



Comhairle Contae Fhine Gall
Fingal County Council

Malahide Historic Core

Architectural Conservation Area

Statement of Character



Preface

This assessment of the special character of the Malahide Architectural Conservation Area was prepared in September 2008 by Lotts Architecture and Urbanism.

The study was commissioned by Fingal County Council and its progress was guided by Helena Bergin, Conservation Officer and Fionnuala May, Senior Architect. The Statement of Character follows the format devised by the Conservation Office of Fingal County Council for other ACAs in the county.

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December 2008

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The survey map of Lord Talbot de Malahide's Estate by Clarges Green and Son in 1851 (Fig 7) and has been reproduced with the kind permission of the Irish Architectural Archive

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1.0 Introduction

Many of the towns and villages of Fingal contain areas of architectural, historical, and/or cultural interest, which have a particular distinctive character considered worthy of retention and enhancement. Planning legislation allows a planning authority to include objectives in the County Development Plan to preserve the character of places, areas, group of structures or townscapes that:

- are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- contribute to the appreciation of protected structures.

Such areas or places are known as Architectural Conservation Areas, or for short, ACAs. Currently, there are 28 ACAs designated in Fingal.

An ACA could be a terrace of houses, a streetscape, a town centre, or a cluster of structures associated with a specific building such as an historic mill or country house. Most structures in an ACA are important in how they positively contribute to the character of the area. Historic building materials and features, heights and building lines, and the scale and arrangement of streets and open spaces all make a contribution to the character of an ACA. Therefore, it is the external appearance of structures and the appearance of the open space which are protected in an ACA. Planning permission is required for any works that would have a material effect, or impact, on the character of an ACA. Even works which in other locations would meet the criteria for Exempted Development as outlined in the Planning Regulations will require planning permission if they are within an ACA. This does not prevent alterations, extensions or new build within ACAs but the designation seeks to ensure that any new development respects or enhances the special character of the area and is carried out in consultation with the Planning Department and Conservation Officer, usually through a planning application.

This document is one in a series that set out to identify the special character of each individual ACA and give guidance to homeowners, developers and planning professionals on the type of works that would require planning permission in that specific area.

2.0 Location and Boundary of Architectural Conservation Area

Malahide is a medium-sized coastal town within the Greater Dublin area, located at the mouth of the shallow Broadmeadow estuary of the Irish Sea, 4 km east of Swords, 13 km north east of Dublin city centre and on the opposite side of the estuary to Donabate. Due to its location, with the sea to the north of the town, the road network serves Malahide almost exclusively with little through-traffic destined for other locations. The Swords Road links Malahide to the M1 west of the town, while the Dublin Road connects more directly to the city centre.

Malahide Historic Core Architectural Conservation Area (ACA) has The Diamond as its focal point and the four streets radiating from it New Street, Church Road, Dublin Road and The Mall (the latter two now forming Main Street). The northern boundary stretches along the south side of Strand Street and continues along The Green. St James' Terrace and the railway line border the ACA to the east and west respectively while the southern limit is bounded by St Margaret's Avenue and the rear of the plots of the buildings along The Mall. The railway station and Old Street are located on the western side of the ACA.

The streets included within the ACA Boundary are:

- Main Street (The Mall to the intersection with James' Terrace and Dublin Road to the intersection with the railway line)
- Old Street
- New Street
- South side of Strand Road
- South side of The Green
- South side of Railway Avenue
- Townyard Lane
- James' Terrace Upper
- West side of James' Terrace
- St Margaret's Road approximately half the distance to the intersection with St Margaret's Avenue
- Church Road to the intersection with St Margaret's Avenue
- St Margaret's Avenue (only to the extent of which the rear boundaries of properties on Dublin Road front onto it)



Fig 1. Boundary of Malahide Historic Core Architectural Conservation Area (ACA)

3.0 Historical Development of the Area

3.1 Origin of Malahide

According to the Placenames Database of Ireland the name Malahide is possibly derived from the Irish “Baile Átha Thíd” meaning “the town of the ford of Thíd”. The more common Irish version of the name is Mullach Íde meaning “the hilltop of Ide” or “Hyde’s brow” probably referring to a Norman family from the Donabate area.

There is a long history of settlement in the area with prehistoric artefacts discovered in the vicinity. An early church and holy well were sited near present day St. Sylvester’s Roman Catholic Church.

The Norse settled in the area in circa AD 793 before they established their settlement in Dublin in AD 836. The last Norse king of Dublin, Hammund MacTorkill had his home

farm near Malahide at The Grange and Broomfield West. In 1170 MacTorkill surrendered to the Normans and was permitted to retire to Malahide. He rebelled the following year and was executed and his lands were granted by Henry II to a Norman knight Sir Richard Talbot, with the usual feudal privileges, as a reward for his “war like services” in the conquest of Ireland.

Sir Richard Talbot built a motte and bailey castle and circa 1250 AD he built the first stone castle in Malahide. The estate was passed down through the male heirs of Sir Richard Talbot for over the next eight centuries and the castle was rebuilt, extended and remodelled during the successive generations. During the 1650s, the family’s estates were sequestered and granted to Cromwellian soldiers and adventurers. However the family recovered their lands in the subsequent decades. Notably the Talbot’s land holdings were not confiscated after The Battle of the Boyne in 1690 although they supported the Jacobite side. When Lord Talbot de Malahide died in 1973 the castle and estate were put up for sale and purchased by Dublin County Council.

3.2 17th and 18th Century Malahide

The population in the town appears to have grown from approximately 100 to 200 people in the 17th century. The court and its offices were stone built with slate roofs and all the houses were thatched with mud walls. The town’s water supply, which was also a venerated holy well, known as St Sylvester’s Well was located at the centre of the square at the intersection between Old Street and Railway Avenue. The one inn in the town was described as “a poor ordinary place”. Malahide’s safe harbour led the town to be known as one of the chief haven towns in Ireland. Malahide was also one of only three settlements in North Dublin to achieve borough status in the 17th century, the other settlements being Lusk and Swords.

An unflattering account of the town given by John Dunton in 1699, an English bookseller records

“It contains 30 ordinary huts in all, and not one without several little children who are sprawling about the fireplace (for there was but small appearance of a fire on it) like so many maggots on a dunghill in a summer’s day”

Malahide developed around the castle and the Talbot family strongly influenced its development. In the 17th century there were two main areas of settlement within the area, Malahide Castle and one mile to the north, Malahide town.

In 1660 the land was described as “for the most part waste and yielding no profit”. Rocque’s map 1760 shows the layout of the town from the mid 19th century. The present main diamond and the four radiating streets did not yet exist and the central point of the village was the present day junction of Old Street and Railway Avenue, where St Sylvester’s Well now stands. Three streets converged here, the present day Railway Avenue which extended west and lead to Malahide Castle, following the present north access road via the site of the present day Casino and continuing through the demesne to Dublin, a second headed south to become what has since been realigned as Church Road and a third connected to a road along the shoreline to the north. Leases for the lands of Malahide show that the development of the modern street layout occurred in the later part of the 18th century and early part of the 19th century after Rocque had mapped the area.



Fig 2. Thatch cottages on Old Street near the square



Fig 3. Extract from Rocque's Map 1756 depicting Malahide

3.3 19th Century Malahide

The centre of the town moved eastwards during the beginning of the 19th century with the laying out of The Diamond influenced by the Talbot family. Taylor's Map of Dublin 1816, depicts The Diamond as four buildings forming the sides of The Diamond with four wide roads radiating from each corner, New Street, Dublin Road and Church Street with the fourth road to the east not yet developed. The Diamond acted as the focus for the new grander developments in Malahide, the more humble houses of the ordinary villagers remaining around the former core on Old Street.



Fig 4. Extract from Taylor's map of Dublin 1816

In the early 19th century, the village had a population of over one thousand people and the principal trade in the town was centred around the harbour, the exportation of meal and flour, and the importation of coal. There was also a small silk factory and cotton mill in the town and the fishing and harvesting of salt and oysters contributed to the local economy.



Fig 5. Extract from the first edition Ordnance Survey map 1837 depicting Malahide town and Malahide Castle in the lower left hand corner



Fig 6. Large scale, first edition Ordnance Survey map 1844 depicting Malahide town



Fig 7. General Survey Map of Lord Talbot de Malahide's estate by Clarges Green and Son 1851

Facilitated by the construction of the railway line in 1844 linking Malahide to Dublin, Malahide became popular with tourists as a seaside resort in the 19th century and tourists flocked to the hot sea-baths which resembled Roman Baths and were renowned for their health-giving properties. These were located on a site to the east of The Grand Hotel. A number of sea side terraces were constructed including James' Terrace, overlooking its own private pleasure grounds located on the opposite side of the road, Killeen Terrace and Castle Terrace and the Grand Hotel was built to the east side of the town.



Fig 8. Historic photograph of the sea shore (probably area in front of present day Tennis Club)



Fig 9. 19th century view of New Street towards The Diamond from Strand Road

In 1837 Samuel Lewis described Malahide as having
“a pleasing and sequestered character, and contains many handsome cottages, chiefly occupied by visitors during the bathing season and in some instances by permanent residents.”

Buildings of historical importance in Malahide, from the early 19th century, include the two churches which were constructed within a decade of one another, St Sylvester’s Church, Roman Catholic Church of 1837 on the Dublin Road on the site of an earlier church and St. Andrew’s Church of Ireland of 1832 on Church Road. The Carnegie library, a fine red brick building was constructed in 1909 by the architects Anthony Scott under the patronage of the philanthropist Andrew Carnegie.

Development in the town was slow during the late 19th and early 20th century and Malahide had the reputation that nothing more exciting than croquet and afternoon tea took place. Weston St John Joyce described Malahide as

“a decayed watering hole, which attained an ephemeral population 60 years ago”



Fig 10. Historic photographs of the Diamond looking towards the Dublin Road

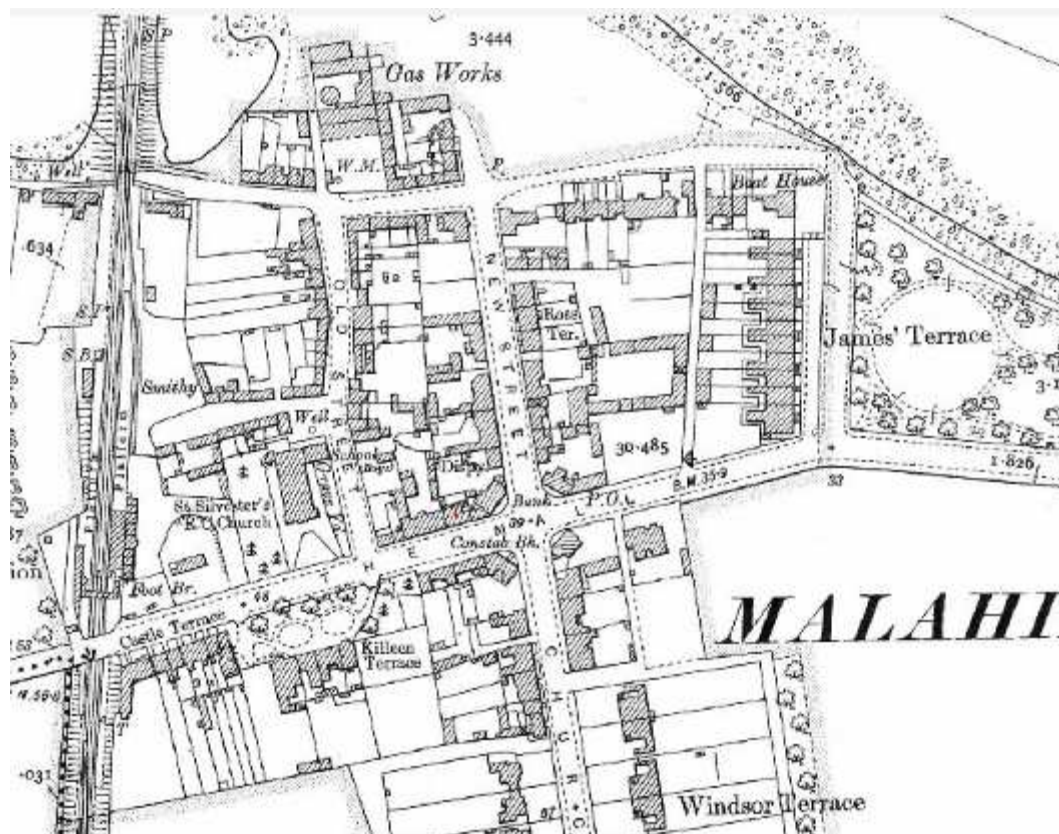


Fig 11. Extract from Ordnance Survey map 1907 depicting Malahide town

In the 1960s, Malahide began to expand once more, developing into a dormitory town for Dublin. Housing estates grew up around the village core of Malahide, launching the first housing estate Ard na Mara in 1964 and further estates followed, to the north, south and west.

4.0 Schedule of Protected Structures and Recorded Monuments

A number of Protected Structures that lie within the boundary of the Architectural Conservation Area. These are listed in Fingal County Council's Record of Protected Structures (RPS) and are protected in their own right under Part IV of the Planning and Development Act 2000. They are as follows:

RPS No. 387	Station Master's House
RPS No. 388	Railway Station
RPS No. 389	St Sylvester's Roman Catholic Church
RPS No. 390	St Sylvester's Well
RPS No. 398-401	Killeen Terrace
RPS No. 391-397	Castle Terrace
RPS No. 408	Carnegie Library
RPS No. 409-419	1-12 James' Terrace
RPS No. 427	St Sylvester's GAA club

Further protected structures lie outside the boundary of the ACA but nonetheless make a positive contribution to the character on the area. These are as follows.

RPS No. 385	The Casino
RPS No.402-407	Nos. 1 to 8 Windsor terrace
RPS No.423	Railway bridge on The Strand
RPS No.428-435	Nos. 1 to 8 Carlisle Terrace
RPS No.437	St Andrew's Church

The following archaeological sites, features and artefacts within the Malahide Historic Core ACA are protected by the National Monument legislation as they are listed as Recorded Monuments in the Record of Monuments and Places (RMP);

RMP No. DUO12-02301	Holy Well, Railway Ave/Old Street, Malahide
RMP No. DUO12-02302	Church possible, Railway Ave/Old Street, Malahide
RMP No. DUO12-02303	Earthen structure, Railway Ave/Old Street, Malahide

They are located in the vicinity of present day St. Sylvester's Roman Catholic Church and Well

5.0 Development Plan Zoning & Objectives

The Fingal Development Plan 2005 - 2011 zones all the sites within the Malahide Architectural Conservation Area (ACA) with Objective SC: *To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities.*

Part X of the Development Plan sets down the development strategy for Malahide as

“to promote the planned and sustainable consolidation of the existing urban form and retention of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive, historical village settlement and the need to retain the existing amenities of the area.”

Eleven planning objectives adopted for Malahide include aims to preserve the special character and identity of the town, to retain the existing centre with its mixed use and varied architectural character as the heart and focal point of Malahide, to prepare an urban centre strategy for the core of Malahide, to facilitate and encourage the provision of a broader base of retail and commercial development in Malahide, to develop its services and to develop satellite Neighbourhood Centres in new residential areas.

In relation to infrastructure, the objectives intend to conserve and improve the pedestrian permeability of the town core, to improve the railway facilities and to develop its car parking strategy.

Also intended is the retention of the impressive tree-lined approach from the city along Dublin Road and to encourage the continuing development of the Castle and Demesne.

6.0 Description of Existing Built Environment

6.1 Defining Characteristics

This section provides a brief description of the designated ACA under the following headings: layout; socio-economic functions; building types and materials, quality and treatment of open spaces

6.1.1 Layout

The street pattern of Malahide focuses on The Diamond and the four wide straight roads radiating from it; New Street, Church Street, The Mall and The Dublin Road, with the latter two now forming Main Street. The Main Street extends from the railway line to The Diamond and continues eastwards. To the north of The Diamond the topography of the town descends towards the coastland, while south of The Diamond the ground gradually rises. The Diamond is the thoroughfare of all activity in the town and its social and commercial centre. There is a secondary network of roads which form a roughly regular grid, with roads running on a north-south axis intersected by east-west roads.

This regular layout, undertaken at the beginning of the 19th century, is overlaid on the earlier village layout (see Fig. 3) and the early town centre at the junction of Old Street and Railway Avenue is evident in the irregular line of Old Street and the small square at the junction with Railway Avenue.

The western side of The Diamond has been more heavily developed than the eastern side, which is likely due to contributory factors such as the railway station, Malahide Castle and the Dublin Road. Early evidence of this is depicted on the first edition OS map of 1844 which shows only three streets radiating from The Diamond.

The typical plots sizes in the town centre are long and narrow, although a number of plots in particular on New Street and Church Street are almost square. Several passages, providing access to the rear of the houses have survived, the majority on Old Street. Closer to The Diamond, many of the shops have been extended to the rear increasing their floor space. The town centre has a medium density and there are no undeveloped sites within the limits of the ACA.

Apart from the streets themselves, there are few open spaces within the ACA boundaries. There are two small private green areas to the front of Killeen Terrace and St Sylvester's Roman Catholic Church and a small square at St Sylvester's well. There are large carparks at the railway station, the shopping centre and smaller carparks to the rear of shops. The main public spaces in the town are all outside the ACA; the sea front, The Green and the former Pleasure Ground facing James' Terrace (which is now Malahide Lawn Tennis and Croquet Club).



Fig 12. Green space beside St Sylvester's Church

Within the core of the town most properties front directly onto the street apart from the historic terraces. Despite the broad streets, only limited space has been provided for narrow footpaths. Plane trees, *Acer Platinoides*, have been planted on the footpaths on New Street, The Mall, Dublin Road, The Strand and Old Street restricting their width even further in places, and the tree roots have frequently pushed up the footpath surface.

6.1.2 Socio-economic Functions

The population of Malahide has boomed since the latter half of the 20th century and it has evolved during this period from a country village into a large dormitory town serving Dublin and is now considered as one of the capital's most affluent suburbs. It benefits from good public transport accessibility and a good road network. Malahide has a high quality built and natural environment.

The town centre still retains its functional independence and contains a variety of shops and services characteristic of a prosperous town with specialist retailers including boutiques, grocers, butchers, newsagents, pharmacies, hairdressers, etc. alongside a medium size supermarket, bank, cafés, restaurants, post office, churches, public library and Garda station, all contributing to the vitality of the town.

A number of houses retain their original residential use in the town centre and there are several apartments and business premises located above the ground floor retail units. The majority of the population is however accommodated in large housing developments surrounding the historic core of the town.

Malahide's coastal location contributes significantly to its character. From early times the sea provided a living to the townspeople and later during the 19th century led to the development of Malahide as a tourist resort. There has been a harbour in Malahide from early times and it is believed that at one stage it rivalled Dublin in importance.

Malahide continues to thrive as a tourist destination for day trippers from Dublin and consequently there are a large number of cafes, pubs and shops to cater for them. During the 1980s the local Chamber of Commerce encouraged local shop owners to introduce old style shop fronts in an effort to attract tourists to the town. The town continues to be well presented, decorated with hanging baskets of flowers and always highly placed in the Tidy Towns competitions.

6.1.3 Building Types and Materials

The majority of the buildings within the ACA were constructed between the late 18th century and late 19th century. They are typically rendered with slate pitched roofs and this homogeneity of materials is a distinctive attribute of Malahide. Character-defining materials include the variety of renders including smooth lime render with stucco work detailing to door and window architraves and to raised quoins. On several buildings, historic renders, have been replaced with modern cement renders and pebble-dash. While render is the predominant material, there are also a number of red brick buildings punctuating the streetscape. The roofs within the ACA are typically double pitched, slate roof with the occasional projecting gables. A number of buildings retain historic timber doors, fanlights and sash windows and these are of crucial historic importance to the character of Malahide.

The majority of buildings in Malahide ACA conform to one of the building typologies listed below

- 18th century single-storey vernacular cottages, formerly thatched, examples survive on The Strand and Railway Avenue.
- Modest terraced two and three bay, two-storey 19th century houses. These are common on Old Street and near The Diamond.
- Large 19th century structures, typically two-storey and several bays wide, examples include The Diamond, New Street and Church Street.
- Regency-style terraces, these are typically three-storeys with stucco facades and are iconic of the mid 19th century when Malahide was a fashionable seaside resort. Terraces include James' Terrace, Killeen Terrace and Castle Terrace.
- Landmark buildings of unique design, examples include St. Sylvester's Church, Carnegie Library and the railway station.

6.1.4 Quality and treatment of Open Space

There are significant runs of granite kerbing along stretches of New Street, Old Street, The Dublin Road and Church Road. Due to the sloping nature of the streets and conformity with architectural styles many houses are approached by granite steps. Cast iron railing, set in granite plinths line a number of the streets.



Fig 13. Railings along Castle Terrace

Street furniture has survived less well. There is a gas lamp standard and water hydrant c.1900 on Old Street. A freestanding post box on The Mall and a disused wall-mounted post box are located on The Mall. More generally there are tarmacadamed road surfaces and the majority of footpaths are of concrete either poured or as flags, several with granite kerbs with the exception of sections of Church Street and Strand Street where the footpaths are tarmacadamed.



Fig 14. Water pump on Old Street and Fig 15. footpath and granite kerb on Old Street

6.2 Street by street appraisal

The streets within the ACA are of a variety of scales reflecting different social and economic functions within the town. Each street has a distinct character but the homogeneity of design and materials integrates the streets into a unique multifaceted entity

6.1.5 Old Street

Old Street as the name indicates is the original centre of the village. Looking upwards on Old Street towards the Dublin Road, St Sylvester's Church dominates the skyline due to its elevated position and tall spire. Single-storey, thatched cottages formerly lined the street and the current building stock comprises of extended or replacement houses constructed in an effort to improve housing on Old Street in the 19th century and early 20th century.

The street has a quiet character away from the commercial hub of The Diamond, attractive in its informality, non-linearity and incident. It is mainly residential with the

houses fronting directly onto the street and several doors accessed by one or two granite steps. Its character is enriched by an almost continuous run of granite kerbing and the only surviving water pump in the ACA and a freestanding cast-iron gas lamp standard of c.1900, with fluted shaft and moulded capping.

On the western side of the street from the junction with Strand Street, there are two large, three-bay semi-detached houses with shops at ground floor. Both have a centrally located door and good quality traditional commercial frontages on either side that enhance the nineteenth-century character of the street.



Fig 16. Building at intersection with Strand Street with historic display windows

Further up the hill, a terrace of nine houses of simple understated elegant design, grouped in threes, line the street to the corner with Railway Avenue, having lined render to ground floor and pebble-dashed to upper floor, separated by a string course, originally unpainted but several are now painted. No.2 retains the original six-over-six sash windows and No.6 has later one-over-one Victorian sash windows. The central and end houses are articulated with slight breakfronts and corresponding hipped roofs.



Fig 17. Terraces on either side of Old Street with St Sylvester's Church dominating the skyline



Fig 18. Historic gate on Old Street

On the opposite side of the road, an alternating arrangement of 19th century and 20th century artisan terraces ascends the hill. The 19th century terraces have an identical appearance, with a pebble-dashed finish, red-brick quoins and brick block-and-start door and window surrounds. Narrow gated passage between the terraces, some retaining plain historic gates, provide access to the rear.



Fig 19. Nineteenth century terrace with a small gateway visible on the left hand side of the photograph and a later 20th century terrace receding into the background of the photograph



Fig 20. Water pump and old lamp standard

The junction of Old Street and Railway Street was the centre of Malahide until the beginning of the 19th century and is still the site of St Sylvester's Well and therefore a key point in the ACA. The ancient well was reconstructed c. 1900 of rubble stone with a conical roof.

The three-bay parish hall of St Sylvester's Church borders the southern side of the square, articulated by its pointed lancets with hood mouldings and drip stones and a rubble stone wall extends from the presbytery to the Dublin Road. The elegant church façade, expressing a high quality of workmanship and enhances the character of the street.



Fig 21. Parish Hall of St Sylvester's Church



Fig 22. St. Sylvester's Well

6.1.6 Railway Avenue and the Railway Station

Railway Avenue provides a link between Old Street and the rear of the railway station complex and was formerly lined with single storey, thatched houses. The southern side of Railway Avenue is one of the few areas of Malahide to retain a single storey streetscape. However, a development on the corner site with Old Street which was granted permission just prior to the ACA designation is three-storeys in height at the corner but steps down to two-storeys on Railway Avenue. The property adjoining this at No. 1 Railway Avenue has a single-storey scale. Further towards the station, two 18th century single-storey houses survive, that despite their modern render and altered appearance, retain a strong vernacular expression. The northern side of the street has been replaced by two-storey properties. A rubble stone boundary wall marks the boundary between Railway Avenue and the railway station complex. The gateway is framed by sturdy square plan, cut stone gate piers with elegant pyramidal concave coping stones.



Fig 23. Boundary wall and vernacular house



Fig 24. Vernacular house on Railway Avenue

The railway station complex is a rectangular site parallel to the railway track below the level of the Dublin Road. A large parking area extends to the north of the ACA boundary. The station, built 1851, is a long nine-bay single-storey yellow brick building of distinctive and picturesque quality, with central gabled half-timber Tudor style glazed projecting porch, to the design of George Papworth, an important architect of the Victorian period. The poor surface treatment of the forecourt and its use as a carpark, detract from the setting of the station and the flanking extensions on either side of the Railway House interrupt its relationship with the station, however from the station there is an attractive view of the St. Sylvester's church spire framed between an impressive stand of trees.



Fig 25. Railway Station

6.1.7 Dublin Road

The view from the crest of the railway bridge towards Malahide is a tree-lined street, the buildings concealed by tree canopies with the spire of St Sylvester's rising above the tree tops on the northern side of the road and on the other side of the road the elegant uniform stucco Castle Terrace extends from the bridge to St. Margaret's Road with small front gardens bounded by iron railings. Typical of the seaside architecture of the Regency and early Victorian period it is decorated with raised window surrounds and corner quoins. The western elevation of the terrace visible from the bridge presents a blank face in contrast to the eastern elevation on St Margaret's Road which is articulated by raised window surrounds to address The Green space at neighbouring Killeen Terrace which originally extended right up to it. The terrace provides an introduction to the sea side character of the town. The view up St Margaret's Road of a distinguished Edwardian house outside the ACA enhances the character of the street.



Fig 26. Historic view of the Dublin Road

Beneath the level of the road, on the other side, is Railway House, a detached, red brick building with a central projecting gable accentuated with yellow brick string courses, block-and-start door surround and segmental window arches, flanked on either side by two modern symmetrical extensions. The railway station can be seen to the rear, on lower ground, parallel to the railway line. Adjacent to the station, the Gothic-Revival style St Sylvester's Church has a dignified presence on the street, its setting enhanced by the cast iron railing set in a low granite plinth and The Green area to the front. Built in random coursed square-rubble stone with ashlar details and lancet openings. The spire dominates the skyline and pinnacles accentuate the corners of the nave.



Fig 27. Station House



Fig 28. St. Sylvester's Church

Killeen Terrace, on the site of a former ribbon factory, is set back from the Dublin Road opposite the church with a landscaped garden and parking area to the front, creating an elegant and verdant street setting. A local history publication states that these houses were erected by a local builder called Killeen as a marriage dowry for his daughter, and are also known as The Dowry Houses. The two end houses have full height canted bays and all the houses in the terrace retain their original doorcases, multi-pane timber sash windows, original coloured glass and teardrop fanlights conveying an elegant uniformity to the terrace. An urn and a broken section of coiled rope form a centrally positioned motif on the roof parapet, the coiled rope accentuating the maritime connections of the terrace. The original entrance to the terrace now provides access to a neighbouring property but the understanding of the setting has not been compromised. The panelled stone piers, granite kerbs and iron railings reinforce the understated refinement of this section of the street.



Fig 29. Killeen Terrace





Fig 30. Stone pier, Fig 31. Door at Killeen Terrace and
Fig 32. Railings outside Station House

The character of the street changes approaching The Diamond. The building density increases and the buildings decrease in size with commercial activities at ground floor. A terrace, with modern shop fronts extends from opposite the junction with Old Street to The Diamond. Elaboration in detail is restricted to the eaves brackets and corner quoins and two modern two end buildings with discordant fenestration pattern, pitch and ridge detail forms an abrupt junction with the older terrace.



Fig 33. Terrace on the southern side of the Dublin Road approaching The Diamond and
Fig 34. Buildings on the northern side of the Dublin Road

The opposite side of road is characterised by a juxtaposition of styles. The three buildings closest to Old Street have projecting gables, the middle single storey building sandwiched between two storey buildings on either side of it. The section of the building west of the projecting gable furthest from the intersection of Old Street is an extension of a red brick terrace that extends to The Diamond. This terrace displays modest distinction, constructed in an English bond brickwork pattern with individual

and paired windows and having an solidier brick sting course and moulded window reveals.



Fig 35. A new and old photograph of the red-brick terrace on the northern side of the Dublin Road approaching The Diamond

6.1.8 The Diamond

The distinctive appearance of The Diamond makes it one of the strong identifying features of the town and heightens its intimate village-like character. The four buildings forming the sides of The Diamond chamfer the corner between the intersecting streets. Historic photos show these to have been two-storey, five-bay dwelling houses with gable chimneys and front railings, only two of the four survive, the north-eastern and north-western buildings, though shopfronts have been inserted in each on either side of the central doors. Both have rendered walls and slate roofs, a chimney is positioned over the apex of both gables of the north-western building however both have been removed from the north-eastern building. Raised quoins on the corners lend architectural formality to the buildings. A section of railing survives outside the Ulster Bank.



Fig 36. The north western and north eastern buildings

The south-eastern building, Mahon House now an estate agents was built in 2003, broadly reflecting the design of the historic house but with altered proportions and without hall door or chimneys resulting in a bland elevation which does not contribute to the character of the ACA.

The south-western building has also been reconstructed, the original building on the site housed the Royal Irish Constabulary Barracks and was burned down in 1920. The new building retains its original scale and orientation, however its gabled central breakfront, larger roof, horizontal windows and dormers do not follow the historic design.



Fig 37. The south western and south eastern buildings

The Diamond preserves its sense of space and aspect but is now a busy intersection. Footpaths within The Diamond are wider with granite kerbs. The early Ordnance Survey maps show a monument or fountain at the centre of The Diamond which reinforced its character as the focal point of the town.

6.1.9 New Street

New Street extends northwards from The Diamond towards what was formerly mud-flats and seafront at Strand Street. The vista is terminated by the arched entrance of the Marina Complex development, dating from the 1980s and there are views towards the sea from the lower part of the street. The houses on New Street are larger than on Old Street, most buildings being four or five bays wide.

The four-bay corner house at the intersection with The Strand has an elliptical-headed door opening and timber sashes, simply ornamented with eaves brackets and corner quoins. Apart from this house, few buildings of architectural heritage interest survive on the lower section of the street. From the intersection with The Strand, on the western side of the road, a late 20th century shopping centre stretches half the length of the street and on the opposite side of the road there is a modern, five-bay building.



Fig 38. Nineteenth century house at the bottom of New Street with views of The Green and the sea to the left hand side of the photograph and **Fig 39.** Historic door surround and fanlight on New Street

Large 19th century, houses predominate closer to The Diamond, most have shops at ground floor however several retain their original residential use. Similarities of external appearance include their continuous slate roofs, rendered walls and round-arch door opening, several retaining historic doors, door surrounds and fanlights. A building of particular distinction is the red brick former dispensary near The Diamond which functioned as a dispensary in the 19th century, contrasting in style to the other buildings on the street, it has segmental-headed window openings, blue brick string courses and a roof finial to the ridge. Smyth's Pub is another prominent building, its projecting roof gable and oriel window can be seen in historic photographs.



Fig 39. The red brick former dispensary

Fig 40. typical house on the street with shop to ground floor

A number of historic shopfronts survive in this part of the street, of particular note are two bow-shaped shop fronts. Visible from the street, in a rear yard on the eastern side is a rubble stone, gable fronted former outbuilding which adds richness and variety to the street. This building is remarkably similar in appearance and aspect to a building on Townyard Street, though its door and window surrounds are likely to be later additions.



Fig 41. Bow shaped shopfront



Fig 42. Outbuilding visible from New Street

6.1.10 Church Street

Church Road forms the axis between The Diamond and the newer residential area that developed later in the 19th century. The street has a formal character developing from the civic functions such as the police station and manor court office, that were situated there in the 19th century. The street is dominated by substantially built, two-storey, stucco-fronted town houses, and continues outside the ACA with elegant Classical stucco and red-brick houses with well planted front gardens.



Fig 43 a & b Buildings on west side of Church Road

On the eastern side of the street, a five-bay rendered house of the type, that formerly stood around The Diamond, retains elements of an historic shopfront, Medical Hall No. 4 (Fig 43a). Adjoining this are two, wide stucco-fronted houses of formal design character set back from the footpath and bounded by iron railings, their dignity enhanced by Doric porticos (Fig 43b). A low two-storey house of irregular picturesque design, contrasting with the formality of other buildings on the street, marks the

intersection with St Margaret Avenue, having a tall chimney stack, hipped slate roof and a projecting single bay entrance porch.

On the opposite side, the modern building on The Diamond extends onto Church Road and a further three houses, that exemplify the typical character of this section of the Church Road, extend towards the southern boundary of the ACA, increasing in size and decoration as they move away from The Diamond. The houses front directly onto the street with rendered elevations, corner quoins and shops to ground floor. The most significant of the three is the centrally located six-bay building, originally a five bay of the same typology as an example on the opposite side of the street and which historically stood on the four sides of The Diamond. The building retains its original fenestration and the central door and fanlight. The building closest The Diamond, has a separate building extending from its northern side, that has a bipartite sash window and the console brackets in its fascia board survive which from an earlier shop front.



Fig 44. Buildings on Church Road



Fig 45. Doric portico



Fig 46. Stone pier to St Margaret's Avenue

Panelled stone piers, of similar design to ones seen on the Dublin road, flank the entrance to St Margaret's Avenue and to the laneway providing rear access to the building on The Mall, enhancing the formal character of the street.

South of the ACA boundary, Church Road is lined on its eastern side by the handsome Regency-style Windsor Terrace, built c. 1835, and on the opposite side of the road by Carlisle Terrace, a richly detailed Victorian red brick terrace dated 1859. The street preserves a mature character rich in architectural and landscape detail and is an elegant demonstration of the evolution of architectural styles throughout the 19th century. The Gothic Revival St Andrew's Church of Ireland Church of 1832 further to the south gives the street its name.



Fig 47. Windsor Terrace



Fig 48. Carlisle Terrace

6.1.11 The Mall

The Mall is more disparate in character to the other streets radiating from The Diamond. On the northern side of The Mall, single-storey shops line the street from The Diamond to Townyard Street with flat roofs and parapets, in contrast to the pitched slate roofs widespread within the ACA. The shops closest to the Diamond constitute a subdivision of a single wider shopfront flanked by sash windows visible on historic photographs (see cover), and the scrolled console brackets on the shopfront of No. 2 are possibly reused from this historic shopfront.

The corner to Townyard Street is formed by further single-storey shops which do not follow the historic building line and form the frontage of a small shopping centre built on the site of a former cinema, and are out of character with the scale and grain of the ACA. A freestanding cast-iron post box, made by Mc Dowell Steven & Co. Ltd, London & Glasgow stands near the corner with Townyard Street.



Fig 49. Shops on The Mall near The Diamond,



Fig 50. Historic view of same shop before subdivision



Fig 52. The Carnegie Library



Fig 53. the gable fronted red brick building.

On the opposite side the modern building on The Diamond, Mahon House extends along part of The Mall to a narrow laneway which provides access to the rear of the buildings on Church Street.

A semi-detached gable fronted, red brick house of Art and Crafts inspiration with porthole window, terracotta wall panels and diagonally angled chimney stacks, stands in a garden bounded by a high clipped hedge and marks the change in character from a commercial shopping street to a mature residential suburban atmosphere. This building forms a suited complement to the adjacent Carnegie Library of 1909, the last building on The Mall within the ACA. This imposing red brick building with a three-bay Dutch gable-fronted projecting bay has a dominant presence on the streetscape, raised above street level and accessed by steps. A glimpse of the contemporary extension to the rear is visible from the street, an example of successful contextual development within an ACA. Adjoining the library is a petrol station, though outside the ACA, it causes the loss of the streetscape definition and has a negative visual impact on the character on the ACA.

On the opposite side of The Mall, the sea can be seen looking down Townyard Street, which adds a significant aspect to the ACA. The wall rounding the corner from

Townyard street has a wall-mounted cast-iron post box, the maker's mark Allen of London, dates the box to 1882-85.



Fig 51. Wall mounted post box



Fig 52. Freestanding post box

A single storey, concrete brick building of stripped classical design having a dentillated coping, metal windows and lattice shutter forms the street frontage between the wall and the end of James' Terrace, providing a striking architectural foil to the Classical elevation of James' Terrace. The end house of James' Terrace, which is the Garda Station, has two entrance elevations, the elevation to The Mall is a finely detailed smooth stucco façade, asymmetrical with windows to one side of a centrally located entrance with an open basement and the area to the front enclosed by cast iron railings set on a granite plinth. The Grand Hotel, in a similar Regency stucco style lies outside the ACA and provides a pleasant terminating vista to The Mall and helps shape the elegant architectural character of this part of the ACA.



Fig 54. Concrete brick building



Fig 56. Detail of concrete brick building Fig 55. James' Terrace

6.1.12 James' Terrace

James' Terrace comprises of an elegant symmetrical terrace of 12 houses, composed of six three-storey over basement houses, flanked by three two-storey over basement houses on each end to form the grandest terrace in Malahide, epitomising its seaside resort character. Unlike the streets running parallel to it, James' Terrace does not descend downhill towards the sea but maintains a constant elevation by the construction of an embankment, James' Terrace Upper, which originally overlooked a formal park, now in use as a sports ground, and forms a raised vantage point for looking out to the sea. The exclusive nature of the terrace is heightened by the private street on this embankment, the entrance flanked by cast iron piers surmounted by lamps and bordered by a stone balustrade with concrete coping. At the seaward end, granite steps lead down from the embankment to natural ground level at James' Terrace.



Fig 58. Historic photograph of James' Terrace looking north

Originally unpainted, the terrace retains the integrity of its design with the survival of a wealth of original stucco detailing, lined render, panelled pilasters, six-over-six timber sash window, original raised and fielded six panel doors and door hoods on scrolled console brackets. The six central houses, formerly had ironwork balconies at first floor level, two of which now remain. Cast iron railings, mostly intact with fluer-de-lys finials protect the areas to the front. Unfortunately, cluttered signage, business plaques and overhead wires mar the visual integrity of the otherwise extremely attractive architectural set piece.



Fig 59. View of James' Terrace looking north



Fig 60. View of James' Terrace looking south

A substantial rendered house, at the intersection to The Green with canted bays flanking a glazed porch located at natural ground level forms a strong corner despite large dormer windows and a modern single-storey house beside it. A continuous wall extends from the end of the terrace and wraps around the corner to The Green providing a homogenous boundary treatment to the juxtaposition of building styles.



Fig 60. Doorcase on James' Terrace

Fig 61. house at the intersection of James' Terrace and The Strand



Fig 62. Attractive lamp standard at entrance to James' Terrace, not visible in historic photograph

Fig 63. Decorative bootscraper

Fig 64. Balcony

6.1.13 The Strand and The Green

The south side of The Strand and The Green have undergone much recent development which has detracted from its character. From the junction with Old Street, there is a significant view from the ACA of the attractive, single arch rail bridge with panelled guard rail. At the western end of Strand Street there are two single-storey cottages set between taller slate-roofed houses standing as a reminder of the former character of

the town despite their modern renders, tiled roofs and altered window openings. Development during the 19th century on Strand Street was possibly deterred by the presence of the gas works on the opposite side of the road. A three-bay, two-storey house adjacent to the single-storey vernacular house marks the intersection with Old Street.

Further to the east, The Green opens onto the coastline and a newly laid out park from which the road derives its name. A terrace of three 19th century houses at the intersection with Townyard Street whose external appearance has been heavily modified yet contribute nonetheless to this side of the ACA. The corner house on James' Terrace presents a second elevation to The Green, its elevation dominated by a semi circular bay window and a large dormer.



Fig 65. View along The Green



Fig 66. View along The Strand.

6.1.14 Townyard Street

Townyard Street is a narrow street, originally the mews lane to the rear of James' Terrace falling downhill from The Mall to the former shoreline. From this vantage point, the sea can be glimpsed at the end of the narrow street forming a significant aspect the ACA. Five coach houses to the rear of James' Terrace survive and the coach house closest to the intersection with The Mall, which has not been converted into a shop, retains a clear sense of its original function, which enhances the appreciation of the other coach houses on the street. The rear facades of James' Terrace are visible from the lane and present an orderly homogeneous façade with two-storey flat roof returns and a number of round-headed stair window openings.

The building line on the opposite side is poorly defined due to the parking area of the shopping centre which opens onto The Mall. A section of rubble stone wall provides the northern boundary of the car parking area, partially concealed behind unsightly billboards.



Fig 67. Coach house along Townyard Street and Fig 68. View down Townyard Street

The lower section of the street has large new infill buildings constructed in the later half of the 20th century, incongruous in scale and appearance. Balconies and projecting window boxes overhang the street and clutter views towards the sea. These buildings retain little of the character suggested by the streets name. Near the end of the street at the intersection with The Green set back from the street is a rubble stone, gable fronted building. The building is similar in appearance and aspect to a building on New Street and would appear to formerly have been associated with James' Terrace.



Fig 69. Shopping centre on Townyard Street and Fig 70. Gable fronted outbuilding to the rear of James' Terraces

6.2 Views

- The sloping nature of the terrain within the ACA affords many panoramic views towards the sea, in particular from James' Terrace, The Green and down Townsend Street from The Mall.
- Other views within the ACA in Malahide are provided by the streetscapes. The impressive width of the streets radiating from The Diamond, deliberately planned, provides long vistas in all directions. The tree-lined avenues are further enhanced by the absence of electricity and telephone poles and cables.

- The view from the crest of the railway bridge of the tree lined approach from Dublin is one of the most significant and is afforded protection in part X of the Development Plan.
- Within the ACA, the spire of St. Sylvester's Church dominates the skyline and there are many views of it framed between the tree tops, the most notable views are from Old Street and the railway station complex.
- The vistas from the ACA to points outside the ACA also enhance the ACA's character, notably the view from The Mall terminated by the Grand Hotel and the railway bridge from The Strand



Fig 71. View of the Dublin Road from the railway bridge Fig 72. View from The Mall down Townyard Street to the sea



Fig 73. View up Old Street towards St. Sylvester's Church

Fig 74. View towards the railway bridge on The Strand.



Fig 75. View up from James' Terrace Upper and Fig 76. View of The Mall with The Grand Hotel in the distance

7.0 Summary of Special Character

Malahide, despite exponential population growth in the later half of the 20th century, retains its village charm in its historic core. The main elements, significant to its early development, such as its close links to the Talbot family and Malahide Castle and its coastal location contribute its special character and while Malahide shares many of the characteristic typical of medium sized Irish town, it maintains a unique identity of its own.

- The Talbot family were instrumental in the development of Malahide and the family's influence is most clearly evident in the planned arrangement of The Diamond, a layout common to a number of 18th estate towns which contributes to its distinctiveness and places the town in the context of the Irish urban design. It is characteristic of a planned estate town with its geometrically designed centre, and hierarchy of streets and mews lanes. It is the only example of this type of town in Fingal.
- The development of the town can be clearly read through the expression of its buildings and streets. The early town centre at the junction of Old Street and Railway Avenue and the nearby passages and gateways on Old Street retain their appealing early informality while the formal planning around The Diamond embodies the aspirations for growth and prosperity at the beginning of the 19th century. This juxtaposition of earlier organic development and formal urban planning is a defining characteristic of the town.
- The majority of the houses in the historic core are representative of the typical architecture of 18th and 19th century Irish towns and their value lies in their contextual grouping and the survival of early detailing. Many retain early features such as doorcases, windows, corner quoins and railings which survive as evidence of the skill of the local tradesmen.
- The topography of the town enhances Malahide's special character, the land rising gently from the sea and sea views form the most significant views out of the ACA.
- The proximity to the sea has also had a fundamental role in the development of the town in the nineteenth century and its influence can be seen in Malahide's most elegant terraces including James' Terrace and Killeen Terrace, epitomising its sea side resort character.

- There are a number of landmark buildings in the town including St. Sylvester's Church, Carnegie Library and the railway station whose high architectural quality reflects the town's importance and prosperity. These buildings, individual to Malahide, contribute to the unique character of the town. The landmark buildings frame picturesque views within the ACA and in particular St. Sylvester's spire dominates the skyline.
- The streets and their furniture are also important to the historic character and architectural richness of Malahide. The narrow footpaths and overhanging tree canopies shape the intimate village-like atmosphere of the historic core and the surviving runs of limestone kerbing, the water pump and post boxes add further context to the historic setting of the buildings in the town.

8.0 Implications for Planning and Development

The objective of Architectural Conservation Area designation is to protect the special character of an area through the careful control and positive management of change of the built environment. The Planning & Development Act 2000 requires that planning permission be obtained for all development works except for those deemed to be exempted development, which Section 4(1)(h) of the Act defines as follows:

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 the neighbouring structures.

With regard to Architectural Conservation Areas, it is important to note that works, which would not under normal circumstances be inconsistent with the character of an area, may affect the particular character of an ACA and would therefore not be exempt. Section 82(1) and (2) of the Act defines exempted development in the context of an ACA:

(1) 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.

(2) In considering an application for permission for development in relation to land situated in an architectural conservation area, a planning authority, or the Board on appeal, shall take into account the material effect (if any) that the proposed development would be likely to have on the character of the architectural conservation area.

Assigning ACA status to a streetscape, cluster of buildings, or a town or village core therefore results in considerable restrictions on works to the exteriors of structures within the boundary of the ACA. Planning permission is required for any new build works to visible sides of buildings or for changes to original materials, such as windows, wall finishes, boundary walls, roof coverings etc. New infill development and alterations to existing structures are subject to planning permission and only proposals which respect or enhance the special character of the area can be granted permission.

More detailed direction is given in the following section on the type of works that will or will not require planning permission.

Protected structures: Planning permission is required for all works that would materially affect the character of a protected structure, or any element of the structure including its curtilage, which contributes to its special character. Works to a protected structure that constitute essential repairs or maintenance require a declaration from Fingal County Council under Section 57 of the Planning & Development Act 2000. A declaration issued under this section sets out the type of works the Planning Authority considers would or would not affect the character of a structure or any elements which contribute to its special interest.

Recorded Monuments: The provisions of National Monument legislation must be adhered to where development is proposed on or close to Recorded Monuments in the town.

Non-protected structures: Owners and occupiers of non-protected structures located within the Architectural Conservation Area of Malahide should be aware that works, which in the opinion of the Planning Authority would materially affect the character of the Architectural Conservation Area will require specific grant of planning permission under Section 82(1) of the Planning & Development Act 2000.

Public Domain: Agencies and service-providers carrying out works to the public realm e.g. 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 and Conservation Officer of Fingal County Council.

8.1 Works Requiring Planning Permission

8.1.1 External Walls

Removal of Render: The majority of structures in Malahide are rendered with only a few stone-faced or brick-finished buildings. These rendered buildings are key contributors to the distinctive architectural character of Malahide. The loss of external render damages the authentic character of the town and removes a water-resisting surface that protects the building from decay. This type of work would be deemed unacceptable.

Pointing: Renewal of pointing to facades of exposed brick or stone can substantially alter the appearance of a building. Such work must retain intact historic pointing mortar, and care must be taken to use the correct material and detail. This work will generally require planning permission, unless carried out in consultation with the Conservation Officer.

Painting: Many structures within the ACA have a render finish that was always intended to remain unpainted. Such renders add to the aged patina of the ACA and should never be painted over. Similarly, structures originally constructed with exposed cut-stone or brick were not intended to be painted and removal of paint can damage the external surface of the material. Painted finishes may be visually acceptable for certain buildings, however the use of modern chemical based paints can have a detrimental effect on historic buildings by trapping moisture in the building causing dampness and decay. For this reason any external paints used in historic buildings must be breathable.

Cleaning: Abrasive cleaning methods such as sandblasting damage the external surface of natural building materials. They often remove the hand-tooled surface from stonework or the protective fired surface from bricks, leading to porosity and harmful water ingress. Sandblasting of external walls is therefore not acceptable in historic buildings. Other non-abrasive cleaning methods may be appropriate, but these must be non-destructive and must preserve the aged appearance of historic buildings. Cleaning measures will always require planning permission or consultation with the Conservation Officer.

External Cladding: Historic buildings in Fingal tend to have a rendered finish. The alteration of the original finish by cladding external walls with stone or timber is generally not acceptable in the historic buildings of the ACA. Original historic external finishes must always be retained. Any proposal for the alteration of the existing finishes will require planning permission, and changes which affect the special character of the ACA will not be acceptable. However the addition of cladding to more modern structure may be considered, but only in consultation with the conservation officer and area planner.

8.1.2 Roofs

Roofing 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 seriously damage the character of the ACA. Original coverings and elements can generally be repaired and reused and should always be retained as they are essential to the character of the area. Where original roofing materials have been lost, replacement with historically correct materials will be encouraged. Materials used in repairs should also be historically correct to prevent incremental erosion of the character of the ACA.

Roof Lights: The installation of roof lights is only acceptable on hidden roof pitches, as they can fundamentally alter the visual character of the streetscape.

Dormer Windows: There is no tradition of dormer windows to front elevations within the Malahide Historic Core ACA, and their increased proliferation fundamentally changes the special character of the town. Dormers are therefore only acceptable on hidden pitches or in very exceptional circumstances on front elevations.

Eaves Fascias, Soffits and Bargeboards: Most traditional buildings in the ACA were built without timber eaves details, and this historic detail should be retained if roof coverings are renewed. Verge details at gable end, typically have no bargeboards and render extends to the underside of the roof slates, forming a neat junction characteristic of Irish traditional buildings, and this detail should always be retained. Projecting eaves or verges should be avoided except in buildings where this was the historic detail. Some Victorian and 20th century buildings have decorative eaves and bargeboards, and these should be carefully repaired and restored in any refurbishment work. UPVC fascias or bargeboards should never be used within the ACA.

Roof pitch: Many of the streetscapes within the ACA boundary consist of terraces of houses with similar roof pitches, heights, etc. The alteration of the profile of just one structure not only affects the character of that building but can have an impact on a number of adjoining structures. Changes to the angle, ridge height, eaves level or span of roofs would not be deemed acceptable within the ACA.

Satellite antenna, TV aerials and other communications devices: The addition of such installations to the front elevations or roofs of structures within the ACA would be considered to have a negative impact on the character of the area. Satellite dishes should not be visible on the front elevation of buildings. Planning permission is required for the erection of a satellite dish on the front elevation of any property, whether in an ACA or not. Less visible methods of TV reception, such as cable, should be used and where the existing aerials have become redundant they should be removed.

8.1.3 Windows & Doors

Alteration of Openings: Enlargement of window or door openings or the removal of stone sills or doorsteps can alter the prevailing proportions of the townscape, and result in incremental loss of historic materials on whose texture and authenticity the special character to the town relies. Any proposed change to openings would therefore require planning permission.

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 in Malahide and their retention is therefore crucial to the preservation of the character of the ACA. Decayed timber windows can in most cases be repaired and cannot be accepted as a reason for replacement. Replacement of original windows and doors with modern artificial materials such as uPVC or aluminium has a particularly negative impact and will always be deemed unacceptable. Where windows and doors have been altered or replaced prior to ACA designation, the reinstatement of windows of correct historic design will be encouraged, and where planning applications are made for the buildings concerned such reinstatement may be made a condition of permission. Any alteration to windows or doors within the ACA requires planning permission.

8.1.4 Vernacular Buildings

Eighteenth century vernacular houses, typically single-storey, built of simple materials in unpretentious style are a component of the special character of the Malahide Historic Core ACA and of which only a few now survive. Despite changes to their exteriors, these houses retain their vernacular form and appeal. Demolition or replacement of single-storey vernacular buildings is therefore not acceptable. Raising of eaves levels, alteration of roof pitches or insertion of dormer windows fundamentally change the character of vernacular buildings and are similarly unacceptable. Alterations to provide modern facilities must be carried out in sympathy with the historic value of these buildings. Alterations to increase the size of vernacular houses are not always appropriate and must be confined to the rears of houses. Reinstatement of traditional vernacular features such as thatch roofs, lime-washed

external walls, timber sheeted doors and sash windows will be encouraged, but must conform to correct historic detail in form, material and technique.

8.1.5 Historic Terraces

Care needs to be taken with any new development to or adjoining the historic terraces of Castle Terrace, Killeen Terrace, St. James Terrace, Windsor Terrace and Carlisle Terrace not to negatively impact of the symmetry and uniformity of their design. The garden areas fronting most of them also add to the character of the streetscape

8.1.6 Commercial Frontages

Traditional Shopfronts and Display Windows: There are a limited number of historic shop fronts within the ACA boundary, examples of shopfronts that retain historic fabric include The Medical Hall, No.4 Church Street, the two bow shaped shop fronts, No. 11 and 12 New Street and display windows, No. 19 Old Street near the Junction with The Strand. All surviving elements of historic shop fronts should be retained as these enhance the special character of the ACA and provide a tangible link to Malahide's commercial past. Any proposed alteration to traditional shopfronts will require planning permission. Traditional shopfronts often retain historic painted lettering, sometimes beneath later paint layers. Repainting or stripping of paint from traditional shopfronts should therefore only be carried out in consultation with the Conservation Officer.

Alterations to Existing Shopfronts and Signage: Existing shopfront or pubfront signage fascias may cover earlier fascias beneath, which are often fine examples of traditional sign writing. Where such concealed features are discovered they must always be retained. If it is not appropriate to leave such signs exposed, new signage should be placed over it retaining the historic sign in situ and taking care to avoid damage. Whilst planning permission is required for any alteration to commercial frontages, whether within an ACA or not, applications for alterations within the ACA boundaries will also be assessed in 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 Shopfronts: New frontages should never obscure architectural details of the original building such as sills, stringcourses, windows, doorways, etc. As for existing shopfronts, applications within the ACA boundaries will be assessed in 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.

Extended Commercial Frontages: Shopfronts spanning more than one property must have regard to the scale of shopfronts typical to Malahide. The design should respond to the width of individual properties, and where these are buildings of different style or scale this should be reflected in the design. Where internal connections are made between adjoining buildings, an active function must be ensured to all the structures, to avoid dead or underused street frontages.

New signage: In Malahide signage consists either of flat fascia bands or surface-mounted lettering and several shops have horizontally projecting signs at first floor level. New signage on structures in the ACA should be of an appropriate design to complement or enhance the structure, and should not be overtly dominant on the streetscape. Internally illuminated and plastic fascia boxes are therefore not acceptable. 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. Proposed shopfront designs should follow general design guidance for shopfronts given in Appendix C of the Fingal Development Plan 2005-2011.

Outdoor Advertising Billboards: Care should be taken that outdoor advertising does not 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. Metal roller shutters with visible boxes are not acceptable within the ACA boundaries. Shutter boxes should be positioned discreetly behind the fascia board, or sliding lattice grilles be positioned behind the shop window. In some buildings the original internal timber shutters can be used for security purposes. Security shutters should not cover the whole commercial frontage but only the vulnerable glazed areas. 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.

Other External Elements to Commercial Premises: Canopies, awnings, enclosing ropes, canvas windbreaks, newspaper receptacles, vending machines, etc. can incrementally damage the special character of an ACA, and can only be accepted to a limited degree. Where canopies or awnings are deemed acceptable in the ACA, they should not be made of plastic but of heavy-duty cotton material with painted metal or timber hardware. Planning permission is required for external vending machines, ATMs, newspaper receptacles, storage bays, seating etc. 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.

External Seating: External seating should be of wood, painted metal or other material which enhances the visual appearance of the ACA. Plastic seating is not acceptable. Nor is plastic an acceptable material for the screen to enclose external seating areas. These screen may be made of heavy-duty cotton, glazed or metal panels and should not be used for advertising purposes.

8.1.7 New Build Interventions

Plot Size: New buildings should follow existing plot boundaries to retain the existing grain which is an important determining factor of the special character of the ACA. Where larger developments span across former individual boundaries, the original plot divisions should be articulated in the volume of the new buildings, both to the front and the rear.

Infill Developments: Designation as an ACA puts an onus on prospective developers to produce a very high standard of design, which respects or enhances the particular qualities of the area. New buildings should be designed to blend into the streetscape of Malahide using the materials, proportions and massing which determine its special urban character. Buildings should follow the eaves heights, roof pitches, chimney positions and building lines which predominate in the street. Windows should be of matching proportions and alignments at head and cill, and the window-to-wall ratio should be derived from the historic buildings forming the context of the infill site. Contemporary interpretations should be favoured over pastiche in order to maintain the authenticity of the fabric of the town.

Alternative Design Approach: New buildings which depart from the proportions and façade arrangements typical to Malahide must be of a very high standard of

architectural design and must positively contribute to the character of the area. A character impact statement outlining the design concept and providing justification for the proposal in terms of its response to the scale, materials and grain of the ACA must be accompany any such application.

Materials and Features: Only materials of good visual quality and durability may be used in new developments. Features which are not typical of the historic buildings of the town should be avoided. These include projecting eaves, fascia and soffit boards, dormer windows and roof lights, standard-issue concrete sills or copings, top-hung casement windows, pressed aluminium gutters or uPVC features of any kind. Roofs should be covered with natural slate, lead or other roofing which enhances the character of the ACA.

Extensions to Front or Side: All new additions to the front or visible elevations of structures within the ACA will require planning permission. Very careful consideration will be given to applications for extensions to the side or front of a structure within the ACA, as these can be particularly detrimental to the character of the area.

Rear Extensions: Additions to the rears of properties can often be visible, because of the network of streets and laneways. Rear extensions which may otherwise constitute exempted development may materially affect the external appearance of a building within the ACA and would in that case require planning permission. As the laneways are key elements of the special character of the Malahide Historic Core ACA it is important that their character should not be affected by visible extensions. Extensions should therefore be designed to minimise their visibility from any public laneway, they should be subsidiary to the main building, of an appropriate scale, and should follow the guidance for new infill buildings given above.

8.1.8 Amalgamation of Properties or Sites

Amalgamation of Structures: Joining buildings together into one functional unit requires planning permission irrespective of whether located in an ACA. Any proposals for the amalgamation of properties within the ACA will be considered with regard to the impact of the change on the special character of the ACA, whether in its visual appearance or characteristic use. Original entrances should therefore remain in use to maintain an active and vibrant street frontage.

Amalgamation of Plots: Any proposed development of a group of sites within the ACA, especially at an increased density, must respect the scale, mass, height, and design of adjoining buildings and of the whole streetscape. This does not preclude modern design but should reflect the predominant grain of the town, characterised by narrow frontages. Developments which span across former individual plot boundaries, should be articulated in their volume and facades to reflect the historic plot divisions, both to the front and the rear, avoiding wide frontages of continuous height. However, the demolition of buildings that contribute positively to the character of the ACA is not acceptable and they should be retained and incorporated to form part of any proposed re-development.

8.1.9 Demolition

Demolition of any building visible from the public realm 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 any positive contribution to the character of the ACA to avoid incremental loss or damage to its special character. Where permission is sought for demolition on the grounds of structural defects or failure, a condition report produced by a suitably qualified and experienced conservation professional, supported by photographs and drawings indicating locations of defects will be required. Justification on structural grounds for any demolition within the ACA must include details of repairs or remedial works normally used in similar circumstances demonstrating why they are not suitable in that instance. A full photographic record will be required before any demolition commences.

8.1.10 Boundary Treatments

Alteration or removal of historic railings, bollards, boundary walls, piers, gates, etc. always requires planning permission. Loss of such features can be seriously damaging to the character of the ACA and is therefore not acceptable. Reinstatement of lost features such as finials to correct historic detail will be encouraged by the planning authority, or required by condition where appropriate when granting permission for developments within the ACA.

8.1.11 External Lighting.

Proposals for the illumination at night of buildings and other features within the ACA requires the consent of Fingal County Council. The method of lighting, i.e. type of fitting, fixing method and type of light, must be specified by the applicant in seeking permission and should be designed so that it does not affect public lighting levels, result in light pollution, or negatively impact on other structures in the ACA.

8.1.12 Views

The key views out of the ACAs such as those of the sea at the end of laneways on The Mall and towards other significant structures outside the ACA such as the Grand Hotel, or railway bridges must be preserved and any works within the ACA should not adversely impact on or block these views.

8.2 Works Not Requiring Planning Permission

8.2.1. Maintenance & Repairs

Planning permission is not required for regular maintenance and necessary repair works, such as to roofs, rainwater goods or windows within the ACA, as long as original materials are retained, and necessary replacement is strictly limited to damaged fabric, and made on a like-for-like basis.

8.2.2. Internal Alterations

ACA designation for Malahide does not prevent internal changes or re-arrangements to those buildings within the area that are not Protected Structures (see list of Protected Structures in earlier section of this document), and as long as these changes do not impact on the exterior of the building. Interior features such as internal window shutters can be seen externally and therefore impact on the appearance of the building.

8.2.3. Restoration of Character

Where original materials have been removed and replaced with modern or inappropriate alternatives, the restoration or reinstatement of these features will not

require planning permission where the method, materials and details for the works have been agreed with the Conservation Officer.

8.3 Works To The Public Realm

In general, works to the public domain will be carried out by Fingal County Council or major utility and service providers, and may be exempt from planning permission. However, consultation with the Conservation Staff of Fingal County Council will be required before any works commence, to ensure that these works do not adversely affect, but rather enhance the character of the area.

8.3.1. Historic Paving & Street Furniture

Removal of original material and items, especially the stone kerbing along Dublin Road, Old Street, New Street, Church Street and The Diamond is not acceptable. If development works require temporary lifting or removal of paving material, paving units must be properly recorded, carefully removed & stored and reset following best conservation practice. Street furniture such as the cast-iron post-box and wall mounted post box on The Mall and the water pump on Old Street should be retained in-situ during any works.

The character of the ACA can be strengthened, enhanced or better appreciated if certain improvements are made to the urban environment. Areas that could benefit from improvement are detailed below.

8.3.2. Traffic & Parking Signage

Cluttered traffic signage and poles prevent proper appreciation of buildings and architectural spaces in the ACA. Fingal County Council will therefore seek to minimise clutter through the use of innovative integrated designs. Designs for lighting, signage and fittings such as parking meters, litter bins and bollards should be of a scale sympathetic to the character of the ACA. Where historic evidence of street furniture does not survive, new elements should be chosen to be high quality and low-key, and conspicuous arrays of lamp standards or bollards should be avoided.

Attractive views towards the sea from Townyard Street which due to the narrowness of the street are considerably obstructed by bins, electricity poles, traffic signage or

lighting standards. These items should be reduced as far as possible and positions of unavoidable items should be chosen to minimise their impact.

The use of The Diamond as a busy road intersection and particularly heavy traffic on the Dublin Road and The Mall detract from the character of the town and its village-like atmosphere. Improved road traffic management should be considered to mitigate against this detrimental impact.

8.3.3. Planting & Landscaping

The design of the streetscape and open spaces should strive for the spatial simplicity visible in historic photos of Malahide. Trees have been planted along the Dublin Road, Old Street, New Street Church Road, The Mall and Diamond and while the trees provide welcome greenery, they have been planted in very limited space and consequently reduce the pavement widths and obscure proper views of the buildings.

The reinstatement of a monument in The Diamond would improve its visual setting and help reinforce its character as a focal point of the town.

Good quality landscape design can enhance the setting of historic buildings and improve the appreciation of the urban spaces. Such designs should employ good quality natural materials which are already found in the streetscape, or are in sympathy with its scale and materials. The Conservation Office should be consulted in the design of any such schemes, to ensure that the impact on the historic character of the town is acceptable.

8.3.4. Management of Parking

Kerbing, line-painting and other means of delineation for parking, where necessary, should be designed in such a way that the surface quality of the open spaces in the ACA does not suffer when cars are absent. A high standard of landscape design should be employed and the Conservation Office should be consulted regarding the impact of proposed parking schemes on the special character of the area. Malahide has several off-street car parks and the potential of these should be maximised in order to further reduce the need for on-street parking.

8.3.5. Wires And Distribution Poles

Malahide has benefited from the removal of overhead electricity supply and telephone cables from a number of its streets but unfortunately overhead wiring still detracts from the character of Old Street and James' Terrace. The Council should facilitate and support any further initiatives to place overhead services underground within the historic ACA. The removal of redundant services from the facades of buildings should also be required.

NOTE:

Some of the works listed overleaf require planning permission irrespective of whether they are located within an ACA or not, but are included to highlight the need for careful consideration of the design of the proposed works to ensure that they do not impact negatively on the character of the area.

The guidance given above is not in itself a comprehensive list of all works, in all circumstances, that require planning permission, but identifies those works that would impact on the character of the ACA. Development works would still have to adhere to the general provisions of the Planning and Development Acts 2000-2006 and Planning Regulations. The Area Planner and Conservation Officer of Fingal County Council can be consulted if there is any doubt as to whether planning permission is required or not.

Annotated Map of Malahide Historic Core Architectural Conservation Area

