

Marlborough Road

Architectural Conservation Area

Character Appraisal and Recommendations

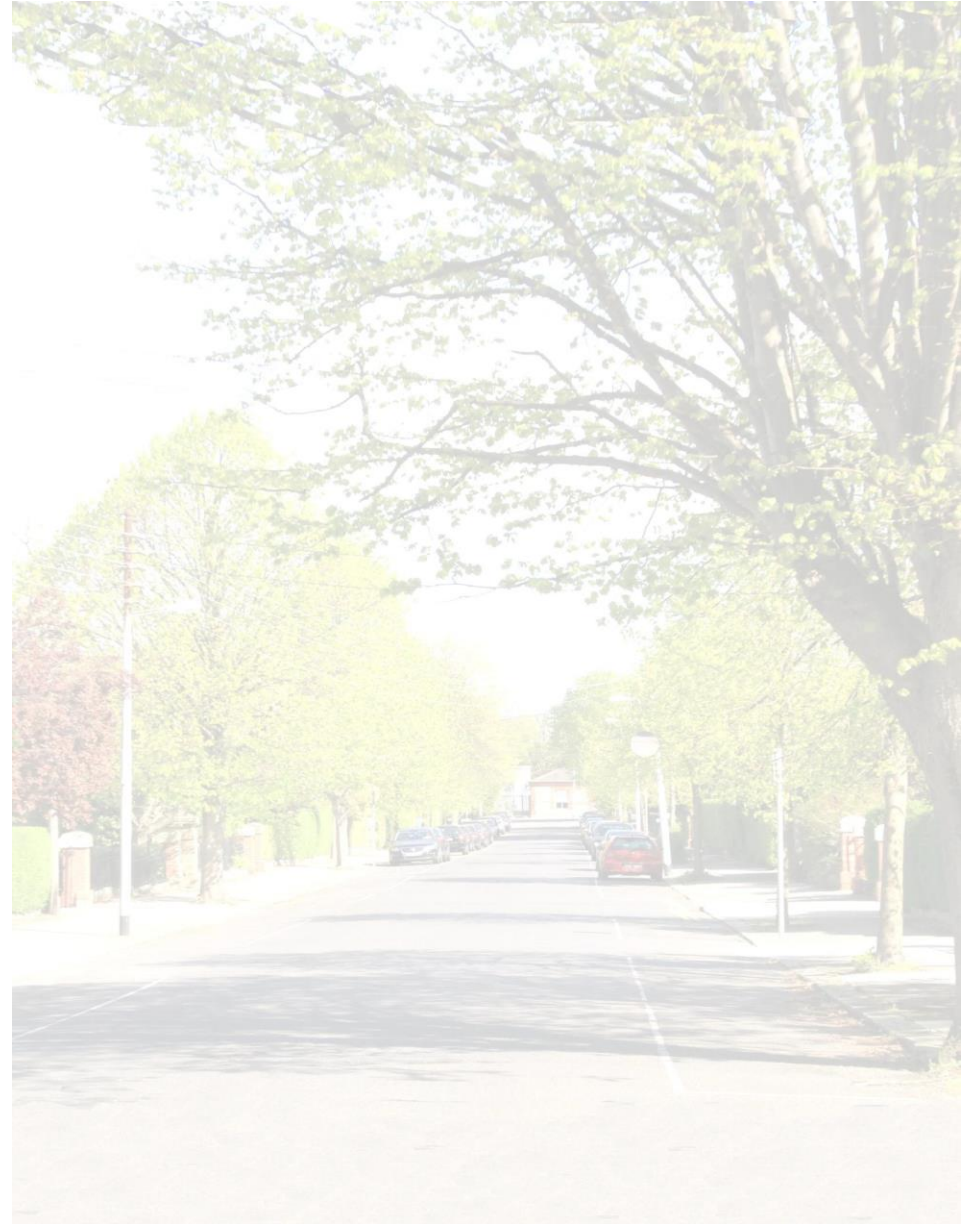


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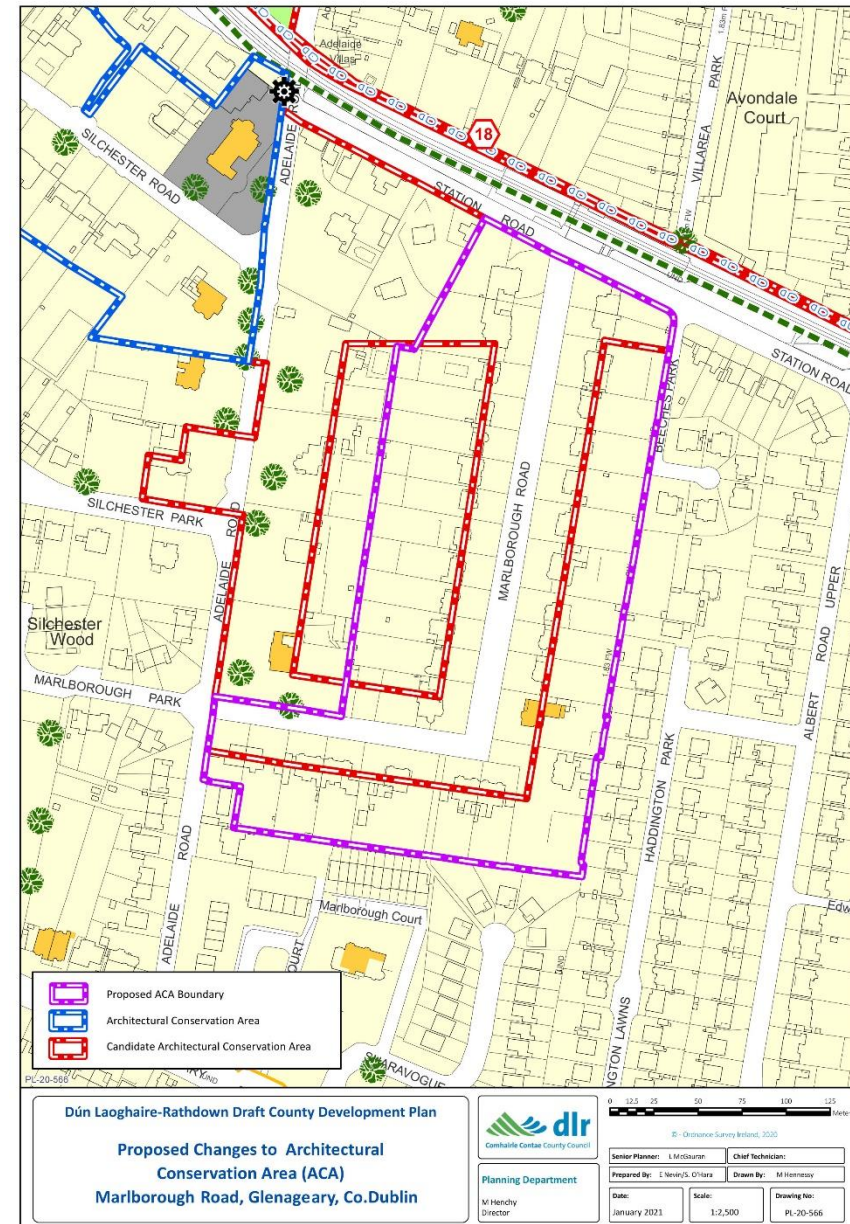
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1. Location and Description of Boundary of ACA

Marlborough Road is in the townland of Glenageary, to the south east of Dún Laoghaire. The road runs more or less due south from its junction with Station Road before turning through a right angle to run westwards, to meet Adelaide Road.

The street was laid out in the late nineteenth century, when about half of the houses were built, the remainder following in the inter-war years of the twentieth century. The houses built in the later phase are generally on a smaller scale. Despite the lapse of time, there are stylistic similarities between the first and second phase houses, the former coming early in the Arts and Crafts movement and the latter at the end of that period.

The Marlborough ACA boundary includes all the houses in Marlborough Road extending back to a line that corresponds to the end of their rear gardens and incorporates the full length of the road on both sides. At the Adelaide Road and at the Station Road ends, the boundary runs along the property boundary at the back of the footpath. The northern end of the ACA includes the entire grounds of the two most northerly properties on each side of the road – ‘Rathruadh’, ‘Cultra’, ‘Glencar’ and ‘Lützen’. There is one Protected Structure within the defined boundary – ‘Hazelhurst’, near the bend in the road.



2. Character Appraisal

The houses in Marlborough Road were built in two distinct phases, with thirty years between them in which no houses were built. Analysis of the character appraisal shows that despite this time difference, there are some elements in common to both periods.

2.1 Building Typology

There are three phases of building at Marlborough Road – the original houses begun in the late 1870s, the slightly later houses of the nineteenth century, and those that were built between 1928 and 1932.

2.2 Nineteenth Century Houses

The sixteen houses built in the nineteenth century include four pairs of semi-detached houses and eight detached houses. All are basically two-storey, some with basements and some with attics. Two of the pairs of semi-detached houses have basements, and two of the detached houses, while three of the detached houses have attic storeys. Only one has both attic and basement, 'Warriston', which is probably the largest house in the street. 'Warriston' and 'Cultra' had the highest rateable valuation of any building in Marlborough Road, at £73. Lyndhurst had the next highest valuation, at £68, followed by 'Hazelhurst', at £64.

Facades

Eight of the nineteenth century houses are faced in brick. These include the two pairs of semi-detached houses at either end of the road, and the detached houses at 'Aclare', 'Hazelhurst', 'Lyndhurst', and 'Warriston'. The semi-detached houses are built in the style that was common in the City's southern suburbs at the time, with high flights of granite steps leading to the front doors. There are bracketed eaves, polychrome brick, and granite quoins. The original brickwork had tuck pointing or wiggling. These houses have single bays to the side set back behind the front building line.

'Hazelhurst' and 'Lyndhurst' have very similar details, with parallel quoins of raised brick, label moulds and covered eaves. Each has a single storey brick bay to the front, stop chamfered brickwork and other brick detailing.



Detail of brick at Lyndhurst



Detail of No. 1 Marlborough Road

'Aclare' was built in the first phase of construction in the late 1870s, and is similar in style to the two pairs of brick semi-detached houses, but without the basement. 'Warriston' is slightly later and is built in a softer toned brick and with detailing in Portland stone.

The eight other nineteenth century houses are rendered and painted, though 'Limasol' was only painted for the first time in about 2005. These include two pairs of semi-detached houses along the southern section of the street, along with 'Marlborough House' and, all dating from the late 1870s, and with significant amount of detailing in the render. 'Crevamor' is slightly later in date, but not dissimilar to the first rendered houses, with moulded rendered surrounds to the windows and front door.

The last two rendered houses of the nineteenth century are 'Rathruadh' and 'Cultra', both built by the architect 'John L Robinson', and both similar in style. These incorporate red brick at ground floor level, painted render on the upper floor, with tile hanging in the gables. The brickwork is laid in English garden wall bond in both houses, this being a feature of the late nineteenth century.



Detail of render on No. 3 Marlborough Road



Roofs

Most of the nineteenth century houses in Marlborough Road have natural quarry slate roofs. The exceptions are 'Rathruadh' and 'Cultra', which have tiles. In most cases the roofs are hipped, sometimes with a gable facing the front, and with the slate laid in simple courses and capped with ceramic ridge tiles. 'Crevamor' has a roll moulding on the ridge and hip tiles, while 'Hazelhurst' has two courses of scalloped slates. 'Cultra' has red ceramic pantiles, while 'Rathruadh' has flat ceramic tiles with scalloped courses near the ridge and decorative ridge tiles.



Detail of tiles at Rathruadh

Chimneys

Many of the chimneys are rendered and lack any particular features, though some have corbelling. In several instances, the chimney stacks have been rebuilt and lack the corbelling. Some, such as 'Larnaca' and 'Limasol', have decorative render panels on the stacks. 'Hazelhurst' has elaborate brick detailing, while 'Rathruadh', 'Cultra' and 'Warriston' have tall, imposing stacks rising from the eaves, those on 'Rathruadh' having detailed vertical mouldings. At 'Warriston' and 'Cultra' the stacks are connected to the steeply pitched roofs by a form of dormer.



Hazelhurst



Original pot on Glencar



Warriston



Rathruadh



Original pots on Larnaca and Limasol

A surprising feature of the nineteenth century houses in Marlborough Road is that most of them have very simple chimneypots. Those seen in the photograph of 'Warriston' in the centre above are typical and are similar to the twentieth century style, with the cylindrical flue liners rising above the stack. A few originals survive, such as one Dublin-style pot on 'Glencar', suggesting that this was the style on 'Lützen' and 'Glencar' originally, while replaced with replicas in other styles.

Windows

Almost all the surviving original windows to the front of the nineteenth century houses in Marlborough Road are one-over-one sliding timber sashes. To the side and rear the windows tend to be two-over-two sashes, while some have margin lights. 'Lyndhurst' and 'Hazelhurst' each have a casement window to the front, but these are not in the same position on the frontage, and they are likely to be replacements.

The survival rate of timber sash windows amongst the nineteenth century houses in Marlborough Road is good, and the character of the houses has been maintained faithfully.

'Rathruadh' and 'Cultra' differ from the other early houses in their style of windows. Both houses have been refurbished, but it would appear that they had casement windows from the outset.



Oriel window at No. 1



Window to side of No. 1 Marlborough Road

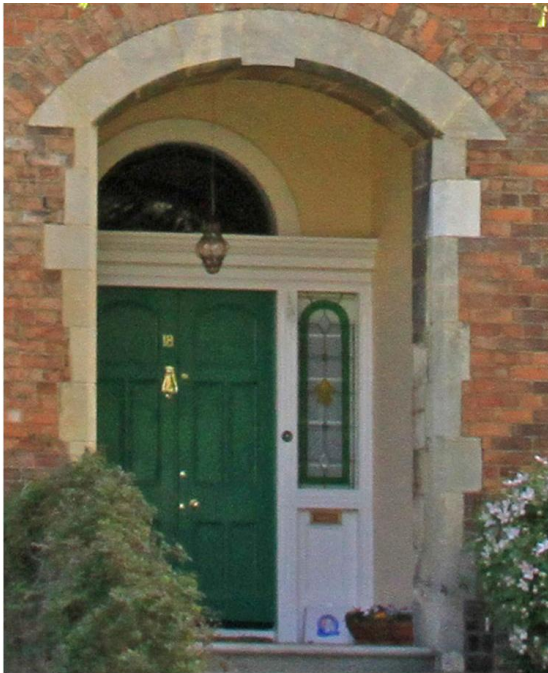
Bay windows

All of the nineteenth century houses in Marlborough Road have bay windows to the front, but the size and form varies. In some, the bays are two-storey, rising up to roof level, with their roof being an extension of the main roof – this is seen at Nos. 5, 6, 7, 8, 10, 19 and 20, and in the first four of these each house has two such bays. In 'Warriston', 'Rathruadh', and 'Cultra', the two-storey bays are within the gable to the front, and they rise through all storeys, except the attic, and have their own flat roof. In the case of 'Rathruadh', there is also a single-storey bay. Nos. 3 and 4 both have a single-storey bay on the main house and a second one in a single-storey wing to the side. 'Hazelhurst' and 'Lyndhurst', each has a single-storey bay to the front with its own roof, the one at 'Lyndhurst' slated, while 'Hazelhurst' has a tiled roof. Finally, Nos. 1 and 2, the earliest houses in the street, have the earlier version of a bay, in the form of an oriel window, in timber, projecting at ground floor level.

Front doors

The nineteenth century houses in Marlborough Road generally retain their original panelled front doors, though the panelling varies in style. Many of the earliest houses have a fanlight over the door and no sidelights, and some, such as 'Larnaca' and 'Limasol' have elaborate doorcases.

In the later examples, the doors are set within glazed screens, with rectangular side lights and glazing above the door, though this is also seen in some early examples such as, Nos. 3 and 4.



Recessed door at Warriston



Front doorway to Larnaca

Porches

None of the earliest houses in the street have porches, either from the time of construction or as a later addition, with the exception of 'Aclare', where the front door is set back into the building to form an open-fronted porch.

Some form of porch is provided on many of the houses that were built after the first phase of building. At 'Warriston', 'Cultra' and 'Rathruadh' the door is set back into the building, to provide an open-fronted porch. At 'Warriston' this is a substantial open, while at 'Cultra' and 'Rathruadh' it is narrower, and gothic-arched.

The two last houses to be built in Marlborough Road in the nineteenth century were 'Hazelhurst' and 'Lyndhurst', and these both have original porches, with pierced timber screens, and brick detailing such as chamfered brick or label moulds.



Porch at Hazelhurst



Porch at Lyndhurst

Boundaries and entrances

In most cases amongst the nineteenth century houses in Marlborough Road the front boundary is marked by a low wall with iron railings. There is a great deal of variation, but the typical boundary has iron railings supplemented by a hedge.



Wrought iron with cast iron details



Iron railings on plinth wall, with hedge

In some cases, there is a substantial frontage, while at 'Larnaca' the frontage is wide enough to accommodate a gate and little else. The plinth walls include some rendered masonry, though the majority are of dressed granite, such as at 'Marlborough House', or rock-faced granite, as at 'Glencar', illustrated above. At 'Crevamor' there is a railing without a plinth wall.

The railings themselves include simple wrought iron bars with cast iron embellishments, as seen in most of the first phase of building along the southern stretch of the road.

The outstanding exception to the pattern along the southern stretch is at 'Limasol', which has very fine wrought iron railings on a rendered plinth wall, and a pedestrian gate of exceptional quality, also in wrought iron. The vehicular gate is a modern replacement, and not in this style.



Wrought iron railing and gate at Limasol

'Glencar' and 'Lützen', at the northern end of the street, and 'Warriston', next door, all have cast iron railings. These include braced cast iron gate piers and gates, though at both 'Lützen' and 'Warriston' the gates and one pier have been removed in recent years to widen the opening.



Cast iron railings at Lützen

Lyndhurst and Hazelhurst have wrought iron railings with cast iron fittings, and each has gate piers of cast iron, though in different styles. At Hazelhurst the piers are in open work, while Lyndhurst has solid iron posts.



Railings, piers and gates at Lyndhurst



Railings, piers and gates at Hazelhurst

At Cultra and Rathruadh the railings are of wrought iron and the piers of brick. The gateway at Cultra has been widened, but in keeping with the original. The gateway at Rathruadh has been relocated from the corner of the street, and one of the original gate piers still remains at the corner with the house name on the pier.



Pier and gate at Cultra



Original pier at Rathruadh

Alterations and extensions

There has been a significant number of extensions added to the nineteenth century houses at Marlborough Road. In all cases, however, these have been carried out with due regard to the character of the original house and of the street. In many instances it is difficult to be certain whether an extension or an outbuilding is part of the original fabric or whether it is an addition in the original style. Nos. 3 and 4 have single-storey wings to the side, which appear to be original, while the substantial buildings behind the wing at No. 4 may be later additions. Both 'Rathruadh' and 'Cultra' have been refurbished in recent years to a very high standard and there may have been alterations to both houses that do not stand out as not being original. In cases such as 'Crevamor' and 'Lützen' sympathetic extensions have been added.



Garage at Rathruadh



Extension to the side of Lützen

Additional parking has been provided in many of the properties and *the prevailing approach has been to provide a parking area within the front garden using a yellowish gravel.* This blends well with the properties. Some garages have been constructed, the earliest in the inter-war period have a character of their own, such as at 'St. Elmo' and 'Warriston'. The garage at 'Rathruadh' has been built in recent years and has incorporated the essential materials from the main house faithfully, including a steeply-pitched roof with ceramic tiles and with scalloped courses of tiles towards the ridge.

Rainwater Goods

While the nineteenth century houses in Marlborough Road are in many different sizes and styles, and were built over a period of twenty years, the overwhelming majority of them have the same form of guttering – cast iron in an ogee profile. Originally, they would also have had cast iron hoppers and downpipes. In many instances the gutters are well concealed, as they are designed into the form of the eaves. In a few instances, gutters have been replaced, though this has generally held to the original form, with only a small number of half-round gutters appearing in the street.

2.3 Twentieth Century Houses

The houses that were built in this phase, between 1928 and 1932, were erected by a single developer, and while there is a significant variation between the houses there is a great deal of architectural language that is common throughout the seventeen houses.

Facades

The twentieth century houses in Marlborough Road were built with roughcast render finish to the facades. All seventeen of the houses have a breakfront projecting from the front elevation, sixteen of them gabled to the front. In fourteen of the cases, these projections are more or less in their original form, with timbering in the gable, and it would appear that every one of them originally had a gabled projection to the front with timbering. Most of the houses were three-bay initially, having two bays in addition to the gabled front projection. Four of the houses appear to have been two-bay initially.



No. 11 Marlborough Road



Typical houses of ca.1930 – St. Ann's and Maxfort

While the facades of most of the houses are painted, some are not, and this suggests that they were not painted originally. There are slight differences in the pitch of the gables, depending on the width of the breakfront, or the height of the ridge, either of which would affect the form of the gable. The pitch of the roof also varies slightly from house to house. In some cases, there is a projecting bow window to the front at ground floor level.

Roofs

These houses were all built with red ceramic tiles on the main roof of the house, including the projection to the gable. Where there were porches these also tended to be roofed in red tiles, as were the garages. The ridge and hip tiles are generally of red clay, though in some cases the ridge is clad with a copper strip.

The photograph of No. 11 Marlborough Road illustrates the red tiled roofs, including the veranda to the front. The roof has a relatively steep pitch compared with many of the houses, and this is seen clearly in the gable.

Chimneys

The original chimneys on these houses are of a common type, with a roughcast rendered stack with a dentil course of brick near the top. The original pots were all simple cylindrical clay pots of low height, representing the flue lining continuing above the stack. In a few cases, chimneys have been rebuilt, and in some of these instances taller, bigger pots have been fitted.



Typical original chimney stacks and plain pots

Windows

It appears that in every case, the original windows of the twentieth century houses in Marlborough Road, have been replaced. In most houses the replacements have been with uPVC, with a small number in aluminium or timber. The style of the replacement windows varies, with some being inappropriate and out of character with the design of the house, while other windows have managed to suit the architecture of the house, whether

or not they replicate the original form. It is difficult to be sure what the original form of the windows in these houses was, in the absence of surviving examples, but it is more than likely that the windows in No.11, which appear to be replacements, have captured the essence of the originals. This is seen in the photograph of No. 11 above.



Door and porch at Killary

Doors

Very few original doors survive amongst the twentieth - century houses, and many of those that have been fitted are not sympathetic to the original character. As with windows, it is difficult to be certain what the original style was, but it would appear that the doors in 'Ferndown' and 'Killary', while different, may be original, or in the original style. If they are not, they are certainly in keeping with the character of the house.

Porches

Most of these houses were built with some form of porch at the front door. The front doors to the two-bay houses are to the side of the house, and are not visible from the street, now that the gardens have matured. In the other houses, there are three types of porch or shelter. The veranda consists of a tiled canopy roof supported on wrought timber stanchions, and the roof is tiled to match the main roof. There is a window to the side of the door to light the hallway. Some of the houses have a simple small flat canopy roof supported on timber brackets, an example at 'Killary' being illustrated in the photograph of its front door above. The third type is a more substantial porch, often with a room projecting to the front of the house as part of the porch. In these instances, the front of the porch is open in a broad Spanish arch, and the roof is tiled. An example at 'Ferndown' is illustrated below with the photograph of its front door.



Front door and porch at Ferndown



Veranda to front of Roselea

Boundaries and entrances

The form of the boundaries of the twentieth century houses is consistent, and in all cases the original form was wrought iron railings, usually with a decorative form, and these are set on a low plinth wall of rock-faced granite. In a great number of instances, the railings have been supplemented over the years with a front boundary hedge. The houses all had vehicular entrances from the time that they were built, and these were of brick, wider at the bottom to form a plinth, narrowing to a shaft, and with a capping of concrete.



Typical wrought iron railings on rock-faced granite plinth

At 'Camowen', the railings have been supplemented with a range of gates, and other items of wrought iron. The brick piers have been clad in stone, and a pair of elaborate wrought iron gates erected. To the front of the gateway, as noted below, there is a semi-circular area of stone set into the pavement.



Gateway at Camowen



Detail of railings at Camowen

Garages

All of the seventeen houses built in Marlborough Road between 1928 and 1932, had motor garages provided as part of the original development. These were a product of their period, being designed to hold a relatively small car by the standards of the 21st century. The design and materials are similar to those of the main house, with gabled fronts and red tiled roofs. The double-leaf timber sheeted doors have two rows of square lights towards the top. Less than half of the garages remain intact, though a few more are still present, but have been converted to living accommodation.



Garage at Killala



Garage at Woodstock

Alterations and extensions

Some of the twentieth century houses in Marlborough Road remain more or less unchanged over the years. In other cases, very dramatic alterations and extensions have been made to the houses, and in one or two instances, it is no longer obvious whether the original house has been demolished, and another built on the site. In the cases of 'Larkvale' and 'Windrush' it would appear that the original form of the house may still be discerned, even though the house has changed, but the differences at 'Achill' are more radical, with the loss of the gable to the front, and little remains of the original character.



Achill



Larkvale



Windrush

In other instances, some fairly large extensions have been erected, but the original form of the house is still clearly visible. Such is the case at 'Cul na Greine' (opposite), for instance, where the large extension is to the rear of the building line, and the character is retained.



Camowen



Cul na Greine, with extension at left

The facade of 'Camowen' was altered many years ago to continue the timbered theme in the gable across the entire frontage. A two-storey extension has been built to one side, in a similar theme, and with a steeply-pitched tile-clad roof.

Rainwater goods

The original gutters on these houses had an ogee profile, and this has been maintained usually. Even when gutters have been replaced the new guttering tends to have an ogee profile.

3.0 Streetscape Character and Appraisal:

3.1 Visual Character

There are thirty-three houses within the Architectural Conservation Area. Seven of these lie along the southern stretch, to the southern of the part of the road that runs to Adelaide Road. Thirteen are on the eastern side of the road, where it runs northwards from the southern bend up to Station Road. The remaining thirteen are on the western side, backing on towards Adelaide Road.

Sixteen of the houses dates from the nineteenth century, being built over a twenty-year period from the late 1870s. These include ten at the southern end, five at the northern end, and one in the middle. The other seventeen houses date from the period 1928 to 1932, and were built by the one developer.

The first houses were built along the southern side of the street, from the junction with Adelaide Road at the end of the 1870s. There are no houses fronting on to the street on the northern side of this stretch. The houses in the second batch were built on either side of the road at the northern end in the 1880s, with one in the middle.

The final two houses built in the nineteenth century were at the southern end of the north-south part of the road, adjacent to the original houses. A thirty-year interval followed before the balance of the street was developed, and this all happened rapidly, undertaken by a single developer.

Many of the earlier houses were semi-detached, resulting in three pairs of semi-detached houses along the southern stretch of the road, and one pair at the northern end. The remainder of the houses in the earlier phases, and all of the houses in the twentieth century development are detached.

The majority of houses in the street are two-storeys in height without basement or attic storeys. The exceptions are the pairs of semi-detached houses at each end of the road, which are two-storey over basement. The two detached houses at the northern end, which are two storey plus attic storey, and 'Warriston', near the northern end, which is two-storey with both attic and basement.

3.2 Public Realm

The principal public realm within the Marlborough Road ACA is comprised of the footways and the carriageway of the public road. The original granite kerbstones survive along much of the road, though there are significant numbers missing. In most places where the footway has been dropped to accommodate the vehicular entrance to a house, the work has been carried out with the loss of kerbstones. Along the rest of the footways the surface is of mass concrete, severely cracked in some places. The most striking element in the public realm is the range of street trees. These range along both sides of the north-south section of the road, but as the east-west section is narrower there are no street trees here. The trees combine with those in private gardens, and the substantial width of the road to give a stately boulevard character to the street.

There are three vistas in Marlborough Road that terminate at buildings. The north-south stretch looks towards Glenageary station, and towards 'Limasol', while the east-west stretch views towards 'Aclare'.



Aclare, as closer of vista to east



Street trees, with vista to railway station



Limasol as closer to vista to south



Gateway to rear access lane, leading to Sharavogue



The secondary public realm at Marlborough Road, is the former rear access laneway that led to the substantial houses at Glenageary Road Upper – ‘Sharavogue’ and ‘Kilcolman’. This would have been a rear access, possibly giving access to the utilitarian part of the properties, for gardeners and other workmen, but it is more likely that it was intended as a shortcut to Glenageary station for the occupants of the big houses. The pathway was part of the original design of Marlborough Road. The quality of the wrought iron gate is superb. This pathway now leads to the houses at Sharavogue.



Gateway to path, leading to Sharavogue

4. Threats and Opportunities

In general, Marlborough Road is a high quality and well-kept street, with substantial houses that each contribute to the overall character. The houses themselves have for the most part been maintained well and repaired as and when necessary.

Wherever extensions and alterations have taken place they have usually been in keeping with the original style of the house, such that it is not always an easy matter to distinguish the additions from the original fabric.

Given that half of the houses were built before the motor age, and the other half at a time when there were few cars on the road, it is not surprising that there have been many alterations to accommodate the car. The occupants of many of the nineteenth century houses would have had wheeled transport of some kind, possibly a dog cart or cabriolet, rather than a coach and four. Many of the houses appear to have had vehicular entrances from the outset and this has resulted in early gate piers, some of them in cast iron. This is not only an attractive feature but has helped to minimise the amount of inappropriate alteration to front boundaries to facilitate vehicular access.

4.1 Negative elements

Marlborough Road is remarkably stable and does not have many negative attributes. Perhaps the most obvious issue is the condition of the footpaths and kerbing. The paths are mostly of mass concrete, and are badly broken up in places. The original broad granite kerb stones remain in place along much of the road, though they are missing in some places, and in a few locations the kerbstones have been crushed out of alignment or even broken, presumably by heavy vehicles. The carriageway is not in a bad condition.

Within the individual properties, there are some houses and outbuildings that are maintained to a higher standard than others, and this would be a feature of virtually any location.

The loss of the original character of houses has happened in only a few instances, with the wholesale reconstruction or massive extension of the houses, and care should be taken in future to ensure that any extensions are carried out with due regard for the original character of the house. More prevalent is the almost complete loss of the original

windows from the twentieth century houses, with many of the replacements managing only a half-hearted imitation of the style of the originals, if at all, and with a consequent loss of character. Again, the successful replacement of windows in some cases indicates that it is possible to do so without negative effects.

The widening of vehicular accesses to houses has not always been carried out with the character of the property in mind. In some instances the original entrance has been widened with no attempt being made to move the piers to the new location, particularly where the piers are of iron, and some broken ends of cast iron railings are left in an unfinished state. In several instances the original gates have been removed, and the gateways no longer have the benefit of any gates at all. Where replacement gates have been fitted to fill the wider gap following enlargement of the entrance, these generally are not fully in accordance with the quality or style of the original gates or railings.

The large scale of some of the parking areas in the grounds of houses has resulted in the domination of the garden areas, to the detriment of the garden planting, and the appearance of the property.

4.2 Positive elements

One of the most fortunate aspects of the nineteenth century houses is the extent to which the original windows, or windows in the original style, survive. The replacement of timber sash windows with casements of any kind – uPVC, aluminium or even timber – would seriously detract from the overall character, and it is to be welcomed that this has not happened.

While it has been noted that there have been some unfortunate losses of gates, gate piers or sections of railings it must be said that this is only a minority of the gateways in the street. While many of the entrances have been widened, this has been done with care, and the original brick piers have been rebuilt in a new location. At 'Rathruadh', the gateway has been relocated to a new part of the boundary, and it is fortunate that one of the original piers, with the house name, remains in position; the new piers are in keeping with the street as a whole, while not being

replicas of the gate piers that flanked the first gateway to the property.

The planting in Marlborough Road is a positive feature of the street. There are some instances where trees, shrubs or hedges have been allowed to get too large, but in general the planting in the gardens is well managed and in scale with the street. The street trees on the north-south stretch of the road add greatly to the appearance, and these appear to be well managed.

5. Assessment of special interest

5.1 Architectural Interest

Marlborough Road is considered to be of special architectural interest through the high quality of the buildings of both the late nineteenth century, and the inter-war period, and the high degree of survival of the original character of the individual buildings.

The nineteenth century houses are representative of the substantial houses being built for the professional, and business classes, in the later part of that century, close to the railway station for ease of commuting to jobs in the city. These houses have managed to retain a great deal of their architectural character. The inter-war houses of the twentieth century represent a new style of house, for that period that again catered for the professional and business classes. Each of these houses has its own character, while conforming to a palette of features that is common through the entire assemblage.