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Architectural Heritage Impact Assessment Report

For

Former Dromahair Railway Station, Dromahair, Co. Leitrim

Client: Leitrim County Council

Date: 24th June 2024

Ireland:- Grageen House, Cappanuke, Cappamore, Co Limerick, Ireland
Phone: +353 (0) 61 574894, **Email**: info@acpgroup.ie
Web: www.acpgroup.ie

Singapore:- Block 25, Kim Kleat Close #06-01 Singapore 328933
Phone: +65 96425182, **Email:** noel@acpgroup.sg
Web: www.acpgroup.sg

Authorship: This Report has been prepared by:-

David Humphrey's, BAgrSc(Landscape), MSc, PGDipBAdmin(Project Mgmt), DipBldgCons(RICS), C.Build.E., C.Env., FRICS, FSCSI, FCABE, BCAS, CMLI, MILI, MAPM, MIPM, IHBC, , MICRI.
Group Director
RICS Certified Historic Building Professional
SCSI Building Conservation Accredited Surveyor
Chartered Building Engineer
Chartered Building Surveyor
Chartered Landscape Architect
Chartered Project Manager
Chartered Environmentalist

And

Sheena Ryan BA(Hons) Fine Art
Historic Building Consultant

Copies of this report have been presented by ACP to: Leitrim County Council

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Ireland:- Grageen House, Cappanuke, Cappamore, Co Limerick, Ireland
Phone: +353 (0) 61 574894, **Email**: info@acpgroup.ie
Web: www.acpgroup.ie

Singapore:- Block 25, Kim Kleat Close #06-01 Singapore 328933
Phone: +65 96425182, **Email:** noel@acpgroup.sg
Web: www.acpgroup.sg

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GLOSSARY OF TERMS

1. ACA

An Architectural Conservation Area is a place, area, group of structures or townscape that is of special architectural, scientific, social, or technical interest, or that contributes to the appreciation of a protected structure, whose character it is the objective of a development plan to preserve - Section 52 (1) (b) of the 2000 Act.

2. Area of Special Planning Control

Areas of Special Planning Control provide powers to planning authorities not alone to give protection to the character of certain qualifying areas, but also to enhance that character, that is, to restore it and to require owners and occupiers to conform to a planning scheme – Section 84, of the 2000 Act

3. NIAH

The **National Inventory of Architectural Heritage**. The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister for Arts, Heritage and the Gaeltacht to the planning authorities for the inclusion of particular structures in their Record of Protected Structures (RPS)

4. Protected Structure

A "protected structure" is defined as any structure or specified part of a structure, which is included in the Record of Protected Structures. The term "structure" is defined by Section 2 of the 2000 Act to mean 'any building, structure, excavation or other thing constructed, or made on, in or under any land, or any part of a structure so defined, and where the context so admits, includes the lands on, in, or under which the structure is situate'. – Section 2 (1) of the 2000 Act

5. Section 57 Declaration

Section 57 Declaration Owners or occupiers of a protected structure may request a 'declaration' under Section 57 of the 2000 Act. The purpose of which is for planning authorities to clarify in writing the kind of works that would or would not materially affect the character of that structure or any element of that structure which contributes to its special interest. Declarations guide the owner as to what works would and would not require planning permission in the context of the protection of the architectural heritage. This is because the character of a protected structure cannot be altered without first securing planning permission to do so.

6. RMP

Archaeological sites are legally protected by the provisions of the National Monuments Acts, the National Cultural Institutions Act 1997 and the Planning Acts. The **National Record of Monument & Places (RMP)** is a statutory list of all known archaeological monuments provided for in the National Monuments Acts. It includes known monuments and sites of archaeological importance dating to before 1700AD, and some sites which date from after 1700AD.

7. RPS

Record of Protected Structures. A Protected Structure is a structure which is considered to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social, or technical point of view. The Record of Protected Structures (RPS) is a list of the buildings held by a Local Authority which contains buildings considered to be of special interest in its operational area. Section 51 (of the 2000 Act) requires that the development plan shall include a Record of Protected Structures and that the Record shall include

every structure which is, in the opinion of the Planning Authority, of special interest.

8. SAC Special Area of Conservation are prime wildlife conservation areas in the country, considered to be important on a European as well as Irish level. Most Special Areas of Conservation (SACs) are in the countryside, although a few sites reach into town or city landscapes, such as Dublin Bay and Cork Harbour.

9. SPA Ireland is required under the terms of the EU Birds Directive (2009/147/EC) to designate Special Protection Areas (SPAs) for the protection of:-

- Listed rare and vulnerable species;
- Regularly occurring migratory species;
- Wetlands especially those of international importance.

Levels of significance – NIAH Definitions 2021

International Significance Structures of sufficient architectural heritage significance to be considered in an international context. These are exceptional structures that can compare with the finest architectural heritage of other countries. Examples include the Custom House in Dublin and Saint Fin Barre's Cathedral in Cork

National Significance Structures that make a significant contribution to the architectural heritage of Ireland. These are structures that are considered to be of considerable architectural heritage significance in an Irish context and examples include Radhakrishna Generating Station in County Clare; Sligo Courthouse; the Carroll Cigarette Factory in Dundalk; Emo Court in County Laois; and Lismore Castle in County Waterford.

Regional Significance Structures that make a significant contribution to the architectural heritage of their region. They also bear comparison with similar structures in other regions in Ireland. Examples include the Georgian terraces of Dublin and Limerick; the Wikinson-designed workhouses in each county; and the Halpin-designed lighthouses around the Irish coastline. Increasingly, structures that warrant protection make a significant contribution to the architectural heritage of their locality. Examples include modest terraces and commercial buildings with early shopfronts.

Local Significance These are structures that make a contribution to the architectural heritage of their locality but which do not merit inclusion on the RPS.

Record only These are structures that are considered to have insufficient architectural heritage significance at the time of recording to warrant a higher Rating.

Penalties for Offences

Architectural Heritage Protection

A Protected Structure and built fabric within its curtilage is protected by law under Part IV of the Planning and Development Act 2000. The penalties for breaches of this Act are severe. Section 156 of the Act states:-

> (1) A person who is guilty of an offence under *sections 58(4)*, *63*, *151*, *154*, *205*, *230(3)*, *239* and *247* shall be liable—
>
> (*a*) on conviction on indictment, to a fine not exceeding £10,000,000, or to imprisonment for a term not exceeding 2 years, or to both, or
>
> (*b*) on summary conviction, to a fine not exceeding £1,500, or to imprisonment for a term not exceeding 6 months, or to both.

Monuments and Places included in the Record

Section 12 (3) of the Act provides for the protection of monuments and places included in the record stating that

> "When the owner or occupier (not being the Commissioners) of a monument or place which has been recorded under subsection (1) of this section or any person proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such monument or place, he shall give notice in writing of his proposal to carry out the work to the Commissioners and shall not, except in the case of urgent necessity and with the consent of the Commissioners, commence the work for a period of two months after having given the notice."

A person contravening this requirement for two months notification to the Commissioners of Public Works in Ireland of proposed works at or in relation to a recorded monument or place shall (under Section 13 of the Act) be guilty of an offence and be liable on summary conviction to a maximum penalty of a £1000 fine and 12 months imprisonment and on conviction on indictment to a maximum penalty of a £50,000 fine and 5 years imprisonment.

It should also be noted that Section 16 of the National Monuments (Amendment) Act 1994 amended the National Monuments (Amendment) Act 1987 (the Act of 1987) so that under Section 2 (1) (a) (iv) of that Act **the use or possession of a detection device**

> *"in, or at the site of, a monument recorded under section 12 of the National Monuments (Amendment) Act, 1994,"*

is prohibited otherwise than in accordance with a consent of the Commissioners of Public Works in Ireland granted under the provisions of Section 2 of the Act of 1987.

A person contravening the above provisions relating to use or possession of detection devices shall (under Section 2 (5) of the Act of 1987) be guilty of an offence and be liable (under Section 23 (1) of the Act of 1987) on summary conviction to a maximum penalty of a £1000 fine and 6 months imprisonment or on conviction on indictment to a maximum penalty of a £50,000 fine and 12 months imprisonment.

It should be further noted that under Section 7 (1) (a) of the National Monuments (Amendment) Act 1994 a member of the Garda Siochana may without warrant seize and detain:

> *"a detection device found in, at the site of, or in the vicinity or a monument recorded under Section 12 of the Act unless the person in possession of the device has a consent of the Commissioners of Public Works in Ireland in accordance with the provisions of Section 2 of the Act of 1987.*

1.0 Scope of Study

This report has been prepared following a request by the client, Leitrim County Council, to undertake an Architectural Heritage Impact Assessment in conjunction with the proposed flood mitigation measures at The Mill Apartments and Riverbank Restaurant at the former Dromahair Railway Station, Dromahair, Co. Leitrim.

This Impact Assessment aims to provide the following:

- A brief historical overview of Dromahair Railway Station and the surrounding area.
- An assessment under Conservation Principles[1]
- A comprehensive understanding of the impact of the proposed works.
- Conclusion and mitigation of the proposed works.

2.0 Method of Study

The following methods and resources were used in establishing the Conservation Impact Assessment of the proposed works.

- The subject site was studied, visited, and inspected by a Building Conservation Accredited Surveyor (SCSI and RICS).
- The subject site was studied, visited, and inspected by a Chartered Building Engineer.
- The Record of Protected Structures constraint maps and lists (RPS) and the sites were studied.
- The author worked with the design team during the design stage to agree proposals that would meet with conservation best practice and minimise the impact on the historic fabric.
- The proposals were studied and assessed for their impact.

This report was prepared in accordance with national practice deriving from Architectural Heritage Protection Guidelines for Planning Authorities by the Department of the Arts, Heritage and Gaeltacht 2011 (Appendix B) and International practice from The Burra Charter 2013 (The Australia ICOMOS Charter for places of Cultural Significance)

[1] adapted from Architectural Heritage Protection Guidelines for Planning Authorities by the Department of the Arts, Heritage, and Gaeltacht 2011

3.0 Existing Environment

The subject structure comprises of the boundary wall to the North and West of the Mill Apartments (former Dromahair Railway Station) and the Riverbank Restaurant, which is situated less than a mile to the South of the village of Dromahair, Co.Leitrim on the R287. The river Bonet lies beyond the boundary wall to the North, flowing Northwest towards Lough Gill and a tributary joins the River Bonet at the Western boundary of the site.

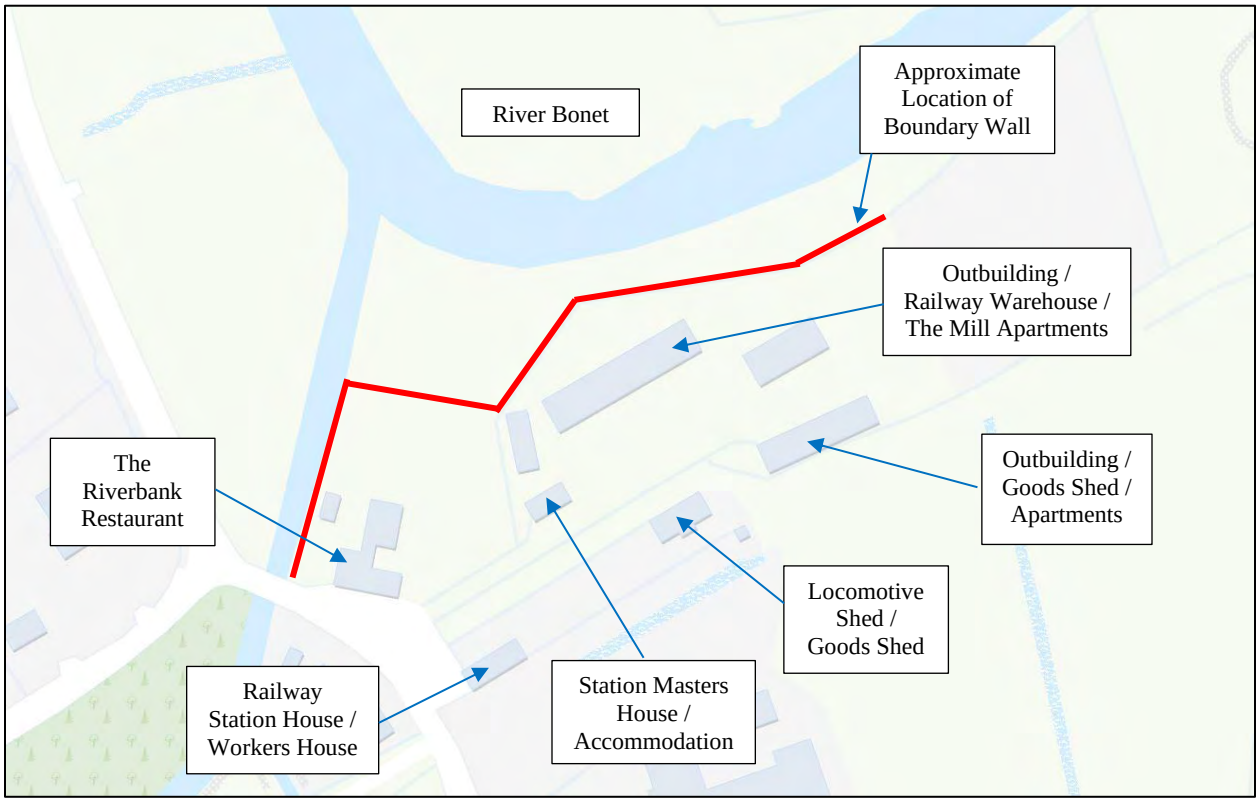

Figure 1 - Ordnance Survey of Ireland - Site Location Map

Photograph 1 - Entrance to Former Dromahair Railway Station

Photograph 2 - The Mill Apartments, Former Railway Warehouse & Outbuilding, Dromahair Railway Station (RPS 71)

Photograph 3 - Apartments, Former Goods Shed & Outbuilding, Dromahair Railway Station (RPS 70)

Photograph 4 - Locomotive Shed, Dromahair Railway Station (RPS 69)

Photograph 5 - Accommodation, Station Masters House, Dromahair Railway Station (RPS 72)

Photograph 6 - Existing Boundary Wall

3.1 Description of Existing Fabric to Boundary Wall

The composition and make-up of the existing wall varies, and the different sections can be seen in J991D001 - Existing Boundary Wall (figure 2 below and Appendix A of this report).

Figure 2 - J991D001 - Existing Boundary Wall Drawing (Sections A to G from right to left of drawing)

3.1.1 Section A

Beginning at the Eastern end of the wall section A comprises of modern blockwork.

Photograph 7 - Section A Existing Boundary Wall

Photograph 8 - Section A Modern Blockwork joining Section B Original Boundary Wall

3.1.2 Section B

Section B consists of the original wall with concrete capping. Sections have been repointed with ordinary Portland cement (OPC). The growth of ivy, trees and vegetation on the wall is causing issues e.g. loss of mortar in joints. The ground level on the site side of the wall has been raised substantially.

Photograph 9 - Section B Original Boundary Wall with Concrete Capping

Photograph 10 - Section B Detail of Concrete Capping

Photograph 11 - Section B Detail of Repointing with OPC

Section B1 has some problems with the top section of the wall losing mortar due to the ivy and plant growth and washing out of the mortar.

Photograph 12 - Section B1 Detail of Mortar Loss on Top level of wall

3.1.3 Section C

Section C comprises of a modern blockwork wall.

Photograph 13 - Section C Modern Blockwork Wall

3.1.4 Section D

Section D comprises of the original wall with concrete capping. There is a gap at the Western end of this section which has a brick edged opening. This section returns Southward to join the North Gable of the building.

Photograph 14 - Section D Original Boundary Wall with Concrete Capping

Photograph 15 - Section D Eastern side of gap in Boundary Wall

Photograph 16 - Section D Detail of Gap in section with brick edged opening to right (Western Side)

3.1.5 Section E

Section E is a modern stone-faced wall with a concrete cap.

Photograph 17 - Section E Modern Stone-faced wall with Concrete Cap

3.1.6 Section F

Section F consists of a timber fence to the rear of the Riverbank Restaurant.

Photograph 18 - Section F Timber Fence joining Section E Modern Wall

3.1.7 Section G

Section G runs along the West side of the Riverbank Restaurant with a tributary beside it. This section is not easily accessible. There is a modern concrete wall on the west side with stone facing on the restaurant side in the courtyard area.

Photograph 19 - Section G (Not clearly visible due to vegetation) Modern Blockwork Wall along boundary of Restaurant and Tributary

Photograph 20 - Stone Bridge over tributary with cut stone capping.

Photograph 21 - Detail of Cut Stone Capping

3.2 Proposed Development

The Dromahair Flood Relief Scheme is currently progressing to protect several properties which have been subject to flooding in the past, including the Mill Apartments. Following the initial flood feasibility study, prepared in 2021, hard defences between the apartment and the River Bonet were selected as the most feasible mitigation option. Due to the proximity of the site to the riverbanks, and the steep bank topography, it is proposed to construct a retaining wall in the same location as the existing wall, pending Site Investigation findings. The stone from the existing wall will be reused as cladding for the new wall on the southern (site) side of the wall. The cladding will be constructed in courses to match the existing original boundary wall. The proposed retaining wall will be capped with cut stone capping to match the original. A new section of defence retaining wall will be constructed around the existing gas tank, behind the existing wall.

3.3 Site Inspection

The site was inspected on the 19th of January by David Humphreys and Sheena Ryan of ACP.

3.4 Building Survey

The following surveys were undertaken as part of the data gathering process:-

- Conservation Inspection and Fabric Assessment – refer to drawing J991D001 – Appendix A
- Digital Photographic Record – refer to Appendix B Digital Photographic Record & Drawing J991D002 – Digital Photographic Record Location Drawing.

This information was used to inform the design team during the design development stage.

4.0 History of the Site and Vicinity

4.1 Historical background- Brief History of Dromahair & Dromahair Railway Station (Killananima)

Dromahair (Droim Dhá Thiar, meaning ridge of the two demons[2]) is a village in the northwest of Co. Leitrim, situated on the banks of the River Bonet, which flows into Lough Gill to the north. The site of the former Dromahair Railway Station lies less than a mile to the south of the village.

A Topographical Dictionary of Ireland, by Samuel Lewis, published in 1837 includes the following description of Dromahair.

> *'DROMAHAIRE, a village, in the parish of DRUMLEASE, barony of DROMAHAIRE, county of LEITRIM, and province of CONNAUGHT, 8 miles (S. E. by E.) from Sligo, on the road from Collooney to Manor-Hamilton; containing 336 inhabitants. A castle was built here in early times by a chieftain of this district, called O'Rourke, and named after him, part of which still exists, but most of it was used by Sir William Villiers in the erection of the castle of Dromahaire, under a patent dated in 1626, by which 11,500 acres of land, with power to empark 2000 acres, and hold two markets, was granted to the Duke of Buckingham. Of this castle, seven massive and ornamented stacks of chimneys remain, and the lodge occupied by Mr. Stewart, agent to G. L. Fox, Esq., occupies part of its site. At Creevlea a monastery for Franciscans of the Observantine order was established, in 1508, by Margaret O'Brien, wife of O'Rourke. This building was never completed, but the walls, in which are some curious figures, are entire, and the altar is nearly so. The effigy of the great O'Rourke lies at full length on a tomb over the burial-place of his family, and there are also curious figures over the graves of the Morroghs, Cornins, and others. The village, which, together with the entire neighbourhood, has been greatly improved under the auspices of Mr. Lane Fox, contained, in 1831, 64 houses: it has a penny post to Collooney and is a constabulary police station. A market is held on Monday in a neat market-house, and a fair on the 13th of every month, and petty sessions are held on alternate Wednesdays. A dispensary is partly supported by a subscription of £20 per annum from Mr. Lane Fox. On the side of a hill are the ruins of an old church, consisting of a nave and chancel, divided by a heavy tower supported by elliptical arches. The conventual buildings, of which the foundation is attributed to St. Patrick, formed two squares contiguous to the church.'*[3]

Griffiths Valuation of Ireland was published between 1847 and 1864. The map accompanying the record corresponds with the first edition six inch Ordnance Survey Maps, seen in section 4.4 Historic Maps of this report on page 39.

[2] Logainm, https://www.logainm.ie/en/1166041, accessed 24-01-24.
[3] Lewis, S, (1837), *A Topographical Dictionary of Ireland,* London, S. Lewis & Co., page 503

VALUATION OF TENEMENTS. 97

PARISH OF KILLANUMMERY.

No. and Letters of Reference to Map.	Names. Townlands and Occupiers.	Names. Immediate Lessors.	Description of Tenement.	Area.	Rateable Annual Valuation. Land.	Rateable Annual Valuation. Buildings.	Total Annual Valuation of Rateable Property.
	KILLANANIMA. (*Ord. S.* 14 & 15.)						
1	George Lane Fox,	In fee,	Land (*plantation*),	0 1 31	0 5 0	—	1 10 0
2				1 3 25	1 5 0	—	
3				0 0 30			
4	John Clarke,	George Lane Fox,	Land,	1 0 20	0 15 0	—	0 15 0
5	William Biggers,	Same,	Land,	2 3 28	2 0 0	—	2 0 0
6	Thomas Kilbride,	Same,	Land,	15 1 19	11 5 0	—	11 5 0
7	John Sheridan,	Same,	Land,	9 3 16	7 0 0	—	7 0 0
8	a John M'Intyre,	Same,	House and land,	7 0 26	4 0 0	0 5 0	4 5 0
9	a Christopher Armstrong,	Same,	House (*no value*) & land,	0 3 10	0 5 0	—	0 5 0
10	a James M'Guinness,	Same,	House, offices, and land,	43 3 21	33 15 0	2 0 0	35 15 0
11	George M'Gee,	Same,	Land,	1 0 30	0 5 0	—	0 5 0
12	George Ormsby,	Same,	Land (*no value*),	0 0 33	—	—	—
13			Bonet River (*part of*),	3 0 20	—	—	—
			Total,	88 0 29	60 15 0	2 5 0	63 0 0

Figure 3 - Griffiths Valuation 1847 - 1864 of Killananima, Leitrim[4]

Killananima, in the Parish of Killanummery, Dromahair, Leitrim, is recorded as being in the possession of Mr. George Lane Fox, with the subject site (No.6 in Figure 3 above and Figure 4 below) being leased and occupied by Thomas Kilbride.

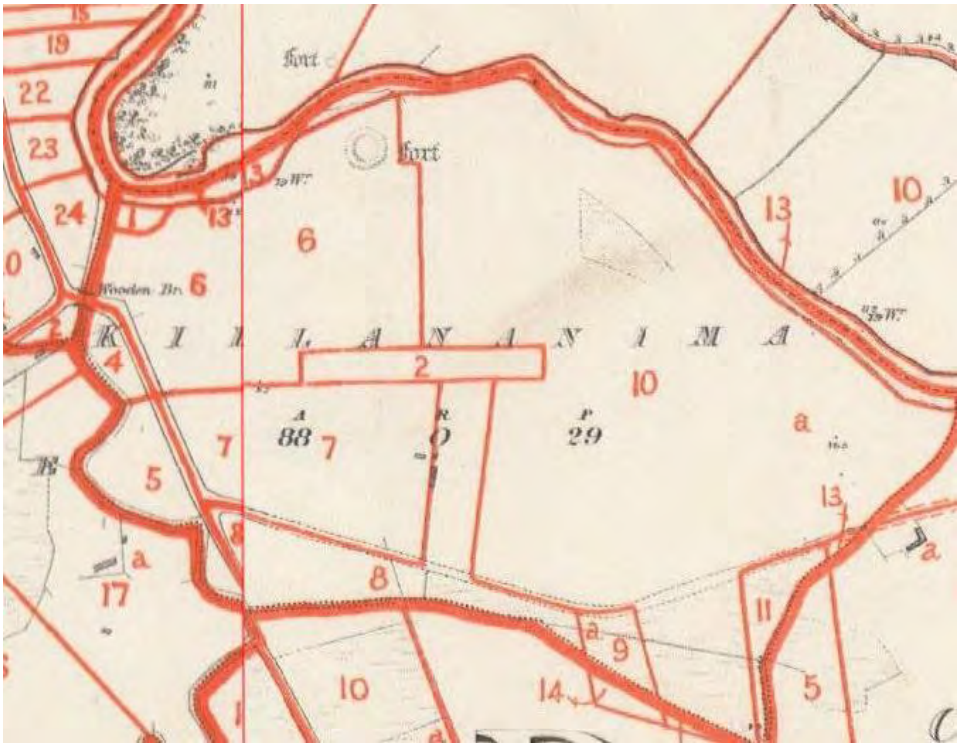

Figure 4 - Griffiths Valuation 1847 - 1864 Map of Killananima, Leitrim[5]

[4] Griffiths Valuation, https://griffiths.askaboutireland.ie/gv4/z/zoomifyDynamicViewer.php?file=158107&path=./pix/158/&rs=4&showpage=1&mysession=2903658037398&width=&height=, accessed 23-01-2024

[5] Griffiths Valuation, https://griffiths.askaboutireland.ie/gv4/single_layer/i8.php?lat=&longt=&dum=0&sheet=14,15&mysession=290365

Plans to develop a train line between Sligo and Enniskillen were considered following the completion of the Londonderry & Enniskillen Railway in 1859. Two plans were proposed, one following the coast via Bundoran and the other taking an inland route through Dromahair and Manorhamilton. The latter plan was successful because of the support of the most powerful and influential landlords including Francis La Touche and the previously mentioned owner of the Dromahair Station site, George Lane Fox of.[6]

The Sligo Leitrim & Northern Counties Railway (SL&NCR) Company was incorporated in 1875, and its construction started at a junction with the Great Northern Railway (GNR) at Enniskillen and proceeded westwards. The railway was opened in stages reaching Dromahair between 1880 and 1881, with the final section reaching the Midland Great Western Railway line in 1882.[7] Officially Dromahair Station opened on September 1st, 1881, but a train had arrived there prior to this. On the 26th of August 1881 passengers travelled by train from Enniskillen to Dromahair and from there to Sligo by the steamer 'Maid of Breffni' on Lough Gill.[8] The first train to cover the entire route from Enniskillen to Sligo did so on November 7th, 1882.[9]

The engineer involved was Frederick Barry, from Dublin. He worked in partnership with Col. A.L. Tottenham, one of the principal landowners along the forty-mile line, and he carried out a large portion of the works as both engineer and contractor, including the bridge over Lough Erne, to the south of Enniskillen.[10] The actual cost of the line was £46,334 more than the original estimate of £300,000.[11] Financial difficulties continued, with the line going into receivership from 1890 to 1897.

The majority of the buildings at Dromahair Railway Station were constructed between 1875 and 1885, and the Station Masters House was added to the complex c.1910. It is not visible on the twenty-five inch OSI Map which was published in 1909.

The 1901 Census of Ireland records that Thomas Algeo from Cavan was the Station Master, and his family were living at Dromahair Railway Station, presumably in the workers house/station building.[12] The record notes the landholder as Railway Company and four out-offices and farm-steadings associated with the house.

8433964&info=&place=&county=Leitrim&placename=%3Cb%3EKillananima%3C/b%3E&parish=Killanummery&country=Ireland&union=&barony=Drumahaire, accessed 23-01-2024

[6] Dromahair Heritage, 60 Years – S.L.&N.C.R. and Dromahair Station – by Margaret Connolly, https://dromahairheritage.wordpress.com/2018/04/27/s-l-n-c-r-and-dromahair-station/, accessed 24-01-24

[7] Hajducki, S. Maxwell (1974), *A Railway Atlas of Ireland*, Newton Abbott: David & Charles, Map 13

[8] Dromahair Heritage, 60 Years – S.L.&N.C.R. and Dromahair Station – by Margaret Connolly, https://dromahairheritage.wordpress.com/2018/04/27/s-l-n-c-r-and-dromahair-station/, accessed 24-01-24

[9] Ibid.

[10] Dictionary of Irish Architects, Frederick Barry, https://www.dia.ie/architects/view/283/BARRY-FREDERICK, accessed 24-01-24.

[11] Dromahair Heritage, 60 Years – S.L.&N.C.R. and Dromahair Station – by Margaret Connolly, https://dromahairheritage.wordpress.com/2018/04/27/s-l-n-c-r-and-dromahair-station/, accessed 24-01-24

[12] The National Archives of Ireland, Census of Ireland 1901, https://www.census.nationalarchives.ie/pages/1901/Leitrim/Drumahaire/Killananima/1486593/, accessed 23-01-24

The 1911 Census of Ireland records William Bell from Co. Donegal as a Railway Agent and living with his family at the Railway Station House. The landholder is recorded as the Sligo Leitrim & Northern Counties Railway and there are three out-offices and farm-steadings belonging to the house.

Figure 5 - Historic Photograph of Dromahair Railway Station House - Date Unknown[13]

[13] Dromahair Heritage, 60 Years – S.L.&N.C.R. and Dromahair Station – by Margaret Connolly, https://dromahairheritage.wordpress.com/2018/04/27/s-l-n-c-r-and-dromahair-station/, accessed 24-01-24

4.2 Conservation of the site and vicinity

We are not aware of any ongoing conservation projects in the vicinity at this time.

4.3 Protection Status

Protection Status	Y/N	Details
Record of Protected Structures	Y	RPS 69, 70, 71, & 72
Architectural Conservation Area (ACA)	N	
Recorded Monument	N	
Zone of Archaeological Potential preservation order	N	
State Guardianship or ownership		
NIAH Building Record	Y	30806019, 30806020, 30806021, 30914002
NIAH Garden Record	N	

Table 1 - Protection Status

4.3.1 Protected Structures

The site comprises of several structures namely the Riverbank Restaurant, two former Goods Sheds (RPS 69 – Locomotive Shed & 70 - Outbuilding), the Mill Apartments, formerly the Railway Warehouse (RPS 71 – Outbuilding), the former Station Masters House (RPS 72) and the former Railway Station House or Workers House (RPS 68). The boundary wall was most likely constructed in conjunction with the other Dromahair Railway Station buildings and is therefore within the curtilage of those protected structures. It is not located within a specific ACA within Dromahair or County Leitrim.

RPS No.	NIAH Reg. No.	ITM	Townland	Description	Detail
69	30806019	580678, 830267	Killananima	Goods shed, former Dromahaire railway station	Three-bay single-storey former goods shed, built c.1880 as part of the Sligo, Leitrim, and Northern Counties Railway. Pitched slate roof, decorative timber bargeboards with projecting slate canopies over entrances. Cast-iron rain water goods. Random coursed limestone walling with raised rock-faced quoins. Segmental-headed arches to east and west walls with sandstone block-and-start surrounds. Square-headed window openings with stone lintels and block-and-start surrounds and stone sills. Station platform and coursed random stone water tower with rock-faced quoins, cast-iron rain water goods and segmental-headed windows to west.
70	30806020	580707, 830313	Killananima	Goods Shed, former Dromahaire railway station	Six-bay two-storey outbuilding, built c.1880 as part of the Sligo, Leitrim and Northern Counties Railway. Pitched slate roof with cut stone chimneystacks and slate canopies over entrances with decorative bargeboards. Roughly dressed random coursed limestone walls. Segmental and square-headed openings, windows having stone sills and guard rails.
71	30806021	580662, 830307	Killananima	Former railway warehouse Dromahaire railway station	Detached six-bay three-storey former railway warehouse, built c.1880 as part of the Sligo, Leitrim and Northern Counties Railway. Four-bay single-storey extension abutting west gable. Pitched slate roof. Roughly dressed random coused limestone walls with tooled quoins. Square-headed and segmental-headed brick arched openings. Window openings with large stone lintels and sills. Replacement timber casement windows with block-and-start brick surrounds. Roughly dressed random coursed outbuilding to south with brick dressings and corrugated-iron roof.
68	30914003	580624, 830224	Killananima	Dromahair Former Railway Station built c.1880	Detached three-bay two-storey former railway worker's house, built as part of the Sligo, Leitrim and Northern Counties Railway, with lean-to extension to east. Now in use as a private dwelling. Pitched tiled roof with oversailing eaves and ruled-and-lined render to chimneystacks. Rock-faced limestone and rendered walls with stone and stucco dressings. Timber sash and replacement window. Original door opening has been moved.
72	30914002	580639, 830271	Killananima	Heather Lodge built in 1909, Dromahair Station	Detached three-bay two-storey former railway building, built as part of the Sligo, Leitrim and Northern Counties Railway, with gabled breakfront to centre and lean-to extension to rear. Pitched slate roof with terracotta ridge cresting and finial. Brick chimneystacks with terracotta pots. Snecked rock-faced limestone with red brick string course, dressings and quoins. Date plaque in breakfront. Flat-headed single and paired timber sash windows with stone sills. Timber door with overlight and triangular-headed window in breakfront. Detached four-bay single-storey outbuilding to rear with corrugated-iron pitched roof and over-sailing eaves and random coursed limestone walls with brick dressings.

Figure 6 - Record of Protected Structure – Leitrim County Development Plan 2023 - 2029

Figure 7 below shows the various RPS and NIAH structures within the vicinity of the proposed works.

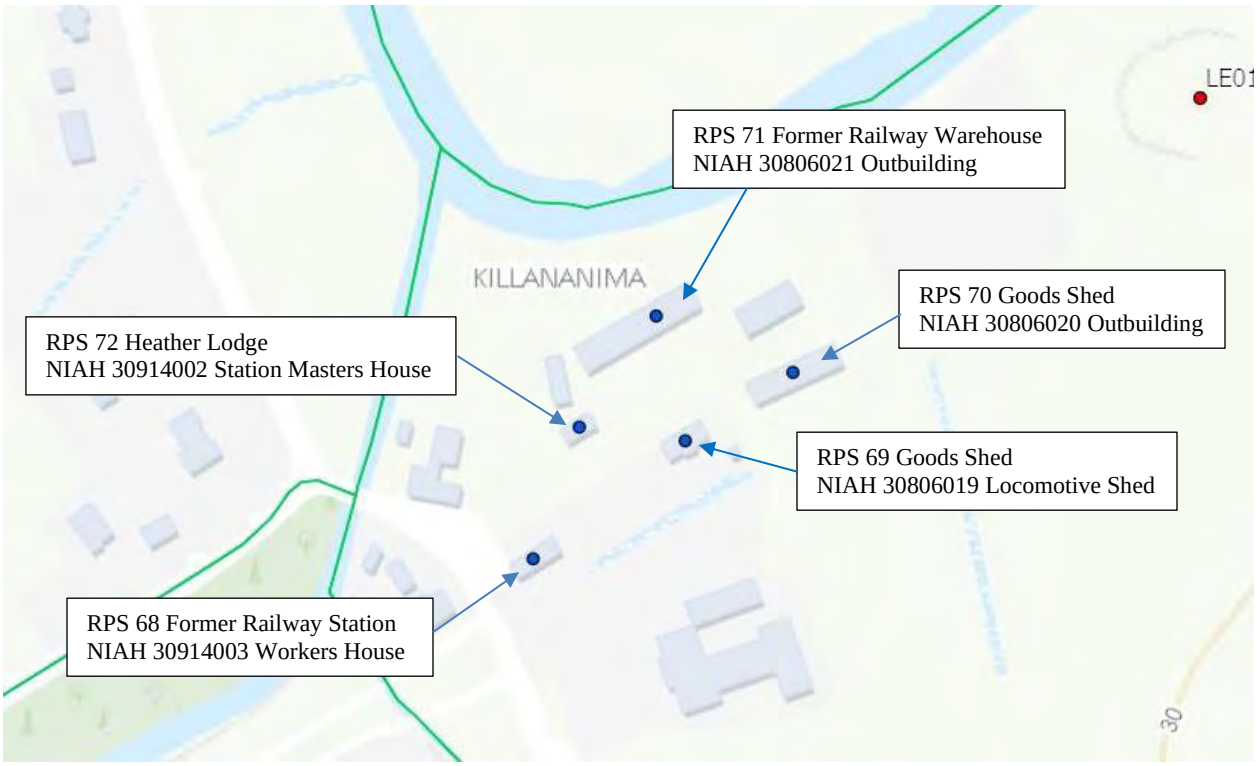

Figure 7 - Buildings of Ireland – Map of NIAH buildings and Protected Structures within the vicinity of the subject structure.

4.3.2 NIAH Description – Dromahair Railway Station Outbuilding (The Mill Apartments)

Reg. No:	30806021
Date:	1875 – 1885
Previous Name:	Dromahair Railway Station
Towns-land:	Killananima
County:	Leitrim
Coordinates:	180706, 330301
Categories of Special Interest:	Architectural, Technical
Rating:	Regional
Original Use:	Outbuilding
In Use as:	Apartments

Table 2 - National Inventory of Architectural Heritage Record – Railway Outbuilding

Description

Detached six-bay three-storey former railway warehouse, built c.1880 as part of the Sligo, Leitrim, and Northern Counties Railway. Four-bay single-storey extension abutting west gable. Pitched slate roof. Roughly dressed random coursed limestone walls with tooled quoins. Square-headed and segmental-headed brick arched openings. Window openings with large stone lintels and sills.

Replacement timber casement windows with block-and-start brick surrounds. Roughly dressed random coursed outbuilding to south with brick dressings and corrugated-iron roof.

Appraisal

This large warehouse structure, built as part of Dromahair Railway Station is a fine example of railway architecture. The use of red brick and stone creates textural variation in the building and adds an artistic element to it. Socially, the railway was important to small towns as it provided a network of travel of both people and produce.

4.3.3 NIAH Description – Dromahair Railway Station Locomotive Shed

Reg. No:	30806019
Date:	1875 – 1885
Previous Name:	Dromahair Railway Station
Towns-land:	Killananima
County:	Leitrim
Coordinates:	180722, 330260
Categories of Special Interest:	Architectural, Technical
Rating:	Regional
Original Use:	Locomotive Shed
In Use as:	Unknown

Table 3 - National Inventory of Architectural Heritage Record – Locomotive Shed

Description

Three-bay single-storey former goods shed, built c.1880 as part of the Sligo, Leitrim, and Northern Counties Railway. Pitched slate roof, decorative timber bargeboards with projecting slate canopies over entrances. Cast-iron rain water goods. Random coursed limestone walling with raised rock-faced quoins. Segmental-headed arches to east and west walls with sandstone block-and-start surrounds. Square-headed window openings with stone lintels and block-and-start surrounds and stone sills. Station platform and coursed random stone water tower with rock-faced quoins, cast-iron rain water goods and segmental-headed windows to west.

Appraisal

This building, part of a railway complex, situated a short distance from Dromahair, is a fine example of late nineteenth-century railway architecture. Cut limestone elevations are embellished by a slate canopy to the entrance and decorative barge boards. As it was part of a network of travel for both people and produce, the railway and its structures are of social importance.

4.3.4 NIAH Description – Dromahair Railway Station Masters House

Reg. No:	30914002
Date:	1905 – 1910
Previous Name:	Station Masters House
Towns-land:	Killananima
County:	Leitrim
Coordinates:	180685, 330264
Categories of Special Interest:	Architectural, Artistic, Social, Technical
Rating:	Regional
Original Use:	Station Masters House
In Use as:	Guest Accommodation

Table 4 - National Inventory of Architectural Heritage Record – Station Masters House

Description

Detached three-bay two-storey former railway building, built in 1909 as part of the Sligo, Leitrim, and Northern Counties Railway, with gabled breakfront to centre and lean-to extension to rear. Pitched slate roof with terracotta ridge cresting and finial. Brick chimneystacks with terracotta pots. Snecked rock-faced limestone with red brick string course, dressings, and quoins. Date plaque in breakfront. Flat-headed single and paired timber sash windows with stone sills. Timber door with overlight and triangular-headed window in breakfront. Detached four-bay single-storey outbuilding to rear with corrugated-iron pitched roof and over-sailing eaves and random coursed limestone walls with brick dressings.

Appraisal

This railway building is a part of a late nineteenth-century railway complex. The building, although modest in its design, is enhanced by the creative and artistic use of materials such as limestone, red brick and terracotta.

4.3.5 NIAH Description – Dromahair Railway Station Outbuilding

Reg. No:	30806020
Date:	1875 – 1885
Previous Name:	Dromahair Railway Station
Towns-land:	Killananima
County:	Leitrim
Coordinates:	180751, 330307
Categories of Special Interest:	Architectural, Technical
Rating:	Regional
Original Use:	Outbuilding
In Use as:	Unknown

Table 5 - National Inventory of Architectural Heritage Record - Outbuilding

Description

Six-bay two-storey outbuilding built c.1880 as part of the Sligo, Leitrim, and Northern Counties Railway. Pitched slate roof with cut stone chimneystacks and slate canopies over entrances with decorative bargeboards. Roughly dressed random coursed limestone walls. Segmental and square-headed openings, windows having stone sills and guard rails.

Appraisal

This building part of a railway complex, situated a short distance from Dromahair, is a fine example of late nineteenth-century railway architecture. Though a functional structure, artistic detailing such as the slate canopies over the entrances and decorative stonework give this structure architectural merit. Socially, the railway was important to the small towns in Ireland as it provided a network of travel for both people and produce.

4.3.6 NIAH Description – Workers House

Reg. No:	30914003
Date:	1870 – 1890
Previous Name:	Dromahair Railway Station
Towns-land:	Killananima
County:	Leitrim
Coordinates:	180668, 330219
Categories of Special Interest:	Architectural, Social, Technical
Rating:	Regional
Original Use:	Workers House
In Use as:	Private Dwelling

Table 6 - National Inventory of Architectural Heritage Record – Workers House

Description

Detached three-bay two-storey former railway worker's house, built c.1880 as part of the Sligo, Leitrim, and Northern Counties Railway, with lean-to extension to east. Now in use as a private dwelling. Pitched tiled roof with oversailing eaves and ruled-and-lined render to chimneystacks. Rock-faced limestone and rendered walls with stone and stucco dressings. Timber sash and replacement window. Original door opening has been moved.

Appraisal

This attractive station building is a fine example of nineteenth-century railway architecture. Although no longer in its original use, it is an important element of the surviving railway buildings in the complex. Its design is enlivened by contrasting stone and render, which make it a valuable contribution to the architectural heritage of the area.

4.3.7 Archaeology

The buildings and site are not within a Zone of Archaeological Potential for Leitrim County and thus is not impacted by the National Monuments Acts.

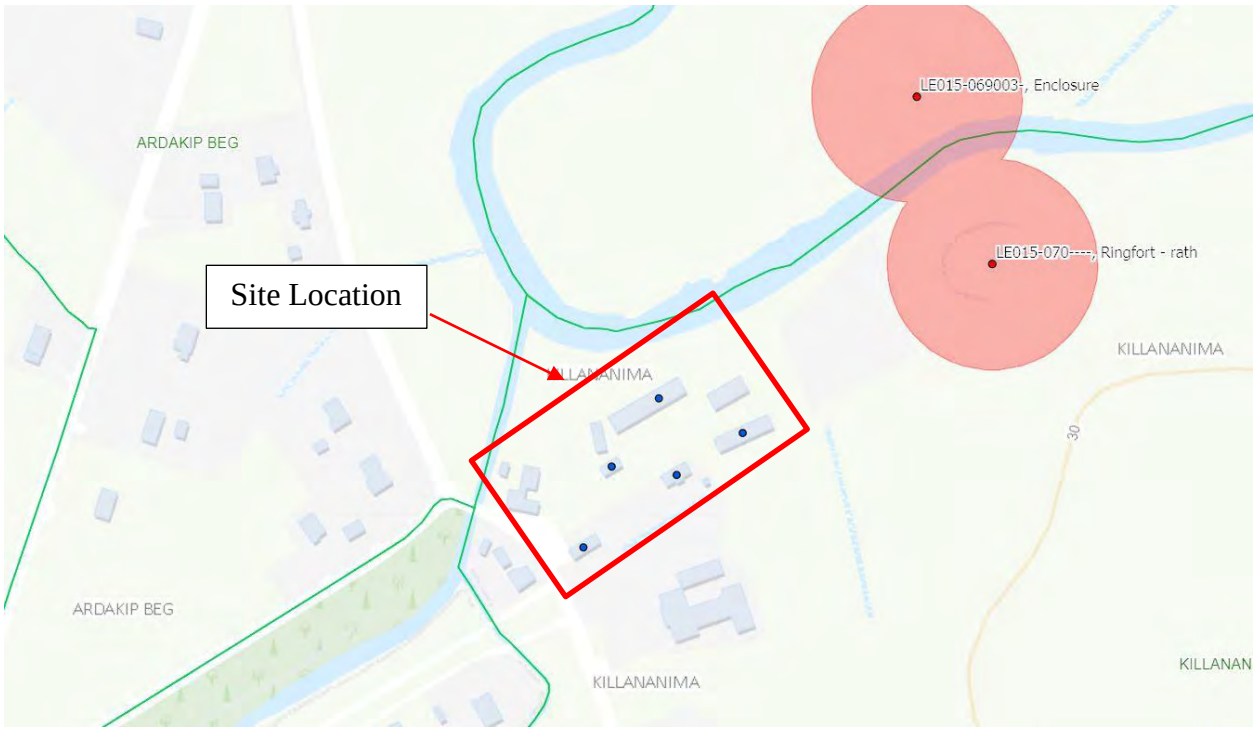

Figure 8 - Archaeological Survey of Ireland showing subject site and nearest Zones of Notification

4.4 Historic Maps

The first edition six inch Ordnance Survey map of the townland of Killananima shows that development had not yet begun on the Dromahair Railway Station. There was previously a wooden bridge crossing the tributary of the River Bonnet on the western boundary of the site.

Figure 9 - Ordnance Survey of Ireland First Edition Six Inch Map - Surveyed 1836, Published 1837

Figure 10 - Ordnance Survey of Ireland First Edition Six Inch Map Detailed View - Surveyed 1836, Published 1837

The last edition of the six inch ordnance survey map which was surveyed in 1837 and published in 1913 shows significant changes to the site. The Sligo, Leitrim and Northern Counties Railway line has been constructed along with the Locomotive Shed, Signal Box, Workers House, and the two Outbuildings, with another similar structure at the centre of the site which is not in existence today. The map also notes a crane in use at the station.

The original and significantly smaller footprint of what is currently the Riverbank Restaurant is also visible on this map. The structure has been extended and altered since its construction. It may originally have been a dwelling associated with the railway station, however there is a clear boundary to the East of the structure separating it from the other Railway Structures.

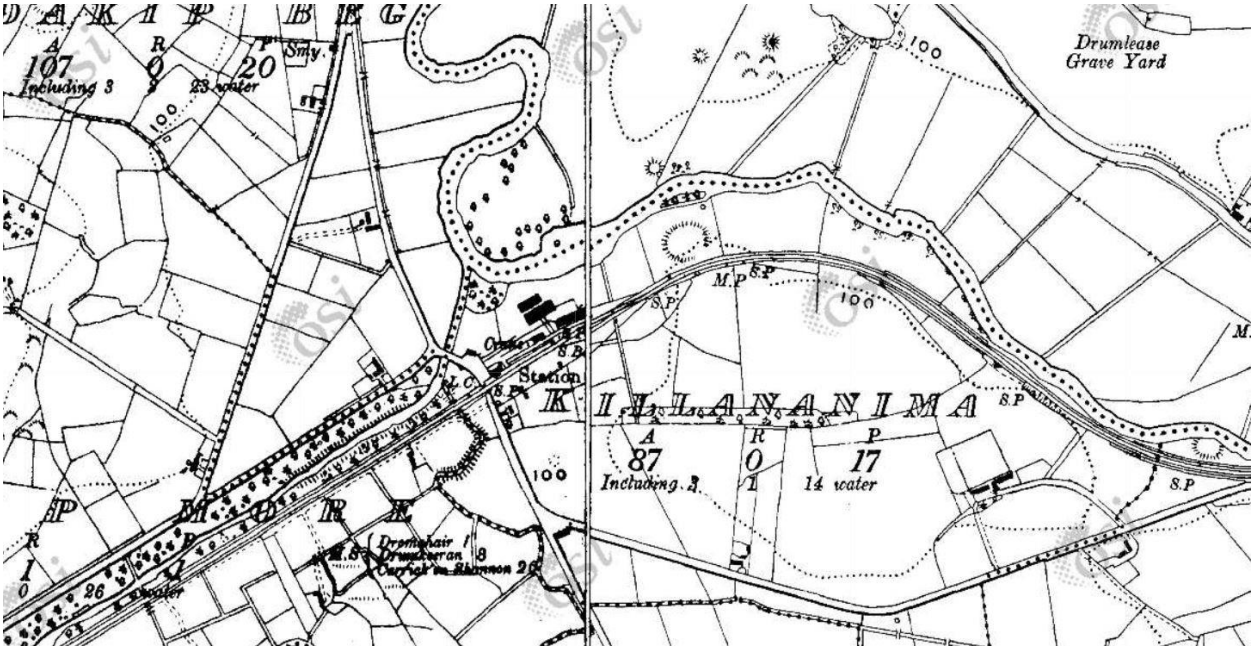

Figure 11 - Ordnance Survey of Ireland Last Edition Six Inch Map - Surveyed 1837, Published 1913

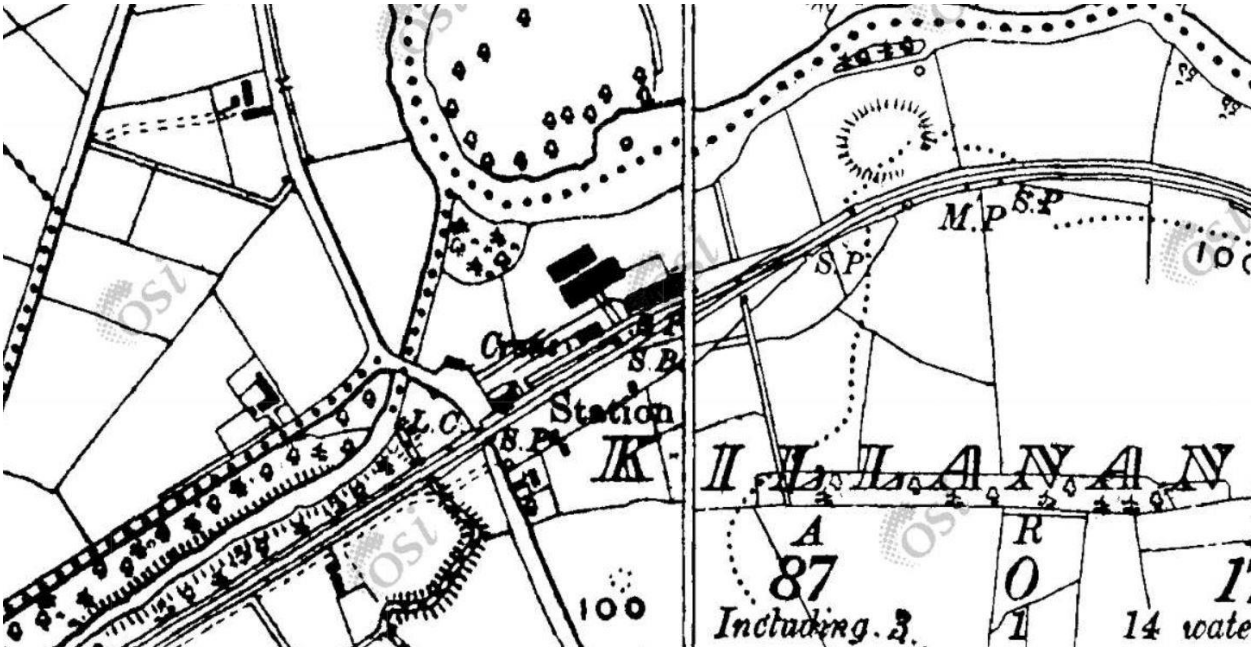

Figure 12 - Ordnance Survey of Ireland Last Edition Six Inch Map Detailed View - Surveyed 1837, Published 1913

The twenty-five inch map shows no significant changes to the railway station.

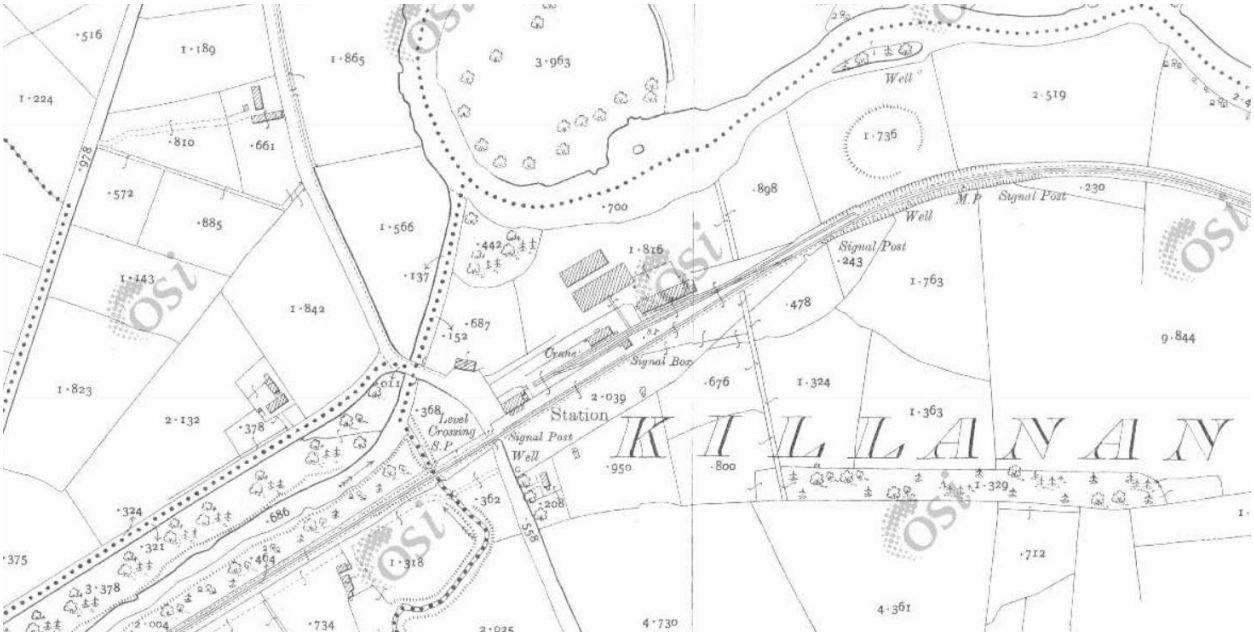

Figure 13 - Ordnance Survey of Ireland Twenty-Five Inch Map - Surveyed 1908, Published 1909

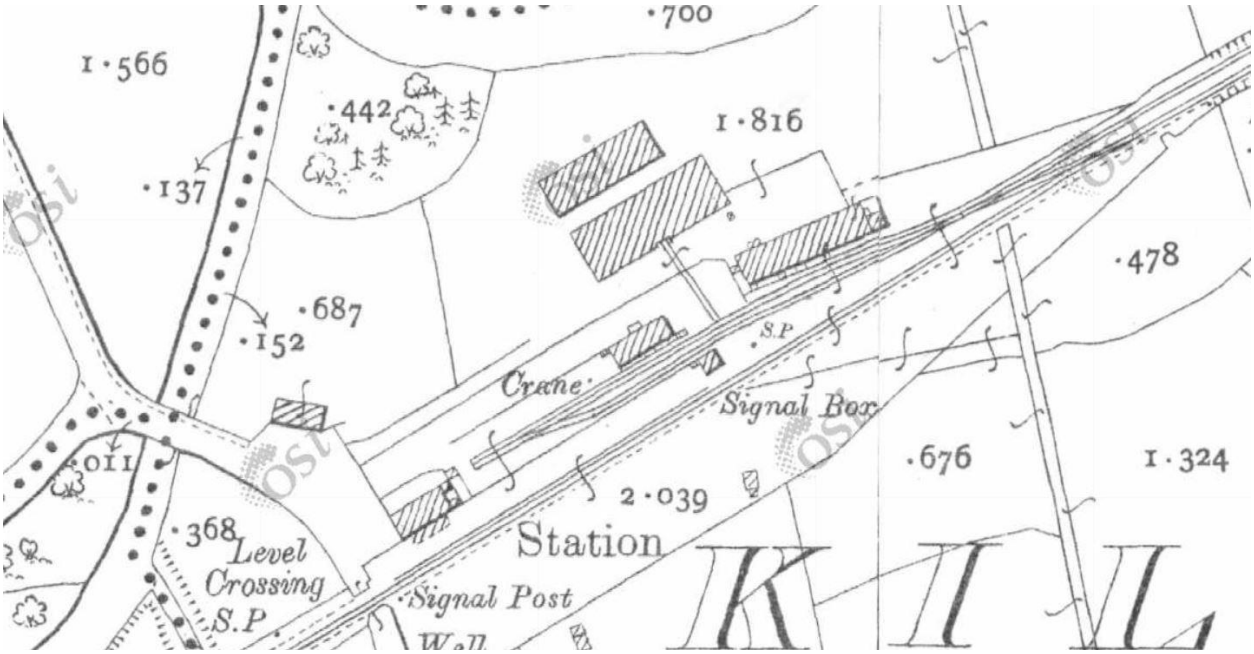

Figure 14 - Ordnance Survey of Ireland Twenty-Five Inch Map Detailed View - Surveyed 1908, Published 1909

5.0 Impact of Proposed Development

This section is only a prediction of proposed impacts as no impact has actually occurred as of yet.

5.1 The 'do nothing' Impact

If no works are carried out, then the boundary wall will continue to be insufficient protection for future flooding events at the site. The various protected structures and historic buildings on site will remain threatened by flooding. Flood damage would be detrimental to the integrity of the buildings. On another note, the likelihood of flooding will also continue to present a Health and Safety risk to the public, which will increase due to the continuing deterioration of the stability of the existing boundary wall. Future flooding events will continue to damage both the existing boundary wall and the protected structures on site.

A *'do-nothing'* approach in relation to this site is not acceptable and all efforts should be undertaken to protect the site from flooding from the River Bonet and to ensure the buildings continue to be in use, protecting the historic features and significant fabric on the site.

5.2 The Predicted Impacts

It is predicted that the proposed works will have an overall positive impact and will ensure that the buildings will last well into the future. The construction of a retaining wall will ensure the protection of the structures. While the original boundary wall is proposed to be deconstructed, the stone will be reused on the cladding of the new boundary wall, and this will be constructed to match the original design.

External Works	Predicted Impact
Removal of existing modern blockwork walls at sections A, C, and section G of existing boundary wall.	Positive impact on the site. The modern blockwork walls are recent additions to the existing boundary wall and are structurally and visually incompatible with the original wall design. They are not fit for purpose as they do not protect the site from flooding.
Removal of existing modern stone-faced wall at section E of existing boundary wall. Removal of timber fence at section F of existing boundary wall.	Positive impact on the site. The modern stone-faced wall is a recent addition to the site. The timber fence does not protect the site from flooding. The removal of this fabric will have no impact on the historic fabric of the boundary wall or the protected structures on site.

Removal of existing original stone boundary wall with concrete capping at Sections B and D.	Negative impact as the removal of the original stone boundary wall is irreversible and involves the deconstruction of historic fabric which is within the curtilage of several protected structures and is part of the original construction of the Former Dromahair Railway Station. However, the boundary wall is not adequate to protect the site from flooding and if the works are not carried out the loss of fabric will be significantly larger due to flood damage. The loss of the fabric of the original boundary wall will be mitigated through preservation by record; any historic fabric to be removed is to be recorded prior to any works taking place.
Construction of retaining wall in the same location as the existing boundary wall from Section A through to Section G. The proposed wall will be clad with the stone from the original boundary wall and constructed in courses to match the original design. The wall will be capped with new cut stone capping, matching the original design and to replace the incompatible concrete capping.	Positive impact on the site as the construction of a retaining wall will protect the structures on site from future flooding and the damage associated with this. Cladding the retaining wall with stone from the original boundary wall, and in the same style and courses as the original design will mitigate the negative visual impact of the retaining wall on the site. Replacing the concrete capping with cut stone capping is in keeping with the original design of the boundary wall and will restore the original style of the fabric.
Construction of new defence retaining wall to enclose the existing gas tank currently located behind section D and E.	Neutral impact on the site. These works will have no impact on the historic fabric on site and will protect the existing gas tank from flood damage.

5.3 The 'Worst Case' Scenario

The 'worst case' scenario in this case, would be if the proposed project was not undertaken and the necessary works to ensure the survival of the historic fabric were not carried out. This would mean the boundary wall will be left in its current state which is not functional and the buildings on site will continue to be vulnerable without protection from potential flooding.

5.4 Interaction of Impacts

There are certain situations where the individual impacts taken together change the impact of the individual impacts in a certain way. This is not applicable in this case.

5.5 Assessment under Conservation Principles

The following Conservation Principles have been identified and are described in detail in the following sections.

- Principle 1 – Keeping a building in use
- Principle 2 – Researching and Analysing
- Principle 3 – Using expert Conservation advice
- Principle 4 – Protecting the special interest
- Principle 5 – Promoting minimum intervention
- Principle 6 – Respecting earlier alterations of interest
- Principle 7 – Repairing rather than replacing
- Principle 8 – Promoting honesty of repairs and alterations
- Principle 9 – Using appropriate materials and methods
- Principle 10 – Ensuring reversibility of alterations
- Principle 11 – Avoiding incremental damage
- Principle 12 – Discouraging the use of Architectural salvage from other buildings
- Principle 13 – Complying with building regulations

5.5.1 Principle 1 – Keeping a building in use

It is generally recognised that the best method of conserving a historic building is to keep it in active use. Where a structure is of great rarity or quality, every effort should be made to find a solution which will allow it to be adapted to a new use without unacceptable damage to its character and special interest.

The proposed works will ensure that the buildings within the site of the Former Dromahair Railway Station will continue to be used and they will no longer be vulnerable to flooding.

5.5.2 Principle 2 – Researching and Analysing

Before formulating proposals for works to a protected structure, the developer should research its historical development and understand thoroughly the present condition of the structure. The research should encompass not only the main structure and its interior but also its curtilage and attendant grounds, where relevant and any structures or features within them which contribute to the special interest of the protected structure/site.

The research should include an analysis of the physical fabric of the site and any available documentary or other evidence. The work should only be undertaken by those with the appropriate knowledge and skill.

In this case detailed research into the fabric and history of the site has been undertaken.

5.5.3 Principle 3 – Using expert Conservation advice

Building conservation is a specialised discipline and the method of work needs to be specified by experts with a knowledge and experience of historic buildings.

The Client has engaged a highly qualified and experienced design team to undertake this project including ACP Architectural Conservation Professionals to address all the conservation elements.

5.5.4 Principle 4 – Protecting the special interest

The character and special interest of a protected structure can be damaged by inappropriate works. The most obvious being demolishing or partly demolishing a structure. It can also be stripped of its value and distinctiveness by neglect and decay, unsuitable alteration, uninformed repair or over restoration.

There have been detailed discussions between the Project design team and client to ensure that the proposed works protect the character, historic fabric of the property and special interest where possible within the constraints of the client's requirements.

5.5.5 Principle 5 – Promoting minimum intervention

The principle of promoting minimum intervention in a protected structure can be summed up by the maxim 'Do as much as necessary and as little as possible'. Dramatic interventions in a protected structure are rarely appropriate. The best work in conservation terms is often that which is low key, involves the least work and can be inexpensive.

In this case the minimum intervention is being proposed to make the buildings on site safe and to bring the boundary wall up to modern regulations. While the boundary wall is proposed to be removed and replaced, it will be preserved by record and the new boundary wall will be clad with stone in a style to match the original boundary wall.

5.5.6 Principle 6 – Respecting earlier alterations of interest

Alterations and additions to a structure can themselves be an irreplaceable part of a unique history. Different periods of alteration can inform the social and architectural history of the build heritage.

In order to appreciate the integrity of a structure, it is important to respect the contribution of different stages of its historical development.

This principle will be respected during the proposed works.

5.5.7 Principle 7 – Repairing rather than replacing

It should be the aim of good conservation practice to preserve the authentic fabric which contributes to the special interest of the structure. Good repair will arrest the process of the decay of the structure and prolong its life without damaging its character and special interest.

This principle is being respected throughout the project where it is feasible. The use of traditional materials and methods enhances this approach. The remaining stone from the original boundary wall will be reused to clad the proposed retaining wall, preserving the original look of the boundary wall on the site.

5.5.8 Principle 8 – Promoting honesty of repairs and alterations

To promote good conservation practice in line with the recommendations of international charters, repairs to a protected building or structure should generally be carried out without attempt at disguise or artificial ageing. This does not mean that the repair should be obtrusive or that inappropriate materials should be used in order to contrast with the historic fabric. A good repair, carried out with skill, leaves an interesting record of works done. Deliberately obscuring alterations confuses the historical record that is the building. New repairs should not detract from the visual integrity of the structure but should be discernible on closer inspection.

This principle will be respected as part of the project. The proposed works to the existing historic fabric are to be carried out in accordance with best practice guidelines.

5.5.9 Principle 9 – Using appropriate materials and methods

Only appropriate material and methods should be used in works to a protected structure. The use of modern materials and techniques should only be permitted where their appropriateness is supported by firm scientific evidence or where they have proved themselves over a sufficient period and where traditional alternatives cannot be sourced.

The use of traditional materials and techniques is planned in this project where necessary. Modern materials and methods including services will be used where necessary, but due care and attention will be used to ensure that they have a minimal impact on the historic fabric.

5.5.10 Principle 10 – Ensuring reversibility of alterations

The use of processes which are reversible or substantially reversible, when understanding works to a protected structure is always preferable as this allows for the future correction of unforeseen problems, should the need arise, without lasting damage being caused to the architectural heritage.

Detailed records and archival quality photographs will be taken, and further recording will continue during the build to ensure the reversibility of the works. The proposed works are to be reversible where practical.

5.5.11 Principle 11 – Avoiding incremental damage

Thought must be given by the planning authority to the potential cumulative impact of minor works to the character of protected structures and of ACA's. The quality and character of both can be damaged by incremental alterations. In the case of protected structures this applies to both internal and external works.

This principle will be respected during the proposed works.

5.5.12 Principle 12 – Discouraging the use of Architectural salvage from other buildings

The use of architectural salvage from other buildings should not be encouraged for two reasons. Firstly, the re-use of architectural features from elsewhere can confuse the understanding and appreciation of a building, casting doubt on the authenticity of even the untouched part of the fabric. Secondly, creating a market for salvaged building materials promotes the dismantling of

other older buildings, for example the removal slates or cut-stone elements from a building for reuse elsewhere.

This principle will be respected during the proposed works.

5.5.13 Principle 13 – Complying with building regulations

The building regulations are designed to secure the health and safety of people in and around buildings.

The proposed works have been designed in accordance with modern building regulations.

6.0 Statement of Justification for Works

The proposed works are necessary to protect several properties which have been subject to flooding in the past. The Dromahair Flood Relief Scheme is currently progressing to protect these structures at the subject site. Due to the proximity of the site to the River Bonet and the steep bank topography the most feasible option is to construct a retaining wall in the same location as the existing boundary wall.

The proposed works have been designed to protect the historic fabric on site at the Former Dromahair Railway Station. The works include the deconstruction of the historic boundary wall. These works will have an impact on the original character of the boundary wall and this impact can be mitigated through the use of best practice guidelines, preservation by record and appropriate design using traditional methods and materials. This will make certain that the buildings will continue to be in use and have an economic future for another generation and the historic fabric of the boundary wall is preserved and retained by record as part of the historic structures of Dromahair.

The works will also ensure that the site and vulnerable historic structures within it will be protected from flooding and therefore prevent deterioration of the historic fabric. The proposed works can be seen as a natural evolution of the historic site and how certain needs can change over time. The original boundary wall is no longer suitable for flood protection due to previous damage and alterations.

Through the use of detailed recording and best practice guidelines, as well as using traditional skills and materials, the impact of the proposed works can be minimised as much as possible to ensure the works will have an overall positive impact on the historic site as a whole.

7.0 Conclusions and Suggested Mitigation

In conclusion, the proposed works will have an overall positive impact the historic character of the site as a whole and will ensure better flood protection while maintaining as much of the historic fabric and character as possible. The proposed mitigation measures will ensure that the impact of the individual and overall impacts are mitigated and any loss of fabric will be retained by record to an internationally accepted standard.

The following mitigation measures are proposed:

1. Black and White Archival Photographic Record - to be carried out before, during and after the works.
2. High resolution digital photographs are to be taken on a regular and ongoing basis for the duration of the works and a detailed description of the works undertaken be kept and complied.
3. Any protected fabric scheduled for removal shall be 'Retained by Record ' to ICOMOS standard.
4. A conservation record survey is to be carried out by the Building Conservation Accredited Surveyor on all architectural features of the boundary wall prior to the works commencing. This will ensure that a comprehensive record of the existing structure is established and added to the historical record before any changes are made.
5. Specifications, plans, and method statements prepared by the Building Conservation Accredited Surveyor are to be read and adhered to by the contractor, staff and all involved with the proposed works.
6. All works on site are to be supervised on an ongoing basis by the Project Building Conservation Accredited Surveyor (Accredited by the RICS and SCSI). A detailed record of works is to be kept and complied for submission to the building record after proposed works have been completed.
7. All specialist conservation works are to be undertaken by appropriately qualified and experienced tradesmen e.g. Heritage Stonemason

8.0 Signing Off Statement

Conservation Company:
ACP Archcon Professionals Limited. (Registration No: 591604). Trading as ACP (Registration No. 588345).

Author(s):

David Humphrey's, BAgrSc(Landscape), MSc, PGDipBAdmin(Project Mgmt), DipBldgCons(RICS), C.Build.E., C.Env., FCABE, BCAS, CMLI, MILI, MAPM, MIPM, IHBC, MRICS, MSCSI, MICRI.
Group Director
RICS Certified Historic Building Professional
SCSI Building Conservation Accredited Surveyor
Chartered Building Engineer
Chartered Building Surveyor
Chartered Landscape Architect
Chartered Project Manager
Chartered Environmentalist

Sheena Ryan BA(Hons) Fine Art
Historic Building Consultant

Client: Leitrim County Council

Signed: _____
For ACP Archcon Professionals Limited.

Date: 24th of June 2024

9.0 Project References

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.
http://australia.icomos.org/

National Inventory of Architectural Heritage

http://www.buildingsofireland.ie/

Planning and Development Act 2000, Part IV

http://www.irishstatutebook.ie/eli/2000/act/30/section/51/enacted/en/html#partiv

Architectural Heritage Protection – Guidelines for Planning Authorities, DAHG 2011

http://www.buildingsofireland.ie/FindOutMore/Architectural%20Heritage%20Protection%20-%20Guidelines%20for%20Planning%20Authorities%20(2011).pdf

Irish Architectural Archive

https://iarc.ie/

National Monuments Service Ireland

https://www.archaeology.ie/

County Council Web Site

www.leitrimcoco.ie

Ordnance Survey Ireland

www.osi.ie

Trinity College Dublin – Glucksman Map Library

https://www.tcd.ie/library/map-library/

10.0 Appendices

A. J991D001 - Existing Boundary Wall Drawing
B. Digital Photographic Record & J991D002 - Digital Photographic Record Location Drawing

- APPENDIX A -

J991 FORMER DROMAHAIR RAILWAY STATION, DROMAHAIR, CO. LEITRIM

J991D001 EXISTING BOUNDARY WALL

Ireland:- Grageen House, Cappanuke, Cappamore, Co Limerick, Ireland
Phone: +353 (0) 61 574894, **Email**: info@acpgroup.ie
Web: www.acpgroup.ie

Singapore:- Block 25, Kim Kleat Close #06-01 Singapore 328933
Phone: +65 96425182, **Email:** noel@acpgroup.sg
Web: www.acpgroup.sg

580600.000

580700.000

830300.000

830300.000

580600.000

580700.000

Legend:

EXISTING WALL SECTIONS

SECTION A

TO BE READ IN CONJUNCTION WITH ARCHITECTURAL HERITAGE IMPACT ASSESSMENT REPORT

N

Project Status:
Revision:

1	-
2	-
3	-

ALL WORKS SHALL BE DONE IN ACCORDANCE WITH LOCAL REGULATIONS AND ANY APPLICABLE PLANNING REGULATIONS.

NOTE
THESE DRAWINGS HAVE BEEN PREPARED FOR PLANNING APPLICATION ONLY.

THESE DRAWINGS ARE NOT TO BE USED OR REPRODUCED FOR ANY OTHER PURPOSE, INCLUDING ALTERNATIVE PLANNING APPLICATIONS, TENDER, CONSTRUCTION OR ANY FURTHER APPLICATION APPLICABLE TO THIS SITE/STRUCTURE WITHOUT THE WRITTEN PERMISSION OF ARCHITECTURAL CONSERVATION PROFESSIONALS.

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER REFERENCES AND DOCUMENTATION REFERRED TO IN THESE ARCHITECTURAL DRAWINGS.

DO NOT SCALE FROM THESE DRAWINGS, WORK TO FIGURED DIMENSIONS. THESE DRAWINGS ARE NOT TO INTENDED FOR OR MEANT TO BE USED FOR CONSTRUCTION.

NOT FOR CONSTRUCTION

SURVEY ONLY

Project:
J991 FORMER DROMAHAIR RAILWAY STATION AHIA

Title:
APPENDIX A - EXISTING BOUNDARY WALL

Client:
LEITRIM COUNTY COUNCIL

Scale	Date:
NTS	24/06/2024
Drawing By:	Checked By:
SR	DH
Drawing No:	Revision:
J991D001	-

Architectural Conservation Professionals
Grageen House, Cappanuke, Cappamore, Co. Limerick, IRELAND
Phone: 061 574894
Mobile: 086 8195009
Email: info@acpgroup.ie

- APPENDIX B -

J991 FORMER DROMAHAIR RAILWAY STATION, DROMAHAIR, CO. LEITRIM

DIGITAL PHOTOGRAPHIC RECORD &

J991D002 DIGITAL PHOTOGRAPHIC RECORD LOCATION DRAWING

Ireland:- Grageen House, Cappanuke, Cappamore, Co Limerick, Ireland
Phone: +353 (0) 61 574894, **Email**: info@acpgroup.ie
Web: www.acpgroup.ie

Singapore:- Block 25, Kim Kleat Close #06-01 Singapore 328933
Phone: +65 96425182, **Email:** noel@acpgroup.sg
Web: www.acpgroup.sg

J991_P01 - Existing Boundary Wall Section A

J991_P02 Existing Boundary Wall Section A

J991_P03 Existing Boundary Wall Section B & Section A

J991_P04 Existing Boundary Wall Section B

J991_P05 Existing Boundary Wall Section B

J991_P06 Existing Boundary Wall Section B

J991_P07 View of North Elevations of Fromer Outbuilding

J991_P08 View of North Elevation of The Mill Apartments

J991_P09 Existing Boundary Wall Section B to Section C

J991_P10 Existing Boundary Wall Section B to Section C

J991_P11 Existing Boundary Wall Section B1

J991_P12Existing Boundary Wall Section B

J991_P13 Existing Boundary Wall Section B1

J991_P14 Existing Boundary Wall Section C

J991_P15 Existing Boundary Wall Section D

J991_P16 Existing Boundary Wall Section D

J991_P17 Existing Boundary Wall Section D, C & B

J991_P18 View of Western Elevation of The Mill Apartments

J991_P19 Existing Boundary Wall Gap in Section D

J991_P20 Existing Boundary Wall Gap in Section D

J991_P21 Existing Boundary Wall Section E

J991_P22 Existing Boundary Wall Section E

J991_P23 Existing Boundary Wall Section E

J991_P24 Tributary at Existing Boundary Section F

J991_P25 View of Western Elevation of The Riverbank Restaurant & Boundary Section F

J991_P26 View of Entrance to Former Dromahair Railway Station

J991_P27 View of Northern and Western Elevations of Former Station House

J991_P28 View of Entrance to Former Dromahair Railway Station

J991_P29 View of Northern Elevation of Former Station House

J991_P30 View of Southern Elevation of Former Station Masters House

J991_P31 View of Southern and Eastern Elevations of Former Station Masters House

J991_P32 View of Southern Elevation of The Mill Apartments

J991_P33 View of Western Elevation of Building Adjacent to The Mill Apartments

J991_P34 View of Northern and Western Elevations of Locomotive Shed

J991_P35 View of Northern Elevation of Former Outbuildings

J991_P36 View of Northern and Western Elevations of Former Outbuildings

J991_P37 View of Southern and Eastern Elevations of The Mill Apartments

J991_P38 View of Eastern Elevation of Former Station Masters House

580600.000

580700.000

830300.000

Existing Boundary Wall

Riverbank

SECTION A

SECTION B1

SECTION B

SECTION C

SECTION D

SECTION E

SECTION F

SECTION G

P01 P02 P03 P04 P05 P06 P07 P08 P09 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35 P36 P37 P38

Legend:

Photograph Number, Location and Orientation

P01

TO BE READ IN CONJUNCTION WITH ARCHITECTURAL HERITAGE IMPACT ASSESSMENT REPORT - APPENDIX B - DIGITAL PHOTOGRAPHIC RECORD

N

Project Status:
Revision:

1	-
2	-
3	-

ALL WORKS SHALL BE DONE IN ACCORDANCE WITH LOCAL REGULATIONS AND ANY APPLICABLE PLANNING REGULATIONS.

NOTE
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NOT FOR CONSTRUCTION

SURVEY ONLY

Project:
J991 FORMER DROMAHAIR RAILWAY STATION AHIA

Title:
APPENDIX B - DIGITAL PHOTOGRAPHIC RECORD LOCATION DRAWING

Client:
LEITRIM COUNTY COUNCIL

Scale	Date:
NTS	29/01/2024
Drawing By: SR	Checked By: DH
Drawing No: J991D002	Revision: -

Architectural Conservation Professionals
Grageen House, Cappanuke, Cappamore, Co. Limerick, IRELAND
Phone: 061 574894
Mobile: 086 8195009
Email: info@acpgroup.ie

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NATIONAL	INTERNATIONAL
Government Departments	The World Bank
Heritage Council	Heritage Foundation Newfoundland
Financial Institutions	Kingdom of Saudi Arabia
Private Clients	Private Clients
Local Authorities	
Educational Institutes	
Community Groups	

Architects & Conservation Architects

Chartered Building Surveyors

Building Conservation Accredited Surveyors (SCSI/RICS)

Conservation Building Engineers

Historic and Ecological Landscape Consultants

Project Managers, Quantity Surveyors and Building Economists

Historic Metalwork Consultants

UAV Aerial Surveys (Licensed By IAA)

Ireland:- Grageen House, Cappanuke, Cappamore, Co Limerick, Ireland
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