

19.0 EFFECT ON THE ENVIRONMENT: Material Assets - Architectural & Cultural Heritage.

19.1 Introduction.

19.1.1 Legislative Context.

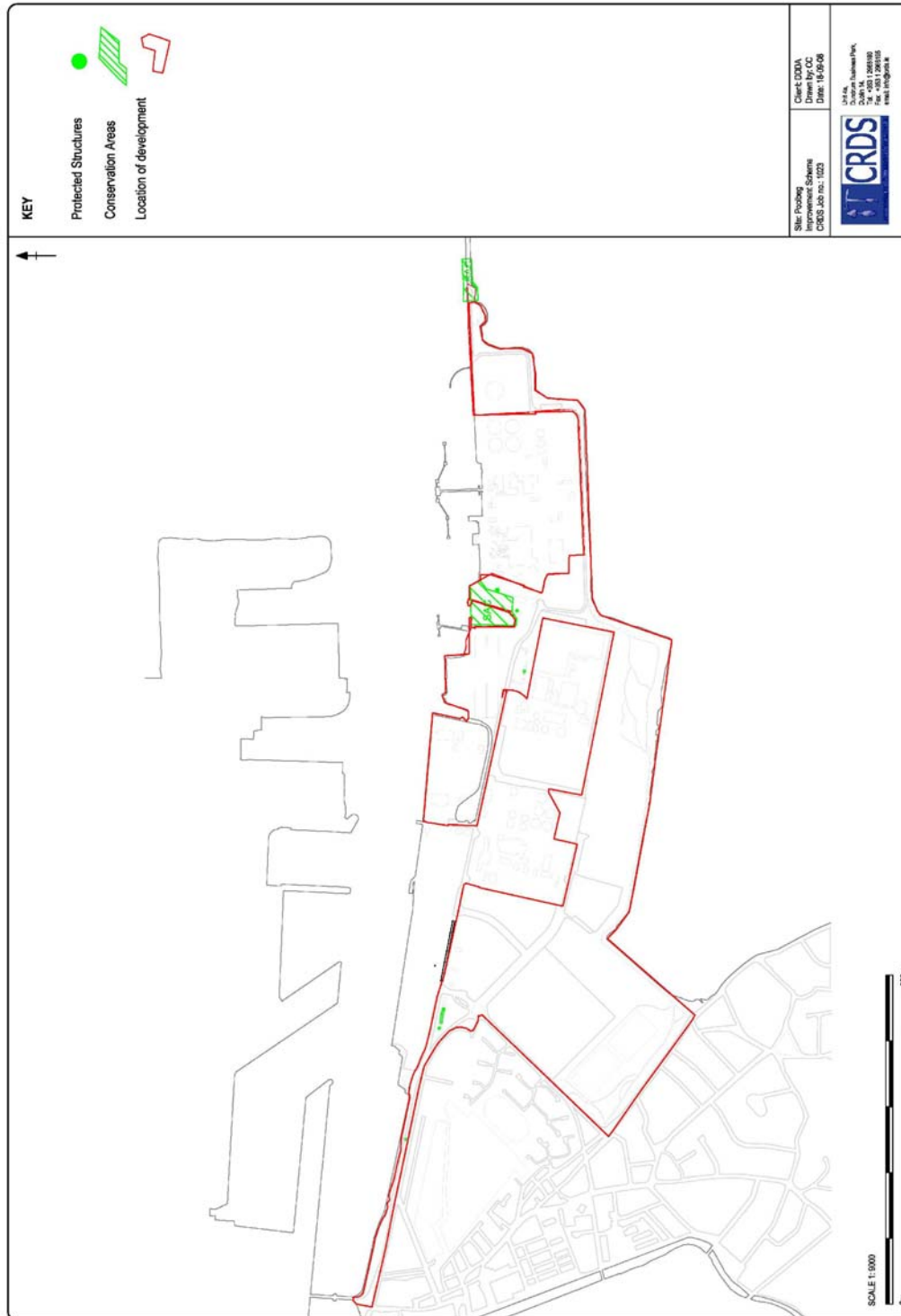
19.1.1.1 The principal legislative instrument for the protection of architectural and cultural heritage in Ireland is the Planning and Development Acts 2000-2006. Other relevant legislation and guidance include the:

- The Council of Europe Convention on the Protection of the Architectural Heritage of Europe (Granada Convention) ratified 1997.
- Heritage Act, 1995.
- National Cultural Institutions Act, 1997.
- Framework and Principles for the Protection of the Archaeological Heritage, 1999, Department of the Arts, Heritage, Gaeltacht and the Islands.
- National Monuments Acts, 1930-2004.
- Advice notes on Current Practice (in the preparation of Environmental Impact Statements), 2003, Environmental Protection Agency.
- Guidelines on the information to be contained in Environmental Impact Statements, 2002, Environmental Protection Agency.
- Architectural Heritage Protection: Guidelines for Planning Authorities, 2004.

19.1.2 Local Planning Policy.

19.1.2.1 The *Dublin City Development Plan 2005 – 2011* was also consulted. Chapter 10 of the Plan includes relevant policies for the protection of the city's archaeological, architectural and cultural heritage namely the Record of Protected Structures, Conservation Areas, Architectural Conservation Areas, Archaeological Zones and Industrial Heritage.

Figure 19.1.2.1 Protected Structures and Conservation Areas in the Draft Planning Scheme Area



19.1.3 *Dublin Docklands Area Master Plan 2008.*

19.1.3.1 Within the Dublin Docklands Area Master Plan 2008 environmental protection objectives (Dublin Docklands Area Master Plan 2008, Section 6) seek to protect and enhance architectural and cultural heritage by the following policies:

- Review the Record of Protected Structures, in consultation with Dublin City Council. Consider existing buildings that should be placed onto the RPS, and investigate any further buildings that are on the list that should be suggested for removal (UD 50).
- Seek to retain and incorporate sensitively into new development all Protected Structures in the Docklands Area (subject to UD 52), other than in exceptional circumstances (UD 51).
- Ensure that the settings of protected structures are taken into account in assessing new developments (UD 52).
- Retain and strengthen the linear aspect of the Liffey Quays, as a continuous civic amenity punctuated by appropriate amenity, civic, tourist, cultural and related facilities and uses, which complement the character, civic design, and vistas of the river and its quays (UD 53).
- The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the ‘Architectural Conservation Guidelines for Planning Authorities’, and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS) (UD 54).
- Explore the possibility of exposing and restoring that part of the Great South Wall currently underground, possibly as a waterfront edge (UD 55).
- Have regard to the ‘Architectural Conservation Guidelines for Planning Authorities’ and to any detailed design guidelines published by Dublin City Council in relation to protected structures in the context of new development (UD 56).
- Encourage the rehabilitation, renovation and re-use of older buildings where appropriate and in line with its strategic objective on sustainability (UD 57).
- Examine individual sites where development options can be enhanced by the inclusion, integration, and imaginative re-use of protected structures (UD 58).
- An individual specific approach, which reflects emerging best practice, to be taken in addressing flood risk in protected structures (UD 59).

- Encourage, with development, public and cultural re-use of protected structures and sites of historical, architectural, industrial, or artistic interest which contribute to the preservation of cultural heritage and character of the Area (UD 60).
- Retain existing Conservation Areas and the Residential Conservation zoning (UD 61).
- Assess, in conjunction with Dublin City Council, areas suitable for designation as statutory Architectural Conservation Areas.

19.2 Assessment Methodology.

19.2.1 The assessment of architectural and cultural heritage is based on a desk study utilising a number of sources including the Irish Architectural Archive, the Dublin City Development Plan, documentary and cartographic sources supplemented by a site inspection of the location of the proposed Draft Planning Scheme.

19.2.2 *Cartographic Sources.*

19.2.2.1 Reference to cartographic sources provides information on the development of the area in the period after 1700. Pre-Ordnance Survey cartographic sources included Thomas Philips' 'A survey of the city of Dublin', 1685, Charles Brooking's 'A map of the city and suburbs of Dublin', 1728, John Rocque's 'Plan of the city of Dublin', 1756 and John Taylor's 'Map of the environs of Dublin' 1820. Early maps from the Dublin Port Board Collection were also assessed. Additional maps were consulted in the Trinity College Map Library and consisted of the Ordnance Survey 6" maps, first and later editions (see Figures 19.2.2.1, 19.2.2.2 and 19.2.2.3 overleaf).

Figure 19.2.2.1 Poolbeg O.S. Map c.1870



Figure 19.2.2.2 Poolbeg O.S. Map c. 1912

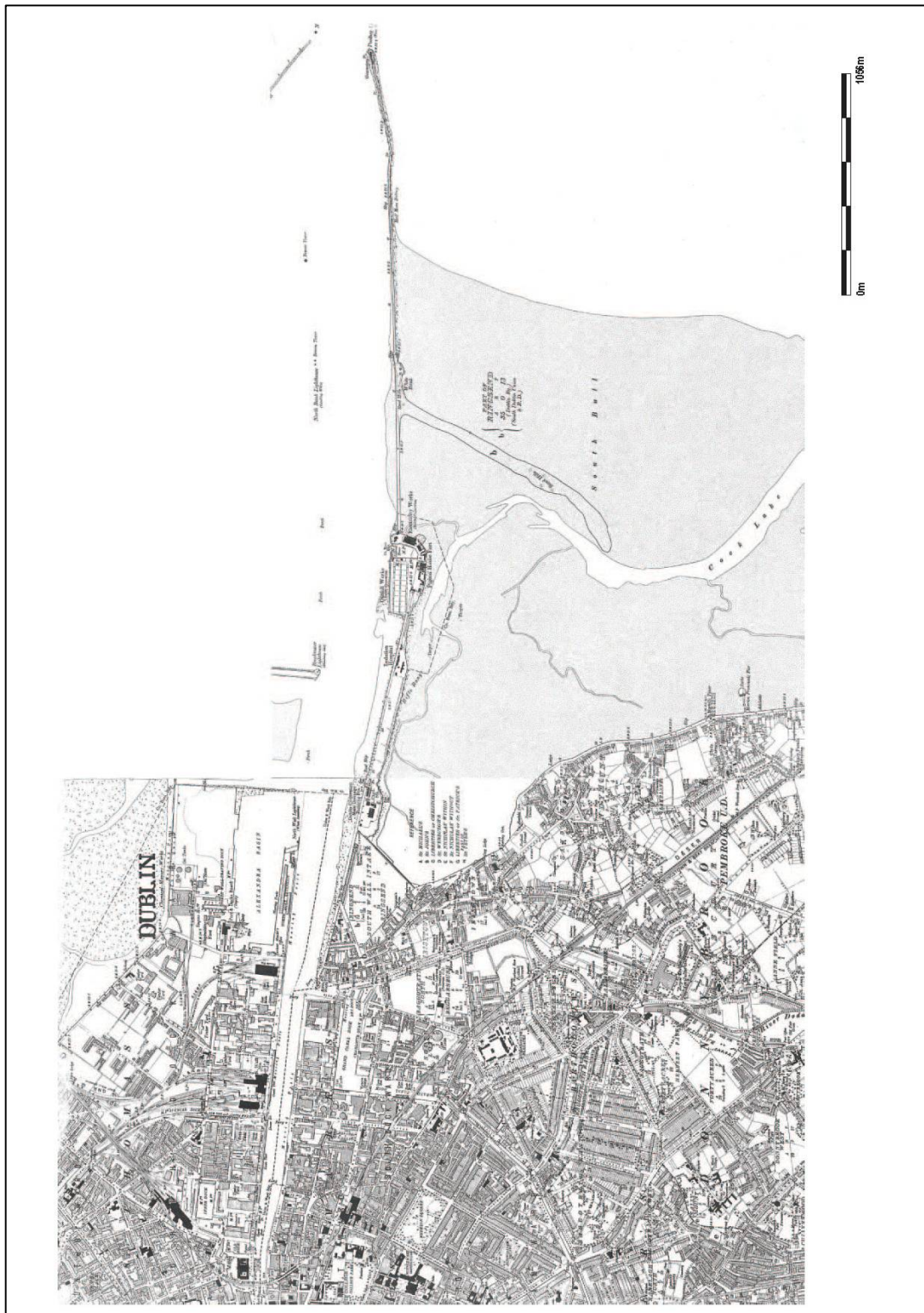


Figure 19.2.2.3 Poolbeg O.S. Map c.1936



19.2.3 *Historical Research.*

- 19.2.3.1 Historical sources consulted included *The Liffey in Dublin* (De Courcy 1996) and the *Dublin Docklands Architectural Survey* (University College Dublin School of Architecture, 1996), the *Royal Historical Society Bibliography* (www.rhs.ac.uk/bibl), the *Planning Architecture Design Database Ireland* (www.paddi.net) and the *British and Irish Archaeological Bibliography* (www.biab.co.uk).

19.2.4 *Irish Architectural Archive.*

- 19.2.4.1 The Irish Architectural Archive on Merrion Square, Dublin 2, was established in 1976 to collect and preserve records of Irish architectural heritage, and since then it has established itself as the principle source of records and information concerning architecture and architects in Ireland during all periods. The Archive's reference collection, photographic collection and Press Cuttings collection were assessed for information relevant to structures in the study area.

19.2.5 *Site Assessment.*

- 19.2.5.1 An assessment of the site of the proposed development was undertaken on various dates in late 2007 and early 2008. The purpose of the site assessments was to examine architectural and cultural heritage sites on or in the vicinity of the development and to identify new sites and areas of architectural and cultural heritage potential.

19.3 **The Receiving Environment.**

19.3.1 *Historical Background.*

- 19.3.1.1 In the 16th and 17th centuries development in the vicinity of the Draft Planning Scheme Area was concentrated at Ringsend immediately to the west of the site. Areas of deepwater off Ringsend point were used as staging places where goods were transhipped for transport by light boat from here to the city (Bradley 1998, 132; De Courcy 1996, 325). In 1640 the first bridge over the Dodder was built so that Ringsend and Dublin were linked by road and goods could be transported by packhorse to the city (De Courcy 1996, 325). While Brooking's map of 1728 and Rocque's map of 1760 both show the tide washing up on to the houses located on what is now Thorncastle Street for most of the 17th and 18th centuries Ringsend was a thriving and busy village (De Courcy 1996, 326).

- 19.3.1.2 At this time the River Liffey ran in an irregular channel, shallow in places and with few quay walls. From early in the 18th century it was decided to construct a breakwater running eastwards from Ringsend which would contain the river and allow the channel to be deepened. The earliest breakwater consisted of a double row of timbers, known as the piles, driven into the sandbanks.
- 19.3.1.3 By the mid-18th century the Ballast Office suggested constructing a stone river wall to bridge the gap between Ringsend Point and the west end of the Piles. The construction of a double wall, 'the Ballast Office Wall' was completed by 1759. The double wall was between 11 and 14m in width and the core was filled with sand. Upstanding sections of the Ballast Office Wall are visible at the west end of Pigeon House Road. The construction of a stone river wall along the line of 'the Piles' began soon after and was completed between 1792 and 1795. The wall was faced on both sides with a rubble core. It was approximately 8m wide at the top and 9m wide at the base. The surface consisted of large granite blocks (De Courcy 1996, 376-7). This section of the wall projects eastwards from the NORA oil storage terminal as far as Poolbeg Lighthouse. Land reclamation has hidden the line of the Great South Wall in other areas.
- 19.3.1.4 Between 1791 and 1793 a small basin or harbour was constructed mid-way along the south wall under the auspices of the Ballast Board. It used the South Wall as its southern and eastern quays and a new wall in the channel of the Liffey as its northern and western sides (De Courcy 1996, 298-99; Pearson 2000, 451). Part of this project saw the construction of a blockhouse. This building was used as a storehouse and became known as the Pigeon House, after John Pigeon became its resident supervisor and caretaker in 1761. Many of the people passing through here would stop for refreshments at the resting place established by Pigeon and his family. Between 1793 and 1795 the Pigeon House Hotel was constructed to accommodate the increasing cross-channel passenger traffic (RPS Ref. No. 6931) (De Courcy 1996, 298- 299; Pearson 2000, 451). The hotel faces the harbour is a detached seven-bay, three-storey over raised basement building with projecting breakfronts to each end of the front elevation and full-height three-bay bows to each end of the southeast elevation. It is constructed of ashlar granite.

- 19.3.1.5 The 1798 Rising and the threat of the French invasion in the late 18th century meant the Ballast Board requested the temporary use of the “quays, buildings and adjoining land at the blockhouse for military defence purposes”. A fort was constructed and cartographic sources depict a barracks, officers quarters (the former Hotel), a hospital and other unnamed buildings which included soldier’s quarters, stores, magazines, a canteen, a handball alley, a prison and water tanks. The fort was bounded by a high stone wall parts of which still stand immediately to the south of the harbour. The fort was protected by a gate at the west end and a rampart and draw bridge at the east end. The east end of the Great South Wall was further defended by a half-moon or five-gun battery. The blockhouse was removed in 1835.
- 19.3.1.6 In the early 19th century residential development was limited to the area around Ringsend, west of the Rope Walk. By the late 19th century Pigeon House Road had been laid along the west end of the wall and Cambridge Road linked it and Ringsend. Late 19th century and early 20th century buildings consisted of terraces of single storey cottages along Pigeon House Road and Ringsend Park and larger two-bay, two-storey houses around Cambridge Avenue. A coastguard station, consisting of a terrace of two-bay, two-storey keepers house and a boat house were constructed on the south side of Pigeon House Road.
- 19.3.1.7 In 1897, military occupation of the area was no longer deemed necessary and it was sold to the Dublin Corporation. It became an area of service and an industrial hub of the city. The metropolitan sewerage system was installed and the Pigeon House Harbour was partially covered with sludge beds. Subsequently the foundation stone for the Dublin Corporation Electricity works at Pigeon House (RPS Ref. 6934) was laid on 10th February 1902 and the new generating station began supply in July 1903 (Manning and McDowell 1984, 10-11). Following its inception in 1927, the Electricity Supply Board took over the running of the power station. The original brick building was extended to the east during the later 20th century. The boiler house is located at the west end of the building and has a brick built chimney at the south end.
- 19.3.1.8 The precinct has continued to play a role as a site of modern industry and services associated with the production of energy and the disposal of sewerage and waste and bears the material imprint of its function in the form of the various plants, quays and industrial

buildings which can be still be seen (De Courcy 1996, 300- 302).

19.3.2 Protected Structures.

19.3.2.1 The Draft Planning Scheme Area contains a number of structures included in the Record of Protected Structures in the Dublin City Development Plan 2005-2011. The buildings are located along the Pigeon House Road and include a terrace of houses along its western end (RPS Ref No. 6935 – 6945), the remnants of the Pigeon House fort (RPS Ref No. 6933), the former Pigeon House Hotel and the former Pigeon House Power Station (RPS Ref No. 6934). Along the eastern edge of the Draft Planning Scheme Area the Great South Wall (RPS Ref No. 6930) and the Poolbeg Lighthouse (RPS Ref No. 7547) are also included in the Record of Protected Structures in the Dublin City Development Plan 2005-2011 which are set out in Table 19.3.2.1 below.

Table 19.3.2.1 Protected Structures within Draft Planning Scheme Area.

Ref. No.	Address	Title	Description
6930	Pigeon House Road/South Port/Dublin Bay, Dublin 4	Great South Wall (to Lighthouse)	The line of the Great South Wall (RPS Ref. No. 6930) runs through the draft planning scheme. At the east of the scheme the Great South wall projects from the NORA oil storage area as far as the Pigeon House lighthouse. This section was constructed in the mid to late 18 th century to replace the timber piles. The wall consists of a stone causeway. The wall is constructed of large squared limestone blocks with a deck of granite slabs that is between 7-8m wide at the top. A low cement rendered wall runs along the south side of the wall. At the western end of the scheme at Pigeon House/York Road the line of the wall is marked by two stone walls which represent the northern and southern edges of the wall. This section of the wall was constructed in the mid-18 th century to connect Ringsend with the line of the timber piles and was between 10-14m wide.

6931	Pigeon House Road, Dublin 4	Former Pigeon House Hotel	<p>The former Pigeon House Hotel (RPS Ref. No. 6931) is a significant late 18th century hotel building. Construction of the hotel was completed c. 1793 to a design of Robert Pool. The hotel was constructed to provide accommodation for cross channel passengers. During the 1798 rebellion the hotel became part of the military fortifications around the harbour and remained as part of the fortifications till the late 19th century. The hotel is a detached seven-bay, three storey over raised basement building with projecting breakfronts to each end of the front elevation and full-height three-bay bows to each end of the southeast elevation. The hotel is constructed of ashlar granite with a projecting cornice and string course between the raised basement and ground floor levels. It has a pitched slate roof which is hipped to each end with ashlar granite chimney stacks. The entrance is at the raised ground floor level overlooking the harbour and consists of a square-headed opening with a columnar doorcase, a segmental-headed overlight and sidelights. The entrance is accessed by a flight of granite steps with cast-iron balustrade. It has square-headed openings with stone sills and timber six-over-six windows to the ground and first floors and timber three-over-three windows to the second floor and raised basement.</p>
------	-----------------------------	---------------------------	---

6933	Pigeon House Road, Dublin 4	Remnants of Pigeon house Fort	<p>The remnants of Pigeon house Fort (RPS Ref. No. 6933) survive to the north and south of the Pigeon House Road immediately to the west of the Pigeon House harbour. To the north of the Pigeon House Road the west end of the wall is constructed of snecked limestone with a segmental-headed opening with a brick arch. The eastern end of this stretch of wall is constructed of red brick with lime mortar and the remains of a large granite fireplace is visible in the south face of the wall. To the south of the Pigeon House Road a network of upstanding walls including the southern boundary wall of the fort survive in an area of waste ground. The wall is constructed of squared limestone blocks and survives to a considerable height. The remains of a handball alley which was used by the inhabitants of the fort is visible at the west end of the complex and an upstanding structure is visible at the east end.</p>
------	-----------------------------	-------------------------------	---

6934	Pigeon House Road, Dublin 4	Pigeon House power station: former red-brick electricity generating station	The former Pigeon House Power Station is an early 20 th century red brick building on the north side of the Pigeon House Road. The station was opened as the Dublin Corporation Electric Light Station in 1902 and was decommissioned in the late 20 th century. The original brick building is early 20 th century in date and has been much extended to the east during the later 20 th century. The extensions are predominantly cement rendered with square-headed openings. The boiler house is located at the west end of the building and has square-headed openings to the ground floor and round-headed openings to the first floor. There is a brick built chimney at the south end of the station. The upper part of the chimney is octagonal and it sits on a square base. The chimney was original over 50m in height and now stands at just over 30m (Barrett and O'Mahoney 2006).
6935	70 Pigeon House Road, Dublin 4	House	No 70, Pigeon House Road (RPS Ref. No. 6935) is a two-bay, two-storey house of late 19 th or early 20 th century date with a three-storey tower to the northeast corner. It has square-headed openings with brick reveals and flush stone sills. It has a single-span pitched slate roof which is gable to the north and south ends with terracotta ridge tiles and a brick chimneystack. The east façade is four-bay, single-storey with square-headed openings. The house is bounded to the front by a redbrick wall with granite coping and a granite plinth. It is bounded to the east by a random rubble wall with coping.

6936	71 Pigeon House Road, Dublin 4	House	No's 71 -80 Pigeon House Road (RPS Ref. No. 6936-6945) consist of a terrace of former coastguard houses. The site is terminated at the east end by a boat house. The coastguard houses are two-bay, two-storey to the rear. They are constructed of coursed rubble limestone with a projecting course at plinth level. There is a single-span pitched slate roof with projecting brick chimneystacks. They have segmental headed brick openings with painted stone sills and timber sash windows. The entrances are in modern extensions on the south façade of the terrace. The building at the east end of the terrace is two-bay, two-storey with a two-storey tower at the east end. It has square-headed openings to the ground floor and segmental-headed openings to the first floor. There is a detached single-bay, single-storey boat house to the east of the coast guard station. It is constructed of coursed rubble limestone and has a single-span pitched slate roof. It has a segmental-headed opening in the front wall with timber double doors.
6937	72 Pigeon House Road, Dublin 4	House	See 6936 Above
6938	73 Pigeon House Road, Dublin 4	House	See 6936 Above
6939	74 Pigeon House Road, Dublin 4	House	See 6936 Above
6940	75 Pigeon House Road, Dublin 4	House	See 6936 Above

6941	76 Pigeon House Road, Dublin 4	House	See 6936 Above
6942	77 Pigeon House Road, Dublin 4	House	See 6936 Above
6943	78 Pigeon House Road, Dublin 4	House	See 6936 Above
6944	79 Pigeon House Road, Dublin 4	House	See 6936 Above
6945	80 Pigeon House Road, Dublin 4	Houses including former coastguard premises	See 6936 Above

Source: Dublin City Development Plan 2005 – 2011.

19.4 Relevant Characteristics of Draft Planning Scheme.

- 19.4.1 The refurbishment and re-use of the Pigeon House Power Station (RPS Ref. No. 6934) and Pigeon House Hotel (RPS Ref. No. 6931) are proposed.
- 19.4.2 The remains of the Pigeon House Fort (RPS Ref. No. 6933) will be integrated into a mixed-use cluster with residential, commercial and retail development. It is proposed that the cluster could have a small museum explaining the history of the site and the fort.
- 19.4.3 The development of a transport corridor is proposed at the western end of the Great South Wall (RPS Ref. No. 6930).
- 19.4.4 The introduction of a new building to the south of the Pigeon House harbour will be within the setting of a protected structure Pigeon House Hotel (RPS Ref. No. 6931).

19.5 Likely Impact of the Draft Planning Scheme.

19.5.1 *Construction Phase*

19.5.1.1 The development of a transport corridor between Pigeon House Road and York Road may have an impact on upstanding sections of the western end of the Great South Wall (RPS Ref. No. 6930).

19.5.1.2 The introduction of a new building to the northeast of the former Pigeon House Power Station (RPS Ref. No. 6934) will have a direct impact on the architectural heritage. However, this building will have the effect of screening the development from the industrial sites further to the east and ensuring its reuse into the future.

19.5.1.3 The introduction of a new 4-5 storey building to the south of the Pigeon House harbour will have a visual impact on the Pigeon House Hotel (RPS Ref. No. 6931). Views will still be open to the building from the north and from the southeast. The impact of this building on the Pigeon House Hotel will be offset by improvements to the public realm of the Pigeon House Precinct and improvements to accessibility to the Pigeon House precinct.

19.5.1.4 The refurbishment and re-use of the former Pigeon House Hotel (RPS Ref. No. 6931) will have a positive impact on the architectural heritage by ensuring its continued use.

19.5.1.5 The integration of the remains of the Pigeon House Fort (RPS Ref. No. 6933) into a new mixed use cluster will have a positive impact on the architectural heritage

19.5.2 *Operational Phase*

19.5.2.1 The operational phase of the proposed development is likely to ensure the conservation, re-use or continued use of a number of the built heritage features within the Draft Planning Scheme Area.

'Do-Nothing' Scenario.

19.5.2.2 Should the implementation of the Draft Planning Scheme not occur then coordinated redevelopment across the peninsula may not be undertaken. Should future uses not be found for the protected structures on the peninsula, particularly the Pigeon House Power

Station, their condition may deteriorate.

19.6 Mitigation.

19.6.1 Following finalisation of detailed site design by the developer as part of the Section 25 application, site specific mitigation strategies will be formulated in conjunction with the Dublin City Conservation Officer and the Department of the Environment, Heritage and Local Government. Mitigation will take due regard to the heritage policies and objectives included in Chapter 10 of the Dublin City Development Plan 2005 – 2011 and the *2008 Docklands Master Plan* (see above).

19.6.2 Construction Phase

19.6.2.1 The detailed design of developments within the Draft Planning Scheme Area should take into account the impact of the mass and scale of new buildings on the existing built heritage. This is a matter for developers to demonstrate.

19.6.2.2 The conservation of the former Pigeon House Power Station, the Pigeon House Hotel and the Pigeon House Fort should be subject to an architectural heritage impact assessment as part of any Section 25 application and the input of a conservation architect should be sought.

19.6.2.3 Specific flood risk assessments should be undertaken for the Protected Structures by developers within the Draft Planning Scheme Area as part of their Section 25 applications.

19.6.2.4 The architectural heritage impact associated with the development of any Luas line and DRT through the Draft Planning Scheme Area will be appropriately assessed by the provider (or developer) of these pieces of transport infrastructure in conjunction with the relevant regulatory bodies.

19.6.3 Operational Phase

19.6.3.1 The operational phase of the project is unlikely to have any significant impacts on architectural heritage and no further mitigation is required

19.7 References.

- Bennett, D., 1991. *Encyclopedia of Dublin*. Gill and Macmillan, Dublin.
- Bradley, J. King, H.A. Unpublished. *The Urban Archaeological Survey: Dublin City*. Unpublished report commissioned by the Office of Public Works.
- Breen, C. and Forsythe, W. 2004. *Boats and Shipwrecks of Ireland*. Tempus Publishing. Gloucestershire.
- Clarke, H.B., 2002. *Irish Historic Towns Atlas No. 11 (Dublin Part I, to 1610)*. Royal Irish Academy, Dublin.
- Clerkin, P., 2001. *Dublin Street Names*. Gill and Macmillan: Dublin.
- De Courcy, J. W. 1996. *The Liffey in Dublin*. Gill and Macmillan: Dublin.
- De Courcy, J.W. 2000. Bluffs, Bays and Pools in the medieval Liffey at Dublin in *Irish Geography* Vol 33 (2), 117-133.
- De Courcy, S. 1986. From Islandbridge to Ringsend: a note on the history of the Liffey quays in G. Cahill & L. Kealy (eds) *Dublin City Quays: Projects by the School of Architecture UCD*, 11-14. Dublin: The School of Architecture, UCD.
- Dublin City Council, 2005. *Dublin City Development Plan 2005-2011*. Dublin City Council: Dublin.
- Dublin Dockland Development Authority, 2001. *Stack A Conservation Plan*. DDDA: Dublin.
- Eogan, G., 1965. *A catalogue of Irish Bronze swords*. Dublin.
- Eogan, G., 1983. *Hoards of the Irish Later Bronze Age*. Dublin.
- Eogan, G., 1994. *The Accomplished Art, Gold and Gold working in Britain and Ireland during the Bronze Age*. Dublin.
- F.H.A. and Whelan K., *Dublin City and County: From Prehistory to Present*. Geography Publications, Dublin.
- Guinness, D. 1979. *Georgian Dublin*. London: Batsford
- Harbison, P., 1968. Catalogue of Irish Early Bronze Age associated finds containing copper or bronze. *Proceedings of the Royal Irish Academy* 67C, 35-91.
- Harbison, P., 1969a. The daggers and the halberds of the Early Bronze Age in Ireland. *Prähistorische Bronzefunde*, Abteilung VI, Band 1. C.H. Beck, Munich.
- Harbison, P., 1969b. *The axes of the Early Bronze Age in Ireland*. *Prähistorische Bronzefunde*, Abteilung IX, Band 1. C.H. Beck, Munich.

- Healy, E. et al. *The Book of the Liffey: from source to sea*, 130-131. Dublin: Wolfhound Press.
- Kissane, N. compiler. 1988. *Historic Dublin Maps*. The National Library of Ireland, Dublin.
- Manning, M. and McDowell, M. 1984. *Electricity Supply In Ireland: The History of the ESB*. Dublin: Gill and MacMillan.
- McQuade, M. and O'Donnell, L. 2006. Late Mesolithic fish traps from the Liffey estuary, Dublin, Ireland in *Antiquity* 81 (2007) 569-584.
- McQuade, M., 2005. North Wall Quay. *Archaeology Ireland*, Vol. 19 (2) Issue No. 72
- O'Brien, J. & Guinness, D. 1994. *Dublin: A grand tour*. London: Weidenfeld & Nelson.
- O'Sullivan, A., 2001. *Foragers, Farmers and Fishers in a Coastal Landscape: An intertidal archaeological survey of the Shannon estuary*. Royal Irish Academy: Dublin.
- Pearson, P., 1999. *The Heart of Dublin*. O'Briens Press: Dublin.
- Raftery, B., 1983. *A catalogue of Irish Iron Age antiquities*. Marburg.
- University College Dublin (School of Architecture), 1996. *The Dublin Docklands Architectural Survey*. Dublin: School of Architecture, UCD.