



**Haigh Terrace to Park
Road**

**Architectural
Conservation Area
Dún Laoghaire**

Character Appraisal

Preface

The assessment of the special character of the Architectural Conservation Area was commissioned by Dún Laoghaire-Rathdown County Council and was carried out in 2011 by *Lotts Architecture and Urbanism*. It extends from Haigh Terrace to Park Road in Dún Laoghaire, encompassing Adelaide Street, Mellifont Avenue and sections of Upper George's Street and the seafront.

The Character Appraisal, which includes an edited version of the special character report, was prepared by the Conservation Division and Planning Department of Dún Laoghaire-Rathdown County Council.

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1.0 Introduction

Dún Laoghaire-Rathdown contains a number of areas, which exhibit a distinct character and unique quality based on their historic built form and layout. This character is often derived from the cumulative impact of an area's buildings, their setting, landscape and other locally important features developed gradually over time. These areas are an expression of our heritage 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, as amended, provides the legislative basis for the protection of such areas by facilitating their designation 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 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 centered on an individual building, or a terrace of houses and it 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 limits on exempted development. 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 managing and guiding change on a wider scale than the individual structure. Hence, the objective of the ACA designation is to guide change within an area and ensure future development is carried out in a manner sympathetic to its special character.

It should be noted that ACA designation is distinct from designation as a Protected Structure, although Protected Structures may be located within an ACA area. Protected Structures are subject to separate procedures and requirements under the Planning and Development Act 2000, as amended.

1.1 Aim of study

A number of Conservation Areas were identified in the 2004-2010 County Development Plan. These have now been assigned 'Candidate Architectural Conservation Area' status under the 2010 - 2016 Dún Laoghaire-Rathdown County Development Plan. Section 11.3.13. Policy AR10: Candidate Architectural Conservation Areas states that:

“A number of Conservation Areas were identified in the previous County Development Plan. The Council is committed to assessing these areas to determine if they meet the requirements and criteria for re-designation as Architectural Conservation Areas as set out in the Planning and Development Act, 2000, and the Department of the Environment, Heritage and Local Government’s ‘Architectural Heritage Protection Guidelines for Planning Authorities’.”

The Haigh Terrace to Park Road ACA is unique in that the urban blocks that form the ACA were laid out at a time of rapid development in Dún Laoghaire in the period from 1830 onwards. The residential terraces were built for the wealthier social classes of Dublin, taking advantage of the new rail connection to the seaside town of Kingstown (renamed Dún Laoghaire). Development which characterises this period in Dún Laoghaire takes the form of elegant stucco terraces varying in scale from single-storey over basement to four storeys; some overlooking the sea and some in streets inland from the seafront. When considered on a national level, nowhere is this example of urban design and stucco-fronted architecture best expressed other than in Dún Laoghaire.

The three blocks which constitute the Architectural Conservation Area include examples of this range of scales, in the characteristic style and typology of the period.

The primary aim of this study is to:

- identify the special character of the proposed Haigh Terrace to Park Road ACA.
- 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.

1.2 Location and Topography of Proposed ACA

The proposed ACA lies east of the old village of Dún Laoghaire close to the east pier of the harbour, and broadly corresponds to the three urban blocks between the former Gresham Gardens in the west and the People’s Park in the east. The ACA is bounded to the north by the sunken railway line, to the south by George’s Street, to the east by Haigh Terrace and to the west by Park Road. It encompasses the eastern side of Haigh Terrace to Haddington Terrace and gardens including the Assistant Harbour Master’s office, Adelaide Street, Mellifont Avenue, the western side of Park Road, Victoria Terrace, Marine Terrace, Park Lane and a section of the northern side of George’s Street Upper, and Stoneview Place, a cul-de-sac of small artisan houses.

The topography of the area falls gently towards the sea and there is a large drop in level between sea-facing terraces within the ACA and the coastal road below. The area is cut off from the sea to the north by the Queen’s Road and the sunken railway line. George’s Street Upper, to the south, is part of a long route with military origins associated with coastal defences

that runs parallel to the coast and connects the Old Harbour in the west with Glasthule in the east.

The proposed ACA is an expanded version of the originally proposed Adelaide Street Candidate ACA, which comprised only the houses on Adelaide Street without their rear gardens and mews sites, the junction to George's Street Upper, and a portion of Haddington Terrace. The exact boundaries of the existing candidate ACA are delineated on map no. PL-12-409 contained in Appendix 1. It is proposed to extend the boundary of the candidate ACA to include the full curtilage of the Adelaide Street houses and to encompass the surrounding blocks. The expanded area described above has been redefined as 'Haigh Terrace to Park Road ACA'.

The area encompasses good examples of the high achievements of residential and church architecture in Dún Laoghaire in the mid-nineteenth century; the residential buildings including many fine building types, display characteristic materials and details of that period.

1.3 Reasons for Expansion of Candidate ACA

Section 3.2.5 of the Architectural Heritage Protection Guidelines for Local Authorities states that 'the boundaries of a candidate ACA should make physical, visual and planning control sense', and recommends reference to the 'core characteristics of the area in order to establish the most appropriate boundary lines'.

The three urban blocks were developed in individual sections over a short period of time and constitute a stylistically coherent

large-scale urban layout characteristic of the middle decades of the nineteenth-century, laid out between two urban parks. The elegant stucco style of the houses is closely associated with Dún Laoghaire as this period corresponds to the main urban expansion of the town, and it is in Dún Laoghaire that this form of urban design and architecture finds its best expression in Ireland. The combination of the public recreational park and terraces of elegant houses are characteristic of the urban design of the mid-nineteenth century.

It is considered that to restrict the ACA to Adelaide Street would not adequately reflect the urban design characteristic which is core to the architectural interest of the area and would ignore the significant historical relationship of this architecture to the public parks.

Unlike most other terraces of this style along the Dublin coastline, this area forms a coherent block with stucco terraces of similar style forming a seafront terrace, three parallel streets leading inland from the sea, and a frontage along George's Street which illustrates the historic development of that important central component of the urban structure of Dún Laoghaire.

The ensemble is composed of intentional arrangements of private houses to give strong and imposing urban definition in a classical architectural idiom, an approach that emerged in eighteenth century Britain in the formal terraces of London and Bath. The suitability of stucco to a marine environment made this formal architecture popular in the nineteenth century for elegant seaside resorts, the best Irish example being Kingstown, now Dún Laoghaire.

Other terraces in Dún Laoghaire located further inland such as Clarinda Park, Crosthwaite Park and Royal Terrace are different in nature, being arranged formally around small private parks or gardens in the manner of Georgian squares. These represent a later development in the expansion of Dún Laoghaire that was orientated around landscaped parks and not towards the sea.

The three blocks form an ensemble which is to a considerable degree intact, and retains its relationships to the park and seafront. Gresham Terrace, a similar, equally significant urban development of the same date immediately to the east has unfortunately been replaced by a modern development, and the loss of the historically important pleasure park between Gresham Terrace and the coast road means that the People's Park with its pavilion and bandstand is the only park of its kind to survive in Dún Laoghaire.

The mews lanes which serve these residential streets are a key component of this form of urban plan, and although they do not survive in the same intact state, they remain essential to the proper understanding and appreciation of the historical urban development.

The eastern portion of George's Street Upper has been redeveloped since the area was first laid out, and the original residential houses of stucco and their characteristic front gardens have been replaced by later nineteenth century commercial architecture which extends to the pavement. Section 3.2.5 of the Architectural Heritage Protection Guidelines directs that areas should be included within an ACA if they 'once formed a coherent part of the overall place'. As this is the case, and the later development itself adds to the understanding of

the history of urban development in Dún Laoghaire, it is felt that inclusion of this portion of the street is strongly justified.



Aerial view of Adelaide Street and the immediate area, Google 2011

The characteristics which determine the significance of Adelaide Street - architectural, historical, artistic, cultural, social and technical as discussed in detail Section 5 below - pertain to the wider group rather than to a single street or building. To

adequately and meaningfully protect a coherent and distinct ensemble, the three blocks, including their full individual curtilages and the terraces which relate to the park and seafront, would have to be included in the ACA.

The total area encompasses approximately 6.36 hectares and the exact boundaries of the proposed ACA are delineated on the map no. PL-12-367 contained in Appendix 2.

1.4 Protected Structures & Land Use Zoning Objectives within the Proposed ACA

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 Appendix C, Schedule 1 of the 2010-2016 Dún Laoghaire-Rathdown County Development Plan.

The inclusion of these structures on the record, affords these structures protection under the Planning and Development Act 2000, as amended. Under this Act, the obligation to preserve a Protected Structure applies to the structure and any element of that structure which contributes to its special interest.

Record of Protected Structures

Protected Structures contained within the proposed ACA are indicated in solid orange on Drawing No. 3, 2010 – 2016 County Development Plan Maps, contained within Appendix 1. This colouring does not however 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 specifically defined by legislation, but is understood to be the parcel of land immediately associated with that structure, the landscape setting within which the structure stands and which contributes to the structures essential character.

There are fifty Protected Structures within the proposed boundary of the ACA, which constitutes a significant proportion of the overall built environment within the proposed ACA. The majority of these are located along the perimeter of the proposed ACA; along George's Street Upper, Park Road, Haigh Terrace, Haddington Terrace, Victoria Terrace, Marine Terrace and a few along Adelaide Street. These are listed in Appendix 3.

Land Use Zoning Objectives

The 2010 – 2016 Dún Laoghaire–Rathdown County Development Plan indicates the land-use zoning objectives within the proposed ACA. The majority of the lands within the proposed ACA are zoned Objective 'A' – *"To protect and/or improve residential amenity."* A smaller section to the south are zoned 'MTC' – *"To protect, provide for an/or improve major town centre facilities"*, and a small section to the north (in front of Haddington Terrace) is zoned Objective 'F'- *"To preserve and provide for open space with ancilliary active recreational amenities."*

Lands to the east are zoned Objective 'F'- *"To preserve and provide for open space with ancilliary active recreational*

amenities"; to the south are zoned Objective 'MTC' – *"To protect, provide for an/or improve major town centre facilities"*; to the west are zoned Objective 'MTC' – *"To protect, provide for an/or improve major town centre facilities"* and to the southwest are zoned Objective 'F'- *"To preserve and provide for open space with ancilliary active recreational amenities"*.

There is a Specific Local Objective (SLO20) on the 'A' zoned lands which states:

"Dún Laoghaire - To allow for office development, excluding that to which the public has frequent access, providing it respects the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area, and that not less than one third of the gross floor area of each building be retained in residential use, and to encourage the retention of residential uses by seeking to enhance amenities and by refusing all non-compatible uses."

On adjoining lands to the south, along George's Street Upper, there is an objective for a 'Proposed Quality Bus/Bus Priority Route'; on adjoining lands to the north along Queen's Road there is an objective for a 'Proposed Walkway/Cycleway – Sutton to Sandycove (alignment indicative only)'; on adjoining lands to the west there is a Specific Local Objective (SLO18) 'To allow for a library and cultural amenities at Moran Park'; and on adjoining lands to the east (People's Park) there is Record of Monuments and Places.

Archaeological Sites

No archaeological sites, features or artefacts listed in the Record of Monuments and Places (RMP) in Appendix C, Schedule 2 of the 2010- 2016 County Development Plan are located within the boundary of the ACA.

2.0 Historical Development of the Area

2.1 Medieval Period

Little is known of early history of Dún Laoghaire. The name refers to a fort constructed by the fifth century High King Laoire, which may have once stood on a site near the sea. No trace of the fort remained on that site when a Martello tower was built in 1805, and the tower was in turn removed when the Dublin to Kingstown railway was extended from Salthill in 1836. Up to the sixteenth century Dalkey was the principal port south of Dublin, and Dún Laoghaire remained insignificant throughout the Middle Ages (Pearson 1981).

2.2 Seventeenth and Eighteenth Century

The **Down Survey Map of 1654** depicts one structure of note, possibly that of Monkstown Castle, near 'Mouncktowne' on land belonging to Walter Chevers, 'an Irish papist'.



Enlarged extract from the Down Survey map of 1654



Enlarged extract from Rocque's map of 1760

Rocque's map of 1760 shows the village of 'Dunlary' gathered in a compact form on the coast at the junction of several roads servicing the coast and hinterland, one of which connects to Monkstown Castle. It is remarked that the village comprised of seventy dwellings, a row of which are all that remains of the village. This is evident at the location of the Purty Kitchen public house, Old Dunleary Road (Pearson).

2.3 Nineteenth century

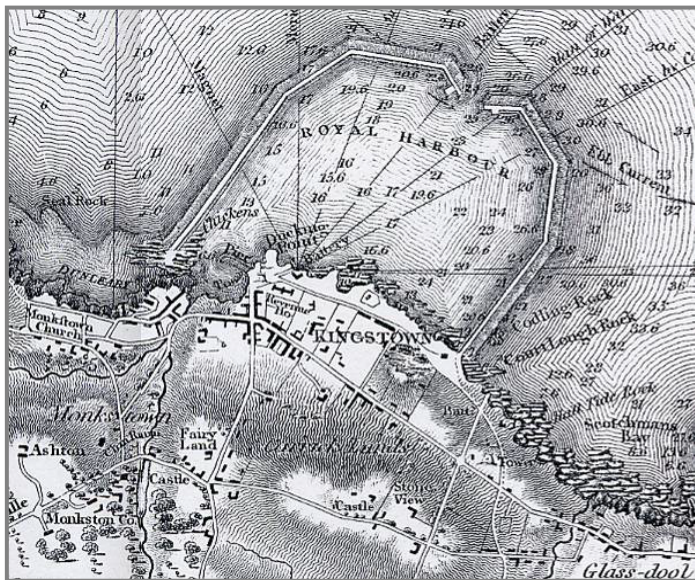
Taylor's map of 1816 depicts a compact village core with dispersed settlement along the outlying roads (George's Street and York Road). A church stands prominently on the western approach to the village. Only a few structures are located in the area east of Dunleary village between the military road and the sea.

The east pier appears for the first time on this map, marked 'asylum harbour'. This was deemed necessary following two dramatic shipwrecks with large losses of life in 1807. In 1816 an Act was passed authorising the construction of the pier in Dunleary, and work began in 1817. Work on the west pier began in 1820 and the lighthouses were completed in the 1840's.

Dunleary was renamed Kingstown to commemorate the royal visit of George IV in 1821. It was at this time also, that the military road was given its present name as George's Street. Duncan's map of that year is illustrated with a view of the



Extract form Taylor's map of 1816



Extract from William Duncan's plan of 1821

Glasthule Martello Tower (its site is now the south-eastern edge of the People's Park). This map shows both piers, the military road and the land in between. There are almost no buildings shown between the sea and the military road. The land between is marked as a series of large plots with parallel site boundaries.

The coast road is marked as continuous and it runs from the 'revenue' building at the old harbour to continue along the coast before turning inland to the south-east. Buildings align both sides of the military road in a haphazard manner.

In the first part of the nineteenth century Dunleary was to grow quickly into a sizable town and prosper due to the port, the railway and an influx of wealthy residents from the city of Dublin. It was to become the main passenger link to Britain with the establishment of the important Kingstown to Liverpool and Holyhead Mail Packet services.

The Dublin railway was extended to Kingstown in 1836 and its original purpose was to carry goods from ships in Kingstown to Dublin. A fine train station was designed for Kingstown by John Skipton Mulvany and was constructed in the 1840's.

Many of the wealthy Dublin classes in the 1830's had addresses in both Kingstown and Dublin, using the former for residence in the summer months, and many houses were rented for this purpose. Dublin was increasingly seen as an unsafe and unhealthy place to live in, whereas Kingstown had the advantages of space, gardens, sea air and bathing. Samuel Lewis records that '*Dunleary was merely a small village inhabited only by a few fishermen; but since the completion of that important undertaking [the harbour] it has become an*

extensive, and flourishing place of fashionable resort, and the immediate neighbourhood is thickly studded with elegant villas and handsome residences of the wealthy citizens of Dublin’.



Kingstown on Dublin Bay from the Quarries, engraving by Joseph Clayton Bentley (1809-51), National Library of Ireland

The first houses to be built were detached villas, however, terraces appeared in Kingstown around 1832. Sussex Parade (Marine Road) was the town's first terrace with eight houses of two-storeys over basement. They tended to be of simple form with few projections, regular window patterns, doorways with fanlights and flanked by columns with stone approach steps. Other terraces of varying length include Gresham Terrace, Haddington Terrace and Marine Terrace, but not all have

survived through the ages and Gresham Terrace has been replaced by a modern shopping centre.

With the emergence of the rear return, the main rooms in the house could be arranged closer to the garden level and a more immediate relationship of garden to house was possible. Gardens began to be used as places of recreation.

Prior to 1828 development in Kingstown was not regulated. The Town Improvements Act 1828 established a township to develop and improve the area (Mac Aongusa, 2007). This allowed 'for paving, watching, lighting, regulating and otherwise improving the town of Kingstown'. Town Commissioners were given powers in the Act to control aspects of the town's development. They could regulate street widths and organise their paving, naming and cleaning. They required notice of new structures and of alterations, and they could control extensions and projections such as bay windows and balconies (Pearson 1981).

The typical houses had stucco facades of Roman cement, which provided better protection from the weather in an exposed maritime environment. The stucco was either left in the natural colour or painted in subdued tones. The stucco allowed for the application of details to the elevations such as simple window mouldings, cornices and rustication, which emphasised the terrace as opposed to the individual house. This style contrasts to the brick facades of Georgian Dublin. Kingstown also benefited from the ready supply of building stone from nearby quarries and left-over stone from the construction of the harbour. This material was used for window sills, steps and plinth walls of boundary railings.

At the beginning of the century, window openings tended to be plain. Entrances were flanked by columns to add grandeur to the houses. The panelled wood oriel window over two storeys was to become a bay window device used as a standard feature in Kingstown in developments of the 1860's and 1870's particularly on avenues which otherwise lacked sea views. This device had been popularised in English seaside resorts such as Brighton (Pearson 1981).

The terraces, streets and squares built in the nineteenth century in Kingstown are characterised by having large front gardens. This underlines the predominantly residential and suburban character of the town by comparison to streets of greater density in Georgian period. The population, which resided in these houses, were the wealthier classes, most of whom had previously lived in Dublin. They were typically of the professional classes; merchants, bankers, ex-army and navy officers who could easily commute to the city (Pearson 1981). The social class and political allegiance of these areas is reflected in the tendency to use English names for the streets and terrace. The lower supporting classes lived beyond these areas and it was not until the later part of the nineteenth-century that serious housing provision was made for them within the town.

As the seafront sites became used up, more emphasis was placed on developing sites inland. Haigh Terrace, Adelaide Street, Mellifont Avenue and Park Road (then Longford Terrace East) are typical of this development. The uphill slope further inland caused further variety with avenues such as

Northumberland Avenue and Corrig Road offering views to the sea (Pearson 1981).

Another characteristic of the terraces and streets immediately behind was the change in their relationship to the sea front brought about by the introduction of the railway, which cut them off from the coast, making some into cul-de-sacs, further underlining their quiet residential character. This was resisted at first by developers such as Gresham, but he later saw the benefit of the railway in the large numbers of passengers it brought. He was to build the Royal Marine Hotel for the increasing number of tourists to Kingstown.

The Church of Ireland Mariners' Church was designed by the architect Joseph Welland in Gothic Revival style and was opened on the 14th of August 1837. There is no burial ground attached to the church as was often the case in Kingstown, perhaps due to concerns over hygiene in a predominantly residential area.

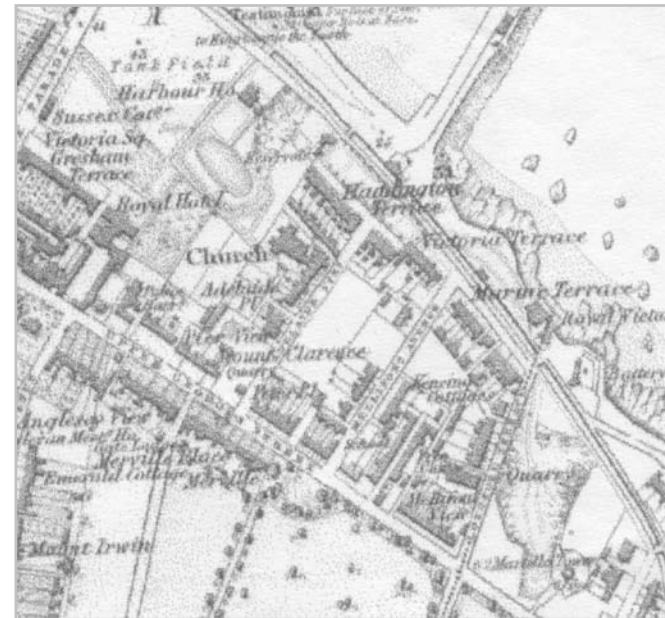
Two schools were founded in Kingstown in the 1830's, one included the girl's school in the Mariners' Church, which closed in the 1970's. The early school building in Adelaide Street was expanded to include more classrooms, an assembly hall, a new entrance to the Mariners' Church and a rectory. The building was ornamented externally in the Tudor style, with roofline gable, hood mouldings, small paned windows and other decorative devices. A Tudor arch marks the entrance to the church with elaborate iron gates (Pearson 1981).

The 1837 Ordnance Survey map shows Adelaide Street, Mellifont Avenue and Park Road (then Longford Terrace) in various stages of development and shows that Haigh Terrace did not yet exist by that date. The seafront, and Haddington, Victoria and Marine Terraces were already complete and lent strong urban definition to the seafront. Also the terraces along the north side of George's Street were also almost continuous. South of George's Street, Corrigan Avenue, Clarinda Park East and Clarinda Park West were laid out, but not yet named, and remained entirely undeveloped, although according to Pearson this area had developed quickly by 1840. The western corner between George's Street and Adelaide Street was vacant and is marked as a quarry. A school is shown at the southeast corner of Mellifont Avenue.

Adelaide Street was once known as 'Peter's Place', a name which survives in the houses at No.s 88 and 89 George's Street Upper. In 1838 the Kingstown Town Council made alterations to the street names in Kingstown, one of which was 'the street at present called Patrick Street or Peter Place to be in future known only by the name Adelaide Street' (Dún Laoghaire Borough Historical Society, 2000).

At the time the map was surveyed Haigh Terrace did not exist. Between George's Street and Haddington Terrace most of the west side of Adelaide Street is shown as built, but nothing exists of the eastern side. A lane exists to the rear of some of the houses on the western side, though no mews houses are shown. The houses on the west side of Haddington Terrace have a rear lane with a continuous row of mews buildings. The Mariners'

Church is depicted with a projecting entrance on the street. Mellifont Avenue is semi completed with most of the houses to



Extract from first edition Ordnance Survey map, surveyed 1837

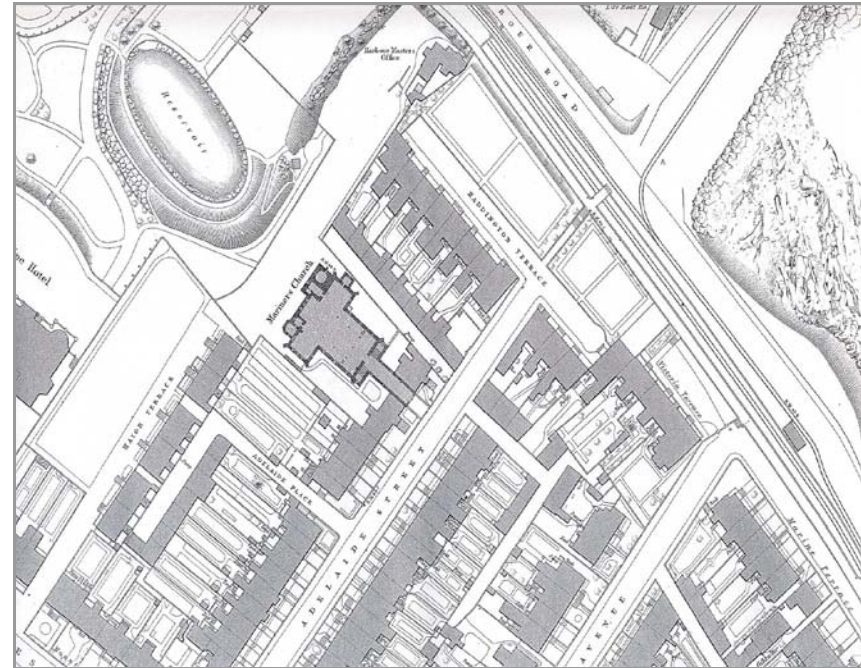
the southern end. A school defines the eastern corner at the junction to Upper George's Street. Most of Park Road (then Longford Terrace) is shown in its present day form, and Christ Church, then the 'Bethel Episcopal Chapel', is marked on the map as the 'Free Church' depicted as a simple rectangular form. The chapel was later integrated into the Church of Ireland and given its present name, and in 1871 was remodelled in the Gothic style by the architect, J. Mc Curdy, also designer of the Royal Marine Hotel (Pearson).

The cul-de-sac of artisans cottages off Upper George's Street, now known as Stoneview Place, are also shown to have been built at this time.

The Ordnance Survey map of 1872 shows Haigh Terrace, Adelaide Street, Mellifont Avenue and Park Road (Longford Terrace East) completed in more or less to their present form. Haigh Terrace opened off George's Street Upper as a cul-de-sac, but with a connection to the garden and terrace in front of the hotel to the west. Adelaide Street and Mellifont Avenue are shown as having completed frontages to both sides, included completed corner definition to George's Street. By this time the area had achieved a sense of completeness with all plots occupied by the characteristic terraces of similar architectural expression, which we see today. Despite the stylistic homogeneity, a variety of house sizes and forms can be identified, and comparison to the actual houses today reveals a corresponding variety of window types and arrangements. Adelaide Street houses, with treble-windowed two-storey rectangular bays, are reminiscent of London terrace houses, linking them to the architectural and urban development in Britain.

The typical house is part of a terrace. Some, as in the Haigh, Haddington and Victoria Terraces, open directly off the street in the manner of Georgian Dublin, with front steps and basement area, but most houses have a front garden. Houses typically occupy a more or less elongated plot with a garden, which the map shows to have had a variety of path arrangements, and most also have a stable building at the end, opening onto a

service or mews lane. Aberrations or slight variations on this layout are seen on many sites, the result of site constraints or plot configuration.



Extract from OS map of 1872

The homogeneous architectural arrangement of the buildings in the area between Haigh Terrace and Park Road (Longford Terrace East) is not reflected in the arrangement of the street circulation system; each street is resolved differently at the north end, with some or no connections beyond.

Gresham Gardens to the west of Haigh Terrace is shown in the map as an elaborate layout of serpentine paths and greens. The gardens were later to accommodate The Pavilion, a structure created to entertain holiday makers and residents with performances and displays. Holiday makers and day-trippers came to Kingstown in ever increasing numbers as they did to similar resorts in Britain, and this building took its cue from seaside pavilions such as Brighton or Margate (Pearson 1981).

The Royal Victoria Baths (1848) are shown on the same map located on the sea shore at the north end of Longford Terrace East (Park Road) and are witness to the popularity of bathing for residents of Kingstown and visitors alike.

Kingstown reached maturity as a residential town around the 1860's, with the railway, hotels and yacht clubs. The harbour was complete by this stage and the Mail Packet services were running. The large Royal Marine Hotel built by Gresham was based on examples in Britain and Europe and it belonged to a building boom which took place in the 1860's. This boom included the construction of four new churches in the town.

After the 1860's, as housing developments moved inland, the arrangement of houses and terraces around parks and squares became popular, the park acting as a substitute for a sea view. New terraces such as Crosthwaite Park, Royal Terrace and Eglington Park were erected. The Dublin Builder (June 1862) remarks on the continuing demand for houses in Kingstown: *'A notable fact with respect to all the recently-built houses in the whole district is the rapidity with which they are let. Many are let before they are roofed'*.

By the mid-nineteenth century it became commonplace to embellish older, plainer houses with mouldings or by building porches onto flat-fronted houses. No.s 24 and 25 Adelaide Street are examples of such embellished houses, probably carried out by a builder and plasterer named Slater who lived in the area (Pearson 1981). Also the north side of Upper George's Street to either side of the junction with Adelaide Street bears witness to the ornate use of stucco from that period.



View of the Royal Marine Hotel, Mariner's Church, Haigh Terrace and Adelaide Street in the background. The National Library of Ireland c.1890



The seafront at Kingstown, with Marine Terrace (left) and Victoria Terrace and part of the eastern side of Haddington Terrace (right). The Lawrence Collection in the National Library of Ireland c.1890.

Brick began to be used in Kingstown as a building material more from the mid 1860's onwards, and this tendency can be seen in the later commercial architecture on George's Street built in eclectic styles. Many fine ironwork railings, gates, balconies and fanlights were added in the middle decades of the century. There are at least fifteen different finials in Kingstown based on the traditional fleur-de-lys spearhead (Pearson 1981). The roofline of Gresham Terrace, designed by George Papworth in 1832, was ornamented by Georgian-style iron railings. Important iron structures such as the Kingstown Pavilion and two pavilion ticket offices at the corner of Marine Road no longer exist.

In 1837 Lewis notes that Kingstown was partly paved and gas lit. This was probably limited to Gresham Terrace and Sussex Parade (Marine Road). In 1864 the Kingstown Gas Company was established and gas lighting was extended around the town and remained in use until the 1920's. The town was further embellished with a fine town hall in 1880, designed by J. L. Robinson on the corner of Royal Marine Road (now Marine Road) and Crofton Road. Robinson was the leading architect in Kingstown in the late nineteenth century.

2.4 Twentieth Century

The **1909 Ordnance Survey map** shows the layout of the town much as it is today. The twentieth century saw the introduction of new building types, styles, materials and scales much different to their historic predecessors. Much of this appears now incongruous with the homogeneous architecture of the nineteenth century. The twentieth century saw the town change its name from Kingstown to Dún Laoghaire in 1921. Other notable developments include; a maritime museum opened in 1959 in the Old Seamen's Reading Room which moved to the old Mariners' Church in 1974. This now accommodates a new maritime museum.

Today, the houses in the blocks comprising the ACA are still used primarily as residences but a large component are devoted to office and business use.



Extract from Ordnance Survey map of 1909

3.0 Description of the Historic Built Environment

3.1 Defining Characteristics

The special character of the Haigh Terrace to Park Road ACA can be defined under the following distinctive attributes: Layout; Socio-Economic Functions; Building Types and Materials; Quality and Treatment of Open Spaces.

3.1.1 Layout

The layout of the street is part of a pattern applicable to the larger urban block defined by Haigh Terrace to the west, Haddington Terrace to the north, Park Road to the east and Upper George's Street to the south. The streets are arranged in a rectilinear fashion and are parallel to one another. The main direction of the streets or block 'grain' is south-west to north-east or perpendicular to the coast.

The buildings defining the perimeter of the block present rows and semi-detached houses to the surrounding gardens, the sea front and commercial street space (Upper George's Street). The arrangement of the buildings on Adelaide Street and Mellifont Avenue are somewhat less formal. Adelaide Street is grander in scale and has larger buildings than Mellifont Avenue. The houses to Upper George's Street are small in size; a mix of two-storey and two-storey over-basement houses, but are grand in scale. Haddington Terrace has houses of three-storeys; Mellifont Road and Haigh Terrace houses are mostly two-storey over basement. Adelaide Street is a mix of buildings sizes. The mix of formality and informality in the house widths and heights and the layout of the houses in the streets and terraces is one of its defining characteristics of the ACA.

All houses except those on Haddington Terrace and Haigh Terrace have front gardens and most houses have rear gardens. The front gardens especially add to the suburban appearance of the ACA and are part of its special character.

3.1.2 Socio-Economic Functions

The area is predominantly residential in character. Many of the houses are used as offices. Some of the houses have been subdivided with several tenants but the overall character remains one of large single dwellings.

The Kingston Hotel is located in Haddington Terrace. The former Mariners' School is now occupied by St. Nicholas Montessori College and School. Two churches are located in the area; the former Mariners' Church on Haigh Terrace, now the Maritime Museum, and the Church of Ireland Christ Church on Park Road.

Car parking for residents, office workers and visitors takes up much of the street space and has been especially destructive in the mews lanes where back gardens and some mews houses have been removed to facilitate parking.

3.1.3 Building Types and Materials

The quality of the building stock in the ACA reflects its historic, architectural and social heritage significance and consolidates its character, despite decay of some buildings and despite some recent developments with less sympathetic treatment of the historic details to the façades, gardens, mews houses and the replacement of some structures with low quality buildings. Almost all the historic buildings are of formal terrace house character with painted and rendered walls.

Two granite stone churches are in good condition; the former Mariners' Church is a museum and Christ Church continues its use as a Church of Ireland church. Both churches are built in the Gothic Style.

The roofs of the houses are either natural Welsh slate or modern equivalents. The roofs are generally arranged with internal valleys and are low and generally not seen from the street space. This conforms to their classical origins where the roof as an element is visually suppressed. Chimneys play a strong role in the roofscape and are sometimes rendered and painted to appear similar to the facades. Rows of clay chimney pots are important in marking the silhouette to the sky and are especially present in the streets.

The painted terrace façades are a typical characteristic for seaside locations where the use of brick is less prevalent. Most of the houses have painted elevations in light tones. A few have unpainted render and the side elevations are mostly unpainted.

The elevations of the houses on Haddington Terrace and Marine Terrace are entirely painted. The houses on Park Road are least painted with rough cast render to the facades. Haigh Terrace and Mellifont Avenue have a mix of painted and unpainted rendered facades. The façades of the houses to Upper George's Street are now painted in more pronounced colours. No one particular strategy applies to any of the street spaces except perhaps for a stretch of houses in Park Road. Rear elevations remain for the most part unpainted.

Most of the plasterwork is simple with scoring to represent stonework or relief lines in lower areas to represent rustication. Cornice profiles emphasise the terminating line of the elevations.

Window openings have for the most part simple stucco frames. Some houses in Adelaide Street have projecting or bay

windows, also painted and rendered to appear as part of the façades. Plasterwork is in some cases quite elaborate, reflecting the addition of elaborate decorative elements in the later part of the nineteenth century.

Doorways are flanked by columns supporting lintels above and rounded fanlights allow light to the hall behind. The columns are mostly behind the line of the façade with a few cases of free standing columns a short distance from the elevation holding projecting canopies. Some houses have no flanking columns and rely on render frames with consoles and projecting canopies above large door openings with fanlights integrated into the doorframes.

All the houses have basements with garden setbacks from the footpath and flights of stone steps leading from the path. Much of the original cast iron railings and gates remain. The imposing flights are flanked with cast iron balustrades.

Windows are made of timber with an arrangement of one-over-one sashes. Doors are also made of timber and are panelled with a painted finish.

3.1.4 Quality and Treatment of Open Space

The street space retains little or no historic paving materials and has a tarmac road surface with concrete footpaths. Some granite stone kerbing marks the border between both. The steps up to the entrances of the buildings are of large blocks of granite.

The boundary treatment to the street is of fine cast iron railings and gates, the railings are set on low stone walls. The steps and

entrance landings to the houses are bordered by cast-iron balustrades. A particularly elaborate set of double gates mark the entrance to the former Mariners' school.

The gardens are important in lending the street a suburban, lush and spacious feeling true to its original intention. Trees and hedges soften the perspective and provide a green transition between path and entrance.

The green sloped area north of Haddington Terrace is important in marking the transition in level to the railway and road below. It acts as a green base to the buildings when seen from afar. In this case the green bank fulfils the role of front gardens directly found elsewhere. The green area west of Haigh Terrace plays the same role for that street as the houses there have almost no front gardens.

The use of cast-iron is also very prominent in the surrounding streets and, with the gardens and buildings, reinforces a single architectural and urban expression for the area.

3.2 Street by Street Appraisal

3.2.1 Adelaide Street



View along Adelaide Street from George's Street Upper

The entrance from Upper George's Street is flanked on the western side by a house (No.90) with a side elevation with eight windows, a cornice (continuation of the cornice from Upper George's Street) and stucco quoins marking the house corners. The house to the eastern side has a plain gable and chimney but does have a two-storey stucco pilaster and cornice capping marking the corner to the street.

On the eastern corner to Upper George's Street the corner house has been occupied by a large modern addition to the historic house. This addition presents an unsympathetic volume and architectural expression to the street. At the northern end to this side The Kingston Hotel frames the entrance from



View along east side of Adelaide Street towards the sea

Haddington Terrace with a large recent structure of no architectural value. To the western side of the street the internal corner at the Upper George's Street end is marked by a fine decorated façade that also provides a second entrance to the corner house. To the northern end on the same side of the street a modern apartment block marks the corner with an inconsequential side elevation.

The eastern street elevations are a haphazard mix of different house types and sizes, a typical arrangement from the early part of the nineteenth century. The houses are grouped in twos and threes and the upper gables of the taller houses appear intermittently. These are unpainted and an irregular silhouette of cornices, chimneys and gables ensues. Floor heights jump relative to neighbouring house groups and this also underlines a

gentle slope down towards the sea. The horizontal banding and rustication of the elevation plasterwork rarely tie with those of neighbouring groups of houses. The different entrance levels necessitate different flights of approach steps. The front gardens have railings to the street and have, for the most part, railed separations between the gardens. This lends openness and continuity to the gardens when seen from the footpath, and the shrubs and trees soften the foreground to the buildings.

The houses on the east side of the street have more or less the same format of windows and window spacing. This lends this street elevation a regularity contrasting to the west street elevation. The individual windows have a mix of stucco frames and some have consoles with entablatures. Two houses have single-storey bay windows and two have first floor oriel windows. These projections are modest in size and do not compete with the overall regularity of the window formats and general flatness of the elevations. The doorways are arched with fanlights and flanked by columns. Some columns are freestanding and carry deeper entablatures.

The west elevation of Adelaide Street displays a greater array of building styles, bay window types, elevation projections, decorative plasterwork and ironwork. Like the eastern side, the composition of building sizes and heights is haphazard and again the middle stretch of the street is occupied by lower (two-storey over basement) houses. The floor heights stagger between house groups and are reflected in the horizontal stucco treatment of the facades.



View along the eastern side of Adelaide Street towards George's Street Upper

Eight of the houses on the western side have two-storey bay windows that reach to their basements. Some of these have double front windows with no side windows and others have splayed sides with windows in the splays. Decorative stucco entablatures above windows are often carried by stucco consoles and pilasters. The entrances are marked by a mixture of arched openings with fanlights and flanking columns and square-headed openings with fanlights built in above the door screens.

The southern end of the street is dominated by the former Mariners' school and former entrance to the Mariners' Church. This is a rich composition including many Tudor motifs (hoods above window openings, an oriel window, Tudor arch etc.) and

two gables that break the horizontal cornice line. In addition a projecting bay window and large single-storey room projects to the footpath line which adds to the overall picturesque composition. Intricate double iron gates with Tudor motifs, framed iron posts and side railings mark the former entrance to the church from the street.

The western side of the street displays an exuberance of plasterwork, historical styles and profiling seldom seen in the plain façades found elsewhere. They represent good examples of embellishment of the residential form typical of the later nineteenth century and also hail the presence of the school and church to the street space.



Stucco façade (top) and ironwork and steps (above).
View of No.s 16-17 Adelaide St., left

3.2.2 Adelaide Place and mews lanes to Adelaide Street



Rear of houses on eastern side of Adelaide Street

The rear of the eastern side of Adelaide Street no longer retains rear gardens or mews houses as these have been removed to provide car parking. Some retain their returns and chimneys and some retain historic windows. The historic arrangement of returns, chimneys, roofs and fenestration is an important part of the historic arrangement of these houses and thus the identity of the ACA.

The houses to the western side of Adelaide Street have longer rear gardens to those on the eastern side. Historically the houses south of Adelaide Place had large mews buildings. The houses retain their gardens (the mews have been replaced by modern two-storey houses) and none have been lost to parking, perhaps because of the difficulty of access. In addition much of the historic stone walls to the gardens along and off Adelaide

Place remain and they enhance its value as a transition space between Adelaide Street and Haigh Terrace as well as forming a view to the Mariners' Church.



Lanes off the eastern side of Adelaide Street

The mews lane to the rear of the western side of Haddington Terrace is a picturesque composition that includes the brick side elevations of the former Mariners' School, the stone Mariners' Church, stone garden walls and the mews buildings. These views make an important contribution to the diverse character of the ACA. The mews lane to the rear of the eastern side of Haddington Terrace has suffered much from poor and unsympathetic development and retains little of its historic substance and character.

3.2.3 Haigh Terrace



Haigh Terrace looking towards George's Street Upper

Haigh Terrace is defined by a row of similar three-bay two-storey-over-basement houses with small setbacks from the east side of the street. The stone steps to the entrance doors are located directly off the footpaths with little or no gardens and no gates. Railings mark the boundaries to the basement wells. The terrace is shorter than the neighbouring streets and ends at the Mariners' Church. Historically the space continued no further and today the northern end still remains free of buildings with a path that continues through a green area to Queen's Road.

The terrace is interrupted to provide a narrow access to Adelaide Place. The opposite side of the street is occupied by the rear garden of a house on Upper George's Street and the grounds of the Royal Marine Hotel.

The houses are simple in form and composition with flat plain façades. The windows have simple stucco frames and the entrance door openings are arched with fanlights and flanking columns. Little has been added to the façades except for one house with the early addition of an enclosed porch with balcony above.

The composition of buildings and their types represents a strict expression and repetition of a basic type, a variation of street character different to most neighbouring streets and an important contribution to the overall diverse street characters of the ACA.



Steps and Ironwork on Haigh Terrace

3.2.4 Haddington Terrace

Haddington terrace is composed of three-storey, two and three-bay houses repeated over its length. The three-storey height line is relatively consistent and gives the terrace a unified and imposing presence different to the haphazard arrangement of buildings in most of the side streets. The scale defined by the uniform composition is important when seen from further away as it signals the presence of a 'terrace' rather than a just a street front. The terrace is closed to the eastern end by a forward return in the buildings and to the western end by a wall separation from the green continuation of Haigh Terrace to Queen's Road. The historic separation of the terrace from the sea by the railway means the terrace has a cul-de-sac atmosphere despite its prominent position.

The garden situated opposite the terrace is on a slope and it lends the terrace a green 'base' when seen from afar. An access way through the garden with steps leads to Harbour Road below. This lies on axis with Adelaide Street.

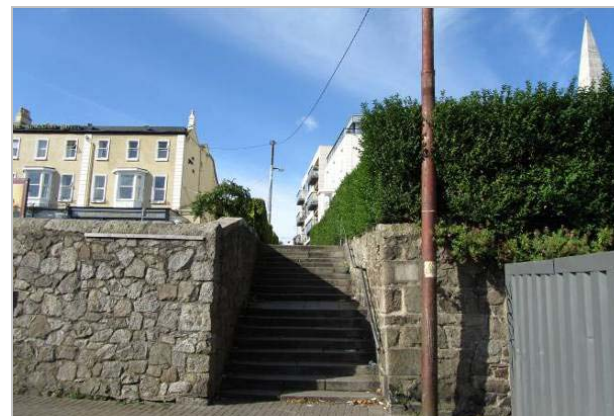
The window and bay window rhythm are relatively uniform and the decorative plasterwork is plain and flat in relief. The central first floor bay of the three-bay houses is marked with an oriel window. Two-storey bay windows are attached to the two-bay houses. The entrances are framed by free standing columns and projecting entablature with fanlights above. The array is reminiscent of the stucco façades of houses in London of the same period.

Despite weakening by recent interventions and replacement by modern buildings the terrace retains a strong architectural

consistency and is a good representative of this important residential building arrangement from the nineteenth century.



View west along Haddington Terrace



Pedestrian connection to Haddington Terrace from Queen's Road

3.2.5 Marine Terrace and Victoria Terrace



View west along Marine/Victoria Terraces

The eastern stretch of Marine Terrace presents a consistent row of two-bay three-storey-over-basement houses with an almost continuous cornice line. The building line jumps back four houses east of the junction with Mellifont Avenue and a new pastiche structure of poor architectural expression occupies a large site just east of this. The floor levels, window sizes, door openings and form are similar throughout the historical structures and define an even rhythm. Like Haddington Terrace this lends Marine Terrace a sense of scale fitting to its large scale seafront location. None of the house gables facing Mellifont Avenue or Park Road are decorated.

The stucco profiling to windows, doors, base and cornice is plain and there are few other decorations or projections except for a three-storey bay window to one house.

Victoria Terrace has been heavily redeveloped and remodelled with little of the historical building substance remaining. The rear of the sites to both terraces has been extensively redeveloped with no gardens remaining but some mews houses have survived on Park Lane. On Marine Terrace some houses have lost their front gardens and boundary railings, gates and walls to car parking.

3.2.6 Mellifont Avenue



View of east side of Mellifont Avenue towards the sea

The character of Mellifont Avenue is similar to Adelaide Street but with lower and plainer buildings. There are no three-storey structures and some one-storey over basement houses. Because of the lower buildings and lack of large scale vegetation the street space has a more open character than neighbouring side streets. It also has a comparatively wide view at the northern end to the sea as the buildings there do not constrict the view as in Adelaide Street.

The street is unique in the ACA in that it has a row of four single-storey-over-basement houses. Like Adelaide Street the lowest houses are located in the central portion of the street. A sense of informality is introduced to the layout by several jumps in the building line to both sides of the street.



View of Mellifont Avenue from Marine Terrace

For the most part stucco decoration is plain with few projections. Only three houses have (two-storey) bay windows. The windows generally have the same format and rhythms and establish a relaxed atmosphere. The houses to the north-eastern end of the street have unusual door openings with flat arches above the fanlights and the doors are flanked by double pilasters with projecting consoles holding a profiled beam above. This is repeated in one instance on the western side of the street but otherwise the door openings there have rounded fanlights and flanking columns, no columns, or are square headed with fanlights integrated into the door screens.



Example of boundary treatment on Mellifont Avenue

The generally low buildings and greater number of steps in the building line create a character different to the neighbouring streets in the ACA. The houses to the south-eastern part of the

street have little or no front gardens, giving them an urban character.

The boundaries to the gardens along the footpaths are marked with fine cast iron railings on low walls. Some of the base walls are taller than in neighbouring streets and are rendered with half-round or stone copings. Some of the houses no longer retain railings and have walled boundaries to the street.



Detail of ironwork boundary on Mellifont Avenue

3.2.7 Upper George's Street

Generally, Upper George's Street has buildings located beside or close to the footpath and are often built of brick. Between Haigh Terrace and Mellifont Avenue the structures are similar to those in the streets to the north and contrast with the typical built character of George's Street, by presenting a row of rendered two-storey houses over basement with generous garden setbacks to the street. The front gardens have boundaries marked with fine cast iron railings and gates on low walls. The gardens have trees and shrubs that soften the appearance of the buildings and reinforce their suburban character.

Most of these structures are two-storey over basement with similar window formats set in an even rhythm. A terrace of three houses named Mount Clarence (No.s 92, 93 and 94) between Haigh Terrace and Adelaide Street have single-storey wide projecting entrance porches. These are arranged symmetrically around a central house which has a pediment feature and quoins marking the façade boundary to the two houses to either side. The plaster decoration to the window frames is a mixture of plain and elaborate, the ground floor windows have consoles and a projecting entablature. The porches are also embellished with plaster pilasters.

No. 91 has an elaborate elevation with intricate plaster decoration around the windows and doors. The upper floor windows have consoles that hold projecting hoods and these are richly decorated. The ground floor windows have pediments above the openings. A projecting central bay with rounded sides gives the building a baroque appearance. The timber windows

are also richly subdivided by a framing scheme of thin mullions and transoms.

The neighbouring house, No. 90, on the corner of Adelaide Street, has an elaborate elevation. In this case the main point of interest is the continuation of the elevation decoration to the side to Adelaide Street and further to the return elevation facing north which also presents a second entrance to the house with approach steps. The main elevation has an elaborate arrangement of decorative elements around the window openings and to the entrance porch.

The houses between Adelaide Street and Mellifont Avenue have less intricate elevational treatment compared to their neighbours to the west. No.s 88 and 89 to the corner of Adelaide Street have two-storey corner pilasters to either end that suggests a mini-terrace. Three houses in the central portion (Nos. 85, 86 and 87) are the same type and continue the established scheme of repetition and scale. The last five houses to the western corner of Mellifont Avenue are arranged symmetrically around a central house which is marked with a long horizontal plaque topped by a lion figure and flanked by cartouches. The two-bay houses to either side are paired but the entrance door to the central house, also a two-bay, does not have a symmetrical entrance.



View of No.s 90-91 on Upper George's Street



View of Upper George's Street looking east



View of boundary treatment on Upper George's Street

Upper George's Street between Mellifont Avenue and Park Road reverts to its narrower street profile. It is flanked by two-storey structures, purpose built as shops in the nineteenth century. The east corner to Mellifont Avenue has been replaced by a large two-storey structure of banal utilitarian expression and some structures west of the corner to Stoneview Place are single-storey. Beyond this, brick façades are interspersed with rendered elevations. They have decoration to the window openings, with some horizontal elevation banding. One has a large brick and sandstone pediment gable with a decorative central medallion and the corner house to Park Road has a third floor gable with a window.

The elevations to both sides of this stretch of Upper George's Street reflect one another with the same use of materials, architectural expression and accommodation of shop functions.



3.2.8 Park Road

The brick elevations of Upper George's Street return for a stretch onto Park Road and are echoed by the brick park-keeper's house in the People's Park on the other side of the road.

North of this, the elevations step down from three to single-storey and allow a view to the south side of the Church of Ireland Christ Church. This is a fine free-standing and granite-walled edifice in Gothic Revival style with lancet-windowed gables and a slate roof. It has no tower and relates more in scale to the surrounding houses.



View of Park Road looking south

Four three-bay houses of two-storeys over basement and of similar type are located north of the church and are united by a common cornice. Three retain their historic doorways with fanlights over projecting entablatures on free-standing columns set within arched openings. One has an additional historic porch reminiscent of the houses in Upper George's Street. All four houses have unpainted roughcast render to the elevations, which emphasises their terrace-like character and relates them to the grey granite church.



View of Christ Church on Park Road

Four three-bay houses of two storeys over basement and of similar type are located north of the church and are united by a common cornice. Three retain their historic doorways with fanlights over projecting entablatures on free-standing columns set within arched openings. One has an additional historic porch reminiscent of the houses in Upper George's Street. All four houses have unpainted roughcast render to the elevations, which emphasises their terrace-like character and relates them to the grey granite church.

Further north, a three-bay and a two-bay two-storey house over basement are united with a common cornice line and expressed as a mini-terrace facing towards the park. The houses have similar window and door formats and decoration. The

combination of two house widths with one architectural expression is interesting even though the two-bay house has full height horizontal banding in its plasterwork. These houses also stand closer to the street than their four neighbours to the south and introduce a sense of informality to the street layout.

As elsewhere in the ACA the boundary treatment is marked with fine cast iron railings and gates. The approach steps are also flanked by cast iron railings. The People's Park is bordered by high plain cast iron railing that runs along the full length of the road. Fine elaborate gates stand to either end of Park Road and the park itself contains important cast iron fountains and decorative elements to the elevations of the tea-house.



Terrace Houses on Park Road

3.2.9 Stoneview Place

Stoneview Place is a cul-de-sac comprised of twelve single-storey, three-bay terraced dwellings, all of which front directly onto the streetscape. The entrance from Upper George's Street is flanked by a two-storey rear extension of Mc Loughlin's Public House to the eastern side, and semi-detached two-storey dwellings, No.s 13 and 14, to the western side. There is residential car-parking along the eastern side of the street. Stoneview Place was laid out much later than the surrounding streets, at the turn of the twentieth century. It first appears on the 1909 O.S. map and its built form contrasts with the otherwise stylistically coherent architectural character that defines the proposed ACA.



Stoneview Terrace, looking towards Upper George's Street

The roofscape of the single-storey dwellings subtly steps down towards the northern end of the street. Roof materials vary from natural slate to artificial slate and cement-tiled replacements. Chimneys are red-brick, some of which have been cement-rendered and unpainted. Walls have a roughly rendered or pebble-dashed finish. Many of the window openings have been enlarged, and few, if any, retain original fittings. Despite the street demonstrating different architectural qualities and composition than the buildings in the immediate locality, Stoneview Place adds to the understanding of the historical development of the proposed ACA.

4.0 Summary of Special Character

4.1 Urban Design Significance

- The three blocks which make up the ACA represent a good example of an important stage in the suburban development of Dublin in the mid nineteenth-century. This wave of development resulted from the development of Dún Laoghaire port as the principal access route to Britain and the introduction of the railway, which enabled wealthy residents to live in an unpolluted, safe and green environment beyond the limits of the city.
- This urban block of elegant houses represents a stylistically coherent layout; one which shares similarities with the urban design approach that emerged in eighteenth century Britain in the formal terraces of London and Bath. When considered on a national level, nowhere is this example of urban design

and stucco-fronted architecture best expressed other than in Dún Laoghaire.

- Unlike most other terraces along the Dublin coastline which form a seafront fronting terrace, these are three parallel streets leading inland from the sea, and are a central component of the urban structure of Dún Laoghaire.
- Though located close to the commercial core of Dún Laoghaire, the streets and terraces in the ACA have not been replaced by modern development to the same extent as blocks to the west, and they retain the suburban character that was characteristic to the development of Dún Laoghaire in the nineteenth century.

4.2 Architectural Significance

- The street architecture of the ACA is characterised by a number of house types arranged as a common repetitive element. This has been done to a formal uniform effect in Haddington Terrace, Marine Terrace, Upper George's Street and Haigh Terrace, or to a more informal effect and more haphazard manner in the smaller groups of varying scale seen in Adelaide Street and Mellifont Avenue. The use of basic house types to create streets and terraces of different character is an essential ingredient in defining the ACA.
- The houses represent good examples of the development of house types from earlier Georgian precedents, with further development of elements such as returns and introduction of front gardens. The houses have not been altered externally to an extent that their homogeneity has been compromised.

- The ACA includes two significant church buildings, both by notable architects of the Gothic Revival in Ireland. Although Protected Structures in their own right the significance of these buildings is better understood in the context of the surrounding streets.
- The survival of original features and the repetitive use of simple materials and details are characteristic of the ACA.
- The ACA is enriched with excellent examples of nineteenth century architectural features such as plasterwork, windows and doors, including oriel and bay windows, cast and wrought iron railings and gates, all of which attest to the high level of craftsmanship and to developments in industrial fabrication seen in this period.

4.3 Historical Significance

- The development of Kingstown in the nineteenth century is of historical interest as the terminus of Ireland's first railway, and the principal point of departure to Britain, a route which assumed greater importance after the Union of 1801 and the abolition of the Irish Parliament. The ACA is typical of the building stock which emerged in Kingstown in this period and the markedly English style of the buildings and the naming of the streets reflects the strongly Unionist allegiance of the developers and intended residents.

4.4 Social Heritage Significance

- The intact nature of the buildings in the ACA and the continuity of domestic use of many houses and gardens

provide insight into the social history of the area. The consistency of style throughout the ACA reflects the upper-middle standing of Dubliners who moved to Kingstown, whether as their full-time residence, place of retirement or for the holiday season. The variety of scale and house types which survive today can contribute to enhanced understanding of the social structure of Kingstown in this period.

- Large hotels on the seafront are evidence of the tradition of Dún Laoghaire as a holiday resort reached by rail, following English models, notably Brighton.
- The design and siting of the Church of Ireland Mariners' Church and the smaller Christ Church, formerly the Bethel Episcopal chapel, demonstrates the religious and social make-up of Kingstown in the nineteenth century.

4.5 Technical Significance

- The materials, construction and detailing of the buildings provide a good record of building practice in the nineteenth century. The use of Roman cement, a technical innovation of the closing years of the eighteenth century is a key feature of Dún Laoghaire and is well represented in the ACA. This hard material enabled a weather-resistant finish in an exposed seaside environment, and its ability to be formed into classical cornices and other stucco details enabled the achievement of architectural unity through sharp façade mouldings, producing an altogether different architecture to the brick of its Georgian antecedents in the city of Dublin.

- The use of cast iron for railings and gates is an important addition to the visual character of the open space in the ACA, made possible by technical innovations in the fabrication of cast iron in the early nineteenth century. Many variations in styles and technical solutions can be seen throughout the area and the material is a central architectural component of the neighbouring People's Park.
- The Victorian oriel and bay windows represent a technical wall and glazing complexity development over and above Georgian precedents.

4.6 Landscape Significance

- Haddington Terrace retains gardens opposite the terrace on a sloped embankment. These are important in retaining an uncluttered foreground to the terrace and create a green 'base' as originally intended when seen from further away.
- The underlying sloping topography is reflected in some street perspectives with downward views to the sea. The articulation of some of the elevations steps to reflect this, and this is a significant feature of the architectural character of the ACA.
- Trees, hedges and shrubs in the front gardens soften the foreground to the buildings and emphasise their suburban character.

5.0 Implications for Planning and Development

In general terms there is a requirement under the Planning and Development Act 2000, as amended, 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 and 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, as amended, 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.

5.1 Implications of ACA designation

The objective of the ACA is to protect the special character of an area through the careful control and positive management of change of the built environment. Section 82(1) of the Planning and Development Act 2000 (as amended) indicates that;

“Notwithstanding section 4(1)(h), the carrying out of works to the exterior of a structure located in an Architectural Conservation Area shall be exempted development only if those works would not materially affect the character of the area”

Owners, occupiers or developers proposing to carry out works within the ACA should be aware that the normal exemptions from seeking planning permission, as outlined above, will no longer apply where the Planning Authority considers that they will materially affect the character of the Architectural Conservation Area. Therefore, in its assessment of whether or not works constitute exempted development, the Planning Authority must have regard to not only the impact on the character of the structure itself and adjacent structures, as required under Section 4(1)(h), but must now also have regard to the impact on the overall character of the area, as required under Section 82(1) and (2) of the Planning and Development Act 2000, as amended. The designation of ACA status therefore results in restrictions on certain works to the exteriors of structures, their settings and plot boundaries. For example, the construction of a small domestic extension or a boundary wall within an ACA may require planning permission, whereas such works may be exempted development elsewhere.

The purpose of this Section of the ACA document is to give detailed direction and guidance on the type of works that do, and do not impact on the character of the ACA and therefore will, or will not require planning permission. The following is not a definitive list of all works, in all circumstances, that require planning permission, but identifies those works, which would impact on the character of the ACA. It should also be noted that some of the following works already constitute development regardless of ACA designation and would require planning permission.

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 character. 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, as amended. 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 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 planning permission under Section 82 (1) of the Planning and Development Act 2000, as amended. Such works are likely to include the following:

- *Extensions and new building works that impact on street-facing elevations of buildings or which would be visible from the public realm.*
- *The demolition of any structure or part thereof.*
- *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:*
 - a. *The painting of previously unpainted brick or stone surfaces.*
 - b. *The rendering of any façade not previously rendered.*
 - c. *The removal of existing render or material finish of a structure and its replacement with another material or detail, including the removal of any previously rendered/stuccoed surfaces to expose otherwise inferior stonework underneath.*
- *Formation of parking spaces.*
- *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 roofscape.*
- *The removal of timber bargeboards and/or their replacement in a material other than the existing.*
- *The installation of solar panels and roof-lights on visible slopes.*
- *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.*
- *The removal or alteration of traditional stone walls or railings, including historical plot boundaries.*

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. Where there is uncertainty as to a particular case the Planning

Authority would advise that a Section 5 declaration should be sought.

Maintenance and repairs, which are of a similar type and material, will generally be exempted development.

5.2 Public Domain

Agencies and service providers carrying out works to the public realm, for example, footpaths, planting, street furniture, parking schemes, public lighting etc., are required to consider the special character of the area as identified in this document and should consult with the Planning Department of Dún Laoghaire-Rathdown County Council prior to the carrying out of any works.

6.0 Guidance for New Development Works

New development should contribute to the visual enhancement and vibrancy of the area whilst respecting its existing physical character. Below are guidelines for the carrying out of works within the Architectural Conservation Area boundary:

6.1 External Walls

Removal of render: The dwellings in the ACA have rendered façades characteristic of seaside locations. The loss of external render to these dwellings damages the authentic character of the ACA and removes a water resisting surface that protects these buildings from decay.

Painting: Painted finishes are the predominant treatment of facades in the ACA. Historically the colours used were pale pastel tones, and this should be maintained in any new colour scheme. Some dwellings have been repainted with dark colours to emphasise mouldings, but this is not in keeping with the original intention, which was to match the colour of the Portland stone. It is very important that paint finishes should be breathable, as the use of modern chemical-based paints can trap moisture and prevent drying out and thus causing dampness, decay of stucco mouldings, reduced thermal insulation, and ingress of moisture to the internal fabric. Structures originally constructed with exposed cut-stone or brickwork facing should not be painted.

Cleaning: Abrasive cleaning methods can damage the external surface of natural building materials and it is not advised. They often remove the hand-tooled surface from stonework or the protective fired surface from bricks, leading to porosity and harmful water ingress.

External Cladding/Insulation: The alteration of the original finish by cladding external walls will affect the special character of the ACA. Original historic external finishes must always be retained.

6.2 Roofs

Materials: The removal of the original roofing material, ridge tiles, chimneys, bargeboards, eaves details, cast-iron gutters and downpipes, and their replacement with modern materials can adversely affect the character of the ACA. Original coverings

and elements should always be retained. Where original roofing materials have been lost, replacement with historically correct materials will be encouraged.

Roof Lights/Solar Panels: The installation of roof lights or solar panels can fundamentally alter the visual character of the streetscape. They may only be considered on less visual pitches.

Dormer Windows: There is no tradition of dormer windows within the ACA and the introduction of dormer windows would therefore fundamentally change the special character of the ACA.

Eaves Fascias, Soffits and Bargeboards: Buildings within the ACA were built with parapets and without timber eaves details. Verge details at gable ends typically have no bargeboards and render extends to the underside of the roof slates, forming a neat junction characteristic of such terrace houses. These historic details should be retained.

Roof pitch: The alteration of the roof profile affects the character of the building and changes to the angle, ridge height, eaves level or span of roofs would not be deemed acceptable within the ACA.

Telecommunications: The addition of such installations to the front elevations or roofs of structures (and/or any other visible aspect of the building) within the ACA would impact on the character of the streetscape.

6.3 Windows & Doors

Alteration of Openings: The enlargement of window or door openings or the removal of stone sills or doorsteps can alter the prevailing proportions of the area and result in incremental loss of original fabric.

Replacement of Windows or External Doors: Original timber or metal windows, doors and fanlights are key features which enrich the character of the ACA. Examples of authentic historic fenestration and external doors are becoming relatively rare and their retention and repair are therefore crucial to the preservation of the character of the ACA. Where windows and doors have been altered or replaced prior to ACA designation, the reinstatement of windows of correct historic design will be encouraged.

Extensions:

Additions to the rears of properties can often be visible from other parts of the ACA and can affect its character. Extensions should be designed to minimise their visibility from any public area in the ACA, they should be subsidiary to the main building and of an appropriate scale. A contemporary high-quality design will be encouraged over pastiche in order to maintain the authenticity of the fabric of the buildings.

6.4 Internal Alterations

For buildings which are not designated as Protected Structures, the ACA designation does not prevent internal changes or re-arrangements, provided that these changes do not impact on the exterior of the structure.

6.5 Amalgamation of Properties or Sites

Amalgamation of Structures: The amalgamation of two or more buildings into one functional unit requires planning permission irrespective of whether it is located in an ACA or not.

Amalgamation of Plots: The existing plot structure is to be retained to express the existing grain which is an important determining factor of the special character of the ACA.

6.6 Commercial Frontages

Alterations to Existing Shop fronts and Signage: Planning applications for alterations to shop fronts within the ACA boundaries will also be assessed on the impact of the proposed design on surrounding structures and the special character of the ACA, having regard to scale, proportions, materials and detailing.

New Shop fronts: The introduction of shop fronts to buildings within the ACA other than in the shops on Upper George's Street may damage the special character of the ACA.

Replacement Shop fronts: For the existing shop fronts, applications within the ACA boundaries will be assessed on the impact of the proposed design on the special character of the ACA, having regard to scale, proportions, materials and detailing. This does not preclude good modern design, and well-considered design solutions will be favoured over poorly detailed pastiche, which can devalue the authentic quality of the ACA. Proposed shop front designs should follow general design

guidance for shop fronts given in Section 16.5.6 Shop fronts, Signage and Advertising of the 2010-2016 County Development Plan.

New Signage: New signage on the commercial structure in the ACA should be of an appropriate design to complement or enhance the structure, and should not be overtly dominant on the streetscape. Standard corporate signage which would detract from the character of the ACA should be adapted in scale, colour or material colour to be more in keeping with the area.

Outdoor Advertising Billboards: Outdoor advertising will detract from the special character of the ACA. Billboards which conceal historic features or impinge on significant views will not be deemed acceptable.

Shutters: The design of security shutters should complement rather than damage the character of the building and the ACA and security shutters should not cover the whole commercial frontage but only the vulnerable glazed areas. Shutter boxes should be positioned discreetly behind the fascia board, or sliding lattice grills be positioned behind the shop window. Where appropriate to the type of shop or to the historic interior arrangement, security shutters should be placed behind the window display. Where external security screens are deemed acceptable they should be of transparent open chain-link grille design rather than solid or perforated shutters, which are not transparent when viewed obliquely. Shutters and grilles should be painted or finished in colour to complement the rest of the exterior. Metal roller shutters with visible boxes are not acceptable within the ACA boundaries.

External Seating and Screening: External seating should be of wood, painted metal or other material which enhances the visual appearance of the ACA. Plastic is not an acceptable material for seating.

Other External Elements to Commercial Premises: Canopies, awnings, newspaper receptacles, vending machines, etc. can incrementally damage the special character of an ACA, and can only be accepted to a very limited degree at the commercial premises on Upper George's Street. Where canopies or awnings are deemed acceptable in this location, they should not be made of plastic, but of heavy-duty cotton material with painted metal or timber hardware. Commercial premises should limit the clutter of temporary external retail furniture, such as external heaters, bins, menu-boards, etc. Such fittings are only acceptable where their design complements or enhances the character of the area.

6.7 Demolition

The demolition of any building visible within the ACA, whether it is a Protected Structure or not, will require planning permission. Demolition will only be permitted where the structure makes no material contribution to the character or appearance of the area, or does not have the potential to do so through reinstatement of historic features. There will be a presumption in favour of retaining any structure that makes a positive contribution to the character of the ACA to avoid incremental loss or damage to its special character.

6.8 Boundary Treatments

The alteration and removal of historic railings, boundary walls, piers, gates, etc. requires planning permission. These are integral features contributing the character of the ACA and should be retained.

6.9 Works to the Public Realm

Unsympathetic works can have a detrimental impact upon the character of the ACA. In this instance, any planned works to the public realm should be respectful of the special character of the area and enhance the appreciation and setting of the streetscape in line with Policy AR6 of the 2010-2016 County Development Plan.

Future alterations to paving and street furniture should be in keeping with the visual simplicity of the ACA. Where historic evidence of street furniture does not survive, new elements should be of a high quality and low-key. Conspicuous arrays of litter bins or bollards should be avoided to minimise clutter. The impact of necessary items should also be mitigated by well considered positioning.

Overhead electricity supply and telephone cables and poles detract strongly from the character of the ACA. Any initiatives to place overhead services underground and the removal of redundant services from the façades of building would be encouraged within the historic ACA.

6.10 Views and Prospects

There are no views and prospects identified for preservation on Map 3 of the 2010-2016 County Development Plan within the ACA boundary. Notwithstanding this, there are views towards the sea which enhance the character of the ACA that should be preserved and these views should be protected from insensitive development. Any works should not adversely impact on or block these views.

6.11 Works not affecting the Character of the ACA

Maintenance and Repairs:

All original or early features/materials should be retained and repaired where possible, as these positively contribute to the character of the area. Where replacement is necessary it should be on a like for like basis.

Internal Alterations:

For structures/houses, which are not listed as Protected Structures, the ACA 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.

Restoration of Character:

Where original features have been lost or replaced with inappropriate alternatives, the reinstatement of these features do not require planning permission.

Services:

The positioning of security alarm boxes, electrical boxes, wires and cables should be placed in the most discreet locations in an effort to reduce any visual impact. Where there are any unused services such as these, they should be removed to enhance the overall appearance and character of the terrace. Electrical and telecommunication wires should utilise any vertical architectural lines i.e. channelling the wires along rainwater good and vertical mouldings.

6.12 De-Exempted Development with the ACA

In summary the de-exempt development classes for Haigh Terrace to Park Road ACA (with reference to the Planning and Development Regulations 2001, as amended, are:

Schedule 2, Part 1 - Exempted Development – General, including the following classes;

CLASS 1, 3, 4, 5, 6, 7, 9, 11, 50b.

- Extensions (Class 1) – It is Council policy to ensure that planning permission is required for domestic extensions within the ACA.
- Garages/sheds etc (Class 3) - It is Council policy to ensure that planning permission is required for domestic garages, glasshouses, sheds etc. within the ACA.
- Signage and pillars (Class 5) – It is Council policy that planning permission is required for alterations to

boundary treatments to residential plot boundaries, including entrance gates and pillars within the ACA.

- Landscaping works (including hard surface areas), to domestic plots (Class 6) - It is Council policy to ensure that planning permission is required for such works.
- Domestic porches (Class 7) - It is Council policy that planning permission be required for the addition of porches outside any external door of a dwelling house.
- Gates (Class 9) - It is Council policy that planning permission be required for the erection or replacement of a gate, other than within or bounding the curtilage of a dwelling.
- Fences / Walls (Class 11) - It is Council policy that planning permission be required for the erection / lowering / replacement of a gate or wall, other than within or bounding the curtilage of a dwelling.
- Demolition (Class 50 b) - It is Council policy that planning permission be required for the demolition of part of a habitable house in connection with the provision of a porch or extension.

Furthermore, it is Council policy that permission is required for works that may impact on the character of the ACA. This may include works such as canopies, awnings and signage.

7.0 Policy Objectives

General

- The Council will ensure that development within the ACA will be managed in order to protect, safeguard and enhance the special character and environmental quality of the area.
- The Council will seek to preserve, protect and enhance the architectural heritage of the Architectural Conservation Area for future generations.
- The Council will actively encourage the reinstatement of historically accurate architectural detailing on buildings of heritage value/interest in accordance with recognised conservation practice. However, the use of contemporary new-build extensions will be encouraged where appropriate and materials/finishes used should complement the character of the area.
- The Council will not normally consider the demolition of a structure without proposals for re-development, and will seek to ensure that demolition, if permitted, will be followed by a continuous re-development building operation.
- The Council will seek to prohibit the demolition of structures that positively contribute to the character of the Architectural Conservation Area, except in very

exceptional circumstances, in accordance with Policy AR12 of the 2010 – 2016 County Development Plan. Where the demolition of a building/structure/item is proposed within the Architectural Conservation Area, one of the key considerations that will be taken into account is the quality of any replacement structure and whether it enhances / contributes to the unique character of the area.

- The re-use and maintenance of existing entrances and original boundary walls where appropriate will be strongly encouraged in order to maintain the essential character of the Architectural Conservation Area.

New Build

- The Council will seek to ensure that any development including modifications and/or alterations or extensions affecting structures within the ACA, are designed and sited appropriately and are not detrimental to the character of the structure or its setting and context within the ACA.
- The Council will encourage where appropriate the use of non-reflective glazing to exposed elevations containing a low solid to void ratio (i.e. large extent of glazing relative to masonry).
- In considering all proposals for building/structures, the Council will seek to encourage an imaginative, high quality, passive design for new buildings, which

should provide an opportunity to enhance the ACA generally. In this regard appropriately scaled new build should have respect for the site/building context, without imitating earlier styles.

- Throughout the ACA generally, the Council will encourage a sensitive design approach for any development proposals in order to maintain the overall integrity of the urban grain, whilst also encouraging where appropriate, contemporary designs that are complementary and/or sympathetic to their context and scale. Particular regard will be had to roofscape treatment to avoid large unbroken flat roof spans.

Alterations and Extensions

- The Council will seek to encourage appropriately scaled extensions and alterations to properties within the ACA that are generally sensitive to the main structure and subsidiary (to the main structure), particularly in the case of Protected Structures and positioned generally to the rear or lesser elevation.
- All proposals to extend properties within the ACA involving/affecting the roof of a property shall be carefully and sensitively considered.
- The Council will seek to encourage the retention of original features where appropriate, including windows, doors, renders, roof coverings, and other

significant features of buildings and structures within the ACA whether Protected Structures or otherwise, whilst simultaneously encouraging a continued diversity of sensitively scaled contemporary and energy efficient designs.

Boundary Treatment and Landscaping

- The Haigh Terrace to Park Road ACA seeks to protect and enhance the spatial quality of the area, its natural environment, groups of trees, boundary treatments and associated hedgerow planting/periphery planting to individual plots, views and prospects and other intrinsic aspects of the ACA.
- Where boundaries must be repaired or replaced, or where new boundaries are required, the Council will promote the use of materials which are sympathetic to that existing, including where applicable, hedgerow planting and informal tree planting etc.

Works to the Public Realm

- The Council will actively promote the retention of all surviving original kerbing, paving, and items of street furniture, which contribute to the special character of the ACA, in line with Policy AR6 of the 2010-2016 County Development Plan.
- Works to the public realm, such as footpaths, street furniture, parking provision etc, must have due regard to

the special character of the ACA. Design and provision of traffic control measures, including signage, ramps, renewed surfaces, dished pavements etc, will be required to consider the historic landscape and essential character of the area as outlined in this document.

- 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 in line with Policy AR9 of the 2010-2016 County Development Plan.

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