At the northern end is another large detached house, Shamrock Hill, whose boundary wall forms the northwestern boundary of the ACA.

Originally this street had a number of single-storey cottages, built in the early 1800s. Only six remain, with No. 2 being the most intact. No's 1, 6 & 9 were replaced in the later part of the twentieth century with larger scale two-storey houses breaking up the original group.

No.11 is a fine two-storey over basement Victorian residence and along with Shamrock Hill is set back from the street line within its own grounds. There are a few modern late 20<sup>th</sup> century houses on the road. No.12 uses elements from earlier building styles such as render and a pitched roof, but with the use of oversized gable windows is a departure from traditional fenestration patterns.



Fig. 77 No. 11 Leslie Avenue



Fig. 78 No. 12 Leslie Avenue

### 7.9.2 Protected Structures

There are no protected structures on Leslie Avenue.

### 7.9.3 Spatial Quality

Leslie Avenue is a very narrow thoroughfare running on a north-south axis from Coliemore Road to Harbour road. The road has a rural character dominated by the high stone wall of Carraig-na-Greine running along the east side of the road. The height of the wall and the extent of the entrance gives the narrow road and its small cottages a reduced sense of scale. The road is flanked on its east side by a concrete pavement with slim granite kerbs.



Fig. 79 Boundary wall to Carraig-na-Gréine

**7.9.4 Boundary Treatment**

The high stone walls of Carraig-na-Greine and Shamrock Hill are one of the principal defining features of Leslie Avenue. The more modestly scaled single-storey early 19<sup>th</sup> century cottages have irregular sized front sites the majority of which are enclosed by low rubble granite boundary walls, cut granite piers and wrought iron pedestrian gates. The later twentieth century houses have varied boundary treatments, which accommodate off-street parking.

**7.9.5 Land Use**

Leslie Avenue is entirely residential, while Carraig-na-Gréine may be characterized as institutional.

### 7.10 Character of Secondary Streets

The primary roads within the ACA are interlinked with a network of secondary roads, which are largely residential in character. These roads are characterized by a fine grained urban layout of small plots tightly grouped, often forming irregular interlocking plots that belie an early settlement pattern. Roads such as Carysfort Road, Meaney Avenue and St. Patrick's Avenue and Square, which are early 20<sup>th</sup> century in character, continue the fine grained development, but form a more homogeneous and regular plot pattern. Rockfort Avenue stands out among the secondary roads having large houses set in substantial grounds.

#### Carysfort Road

Carysfort Road runs between Convent Road and Ulverton Road on an east-west orientation. It is characterised by modestly scaled houses mainly from the late 19<sup>th</sup> to early 20<sup>th</sup> century. Much of the south side is occupied by Carysfort Villas, a complex of twenty-three, early 20<sup>th</sup> century red/yellow brick artisan cottages with a shared projecting entrance bay opening directly onto the pavement. A characteristic feature of these houses is the bipartite and two pane timber sash windows.



Fig. 80 No. 19 Carysfort Villas



Fig. 81 No's 1,3,5 Carysfort Road

West of Carysfort Villas is a terrace of three two-bay two-storey rendered houses, pictured below left, dating to 1900. Architectural expression is found in the round-arched door openings having plain glass fanlights and sidelights. Opposite is a pair of semi-detached three-bay single-storey houses, c. 1860, having a flat-roofed projecting entrance porch, and dentil enriched cornice. Both houses are bounded by rendered walls with granite gate piers and an iron pedestrian gate.



Fig 82 No. 39-43 Carysfort Road



Fig. 83 No. 52 Carysfort Road

### Barnhill Road

Barnhill Road forms an extension to the western end of Castle Street. Nos.1- 4 Kent Terrace, below left, form a striking group of four Regency Revival houses built in the 1830s. The houses are three-bay three-storey gable fronted having timber eaves with dog-tooth detailing and drip labels to windows. The narrow front sites are bounded by cast-iron railings on a rendered plinth wall with pedestrian gate leading to granite steps. Each of the entrance doors have applied metal studwork in the medieval manner. All but one, retain their original Gothic style fanlight over the entrance door. Adjoining these are No's 5 and 6 built as a pair in the 1880s, with No. 5 having been extended to the street. Both structures retain original elements such as timber sliding sash windows.



Fig. 84 No's 1-4 Kent Terrace



Fig. 85 No's 5 & 6 Barnhill Road

### White's Villas

Whites Villas is an early 20<sup>th</sup> century local authority-housing complex, comprising 28 single-bay two-storey houses arranged in groups of two, three and four. The houses are a set back from the street opening onto enclosed front gardens. The original boundary treatment consists of wrought iron railings on a granite plinth wall, many of which have been removed and replaced by inappropriate solid walls, which detract from the open and harmonious appearance of the houses. Given their layout, date of construction and size of plots, it can be presumed that this was a scheme that emulated the Garden City Ideal of the early 20<sup>th</sup> Century.



Fig. 86 White's Villas

### St. Patrick's Avenue and Square

St Patrick's Avenue runs on a north-south axis terminating in St. Patrick's Square. The northern end of St. Patrick's Avenue is flanked on the west side by the AIB bank and on the east side by a small open public space. This open space, pictured right has a poured concrete surface, with removable timber planters and seating, and is bounded by a low concrete wall. The area also has some provision for bicycle parking.



Fig. 87 Open space

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

The houses on both sides of the avenue and square were designed in the late 19<sup>th</sup> and early 20<sup>th</sup> century as social housing. These single-storey, red brick artisan dwellings have retained their original composition and layout. The majority retain their original timber tongue and groove panelled doors with three integral glass panels and timber casement windows, giving a homogenous appearance to the avenue and the square.



**Fig. 88 St. Patrick's Square**

The square looks out onto a well maintained landscaped green space which creates a social environment for the residents with the provision of seating. On street parking bays flank the central open space. The pavements are poured concrete with granite kerbing and granite sets forming the gullies between the path and the road.

### Rockfort Avenue

Situated between Sorrento Road and Coliemore Road, Rockfort Avenue runs in a northwest southeast direction. It has the atmosphere of a rural road due to the variety of tree cover, and intermittent footpath and lack of through traffic.

The building stock varies from large Victorian style houses to terraced three-bay, two-storey, rendered, nineteenth century houses. All are set back from the road within their own grounds. One of the most striking groups of buildings is Tempe Terrace, located at the very northern end of the road. This terrace of protected structures is set on a prominence facing the sea over Coliemore towards Dalkey Island. It is an early to mid 19<sup>th</sup> century terrace of stucco rendered houses, more in keeping with the grandeur of houses found along the seafront of Dun Laoghaire, such as Charlemont Terrace.



**Fig. 89 Streetscape along Rockfort Avenue**



Other protected structures on the road include Carrig Baun and Milroy Cottage, a pair of terraced single-storey over raised basement mid 19<sup>th</sup> century houses. While they are very similar in architectural detailing and style Carrig Baun has oriel windows, as opposed to the bay windows of Milroy Cottage. Rockfort, forms the south end of this terrace but is much larger in scale having been extended in the late Victorian period, with the addition of a projecting entrance portico

**Fig 90 Carrig Baun**

## DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA

Aelagh is a detached three-bay single-storey over raised basement house dating to 1830. A central pedimented breakfront with console brackets encases a round-arched door opening containing a highly decorative timber doorcase. It is set within its own substantial mature grounds bounded by pebbledash and rendered walls with granite coping.



**Fig. 91 Aelagh**



A unique building on the street is the former Methodist Meeting House, Epworth Hall, now in residential use. It is comprised of rubble stone walls with pointed lancet openings having yellow and red brick surrounds with original red brick bell-tower to the north elevation. A decorative gabled timber canopy frames the original double-leaf timber door.

**Fig. 92 Epworth Hall**

### Corrig Road

Only the eastern end of Corrig Road is included within the ACA boundary. The southern side of the road encompasses a group of single-storey red brick early 20<sup>th</sup> century artisan cottages, similar to those on Carysfort Road and elsewhere in the ACA. The north side has late 20<sup>th</sup> century modern infill as well as a group of single-storey cottages, which are believed to pre-date the layout of the road.



**Fig. 93 No.10 Corrig Road**

### Ormeau Drive

Ormeau Drive located of the north side of Castle Street is comprised of late 20<sup>th</sup> century housing.

**Meaney Avenue**

Further east is Meaney Avenue located on the south side of Coliemore Road. A typical narrow laneway characteristic of Dalkey serving a terrace of 5 two-storey rendered houses with the central pair sharing a splayed entrance doorway.



**Fig. 94 View from Coliemore Road towards Meaney Avenue**



**Fig. 95. Meaney Avenue streetscape**

## **8.0 Implications for Planning & Development**

In general terms there is a requirement under the Planning & Development Act 2000 to obtain planning permission for all development works which do not constitute exempted development. The regulations governing exempted development are set out in the Planning & Development Regulations 2001, as amended. These regulations set out the classes of development, which constitute exempted development together with relevant conditions and limitations.

Section 4 of the Planning and Development Act 2000 also lists developments, which constitute exempted development, for the purposes of the Act. Section 4(1)(h) is of particular relevance. It states that the following shall be exempted development for the purposes of the Act:

*“Development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of neighbouring structures”*

Where a question arises as to what in a particular case is or is not exempted development, any person may, under Section 5(1) of the Planning and Development Act 2000, on payment of the prescribed fee, request in writing from the Planning Authority, a declaration on that question.

### **Protected Structures**

Owners and occupiers of protected structures are advised that planning permission is required for all works, which would materially affect the character of a protected structure, or any element of the structure, including its curtilage, which contributes to its special interest. Owners and occupiers proposing to carry out any works to a protected structure including essential repair and maintenance works, are advised to request a declaration from the Planning Authority under Section 57 of the Planning and Development Act 2000<sup>1</sup>. A declaration issued under this section sets out the type of works the Planning Authority considers would or would not materially affect the character of the structure or of any element of that structure, which contributes to its special interest.

### **Non-Protected Structures**

Owners and occupiers of non-protected structures located within the Dalkey Village Architectural Conservation Area should be aware that works which, in the opinion of the Planning Authority, would materially affect the character of the ACA will require specific grant of planning permission<sup>2</sup>. This includes the following:

- Extensions and all new build that impact on the street-facing elevations of buildings, or would be visible from the public realm.
- The demolition of any structure or part thereof.
- Complete re-pointing in a style or manner other than existing.
- Removal or alteration of original architectural features on the main facades of non-protected structures including:
  - painting of previously unpainted brick or stone surfaces.
  - rendering of any façade not previously rendered.
- Formation of parking spaces.

1. 2000 Act Section 57
2. 2000 Act Section 82(1)

## Roofs

- The removal of the original roofing materials such as natural slate or clay tiles and their replacement with modern materials such as fibre cement tiles.
- The removal of existing chimney-stacks and early terracotta or clay pots or other features of the roof-scape.
- The removal of timber bargeboards and/or their replacement in a material other than the existing.
- The installation of solar panels, roof-lights or dormer windows on front elevations or on slopes visible from the public realm. Where dormer windows are deemed to be permissible, these should fit in with the character of the structure, be of a modest size and should be constructed of natural materials.
- New commercial premises and material alterations to existing shop-fronts.
- The erection of, or alterations to, externally mounted signs and advertisements, including banners.
- The provision of awnings, canopies, flags and flagpoles.
- The provision of any security shutters or grilles and associated casings and fittings on the face of a building or in front of a window display area.
- The erection of communications antennae or support structures for same.

## Boundary Treatment

- The removal or alteration of traditional stone walls or railings, where visible from the public realm.

Note: It should be noted, however, that the above list is not definitive. Owners/occupiers are advised to consult with the Planning Authority prior to undertaking any development including any physical works or change of use.

## New Development

- New development should contribute to the visual enhancement and vibrancy of the area whilst respecting its existing physical character.
- New Developments should be of their time and to the highest standards of architectural design. Pastiche should normally be avoided.
- Proposals to demolish structures of architectural merit within the ACA will require planning permission and will only be permitted where the replacement structure is of such high quality that it will enhance the future built environment of the ACA.
- The amalgamation of one or more sites will require sensitive planning and design treatment in order to complement the fine grain of the established streetscape.
- There shall be a restriction on benchmark building height of two-three storeys, as proposed in the Building Height Strategy.

## Shop Front Design

The overall aim in the design of new shop fronts should be to reinforce the unity and integrity of the whole elevation.

New shop fronts and material alterations to existing shop fronts require planning permission. Any person proposing to install a new shop front is advised to consult the Planning Authority for guidance.

The following design principals apply:-

- The overall aim in the design of new shop fronts should be to reinforce the unity and integrity of the whole elevation and its harmonious integration into the streetscape.
- High quality, durable materials should be used, such as stone, brick, timber and glass.
- Shop front colours should be complementary to those of the building and adjoining structures.
- Awnings shall be considered on their merits and should be traditional in style and retractable.
- The acceptability of corporate designs will depend on their compatibility of the building and adjoining buildings.
- The use of externally fitted roller-shutters will be discouraged.
- Main facade windows should generally be of clear glass and should not be used for advertising or signage.
- Shop design must facilitate access for people with disabilities.
- Separate access to the upper floors should be maintained where existing.

### **Signage**

Good shop signs are a distinctive art form, hand painted signs will be encouraged. A well designed or imaginative fascia design may give a shop individuality and character, without being a odds with its surroundings. The fascia should be in proportion with the shop front and the materials and colours selected should be compatible with the building as a whole. Plastic Box signs are strongly discouraged.

There are a number of large advertising hoardings in Dalkey Village, which are visually intrusive and which detract significantly from the special character of this Heritage Town. It is the policy of the Planning Authority to actively seek their removal.

### **Land Use**

Existing exemptions from planning permission for changes of use continue to apply. In commercial premises uses that bring vitality to upper floors will be encouraged.

It is the policy of the Planning Authority to restrict the following uses as they can detract from the area's character:-

- Fast food outlet.
- Phone call centre
- Bookmakers/betting shop.
- Amusement Arcade.

### **Internal Alterations**

For structures/houses which are not listed as Protected Structures, the A.C.A. designation does not prevent internal changes or re-arrangements, provided that these changes do not impact on the exterior of the structure. However, internal changes must comply with current building regulations.

## **DALKEY VILLAGE – ARCHITECTURAL CONSERVATION AREA**

### **Works To The Public Realm:**

Works to the public realm, which includes footpaths, street furniture, parking provision etc will have to have due regard to the special character of the ACA.

Any changes to traffic management and parking within the ACA will take into account its ACA designation and will seek to preserve or enhance the special character of the ACA in design and provision of Pay and Display machines, signage, ramps, renewed surfaces, dished pavements etc.

The Council will actively promote the retention of all surviving original kerbing and items of street furniture, which contribute to the special character of the ACA, e.g. lamp standards, cast iron post boxes and wheel guard.

New street furniture when being provided will be of high quality reflecting the character of the ACA.

The Council will encourage the under-grounding of overhead services and the removal of redundant wiring / lighting cables etc., from building facades.