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# Chapter 15

## Architectural Heritage

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## Chapter 15

## Architectural Heritage

### 15.1 Introduction

This chapter assesses the potential impact on architectural heritage of the proposed bridge that will cross from Ferrybank, on the northern side of the River Suir, to Meagher's Quay and Coal Quay on the southern side. The history of each side of the river in the vicinity of the proposed bridge is summarised and the historic buildings and other structures in the vicinity are identified and described. Where it is assessed that there could be a significant impact, mitigation measures are suggested.

The proposed bridge will land at Ferrybank, on the northern side of the river, and at the junction of Meagher's Quay and Coal Quay on the southern side. The bridge will have a 32.5m wide central opening with a 25m wide navigable channel, the bascules being supported on either side of the opening by arched cantilevered sections supported on piers. One other pier would stand in the river mid-way between these arched sections and each of the river banks.

### 15.2 Methodology

The built heritage assessment examines buildings and other structures in the vicinity of the proposed bridge and assesses the architectural significance of those structures with the anticipated effect of the bridge on their character. The emphasis is on structures still standing. Where a building or other structure has been destroyed, it no longer has architectural significance on the landscape, though it may leave traces that fall within the ambit of the archaeological assessment. It may also have had an importance that remains through the historical record, though this is not of concern to the present task. For a structure to have architectural significance it need not survive intact and ruins, or even fragments of buildings, may be of importance.

The identification of buildings and structures to be assessed for impact was based in the first instance on an analysis of current Ordnance Survey maps. The potential for any building or other structure near to the proposed bridge to have special architectural significance was also gauged through examination of the following sources:

- Waterford City Development Plan 2013-2019;
- Pre-Ordnance Survey map by William Richards and Bernard Scalé; and
- Ordnance Survey six-inch maps of 1840 and 1902.

Any buildings close to the proposed bridge that were identified on the earlier Ordnance Survey maps were then checked against the current Ordnance Survey maps to ascertain which were still extant.

The sites on either side of the River Suir were then inspected to identify those structures noted in the desktop survey to assess them for their architectural quality. The possibility of finding structures of architectural significance not identified from the desktop assessment was kept in mind during the site work and any potential additional structures were examined.

The entries in the Record of Protected Structures (RPS) for the city of Waterford were also checked.

The structures identified in the vicinity of the proposed bridge were examined to assess the potential effects of the proposal and to consider potential for mitigation where

necessary. In each case the structures identified are rated in accordance with the system adopted by the National Inventory of Architectural Heritage (NIAH) wherein a structure is rated as being of International, National, Regional or Local interest, or, if a structure is of no special interest, the NIAH includes a category of "Record only"<sup>1</sup>.

The definitions for each of these categories is as follows:

*International:*

*Structures or sites of sufficient architectural heritage importance to be considered in an international context. Examples include St Fin Barre's Cathedral, Cork. These are exceptional structures that can be compared to and contrasted with the finest architectural heritage in other countries.*

*National:*

*Structures or sites that make a significant contribution to the architectural heritage of Ireland. These are structures and sites that are considered to be of great architectural heritage significance in an Irish context. Examples include Ardnacrusha Power Station, Co. Clare; the Ford Factory, Cork; Carroll's Factory, Dundalk; Lismore Castle, Co. Waterford; Sligo Courthouse, Sligo; and Emo Court, Co. Laois.*

*Regional:*

*Structures or sites that make a significant contribution to the architectural heritage within their region or area. They also stand in comparison with similar structures or sites in other regions or areas within Ireland. Examples would include many Georgian terraces; Nenagh Courthouse, Co. Tipperary; or the Bailey Lighthouse, Howth. Increasingly, structures that need to be protected include structures or sites that make a significant contribution to the architectural heritage within their own locality. Examples of these would include modest terraces and timber shopfronts.*

*Local:*

*These are structures or sites of some vintage that make a contribution to the architectural heritage but may not merit being placed in the RPS separately. Such structures may have lost much of their original fabric.*

*Record only:*

*These are structures or sites that are not deemed to have sufficient presence or inherent architectural or other importance at the time of recording to warrant a higher rating. It is acknowledged, however, that they might be considered further at a future time.*

The legislation relating to the protection of architectural heritage is set down in the Planning and Development Act 2000 and this defines architectural heritage as including structures which are of special interest under the headings of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Wherever the phrase "special architectural interest" is used in this report it should be taken as including special interest in any one or more of these eight categories.

In this assessment, each building or structure that is considered is assigned a rating in accordance with the NIAH system, or is stated to be not of special architectural interest. Where the rating is deemed to be higher than "Record only", the category of special interest is noted.

It should be noted that the term "special architectural interest" applies only in the context of this assessment of architectural heritage and does not imply that those

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<sup>1</sup> National Inventory of Architectural Heritage *NIAH Handbook* edition June 2006 pp. 22-23

buildings and other structures that are not considered to be of special architectural interest are in any way inferior or are of lower value.

## 15.3 Description of Receiving Environment

### 15.3.1 Historical background

The city of Waterford has its origins in Viking times, when the city stretched along the waterfront between Barronstrand Street and The Mall. Following the arrival of the Normans the city expanded westwards, presenting a longer frontage to the river. By the mid-eighteenth century the quays stretched along the full length of the city's river frontage, from Reginald's Tower and The Mall in the east, to the Graving Bank in the west, around the site of the present Grattan Quay.



Plate 15.1 Detail of Van der Hagen's painting of Waterford, 1736

The quay frontage of the city at this time was recorded in an oil painting by William van der Hagen, taken from Misery Hill, in 1736. In the detail presented in Plate 15.1 Barronstrand Street is in the centre of the view. Directly opposite Barronstrand Street a small building may be seen on the quays at right angles to the river. Ships may be seen with their sterns projecting out into the river.

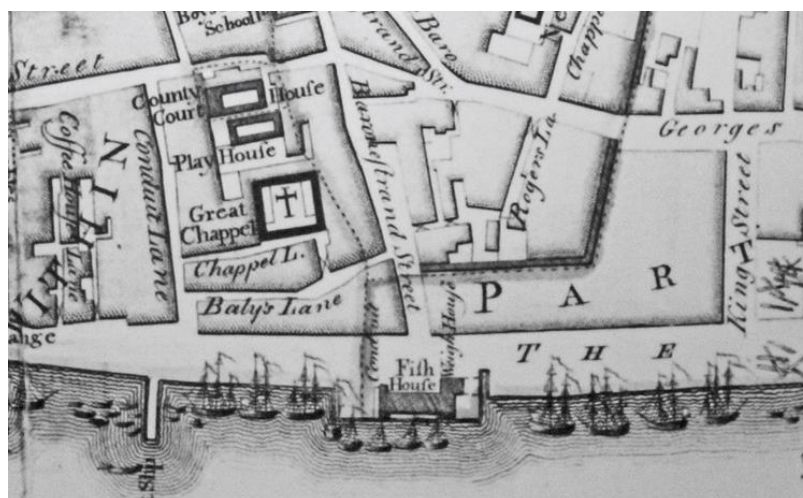


Plate 15.2 Detail of Scalé and Richards's map of Waterford, 1764

The city was recorded in map form in the mid-eighteenth century by Bernard Scalé and William Richards, who showed a more substantial building on the frontage opposite Barronstrand Street and this was labelled “Fish House”, see Plate 15.2. The quay projected into the river at this point. The Fish House shown on the map had been built shortly after van der Hagen had executed his painting and, presumably, replaced the smaller structure on or near the site. Charles Smith described it thus, in 1746 (with spelling modernised):

*The fish house, conveniently situated on the quay, is a neat, plain building, supported by several arches of hewn stone, and within, are blocks of stone tables for the laying on of the fish, which are kept constantly clean and sweet. Over the house is a neat lantern, with a bell, which is tolled to warn the inhabitants when the fish is arrived. This house was but lately erected at a considerable expense.*

Smith described the quay as being above half a mile in length and of considerable breadth – it is approximately a kilometre long. He stated that the quay was fronted with hewn stone, well paved, and in some places was 40 foot broad – equivalent to about 12 metres. About five moles or piers projected from the quay into the river. One of these – the Ferry Boat Slip – may be seen towards the left in the map extract above. The detail of the Scalé and Richards map of 1764 that is presented in Plate 15.3 shows both sides of the river. The site of the proposed bridge is in the centre of this map extract, which shows that on the northern bank, at the bottom of the map extract, there are fields and no buildings in the proposed location for the bridge. The ferry that gave the name to Ferrybank is seen a little to the left.



**Plate 15.3** Detail of Scalé and Richards's map of 1764 showing Ferrybank at the bottom

In 1784 an act of parliament gave the Corporation of Waterford the power to bring into being commissioners with responsibility for making wide and convenient streets in the city. The powers given to the commissioners under the terms of the act of parliament were the same as those under which the equivalent commissioners in Dublin operated, with powers of compulsory purchase and with compensation to be determined by an independent jury. Over the ensuing decades, the commissioners brought about many changes to the city, including the widening of the quays. By the time of the publication of the first Ordnance Survey map of Waterford in 1840, the quay at the end of Barronstrand Street was more than 30m wide, between the facades of the buildings and the water's edge, as compared to the figure of 12m suggested by Smith a century

before. Subsequent widening in the later 20<sup>th</sup> century has brought the width to about 55 metres.

Up to the end of the 18<sup>th</sup> century, the ferry was extremely important to Waterford as there was no bridge over the River Suir. The lowest bridging point on the river was in Carrick-on-Suir, some 30km upstream. The width of the river was a major problem for the construction of a bridge – some 300m at the ferry crossing. Furthermore, the river was up to eighteen metres deep. Various proposals for bridging the River Suir at Waterford came to nothing.

In 1789 the Corporation of Londonderry engaged an American, Lemuel Cox, to bridge the Foyle, which was also about 300m wide. Cox specialised in the construction of timber bridges of significant length and while he was in Ireland, he built long bridges at Wexford, Ferrycarrig, New Ross and Mountgarret (near New Ross). In 1793 he was engaged to bridge the River Suir at Waterford and he selected a site at the western end of the city, where the river was only about 250m wide. His timber trestle bridge was completed in January 1794 as presented in Plate 15.4 and survived more than a century until it was replaced by a ferro-concrete bridge in 1910. This, in turn, was replaced by the present bridge, Rice Bridge.



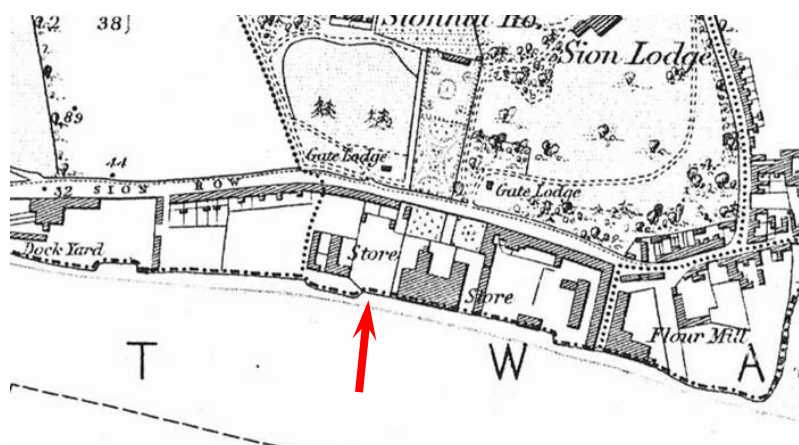
**Plate 15.4** Cox's timber bridge of 1794

In the 1820s the Fish House was removed from the quay opposite Barronstrand Street. In 1824 Rev. Ryland commented that the market house "has recently been erected on a piece of ground immediately adjoining the river; ... but its situation is ill chosen, as it breaks in upon the line of quay, which extends from one end of the city to the other ..." He added that "the Fish House, a neat building, is similarly situated, and obstructs the view in like manner. It is to be hoped that these two buildings may be made to give way to the beauty of the city." He got his wish as far as the Fish House was concerned, as it is not depicted on Leahy's map, published in 1834. The market building lasted longer and is seen in Plate 15.4.



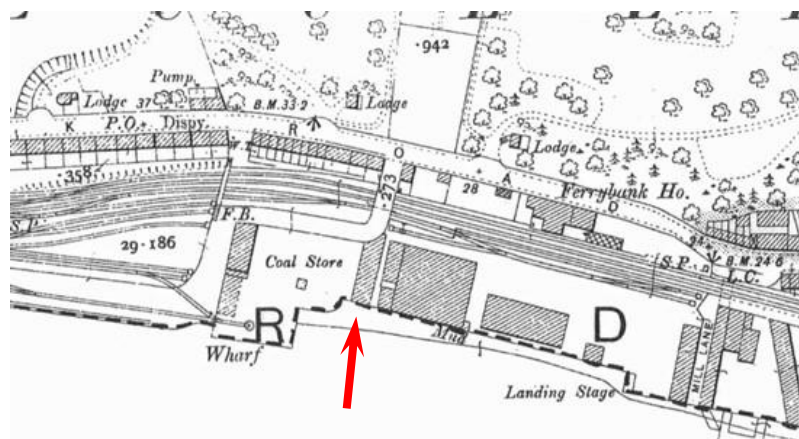
**Plate 15.5** Detail of Leahy's map of Waterford, 1834

Leahy's map appears to show the quays to be somewhat wider than they had been in the 18<sup>th</sup> century, indicating that the Wide Streets Commissioners had completed their work on the river front, see Plate 15.5. The site for the proposed bridge on the quays is indicated by the purple line crossing the quays near the centre of the map. On the northern side of the river the map shows that there were now buildings alongside the road and near the river front close to the location for the proposed bridge.



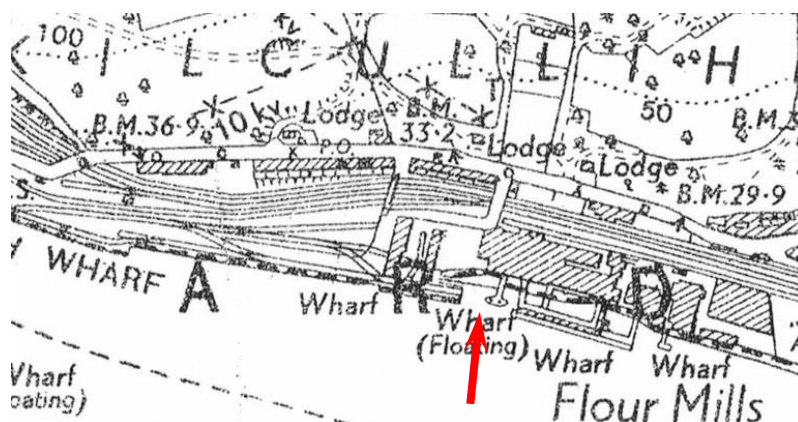
**Plate 15.6** Ordnance Survey map of c.1840 showing Ferrybank

The first edition Ordnance Survey map that was published in 1842 showed the buildings on the Ferrybank side in more detail than Leahy's map, see Plate 15.6. This shows that there were storage buildings related to the port on the north bank of the river, with houses along most of the southern side of the road. The arrow on the map in Plate 15.6 indicates the approximate position of the proposed bridge.



**Plate 15.7** Ordnance Survey map of c.1903 showing Ferrybank

By the opening years of the 20<sup>th</sup> century, the buildings along the northern bank of the River Suir had changed slightly, with a building now on the site proposed for the bridge, see Plate 15.7. The most significant change in this area was the arrival of the railway. Waterford had received its first railway connection in 1854 with the opening of a line to Kilkenny by the Waterford and Kilkenny Railway Company and another to Limerick by the Waterford and Limerick Railway Company. These lines terminated to the west of Waterford Bridge and the station on the present site opened in 1864. A siding was constructed to Ferrybank in 1883 to serve Hall's Flour Mills and in 1904 the main line was continued through Ferrybank and onward to New Ross, while a second line opened to Rosslare in 1906. The bridge over the railway at Ferrybank would have been built in about 1903 as part of these railway works.



**Plate 15.8** Ordnance Survey map of 1950

The amount of development at Ferrybank in the vicinity of the proposed bridge changed little over the subsequent decades of the 20<sup>th</sup> century and the Ordnance Survey six-inch map of 1950, presented in Plate 15.8, shows similar railway sidings and port buildings.



**Plate 15.9** Ordnance Survey map of c.1840 showing southern side of river

On the southern side of the river the Ordnance Survey map that was published in 1842 confirms that the Fish House had gone from the quays at that time. The map shows that this part of the quays was open, without buildings, as presented in Plate 15.9.



**Plate 15.10** Ordnance Survey map of c.1903 showing southern side of river

The Ordnance Survey's map that was published in the opening years of the 20<sup>th</sup> century show that by that time pontoons, or floating wharves, had been provided in the river to allow for larger ships to berth alongside the quays. The map also shows the Clock Tower, as presented in Plate 15.10. This clock tower was built to the design of Charles Tarrant, Waterford County Surveyor, and completed in 1861 with funds by public subscription.

During the 20<sup>th</sup> century this part of the quays remained relatively unchanged until the end of the century, when the pontoons were removed from the river and the quay was widened. Subsequently a significant amount of street furniture has been provided along the quays, providing for car parking, cycle parking, tourist information and other facilities.

### 15.3.2 Conservation Context

#### 15.3.2.1 Protected structures

The Record of Protected Structures (RPS) for Waterford City is set down in the Waterford City Development Plan 2013-2019 as amended in February 2018. The prefix WA730 was added to each of the reference numbers at this time of this amendment. The Record of Protected Structures includes a number of buildings fronting on to Meaghers Quay and Coal Quay, in the vicinity of the proposed bridge.

These are listed in Table 15.1. Buildings in other streets in the vicinity, such as Barronstrand Street, are too far from the proposed bridge for it to have any appreciable impact on their character.

**Table 15.1 Record of Protected Structures in the Vicinity of the Proposed Bridge**

Reference	Address	Description
WA730 384	73-74 Coal Quay	Allied Irish Bank
WA730 997	75 Coal Quay	Kelly's
WA730 998	76 Coal Quay	Kelly's
WA730 996	81 Coal Quay	The Quay
WA730 700	82 Coal Quay	Clock Tower Dry Cleaners
WA730 702	83 Coal Quay	Farrell Travel
WA730 699	84 Coal Quay	Grant Hair
WA730 385	85 Coal Quay	-
WA730 573	86 Coal Quay	-
WA730 386	87 Coal Quay	-
WA730 387	88 Coal Quay	-
WA730 574	89 Coal Quay	-
WA730 388	90 Coal Quay	Including medieval chamber at rear
WA730 575	90-91 Coal Quay	-
WA730 576	92 Coal Quay	-
WA730 577	95 Coal Quay	-
WA730 389	97 Coal Quay	Including 16 <sup>th</sup> century f/place window niche
WA730 392	Meagher's Quay	Clock Tower
WA730 393	50 Meagher's Quay	-
WA730 394	60 Meagher's Quay	-
WA730 833	67 Meagher's Quay	Kitchen Shop (The)
WA730 507	14 Dock Road	-
WA730 594	Meagher's Quay	Cast iron bollards from 1899 and 1900

### 15.3.2.2 Conservation areas

The site for the proposed bridge on the southern side of the river is within the South Quays Architectural Conservation Area (ACA). The ACA includes the quays from the margin of the river to the rear boundaries of the buildings fronting on to the quay. There is no conservation area at Ferrybank, where the northern end of the proposed bridge will land.

### 15.3.2.3 National Inventory of Architectural Heritage

The National Inventory of Architectural Heritage (NIAH) includes a number of buildings along the quays in Waterford and others at Ferrybank. This includes many of the protected structures listed in Table 15.1 along with those listed in Table 15.2.

**Table 15.2 Buildings Listed by the National Inventory of Architectural Heritage**

Address	Description
52-53 Meagher's Quay	Shaw and Sons
61-66 Meagher's Quay	Granville Hotel
79 Coal Quay	Top to Toe
80 Coal Quay	Shoe Box
North Wharf	Freestanding steel crane
Dock Road	R & H Hall grain store
Edmund Rice Bridge	Concrete road bridge

### 15.3.3 Site Survey

#### 15.3.3.1 Access at Ferrybank



**Plate 15.11: Site for bridge landing at Ferrybank**

On the northern side of the river the bridge will land at Ferrybank. Here the existing wharfs alongside the river are built out over the river on piles, the deck and the piles being of concrete, with timber fenders along the river margin. Access to this area is via a bridge over the railway and a ramp running down to the wharf, flanked by stone walls. The bridge has abutments of stone, while the deck is of reinforced concrete. This access is a protected structure and is included in the Record of Protected Structures under reference 529.

**Date of construction:** c.1900

**Protected structure?:** Access was a protected structure, reference 529, however it has now been removed from the Record of Protected Structures

**Special interest:** Technical, historical

**Special interest rating:** Regional

**Impacts on built heritage:** Pedestrian access to the proposed bridge will be via the access over the railway. This will necessitate breaking open a pedestrian access through the parapet wall that encloses the ramp, where it turns from the bridge to descend to the wharf.

**Level of impact:** Moderate

<b>Effects on setting:</b>	Slight
<b>Mitigation required:</b>	Yes. Stones salvaged in the works will be used at either side of the breach in the wall and laid in a lime-based mortar to match the stonework of the original wall.
<b>Residual impact:</b>	Slight

### 15.3.3.2 Number 14 Dock Road



**Plate 15.12**      **Number 14 Dock Road**

Number 14 Dock Road stands adjacent to the access down to the North Wharf at Ferrybank. The house dates from around the 1830s and has a panelled front door with segmental fanlight. There is only one window in the northern elevation, while the rear, south-facing, elevation is two-storey and has a number of windows on each level looking southward. The house is separated from the access ramp to the wharf by the railway line and the garden at the rear of the house.

<b>Date of construction:</b>	c.1830s
<b>Protected structure?:</b>	Yes, reference 507, doorway only
<b>Special interest:</b>	Architectural
<b>Special interest rating:</b>	Regional
<b>Impacts on built heritage:</b>	The nearest point of the proposed bridge will be approximately 90m from the house, with the access ramp lying between. The access to the bridge from the ramp will be about 35m from the house, on the opposite side from the doorway.
<b>Level of impact:</b>	None
<b>Effects on setting:</b>	None
<b>Mitigation required:</b>	No

### 15.3.3.3 Clock Tower



**Plate 15.13** Clock tower

The Clock Tower stands opposite Barronstrand Street at the intersection between Meagher's Quay and Coal Quay. It was built in 1861 and has been a prominent landmark on the quays ever since. The tower stands approximately 30 metres from the present river margin of the quays.

- Date of construction:** 1905-06
- Protected structure?:** Yes, reference 392
- Special interest:** Architectural, artistic, historical, social, technical
- Special interest rating:** Regional
- Impacts on built heritage:** There will be no direct impact. The bridge will land at the quay edge about 30m away, arriving at a height of approximately 1.5m above the deck of the quay so as to avoid a breach in the flood defences. The ground will be ramped up from the base of the Clock Tower to the bridge deck. The tower will be protected during the works.
- Level of impact:** No direct impact
- Effects on setting:** Insignificant. The proposed bridge will provide a good vantage point from which to view the Clock Tower.
- Mitigation required:** No

### 15.3.3.4 Coal Quay



**Plate 15.14** Coal Quay, in the vicinity of the proposed bridge

Coal Quay lies to the east of the junction of Barronstrand Street and the South Quay and to the east of the proposed landing of the southern end of the bridge. A significant proportion of the buildings fronting Coal Quay are protected structures, including the three that will be closest to the proposed bridge – these are the two cream-coloured buildings in the centre of the photograph and the stone-faced bank building at the right-hand margin, i.e. 73-76 Coal Quay. These protected structures are presented in Table 15.1 and their RPS reference numbers are 384, 997 and 998. Coal Quay is also within the South Quays Architectural Conservation Area.

<b>Date of construction:</b>	Varied
<b>Protected structure?:</b>	There are 17 protected structures in Coal Quay
<b>Special interest:</b>	Architectural
<b>Special interest rating:</b>	Regional
<b>Impacts on built heritage:</b>	There will be no direct impact. The proposed bridge will land on the southern quays at a minimum distance of 50 metres from the buildings.
<b>Level of impact:</b>	No direct impact
<b>Effects on setting:</b>	Insignificant
<b>Mitigation required:</b>	No

### 15.3.3.5 Meagher's Quay



**Plate 15.15** Meagher's Quay in the vicinity of the proposed bridge

Meagher's Quay lies to the west of the junction of Barronstrand Street with the quays and to the west of the proposed landing of the southern end of the proposed bridge. Some of the buildings fronting Coal Quay are protected structures, including number 67, which is next but one to the corner of Barronstrand Street and about 60m from the site of the proposed bridge. This building is seen second from left in the photograph. Meagher's Quay is also within the South Quays Architectural Conservation Area.

<b>Date of construction:</b>	Varied
<b>Protected structure?:</b>	There are three protected structures in Meagher's Quay
<b>Special interest:</b>	Architectural
<b>Special interest rating:</b>	Regional
<b>Impacts on built heritage:</b>	There will be no direct impact. The proposed bridge will land on the southern quays at a minimum distance of 60 metres from the buildings.
<b>Level of impact:</b>	No direct impact
<b>Effects on setting:</b>	Insignificant
<b>Mitigation required:</b>	No

### 15.3.3.6 *Edmund Rice Bridge*



**Plate 15.16** Edmund Rice Bridge

Edmund Rice Bridge lies upstream, to the west, of the site for the proposed bridge. The bridge is constructed with linear groups of concrete piles that support the reinforced concrete deck. In the centre of the bridge there is a lifting section

**Date of construction:** 1986

**Protected structure?:** Formerly a protected structure, reference 713, though now removed from the Record of Protected Structures

**Special interest:** Architectural, historical, social, technical

**Special interest rating:** Regional

**Impacts on built heritage:** There will be no direct impact. The proposed bridge will be approximately 560m downstream from Rice Bridge. The bridge will provide a vantage point from which Rice Bridge may be viewed.

**Level of impact:** No direct impact

**Effects on setting:** Insignificant

**Mitigation required:** No

### 15.3.3.7 *Sion Hill*



**Plate 15.17** Sion Hill, with river front at Ferrybank in foreground

Sion Hill is an early-nineteenth century house on a site above Dock Road, overlooking the river and the city. It is two-storey and three-bay with a hipped roof and a rendered

façade. The façade is rendered and painted and adorned with a prostyle tetrastyle portico.

<b>Date of construction:</b>	c.1820
<b>Protected structure?:</b>	Yes, reference WA730 107
<b>Special interest:</b>	Architectural, historical, social
<b>Special interest rating:</b>	Regional
<b>Impacts on built heritage:</b>	There will be no direct impact. The proposed bridge will be within view of the front of the house, but would not have a significant impact.
<b>Level of impact:</b>	No direct impact
<b>Effects on setting:</b>	Insignificant
<b>Mitigation required:</b>	No

## 15.4 Description of Potential Impacts

There would only be one direct impact on a structure of architectural heritage significance arising out of the construction of the proposed bridge. The connection to the proposed bridge on the northern side would require provision of a breach in the rubble stone wall of the access ramp to North Wharf near the bridge over the railway. This ramp is a protected structure.

There will likely be positive impacts arising from the facility afforded by the proposed bridge for viewing the significant architectural heritage. In particular, the bridge will provide a good vantage point for views of Edmund Rice Bridge and the approach towards the south quays will highlight the Clock Tower direction in front of the viewer walking on the bridge. The bridge will also provide good views of the buildings along the frontage of the quays.

## 15.5 Mitigation Measures

### Meagher's Quay

Mitigation will be required on Meagher's Quay where the landing of the new bridge will be located, necessitating the formation of a breach in the stonework of the quay. This should be mitigated by making good either side of the breach in the wall with stones salvaged in the works and laid in a lime-based mortar to match the stonework of the original wall.

Any cut stone removed from the quay wall or the surface of the quay is to be reused in a similar manner or, where this is not possible or appropriate, the stone is to be salvaged and stored for future use elsewhere along the quays.

Following mitigation, the expected impact on the character of the quay would be slight.

### Clock tower

Mitigation will be required to safeguard the clock tower during the works. The clock tower is to be excluded from the working area and the hoarding surrounding the working area is to be located outside the ring of post-and-chain fencing around the northern, eastern and western sides of the tower.

Prior to the commencement of works and prior to the erection of the site hoarding a detailed photographic record of the clock tower is to be made showing both the interior

and the exterior of the tower. A report based on this photographic survey is to be prepared and lodged with the Conservation Officer, with a copy also lodged with the Waterford City and County Libraries Central Library. The cast iron bollards around the Clock Tower are protected structures and care will be taken to ensure that there will be no damage to the bollards during construction works. The bollards will be removed during construction and relocated within the South Plaza during operation.

Prior to the commencement of the works on the quays a vibration monitor is to be set up within the clock tower and this is to have the facility to send an alarm to a designated engineer in the event of the vibrations within the tower exceeding a predetermined limit to be set by the engineer at a level below which any damage to the tower through vibration is likely to occur.

## **15.6 Residual Impacts**

The residual impact on the approach ramp to the North Wharf following mitigation would be slight.

There would be no other significant residual impacts.

## **15.7 Difficulties Encountered**

No difficulties were encountered in the compilation of this chapter.

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