

ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

PROPOSED APARTMENT DEVELOPMENT AT SWORDS ROAD / SANTRY AVENUE, SANTRY, DUBLIN 9



DERMOT NOLAN
CONSERVATION ARCHITECT

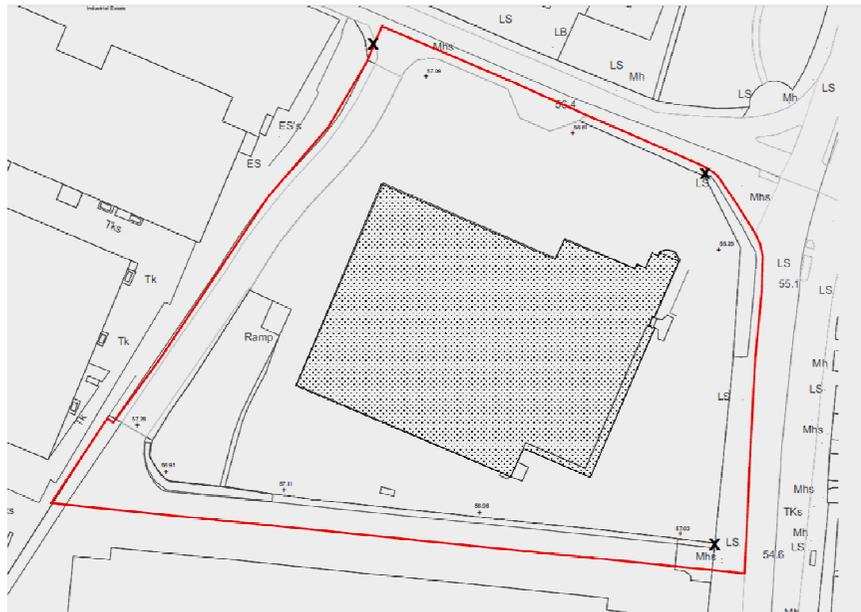
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1. INTRODUCTION, OUTLINE DESCRIPTION OF DEVELOPMENT.

1.1 An application for a proposed development is being made to An Bord Pleanála on behalf of Dwyer Nolan Developments. The development comprises 350 no. apartments laid out in four blocks, mostly of 7 storeys, but with lesser elements at 10 and 14 storeys, on an approximately rectilinear site located at the south/west corner of the junction of Swords Road and Santry Avenue, Dublin 9.



PIC. 1; EXISTING SITE LAYOUT (EXTANT BUILDING SHOWN DOTTED).

1.2 The site currently accommodates an industrial/storage/sales building which was originally (in the 1950s) constructed as a factory for the assembly, storage, sale and maintenance of agricultural machinery, including tractors. It has, since the 1990s been used as a Builders' Providers, initially Buckleys, then Heiton/Buckleys and, latterly, Chadwicks.

1.3 To allow for optimum site usage, the proposal includes the total demolition of the existing building(s) on site.

1.4 In the Planning report prepared by Dublin City Council, of various observations made on the proposal by third parties, the following comment is made: *"Existing attractive industrial buildings on the site should be retained."*

The Conservation Officer is further quoted in the report as follows:

14) The following requirements of DCC's Conservation Division shall be adhered to:

- (a) A conservation expert shall be employed to complete an Architectural Heritage Assessment of the extant principle Heiton and Buckley building, setting out its history, architect and identifying all significant features.
- (b) The AHIA shall include a comprehensive and detailed photographic record cross referenced against a detailed drawn record.
- (c) The AHIA, photographic record & drawings shall be submitted to the Conservation Section in DCC and the Irish Architectural Archive.

1.5 This is considered a reasonable request. I understand *"the extant principle Heiton & Buckley building"* to refer to the original 1950s factory (which may have been later adapted or extended in the late 20th century). So, the attached photographic record covers the entirety of the extant buildings. I also include some imagery of it the body of this report so as to provide some context.

1.6 The Irish Architectural Archive was consulted in relation to the preferred format of the submission. Accordingly, this Architectural Heritage Assessment, and the associated photographic record, will be presented in both digital and hard-copy format.



PIC . 2; PROPOSED SITE PLAN (PROPOSED NEW BLOCKS INDICATED BY DOTTED AREA, COLOURED ORANGE).

- 1.7 It is noted that there are Protected Structures, and entries in the National Inventory of Architectural Heritage, in the vicinity of the site, notably to the east of Swords Road. These, however, are apparently not considered to be unduly impacted by the proposed development and are thus not considered as part of this report.
- 1.8 There are two situations where an AHIA is required as part of a planning application (in accordance with *“Architectural Heritage Protection; guidelines for Planning Authorities”* (Appendix B, Section B1.1). In this instance, the second would appear to apply, as follows: *(b) where permission has been granted for works to a protected structure or a proposed protected structure, to record the existing fixtures or features which contribute to its special interest and which would be lost or altered as a result of the works.*
- 1.9 At B2.1, it states: *“The detail and extent of the assessment should be appropriate to the nature and scale of the proposed works”*. Accordingly, it is not proposed to provide a detailed analysis of the impact of the proposed development on the nearby Protected Structures identified at 1.7 .
- Nor will this report address the possible impact of the proposed development upon the *“extant principal Heiton & Buckley building”* as it is proposed, as part of the development, to demolish this building (which is neither a Protected Structure nor a Proposed Protected Structure).
- Thus, this report will focus exclusively, as requested at (a), (b) and (c) of the Conservation Officer’s report, on the original building *“setting out its history, architect and identifying all significant features”*.
- 1.10 Accordingly, the author visited the premises of Heiton & Buckley on 12th May 2022 to photograph the exterior of the entire building and all accessible parts of the interior.
- The camera used was a Nikon D700, fitted with a 16-35mm zoom lens for most of the photographs, with a 50mm fixed lens, or 70-300mm zoom for some close-up or detailed shots.
- The weather was dry and overcast.
- 1.11 The photographs were cross-referenced with a drawing which had been prepared by the designers of the scheme, Davey + Smith Architects. These drawings are reproduced not to scale, with the interior plans being reproduced at a larger scale for clarity.

2. HISTORY & CONTEXT OF EXISTING BUILDING.

2.1 Early O.S. maps reveal that this site was unbuilt upon in the 1830s and 1910. Later maps revealed the site to have been developed between 1947 and 1953.

2.2 It has been established by research that, at this site (referred to as “Harvester’s Corner”), a building was constructed in the early 1950s, by J. H. Saville & Co. to accommodate the display and sale of farming machinery, such as tractors, etc., manufactured by International Harvesters Ltd.

International Harvesters was an American company which was formed by a merger of McCormick Harvesting Machine Company and Deering Harvester Company and three smaller manufactures.

There was some conjecture as to whether this machinery was also assembled at the plant, as vehicle assembly was a thriving industry in the 1950s and 1960s.

An article in a handbook published by International Harvesters confirmed that the premises were, indeed, used as “assembly plant, workshops, salerooms and service facilities”. This handbook (relevant page on right describes the opening of the plant) was uncovered in the Wisconsin Historical Society’s website. Wisconsin was and is, of course, a state with a huge agricultural economic base, IH had large premises in the state.

2.3 It will be appreciated that in this era, 30 years after the foundation of the state, Ireland was embracing industrialisation which radically affected large towns and cities. Outside these, it was still a society very much based upon agriculture. Santry was very much part of the hinterland of “North County Dublin”, complete with its own village Blacksmith.



PIC. 3; EXCERPT FROM WISCONSIN HISTORICAL SOCIETY YEARBOOK (PHOTO OF BUILDING TAKEN ON INAUGURATION DAY, 2ND MAY 1951).

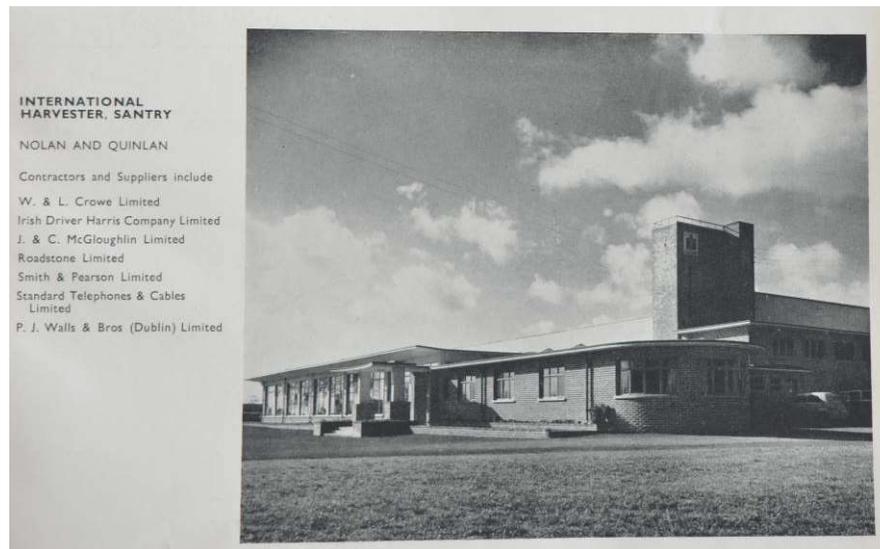
2.4 While older industries tended to remain in their traditional city-centre locations, new industries were commonly located on the outskirts of cities. Examples of these “new industries” included Jeyes, Aspro, and Bush, all of whom built new premises outside of Dublin at this time.

Possibly embracing “the spirit of the age”, these manufacturers frequently built modern, forward-looking structures, which required modern, forward-looking Architects. Perhaps surprisingly, many of these Architects looked beyond the historic neighbour, England, and towards mainland Europe, for influence.

2.5 Of particular interest were the Art Deco structures in Belgium and Holland, which was followed by the “Dutch School” of “Amsterdam School”, which developed into the specific Brick-Cubism by Dudok and Berlage.

Perhaps because of its partial adoption by Dublin Corporation’s Housing Department, exemplified by inner city apartment schemes of Herbert Simms, the works of the above two Architects were particularly influential.

2.6 Many of the designers of the factories for the industries mentioned at 2.3 adopted this style which became known as “Early Modernism”; these were exemplified by robust, organic forms, horizontal emphasis (often punctuated by strong, vertical elements), flat roofs, often overhung and extensive use of brick. I believe it is fair to say that the works of Frank Lloyd Wright had a strong influence on this movement.

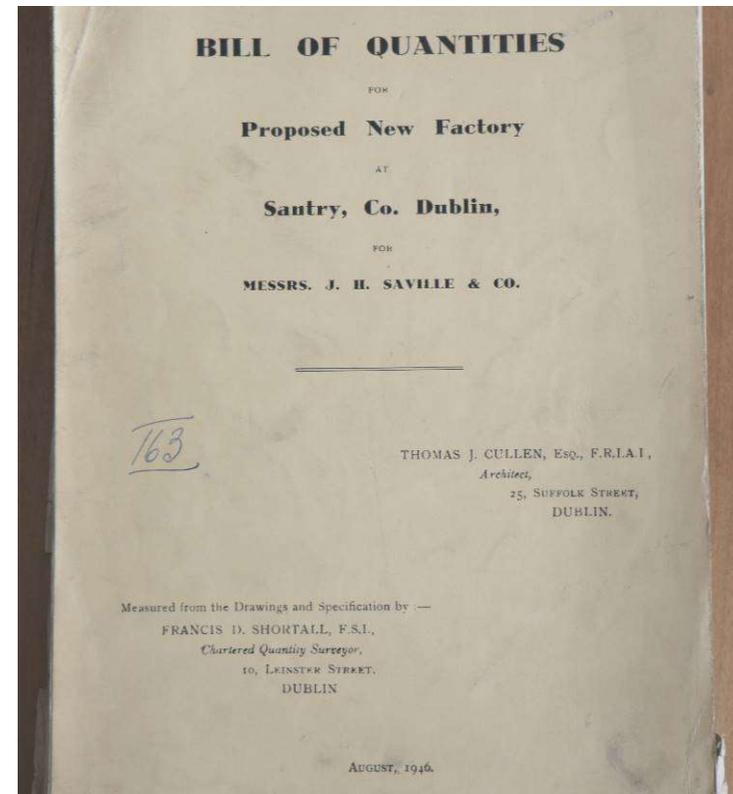


PIC. 4; SUMMARY IN TRADE MAGAZINE.

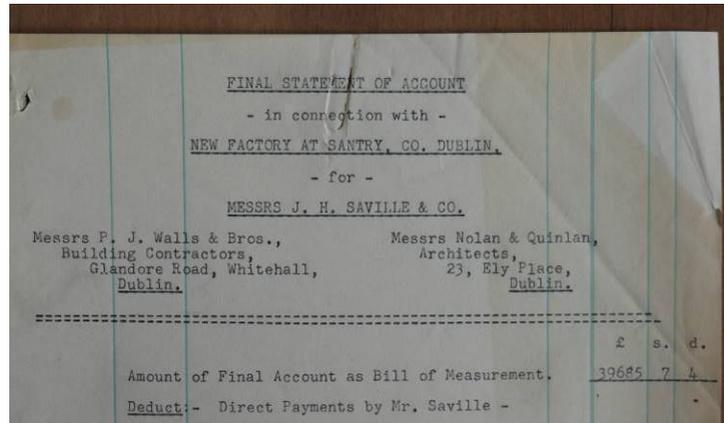
2.7 Santry had its share of factories such as these. Electrolux and Brother built purpose-made structures in the vicinity. These too were of vaguely Modernist design

2.8 The Architect of the building was initially T.J. Cullen and later, after Cullen’s death in 1947, Nolan & Quinlan.

Patterson Kempton Shortall were the Quantity Surveyors. The Archive held the original Bill of Quantities which was prepared for Thomas J. Cullen, while the Final Account, also held by the Archive, was addressed to his replacement, Nolan & Quinlan.



PIC. 5; BILL OF QUANTITIES, FRONT PAGE. NOTE THAT THIS WAS PREPARED FOR ORIGINAL ARCHITECT, T. J. CULLEN.

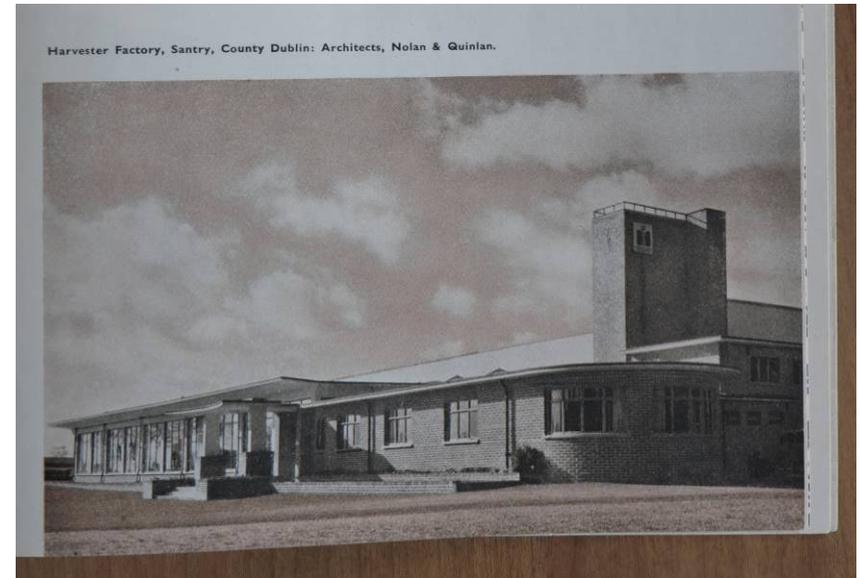


PIC. 6; FINAL ACCOUNT, FRONT PAGE. NOTE THAT THIS WAS ADDRESSED TO LATER ARCHITECT, FOLLOWING DEATH OF T. J. CULLEN.

- 2.8 The factory was built by P.J. Walls, Contractors. As P. J. Walls are stated to have commenced contracting in 1951, this may have been an early, if not their first, project.
- 2.9 The easternmost part of the building, facing Swords Road, is of concrete flat roof; the northern part of this is of loadbearing wall (with brick facing) construction while the southern end is of concrete framing. The western part of the building is of steel-framed, multi-bay format, with pitched A-profile roof.

It seems that some natural lighting was introduced into the roof by means of rooflights. These were probably installed in line with the pitched roofs of the main factory, while the concrete-roofed section had smaller individual units (circular in the office section).

- 2.10 This all, completed by a fee-standing entrance canopy, points to a classic Modernist layout, the three major functions (office, showrooms and factory) each being defined by different forms and construction, each clearly articulated, with the tall central vertical element being the visually unifying, and dominant, element.



PIC. 7; FEATURE IN AN TOSTAL BROCHURE.

- 2.11 As can be seen in the above picture (a more legible version of PIC 4), reproduced in an early An Tostal promotion brochure of 1953), the building presented its office and showroom blocks – the east elevation – to Swords Road, which would have been the road to the Airport at the time.

Interestingly, this booklet featured many aspects of Irish cultural life (including literature, theatre, art, music, etc), the section on Architecture was written by Michael Scott, who obviously deemed the International Harvester building to be worthy of inclusion.

- 2.12 It is, I believe, important to appreciate the significance of the building's location, on the road to Dublin Airport, an utterly Modernist building which had been opened a decade earlier, in 1940. The airport, I would suggest, was a symbol of the "new" Ireland, looking fearlessly towards a future which was as much under the influence of mainland Europe as that of Great Britain.

3. DESCRIPTION, CONSTRUCTION & CONDITION OF BUILDING.

3.1 This is a mostly single-storeyed industrial building, but with a modest first floor canteen and small semi-basement housing central heating boilers and oil storage. The taller element (the unifying “vertical feature”) presumably houses water storage, additional plant, etc.

3.2 It is currently in use as a builders’ providers; accordingly, its use is largely as storage. This has somewhat disguised its original function(s) and blurred the distinction between its different uses.

As seen in FIG. 8 below, it was clearly originally divided into three separate areas, each with its own distinct function, as follows:

- The **office** element is located to the north-east of the complex and forms the more visually prominent corner; it has brick-faced walls, was partially two-storey, and has concrete floors and roof.
- South of this, also on the east side, facing the Swords Road, is the single-storey **showroom** section, a concrete-framed structure.
- The westernmost element, the **factory**, is a large (c. 3,000sq. m.) single-storey, steel framed, pitched roof, multi-bay structure. This was the most utilitarian element, which accommodated the storage, assembly and repair of vehicles and machinery.

These three distinct functions are indicated, in spatial terms, in PIC 8. They are distinguished on this Google Earth screenshot by coloured overlays, as follows: offices (orange), showrooms (green) and factory (blue).

Although the three elements are visually linked, then as now, by the tall “vertical element” of the services tower, I believe it is appropriate, for the purposes of this appraisal; to treat them as distinct elements.



PIC. 8; GOOGLE EARTH IMAGE, WITH OVERLAY

3.3 True to the Modernist tenet of “form follows function”, each of these had a slightly different structural form and present a very different appearance.

The office element has modest, human-scaled “hole-in-the-wall” window openings in loadbearing walls and slight roof overhangs.

The showrooms “block” is concrete framed, had bolder overhangs and presented a largely glazed east façade (suitable for the display of goods). The entrance is emphasised by the free-standing concrete canopy with a curved profile, set on a brick plinth.

The factory area, to which the public was presumably excluded, was strictly functional and was hidden from public view by high parapet walls. Natural lighting here was by rooflight only. This had a multi-bay series of pitched roofs and valleys.

3.4 The basic form and fabric of the building remain unchanged. Surviving features of note in each element are:

3.4.1 The **office block**, possibly of most interest:

- There is a modest semi-basement housing the (disused) boiler and oil storage tanks; this is a mere seven steps below ground level, giving it the additional desirable ceiling height for boilers and tanks while remaining below first floor height.
- Some original steel windows survive (others replaced by uPVC)
- The interior has terrazzo floors, in corridors only, and staircase.
- Remnants of circular rooflight remain internally, though covered externally (entire roof covered with felt over asphalt?).

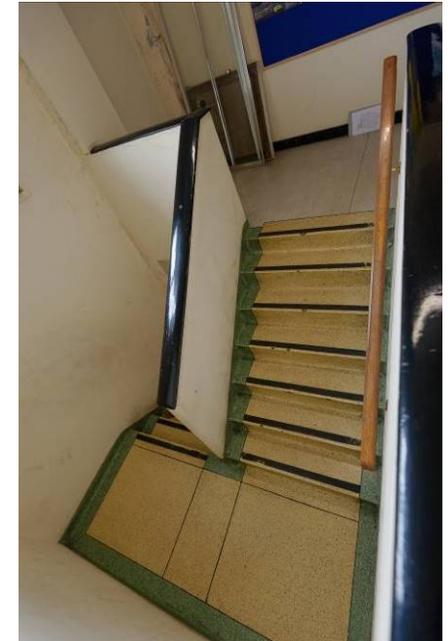
3.4.2 The **showrooms** block:

- The large windows, east elevation, are removed or covered with linings; some steel frames are extant.
- Overhang to part of the south elevation seems to have been removed, possibly on the line of original rooflights.
- The free-standing entrance canopy, including brick base, is intact.
- In-situ concrete roof soffits had interesting (deliberate effect?) squared pattern.

3.4.3 The **factory** section:

- The roof, which was apparently of asbestos-cement sheeting, has been replaced by profiled steel sheeting, with some clear panels.
- One section of this is higher than the remainder; possibly to accommodate heavy hoist on free-standing steel frame.

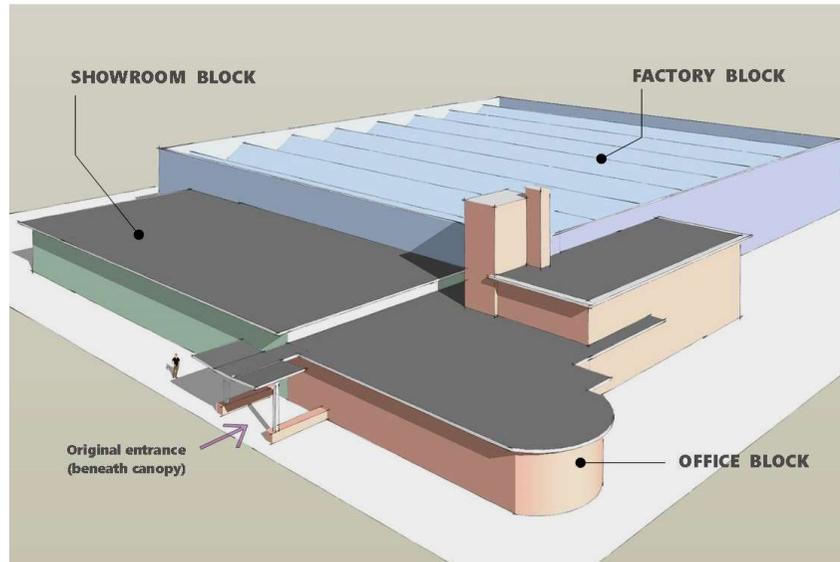
3.5 A virtual block model was prepared of the building, using the SketchUp programme. This was based upon the drawings provided by the Architects Davey + Smith, the photographs and Google Earth. While the accuracy of this is not guaranteed, the images taken from the model provide a good impression of the building.



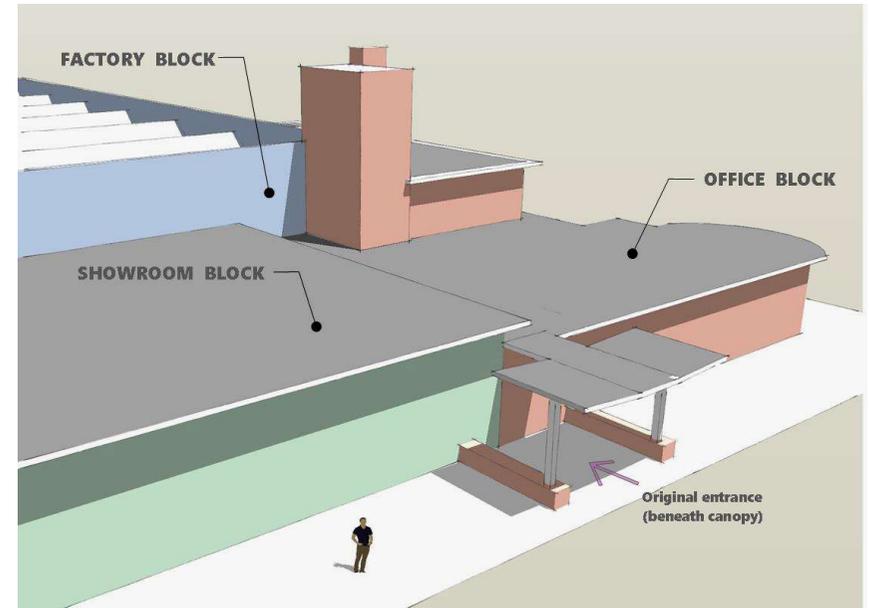
PICS 9 & 10; TERRAZZO (CORRIDOR & STAIRS) IN OFFICE SECTION.



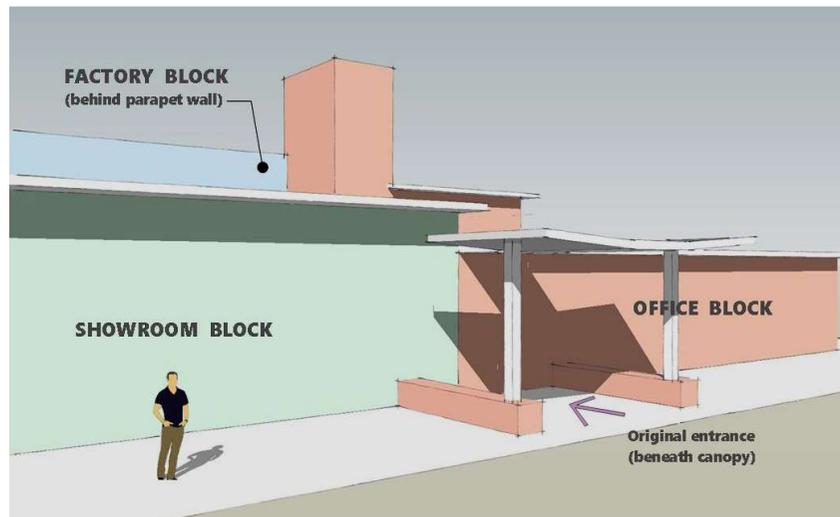
PIC 11; FREE-STANDING CANOPY OF (PRESUMABLY) IN-SITU CONCRETE.



PIC 12; AERIAL VIEW FROM NORTH.



PIC 14; AERIAL VIEW FROM EAST.



PIC 13; GROUND-LEVEL VIEW FROM EAST.

It will be seen that, for clarity's sake, the colouring is the same as the overlay used in PIC. 8 (Google Earth image).

- 3.6 The condition of the building is considered fair/good. Although no signs of structural failure or distress were evident on visual inspection, it is apparent that, probably because it was deemed to be redundant, it has suffered from neglect and a lack of maintenance over recent years.
- 3.7 In order to adapt it to its use as a Builders' Provider, there have been physical alterations to the layout. Although the Office layout seems mostly unaltered, sadly the former Showroom block, to which customers/clients are not admitted, has been used as storage in recent years.
- 3.8 In addition, although some original fabric – including steel windows and well-formed terrazzo – survives, much has been replaced by later, inferior, materials.

4. RESEARCH & REFERENCES.

4.1 At 6.4.12 of the 'Architectural Heritage Protection; Guidelines for Planning Authorities' (2011), it states that photographs: *"if necessary, should be cross-referenced to floor plans. The location and direction of the camera when the image was taken should be indicated on the survey drawings."*

Accordingly, drawings numbered C23/03-101 to C23/03-103, with relevant photographs, are appendices to this report.

4.2 Much of the research was facilitated by the Irish Architectural Archive, to whom we are indebted.

4.3 In the research into the history of the site and building, the following sources have been consulted:

- the many and varied records retained by the Archive
- multiple on-line sources.

4.4 In applying the appropriate methodology in presentation of the report, the following were consulted:

- "Architectural Heritage Protection; Guidelines for Planning Authorities" by DoEHLG,
- "Dublin City Council Development Plan 2016-2022".



Dermot Nolan Dip. Arch, FRIAI; Conservation Architect Grade 2

May 2022.

The author is a practicing Architect, qualified since 1975, and principal of Dixon McGaver Nolan. In 2003, He completed the RIAI course leading to accreditation (Grade 3) in conservation. In 2010, he was assessed by an RIAI Board, leading to Grade 2 accreditation. Dermot Nolan has extensive experience in conservation and has been principal architect, on such projects on historic structures as:

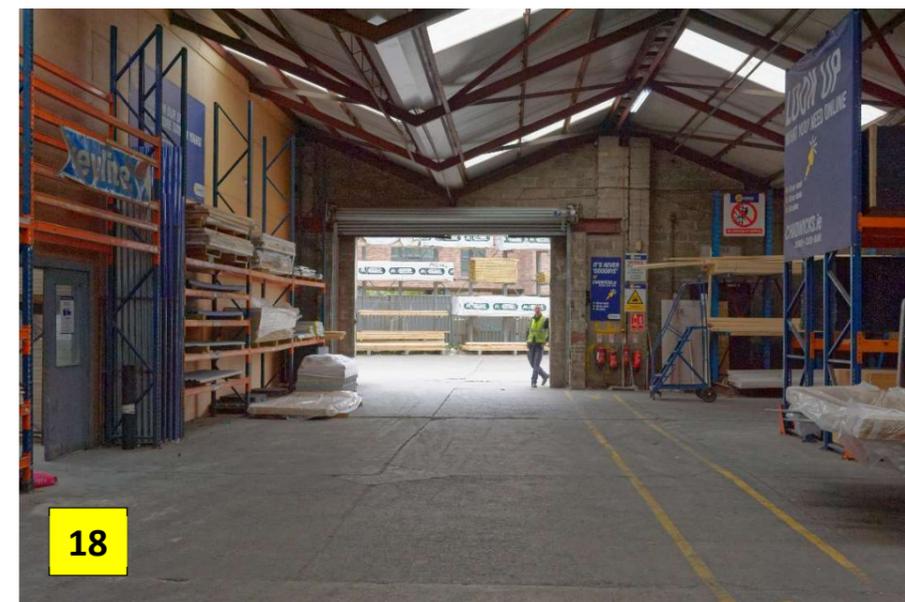
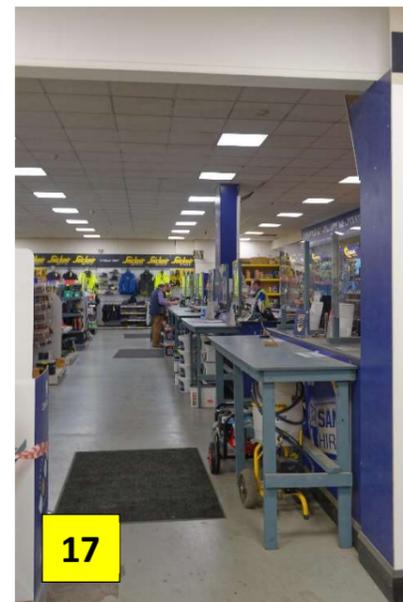
- Refurbishment and renovation of 33 Parnell Square, Dublin (18th Century) for Comhar Linn Credit Union
- Retention and restoration of façade of Strand Cinema, Dublin (1920s), and its integration into apartment scheme
- Alterations, refurbishment and Conservation of The Temperance Hall, Longford (1905) for the Parish of St. Michael
- Works to boundary wall and railings St. Mary's church (1815), Main Street, Mohill, Co. Leitrim (part of works to public realm of the town)
- Conservation and repair of metal railings and stone plinths to front of nos. 34 to 39 Parnell Square for the I.N.T.O.
- Refurbishment of roof and provision for disabled access at Church of the Holy Name, Beechwood Ave., Ranelagh, Dublin.
- Conservation & restoration of estate walls, "Gandon Gate" and lodges, emergency works (yards/manor), Carriglas Manor, Longford.

He has given Conservation advice to Castlebar Urban District Council on planning applications for protected structures and has prepared a number of Section 57 Declarations for that Authority.

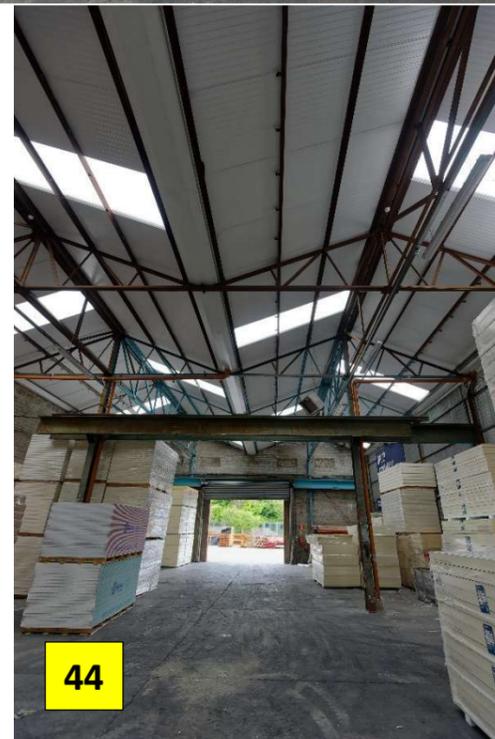
He has made many successful applications for grants for Conservation works from various sources including the 2015, 2016, 2017 & 2018 Structures at Risk Fund and the 2019 & 2020 Historic Structures Fund.

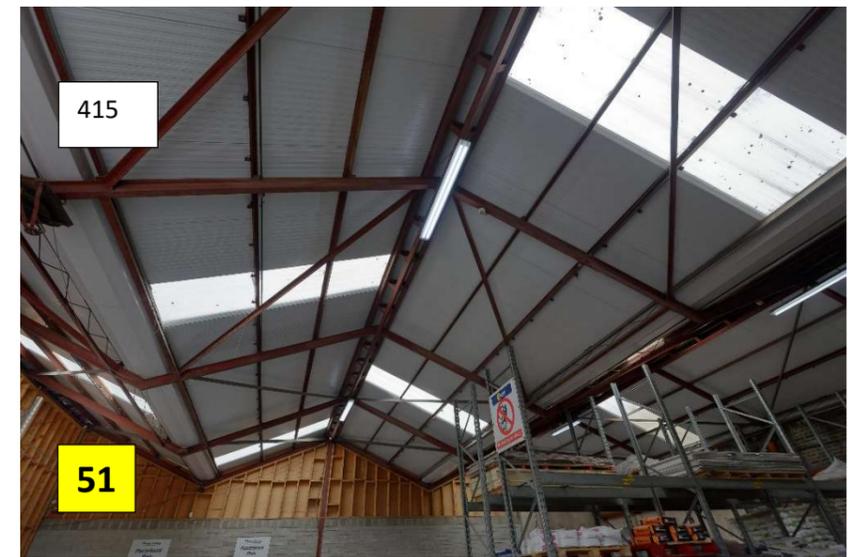
He has also prepared dozens of evaluations of historic buildings and sites and prepared a number of Architectural Heritage Impact Assessments for both his own clients and those of third parties.



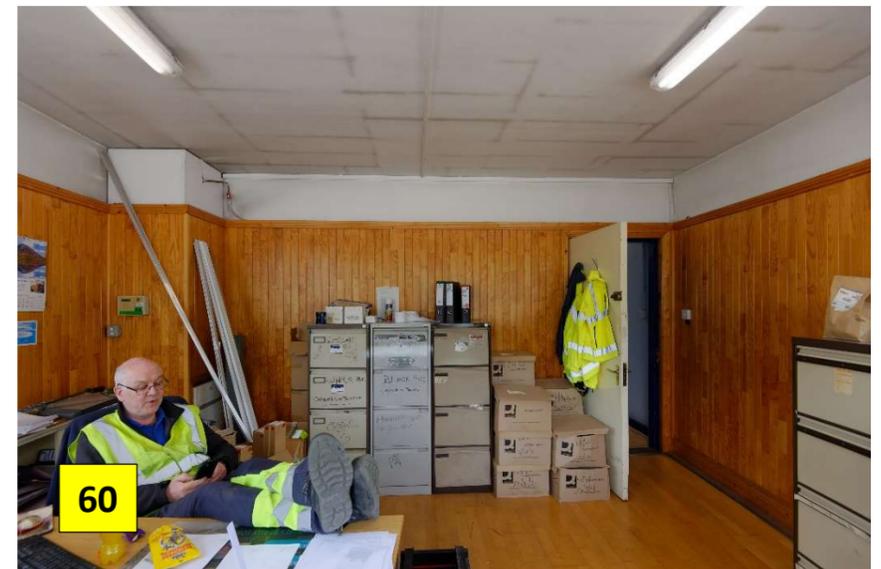
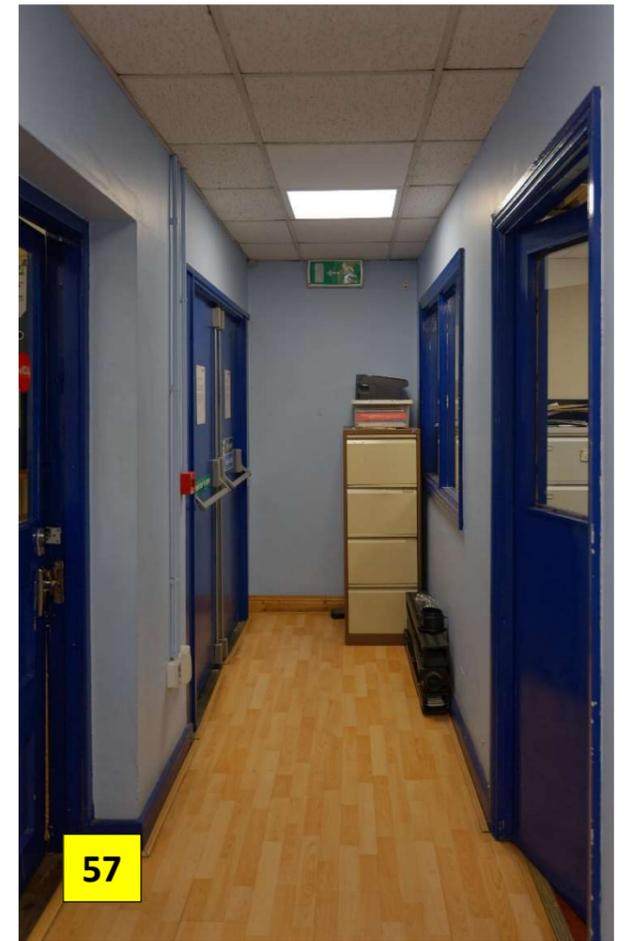
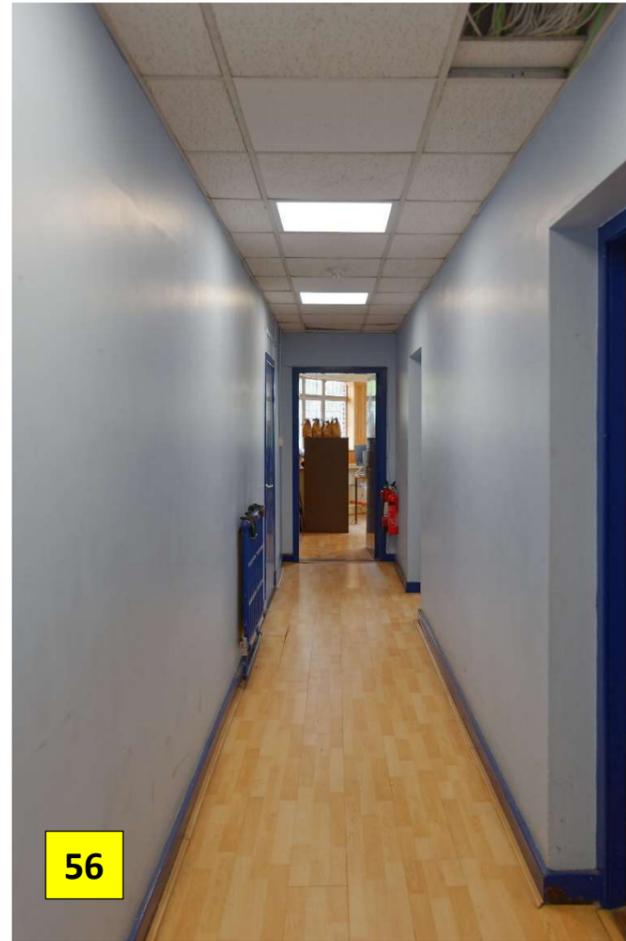
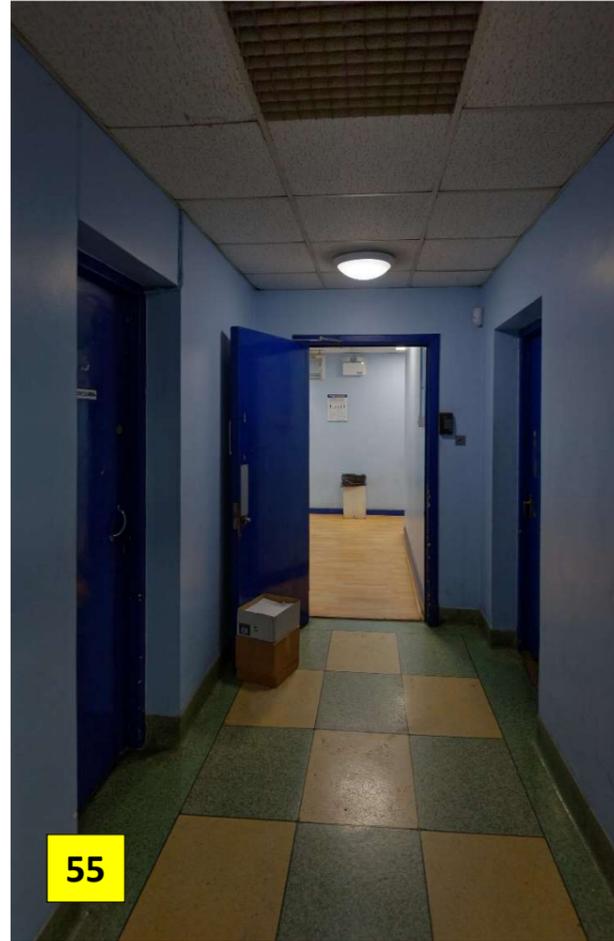
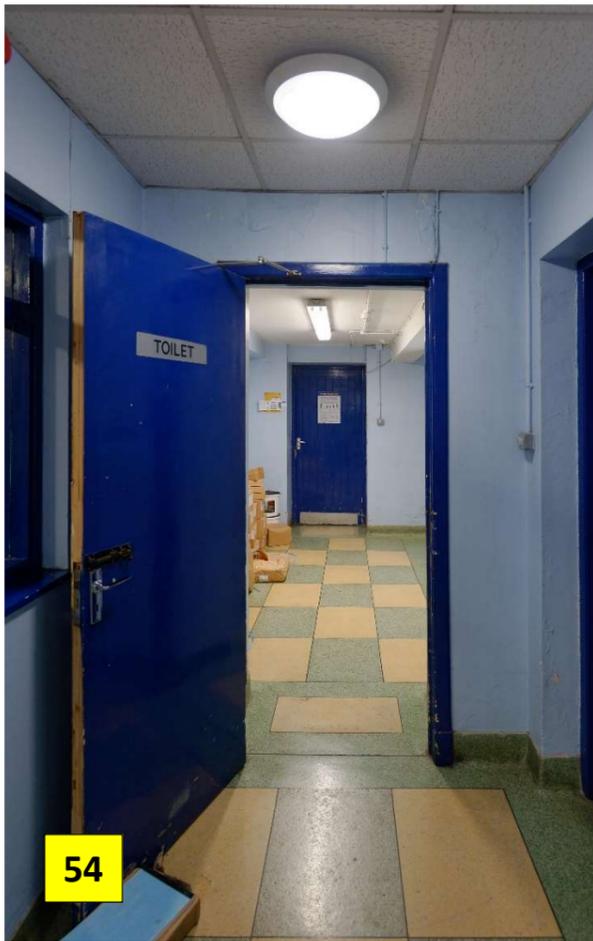


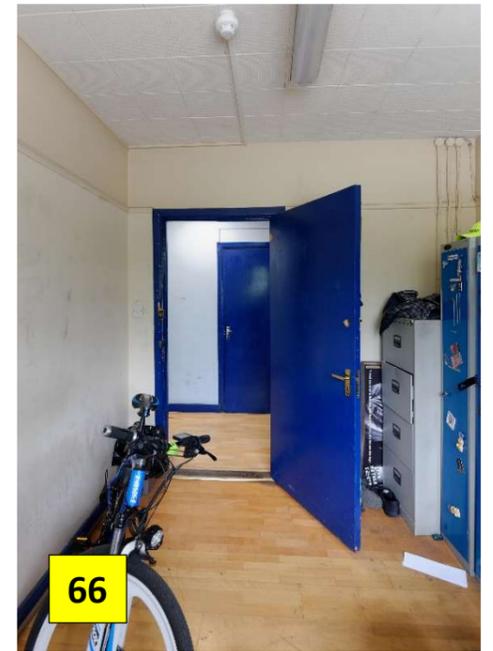
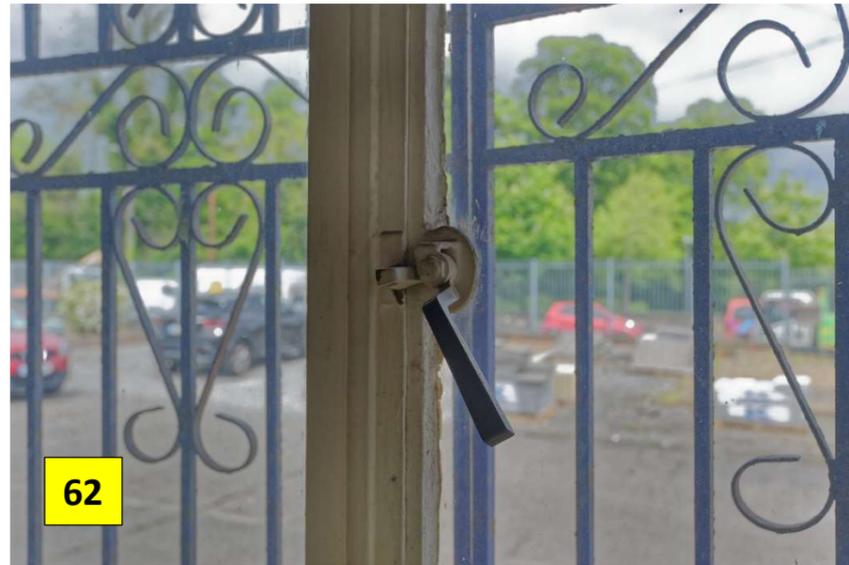


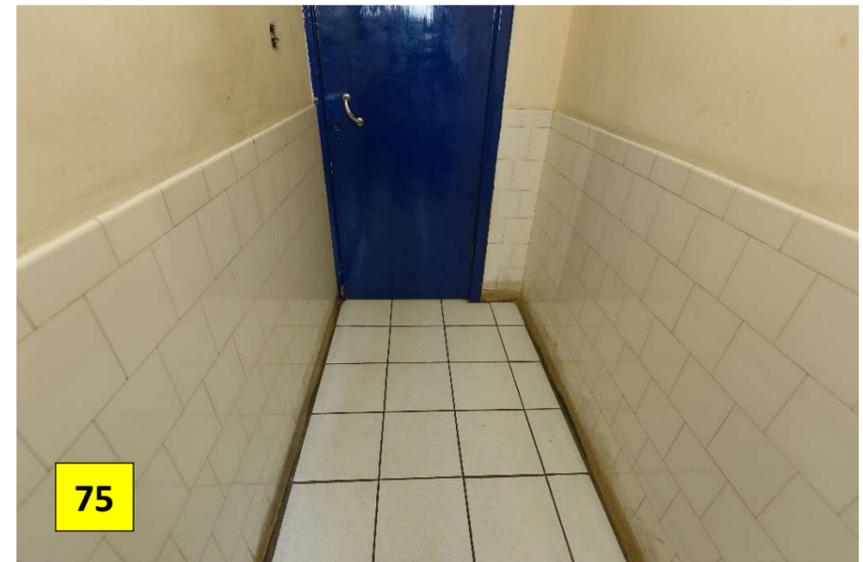
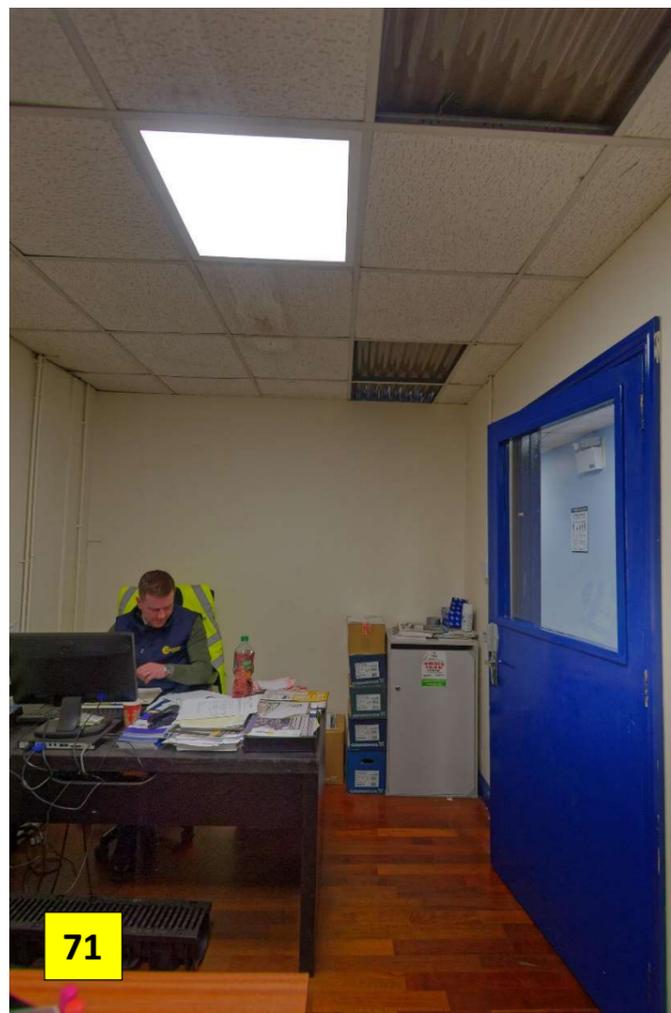


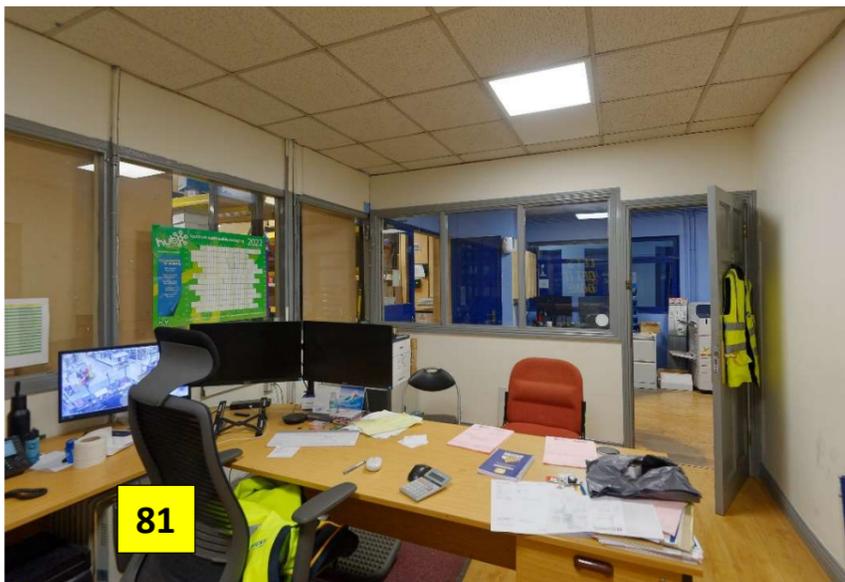
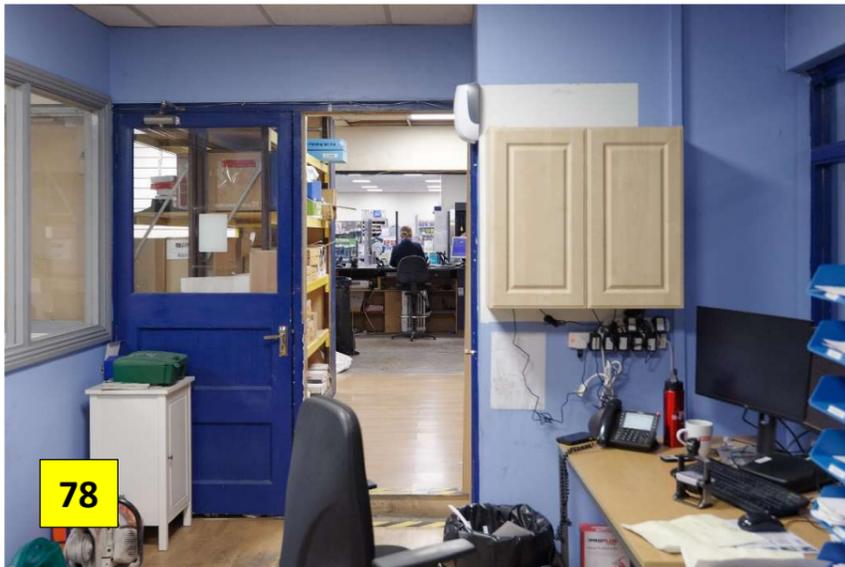
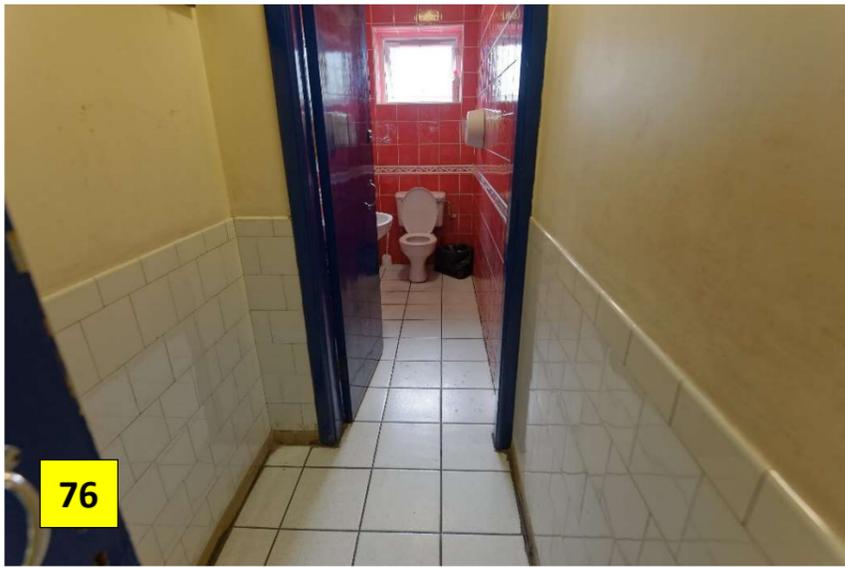


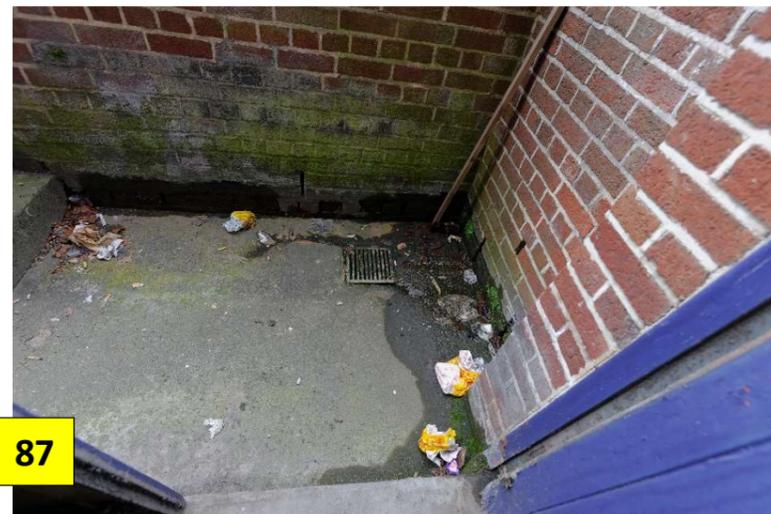
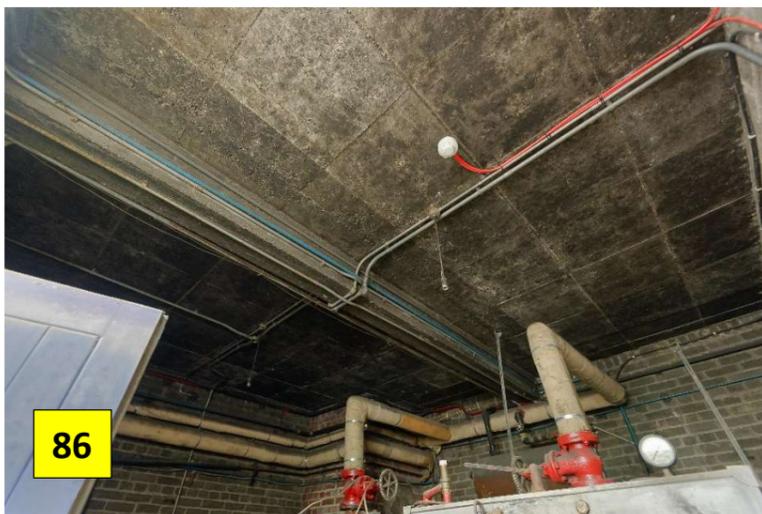
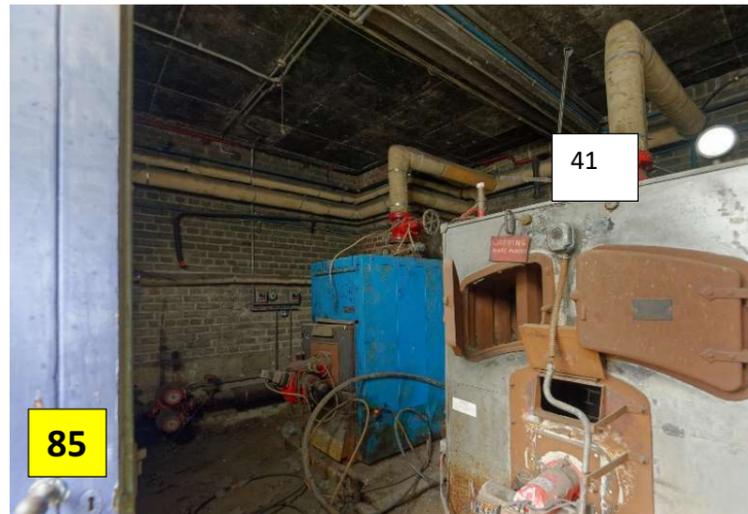
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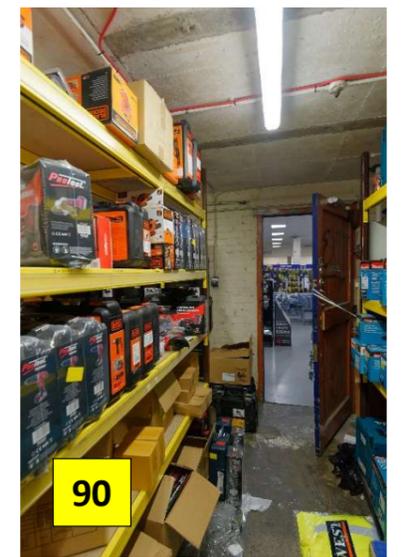
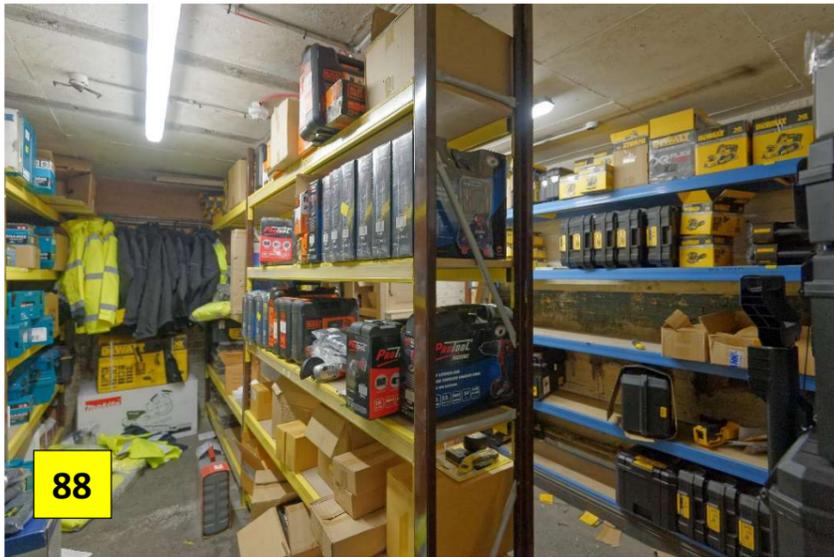


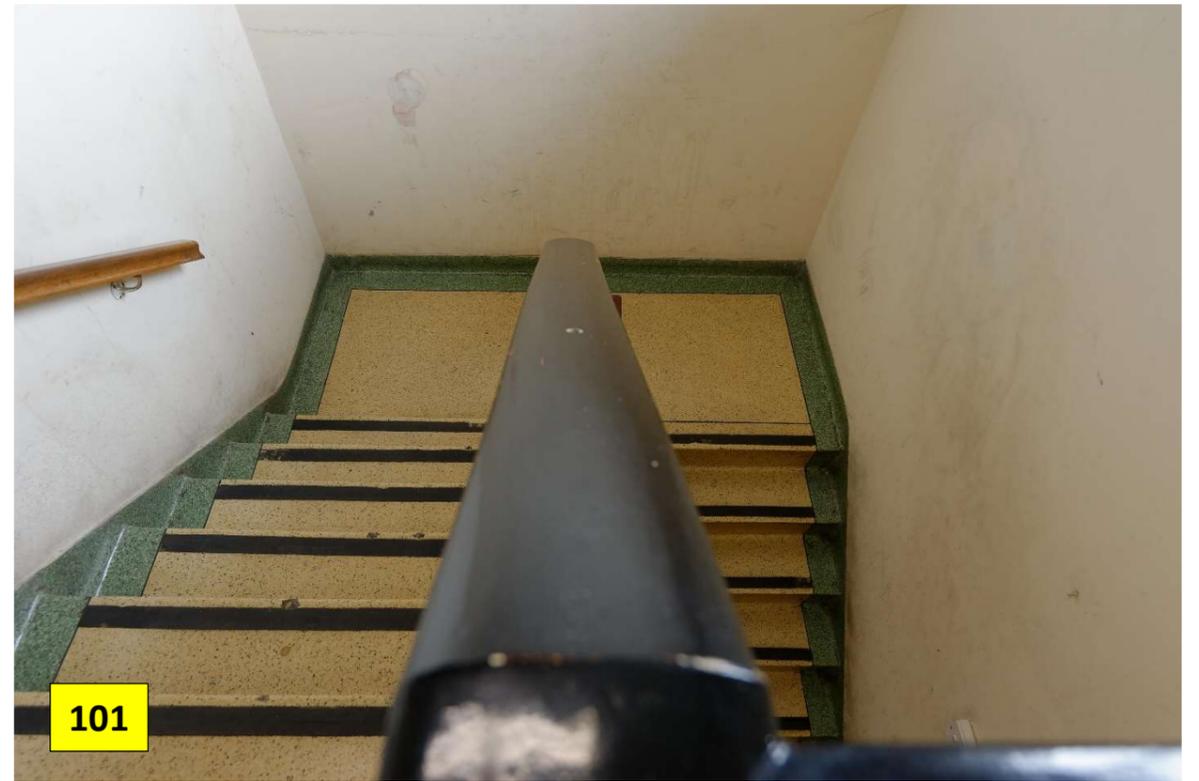
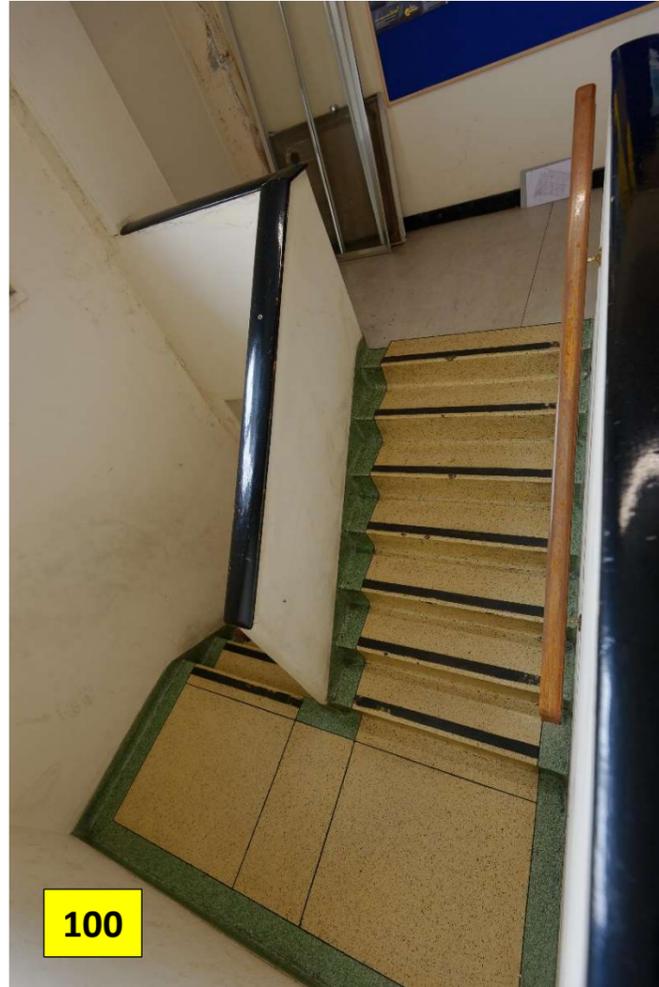


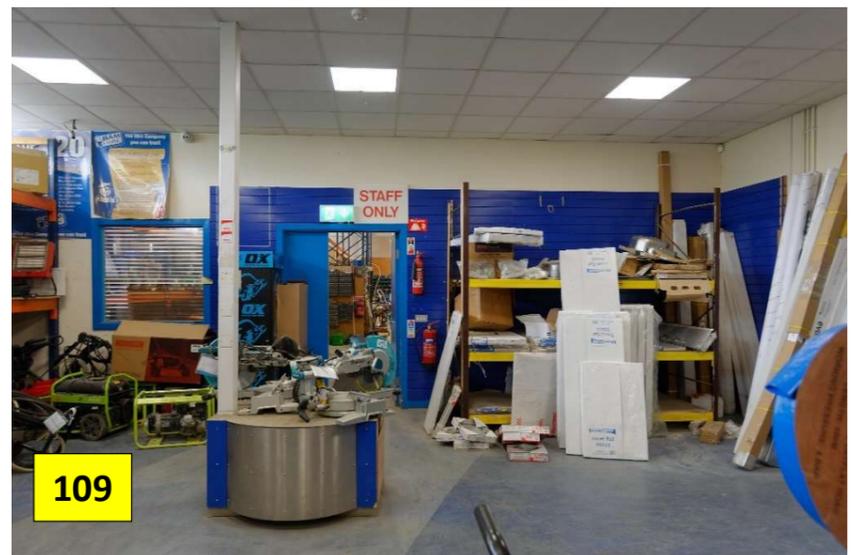
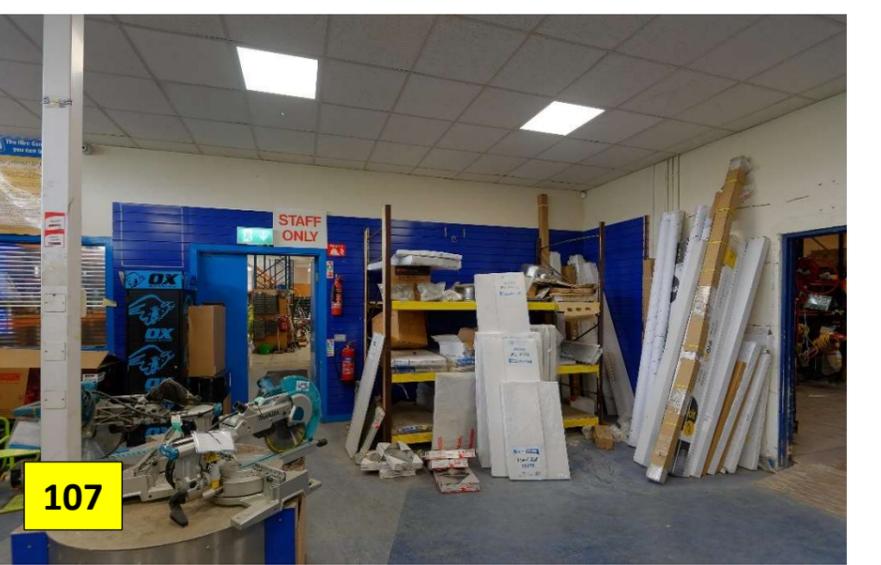
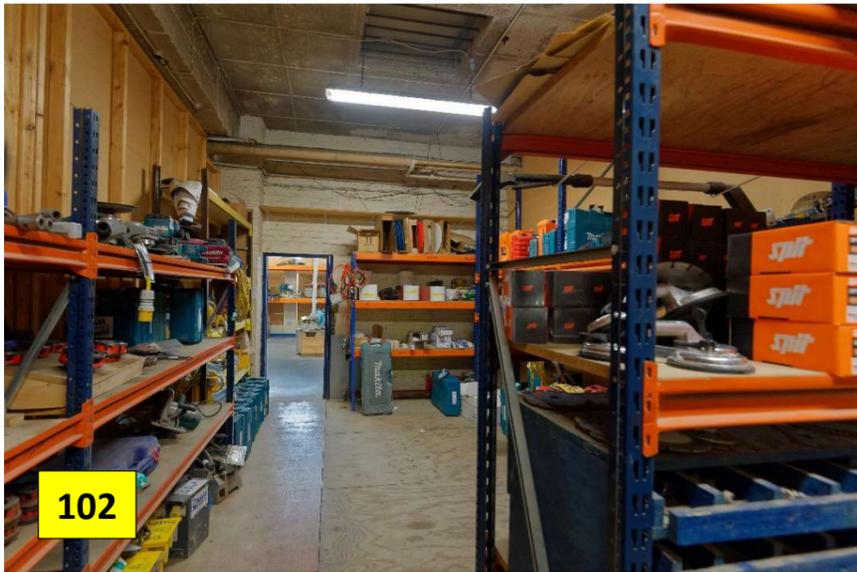














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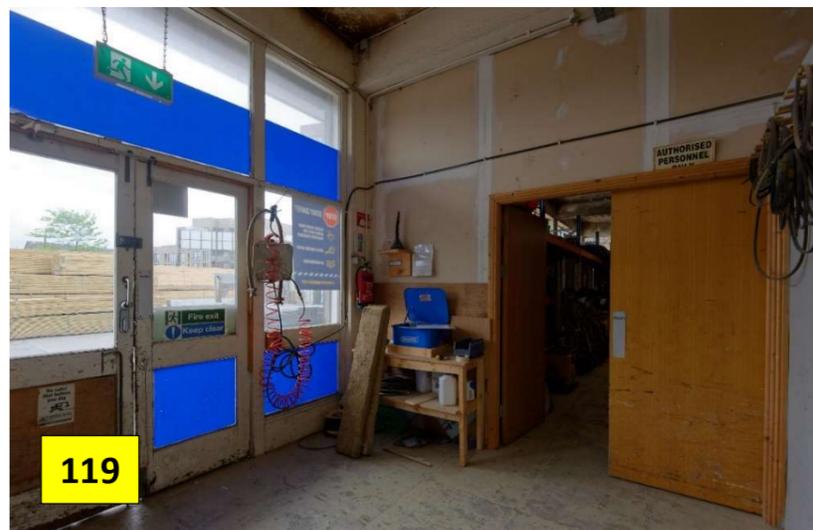
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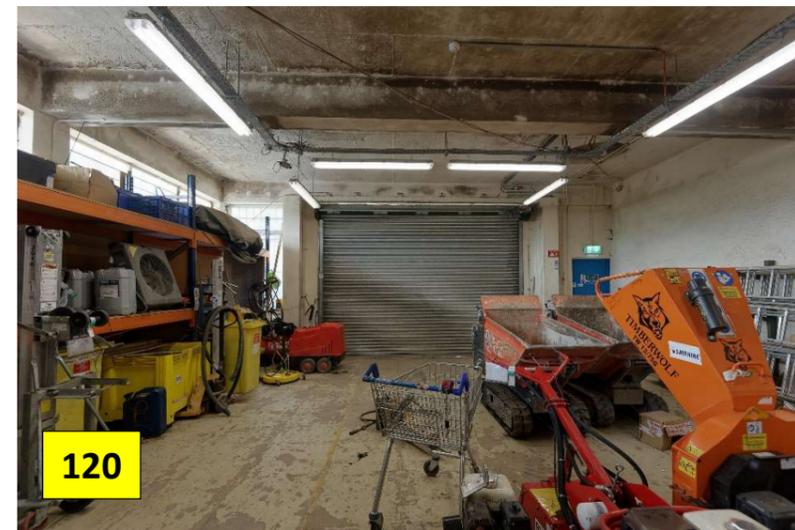
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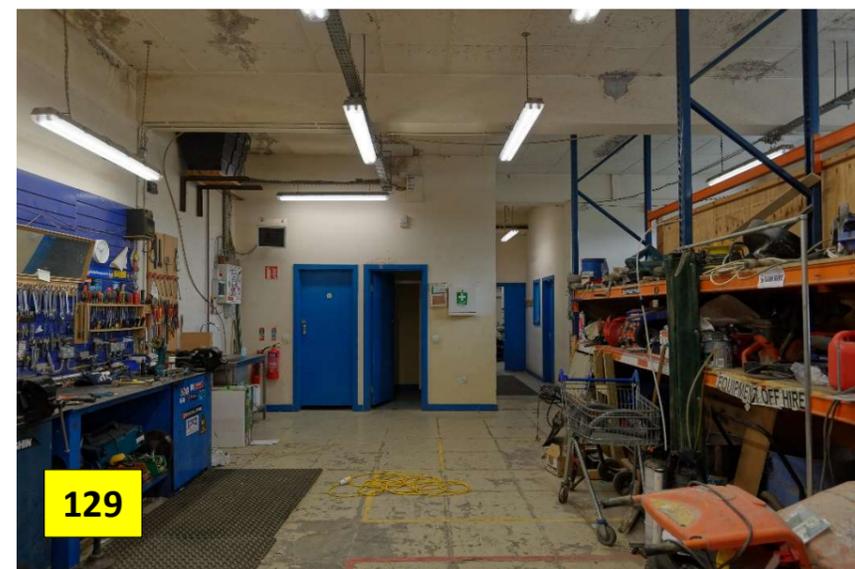
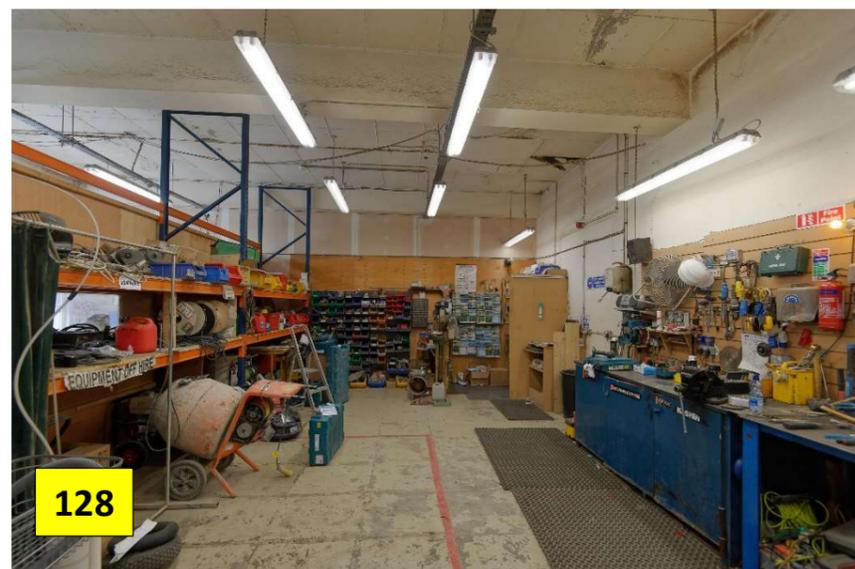
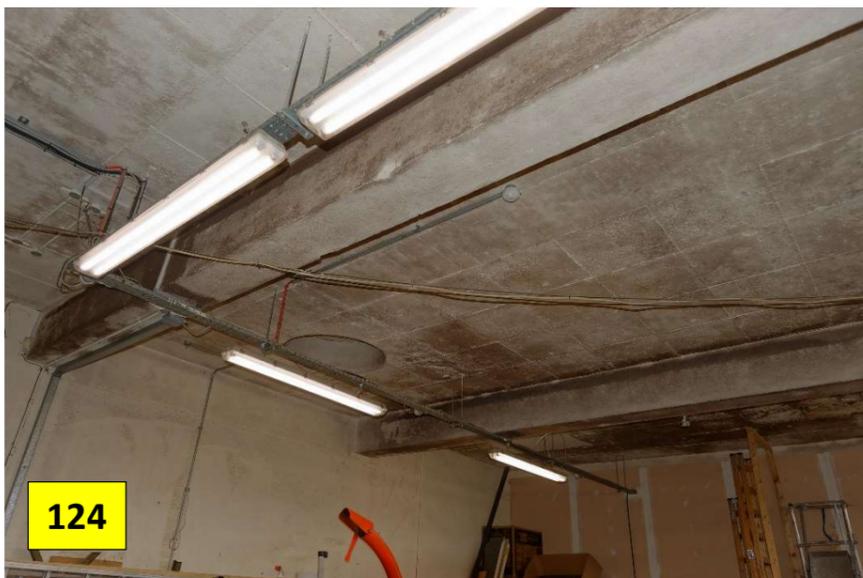
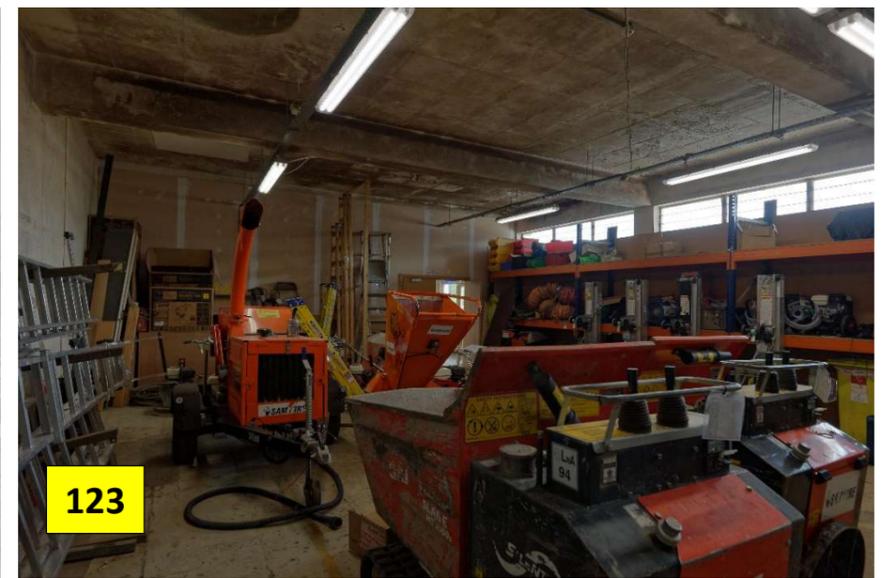
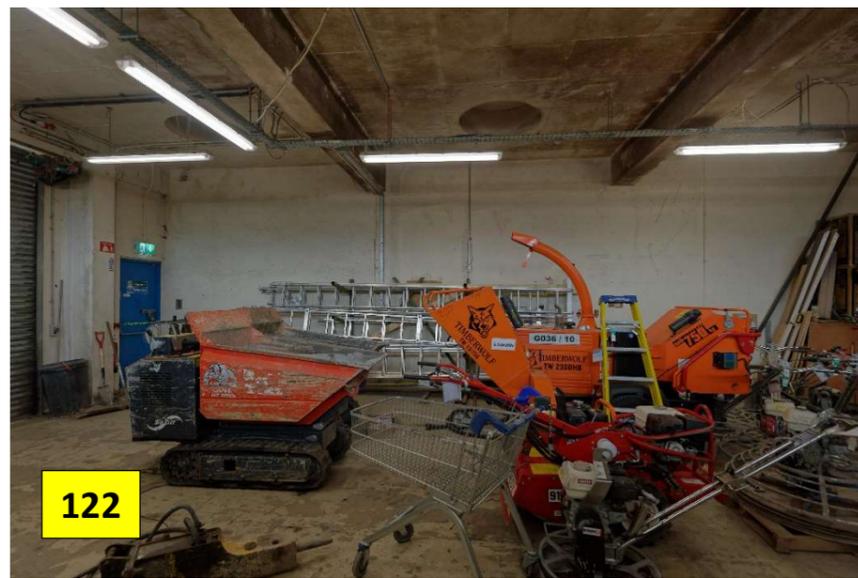
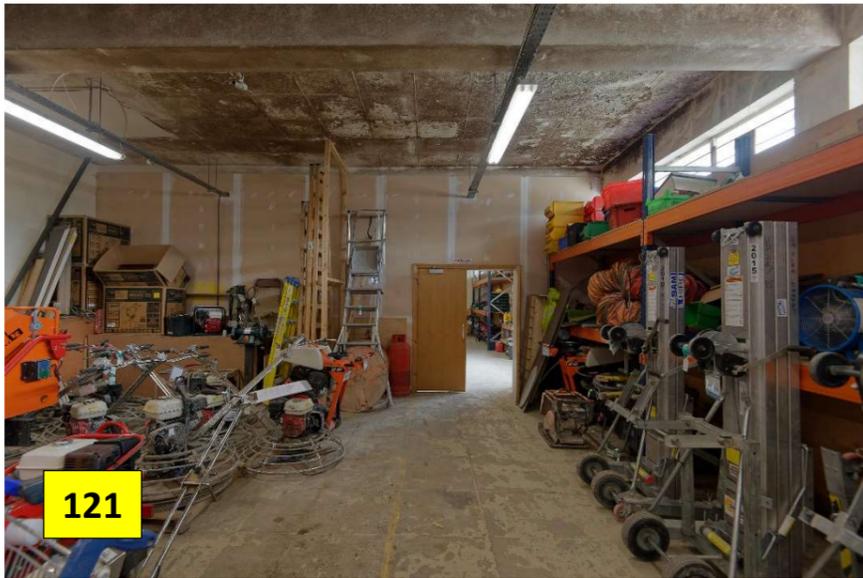
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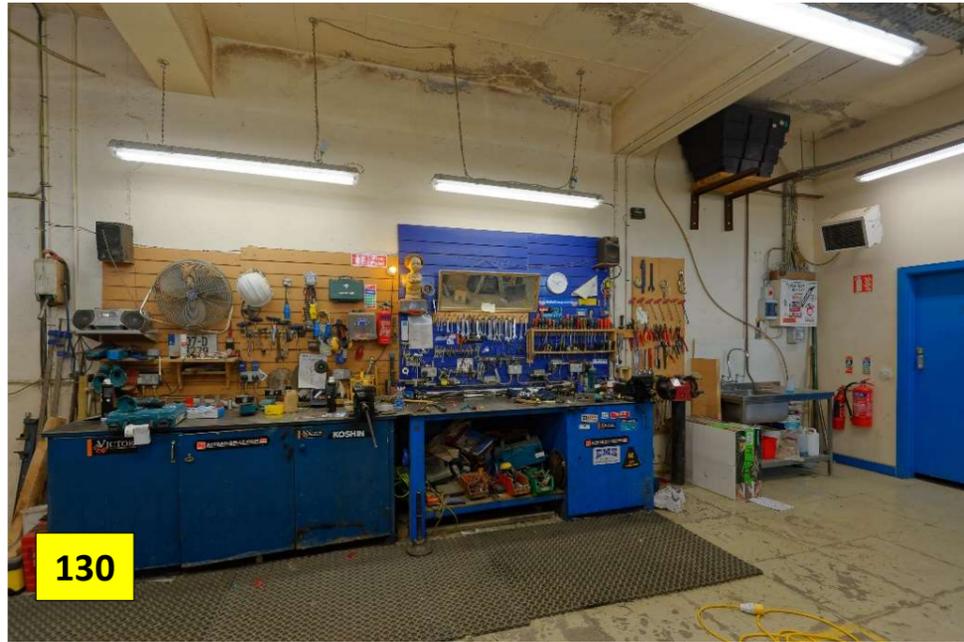


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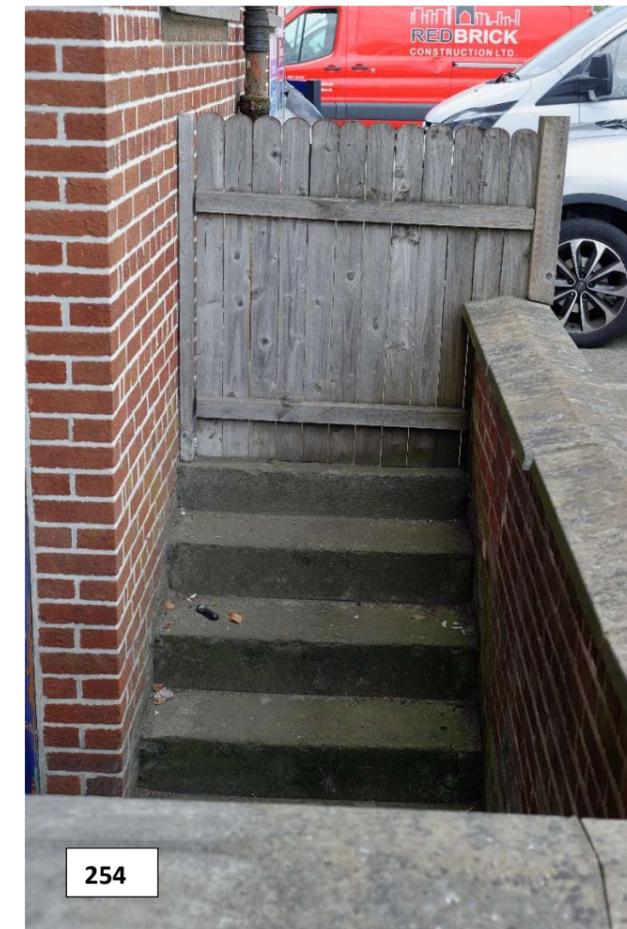
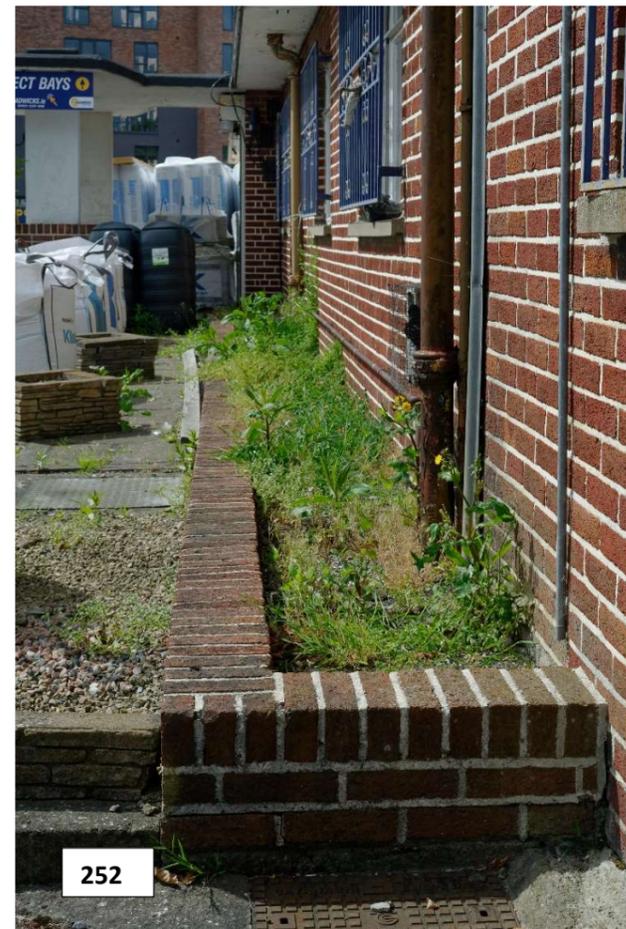
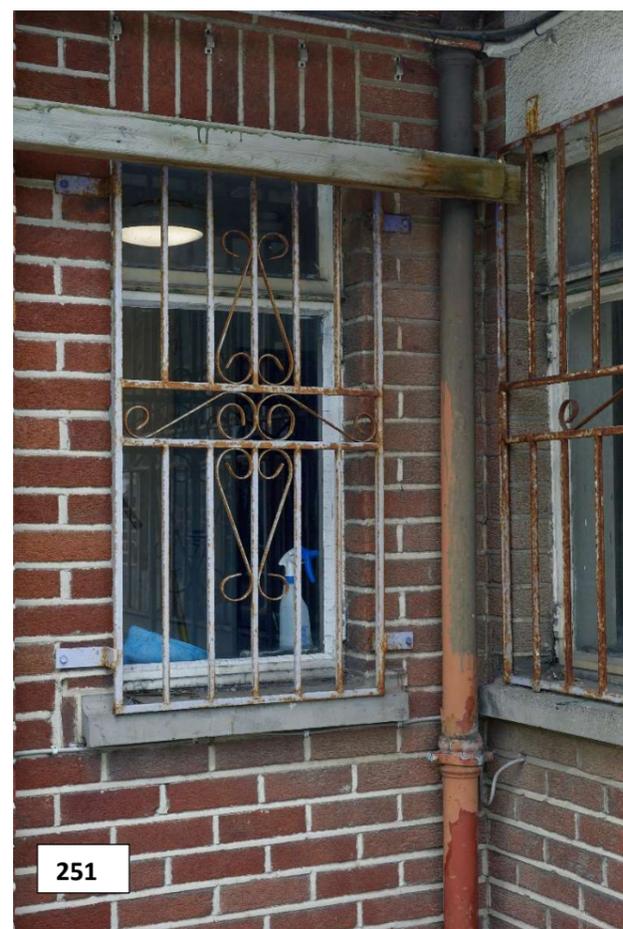
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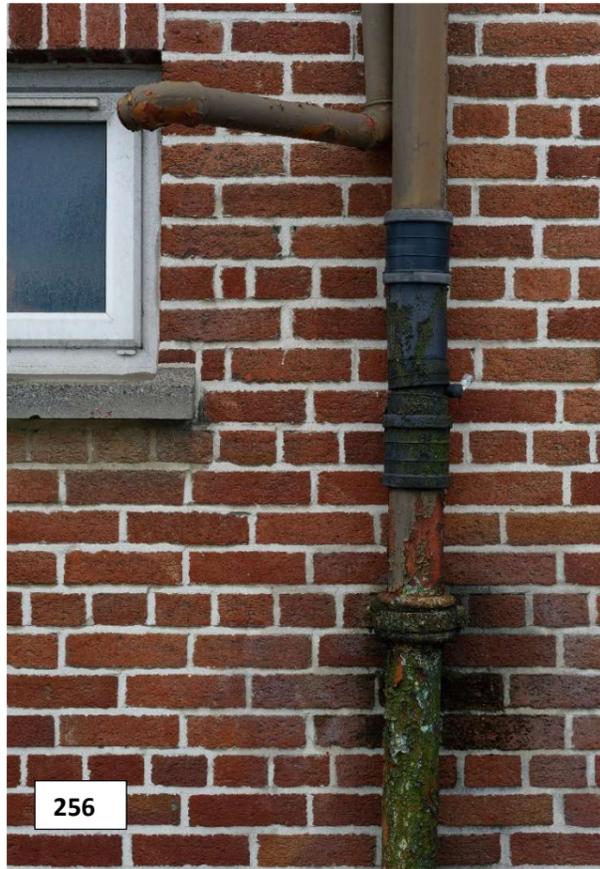


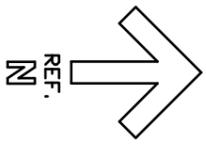
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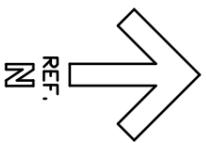
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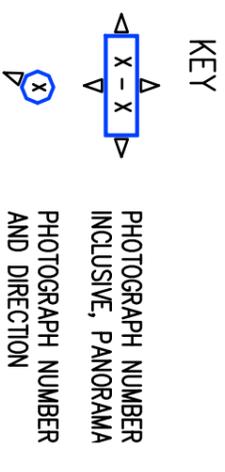
GROUND FLOOR PLAN

DERMOT NOLAN
CONSERVATION ARCHITECT
 14 LT. BAGGOT STREET, DUBLIN 2
 telephone: 01 6764025 e-mail: dnolan@sw.ie

International Harvester (Soville's) Building at
 Swords Road / Santry Avenue, Santry, Dublin 9
 Base drawing ref D1809.P02 by Dovey & Smyth
 Architects, photograph numbering annotation by
 Dermot Nolan
 Scale: NOT TO SCALE Dwg No: C23-03-101



FOR PHOTOGRAPH NUMBERS OF
ADJOINING AREAS SEE DRAWING
NUMBER SE23-03-101



PART GROUND FLOOR PLAN ENLARGED

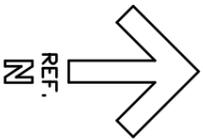
FOR PHOTOGRAPH NUMBERS OF
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NUMBER SE23-03-101

DERMOT NOLAN
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14 L. BAGEOT STREET, DUBLIN 2

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International Harvester (Saville's) Building at
Swords Road / Santry Avenue, Santry, Dublin 9
Base drawing ref D1809.P02 by Dawy & Smyth
Architects, photograph numbering annotation by
Dermot Nolan

Scale: NOT TO SCALE Dwg No: C23-03-102

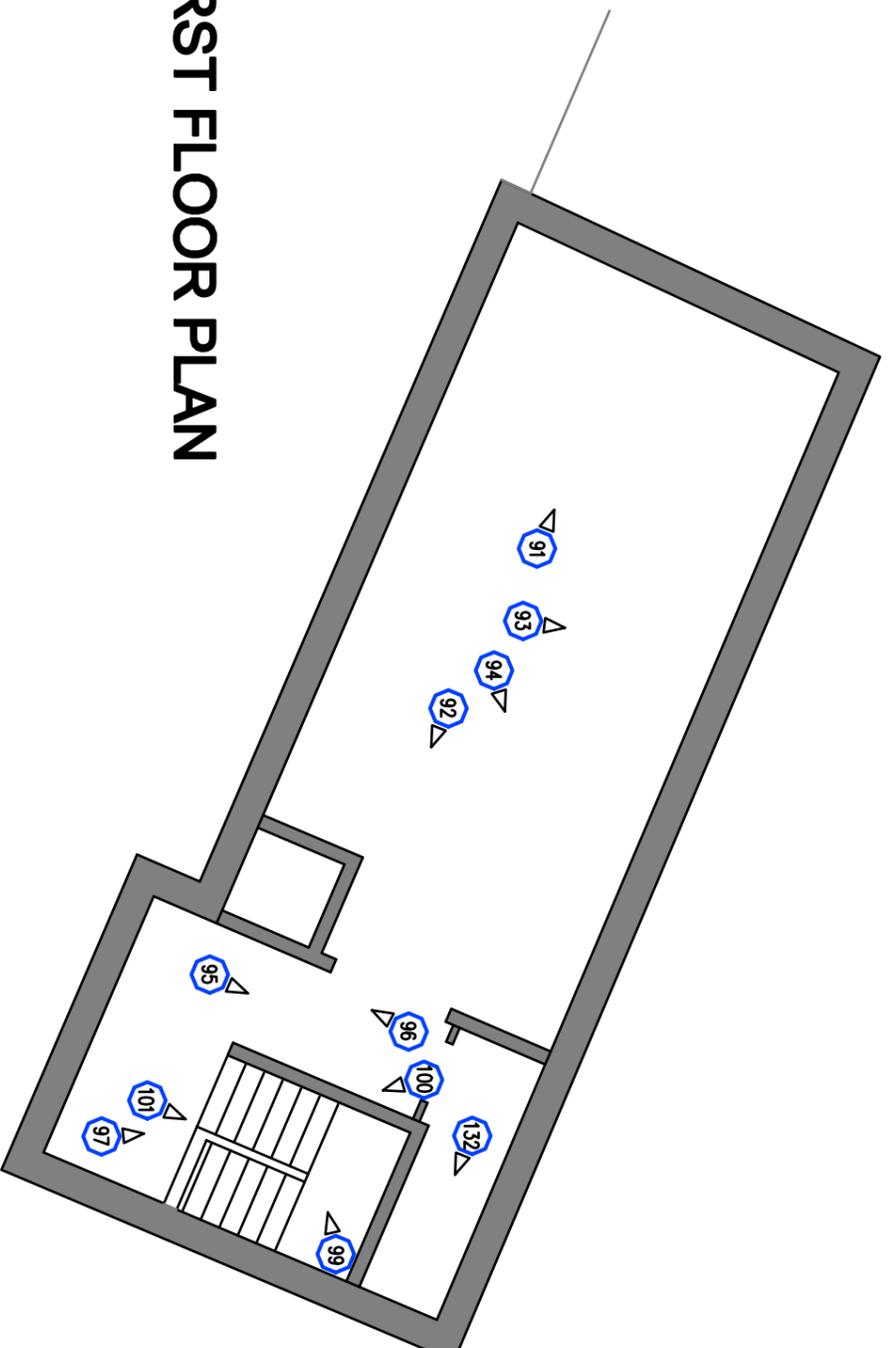


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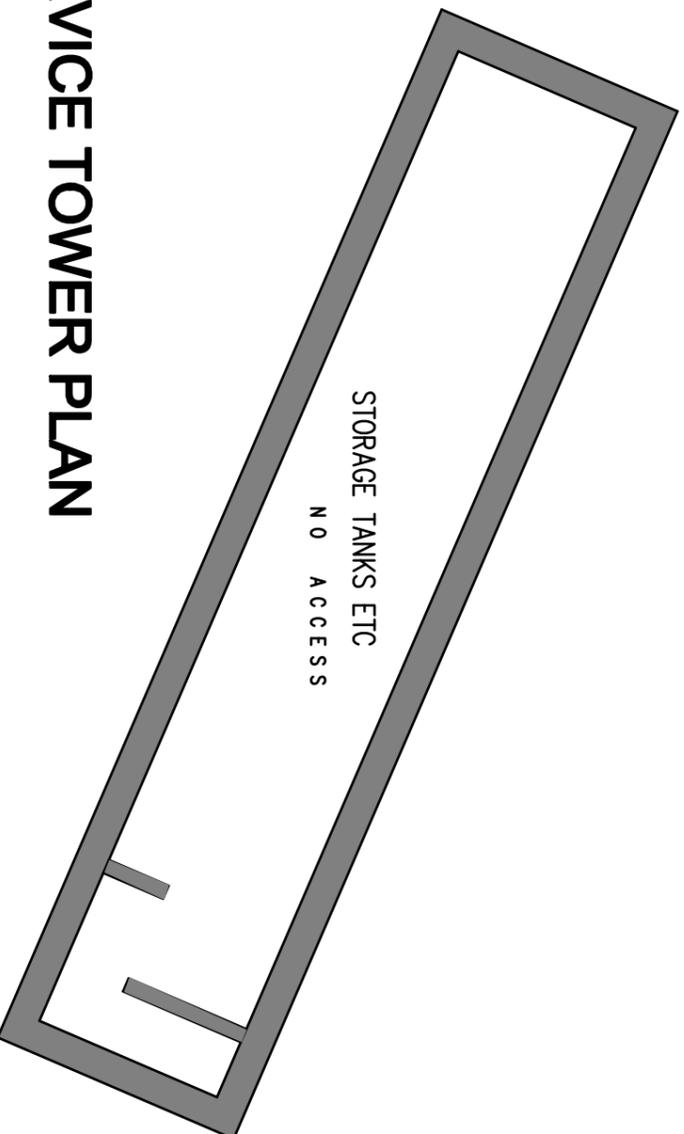
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AND DIRECTION

FIRST FLOOR PLAN



STORAGE TANKS ETC
NO ACCESS

SERVICE TOWER PLAN



DERMOT NOLAN
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International Harvester (Soville's) Building at
Swords Road / Santry Avenue, Santry, Dublin
Base drawing ref D1809.P02 by Dovey & Smy
Architects, photograph numbering annotation
Dermot Nolan

Scale: NOT TO SCALE Dwg No: C23-03-10: