



**Chapter 15**  
Archaeological  
& Cultural Heritage

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## 15. Archaeological & Cultural Heritage

### 15.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential archaeological and cultural heritage impacts associated with the Construction and Operational Phases of the Swords to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

During the Construction Phase, the potential archaeological and cultural heritage impacts associated with the development of the Proposed Scheme have been assessed. This included impacts on heritage assets, ground disturbance and degradation of the setting and amenity of heritage assets due to construction activities such as utility diversions, road resurfacing and road realignments.

During the Operational Phase, the potential archaeological and cultural heritage impacts have been assessed.

The assessment has been carried out according to best practice and guidelines relating to archaeological heritage assessment, and in the context of similar large-scale infrastructural projects.

The aim of the Proposed Scheme when in operation is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme which is described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives.

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated, where appropriate.

### 15.2 Methodology

#### 15.2.1 Introduction

The methodology was designed to provide a full understanding of the potential impact on archaeological and cultural heritage assets and on the character of the historic urban and residential streetscape and landscape. In so doing, it allowed the character of the immediate and wider historic environment to be described, and facilitated the identification of individual heritage assets and locations where there is the potential to reveal subsurface archaeological features.

##### 15.2.1.1 Defining Archaeology and Cultural Heritage

For the purpose of this Chapter the following definition from the Department of Arts, Heritage, Gaeltacht and the Islands (DAHGI) (now Department of Housing, Local Government and Heritage (DHLGH)) Framework and Principles for the Protection of the Archaeological Heritage is applied for archaeology (DAHGI 1999):

*'the study of past societies through material remains left by those societies and the evidence of their environment. The 'archaeological heritage' consists of such material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects) and environmental evidence'* (DAHGI 1999).

Cultural heritage as set out in the Environmental Protection Agency (EPA) Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022) includes archaeology, architectural heritage, folklore and history. It is a broad term that includes a wide range of tangible and intangible cultural considerations. Cultural heritage can relate to settlements, former designed landscapes, buildings and structures, folklore, townland and placenames, and historical events, as well as traditions (e.g. mass paths and pilgrim ways) and traditional practices (e.g. saints' pattern days).

Cultural heritage is part of our cultural identity and contributes to defining a sense of place. The value of a strong sense of place is likely to become more important as the world grows increasingly homogenised. Recognising the unique sense of place in our towns, villages and city, whilst also respecting the individual heritage assets, is critical.

Cultural heritage assets are valued for the important contribution they make to the understanding of the history of a place, an event or people. Sites of cultural heritage interest are often afforded protection either as recorded archaeological monuments (on the Record of Monuments and Places (RMP)/Sites and Monuments Record (SMR)) or as protected structures (on the Record of Protected Structures (RPS) in the relevant City or County Development Plan), or as structures within the National Inventory of Architectural Heritage (NIAH).

Each of these provides a unique cultural record and acts as a carrier of memory, meaning and cultural value. When considered in its wider context, they can form an essential component in the mechanism for analysing the broader cultural character and context of an area. Together, these can assist in mapping the changes that have led to the development of the modern environment. Such analysis provides insight into the communication, trade, transport, growth and associations of past societies.

There are numerous cultural heritage features that contribute to character, identity, and authenticity of Dublin City and its wider environs. These include the street plan, local architectural and archaeological monuments, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets, together with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the industrial buildings and other cultural heritage sites. This unique historic character was identified and recorded throughout the EIAR process by the relevant specialists in the EIAR team (Chapter 16 (Architectural Heritage) and Chapter 17 (Landscape (Townscape) & Visual)). By identifying, recording and articulating these sensitive cultural heritage values, they can be considered, respected and protected in the context of change in the future.

Remnants of Dublin's industrial heritage can be found throughout Dublin City and its wider environs (e.g. the canals, tramlines and railways, mill buildings and mill races, breweries and factories of the 18<sup>th</sup> and 19<sup>th</sup> centuries), some of it upstanding, the rest possibly surviving below-ground. Many of Dublin's streets and roads also contain historic street furniture, such as limestone and granite kerb stones, cobblestones, cast-iron post boxes, water pumps, milestones, street lighting, statues, water troughs, railings, and protective bollards. These features all contribute to the present-day character and uniqueness of an area by reflecting its historic past and are assessed as part of the historic street scape within Chapter 16 (Architectural Heritage).

#### **15.2.1.2 Approach**

Recognising our unique sense of place in our urban and suburban environments, while respecting the individual heritage assets was a key consideration during the development of the EIAR. A historic landscape character (HLC) approach was undertaken where not only individual heritage assets were assessed but also how they present in the landscape, their connectivity and their relationship to other heritage features. These were analysed through mapping, documentary sources and site inspection.

By using different information sources and datasets, an understanding of the historic landscape character that surrounds and is part of the Proposed Scheme has been developed. The modern landscape is a result of numerous modifications over time. Understanding how these processes occur, and how they are represented in today's urban and suburban landscape, is critical in providing an insight into the layering and development of the cultural heritage environment. It also facilitates an appreciation of an area's unique character. The process is concerned with identifying the dominant historic influences which have formed and define the present landscape. By using existing datasets such as the RPS, RMP, NIAH for example, through the use of GIS and CAD, dominant clusters of monuments, buildings and cultural heritage features begin to emerge.

Where sites are designated architectural heritage assets (NIAH/RPS), they are addressed in detail in Chapter 16 (Architectural Heritage). Where such sites are also RMP/SMR sites, they are assessed both in the present chapter and in Chapter 16 (Architectural Heritage).

Upstanding industrial heritage sites and examples of cultural heritage such as historic street furniture are discussed in Chapter 16 (Architectural Heritage). Those sites which may survive below-ground are assessed in the present chapter as potential archaeological sites.

Where cultural heritage assets are of interest from an archaeological, historical, or cultural interest, as well as from an architectural heritage perspective, these are assessed both in the present chapter and in Chapter 16 (Architectural Heritage).

Appendices associated with this Chapter are detailed in Volume 4 of this EIAR and contain the following information:

- Appendix A15.1 – Previous Archaeological Investigations in the Vicinity of the Proposed Scheme;
- Appendix A15.2 – Inventory of Archaeological and Cultural Heritage Sites;
- Appendix A15.3 – Glossary of Impacts and Assessment Methodology; and
- Appendix A15.4 – Relevant extracts from City and County Development Plans.

### **15.2.2 Study Area**

The area examined for this study includes the full extent of the Proposed Scheme corridor. In order to inform the likely significant impacts from an archaeological and cultural heritage perspective, a study area measuring 50m on either side of the red line boundary for the Proposed Scheme was established (refer to Figure 15.1 in Volume 3 of this EIAR). This approach is tailored to the urban and suburban streetscape and is the accepted best practice for linear infrastructural projects in built-up areas. The study area was assessed in order to identify known and recorded archaeological and cultural heritage assets within it.

In all instances, the study area was wide enough to assess the immediate archaeological and cultural heritage potential of the Proposed Scheme. Professional judgement was used to determine where the study area should be extended to consider archaeological sites/monuments or historic structures that lie beyond its boundaries. As required and where appropriate, the relationship of structures, sites, monuments, and complexes that fall outside this study area were considered and evaluated. The wider landscape or urban streetscape was also considered, to provide an archaeological and historical context for the Proposed Scheme.

For historic towns and villages that have a designated zone of archaeological potential (ZAP) on the published RMP maps (Dúchas The Heritage Service 1998), these areas were considered in addition to the point data from the online Historic Environment Viewer (HEV) provided by the National Monuments Service (NMS) (NMS 2021).

### **15.2.3 Relevant Guidelines, Policy and Legislation**

The study was informed by relevant legislation, guidelines, policy, and advice notes, as listed below and in the references, Section 15.7. Relevant extracts from the City and County Development Plans are contained in Appendix A15.3 (Glossary of Impacts and Assessment Methodology) in Volume 4 of this EIAR.

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHGI) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports;
- EPA (2015). Advice Notes for preparing Environmental Impact Statements, Draft September 2015;
- EPA (2002). Guidelines on the information to be contained in Environmental Impact Statements;

- EPA (2003). Advice Notes on Current Practice (in preparation of Environmental Impact Statements);
- European Commission (2017). Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report;
- Heritage Act, 1995 (as amended);
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);
- ICOMOS (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, 1930 to 2014;
- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 (as amended);
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

#### **15.2.4 Data Collection and Collation**

A detailed evaluation of the archaeological and cultural heritage resource took place, comprising a desk study of published and unpublished documentary and cartographic sources, supported by a field survey.

##### **15.2.4.1 Desk Study**

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR: The SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP; pursuant to Section 12 of the National Monuments (Amendment) Act, as amended in 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DHLGH), which is available online (NMS 2021) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;
- The topographical files of the National Museum of Ireland (NMI 2020);
- Cartographic sources, comprising pre-19<sup>th</sup> century historic maps and various editions of the Ordnance Survey (OS) six-inch maps, 25-inch maps and five-foot plans;
- Excavations Bulletins and Excavations Database (Excavations 1970 to 2020);
- Dublin County Archaeology GIS (The Heritage Council 2015);
- Dublin City Council's (DCC) Dublin City Development Plan 2022 – 2028 (DCC 2022);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- Fingal County Council (FCC) Fingal Development Plan 2023 – 2029 (FCC 2023);
- NIAH, Building Survey and Garden Survey, DHLGH (NIAH 2020);
- Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009);
- Placenames Database of Ireland (Logainm 2020);
- Aerial imagery online: Google Earth 2001 to 2018 (Google Earth Pro 2001 to 2018), Bing 2013 (Bing 2020); Ordnance Survey Ireland (OSI) 1995; 2000; 2005 to 2012 (OSI, 2020); and

- Other documentary sources (as listed in the references, Section 15.7).

#### 15.2.4.2 Field Survey

A walkover survey was undertaken along the extent of the Proposed Scheme, including offline elements, on 26 May 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments outside of it) were inspected. The survey took cognisance of upstanding industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) that are situated within or adjacent to the Proposed Scheme. It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

#### 15.2.4.3 Mapping

The locations for all archaeological and cultural heritage assets identified in the course of the assessment have been mapped and are shown on Figure 15.1 in Volume 3 of this EIAR. The coordinates for each asset are provided in Irish Transverse Mercator (ITM) in the inventory of archaeological and cultural heritage sites in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

### 15.2.5 Appraisal Method for the Assessment of Impacts

Archaeological and cultural heritage sites are considered to be a non-renewable resource and cultural heritage material assets are generally considered to be location sensitive. In this context, any change to their environment, such as construction activity and ground disturbance works, could adversely affect these sites. The likely significance of all effects is determined in consideration of the magnitude of the impact and the baseline rating upon which the impact has an effect (i.e. the sensitivity or value of the cultural heritage asset). Having assessed the potential magnitude of impact with respect to the sensitivity/value of the asset (Table 15.1, Table 15.2 and Image 15.1), the overall significance of the effect is then classified as not significant, imperceptible, slight, moderate, significant, very significant, or profound (Table 15.3).

A glossary of impact assessment terms, including the criteria for the assessment of effect significance, is contained in Appendix A15.3 (Glossary of Impacts and Assessment Methodology) in Volume 4 of this EIAR.

**Table 15.1: Significance/Sensitivity Criteria**

Sensitivity/Significance	Criteria
High	Sites of international significance: World Heritage Sites. National Monuments. Protected Structures (assessed by the NIAH to be of international and national importance), where these are also National Monuments. Undesignated archaeological and cultural heritage sites.
Medium	Recorded Monuments (RMP sites & SMR sites scheduled for inclusion in the next revision of the RMP) Protected Structures/NIAH sites (assessed by the NIAH to be of regional importance), where these are also Recorded Monuments. Newly identified archaeological sites, confirmed through archaeological investigation, to be added to the SMR. Undesignated archaeological and cultural heritage sites.
Low	Sites listed in the Dublin City Industrial Heritage Record (DCIHR) and National Inventory of Architectural Heritage (NIAH) Building for which there are no upstanding remains. Undisturbed greenfield areas and riverine environs, which have an inherent archaeological potential. Undesignated archaeological and cultural heritage sites.
Negligible	Assets with very little or no surviving archaeological and/or cultural heritage interest.

**Table 15.2: Magnitude of Impact Criteria**

Impact Magnitude	Criteria
High	These impacts arise where an archaeological/cultural heritage asset is completely and irreversibly destroyed by a proposed development. A change such that the value of the asset is totally altered or destroyed, leading to a complete loss of character, integrity and data about the site.

Impact Magnitude	Criteria
Medium	<p>An impact which, by its magnitude, duration or intensity alters an important/significant aspect of the environment. An impact like this would be where an archaeological/cultural heritage asset would be impacted upon leading to a significant loss of character, integrity and data about the site.</p> <p>Or an impact which by its magnitude results in the partial loss of a historic structure (including fabric loss or alteration) or grounds including the part removal of buildings or features or part removal of demesne land (e.g. severance, visual intrusion or degradation of setting and amenity).</p> <p>A permanent positive impact that enhances or restores the character and/or setting of a cultural heritage site or upstanding archaeological heritage site in a clearly noticeable manner.</p>
Low	<p>A low impact arises where a change to the site is proposed which though noticeable is not such that the archaeological/cultural heritage character/integrity of the site is significantly compromised, and where there is no significant loss of data about the site.</p> <p>A positive impact that results in partial enhancement of the character and/or setting of a cultural heritage site or upstanding archaeological heritage site in the medium to long-term.</p>
Negligible	<p>An impact which causes very minor changes in the character of the environment and does not directly impact an archaeological/cultural heritage asset, or affect the appreciation or significance of the asset. There would be very minor changes to the character and integrity of the asset and no loss of data about the site.</p>

**Table 15.3: Defining Significance of Impacts**

Impact	Definition
Imperceptible	An impact capable of measurement but without noticeable consequences.
Not Significant	An impact which causes noticeable changes in the character of the environment but without significant consequences.
Slight	An impact which causes minor changes in the character of the environment and does not affect an archaeological/cultural heritage asset in a moderate or significant manner.
Moderate	A moderate impact arises where a change to the site is proposed which though noticeable, does not lead to a significant loss of character, integrity and data about the archaeological/cultural heritage asset.
Significant	An impact which, by its magnitude, duration or intensity, alters an important aspect of the environment. An impact like this would be where part or all of a site would be permanently impacted upon, leading to a significant loss of character, integrity and data about the archaeological/cultural heritage asset.
Very Significant	An impact which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	Applies where mitigation would be unlikely to remove adverse impacts. Reserved for adverse, negative impacts only. These impacts arise where an archaeological/cultural heritage asset is completely and irreversibly destroyed by a proposed development.



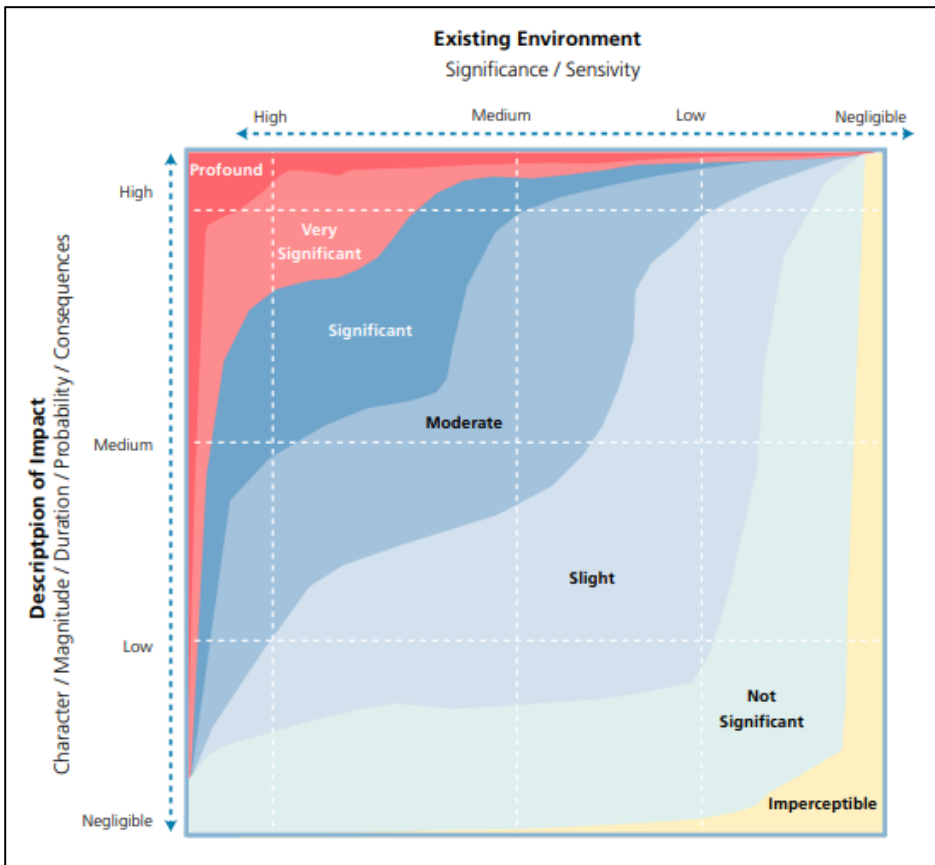


Image 15.1: Figure 3.4 Chart Showing Typical Classifications of the Significance of Effects from the EPA Guidelines on Information to be Contained in EIAR (EPA 2022)

## 15.3 Baseline Environment

### 15.3.1 Archaeological and Historical Background

#### 15.3.1.1 The Parish of Swords

The Proposed Scheme will commence south of Swords in the townland of Miltonsfields, following the R132 Dublin Road through the townlands of Crowcastle, Nevinstown West and Fosterstown South in the parish of Swords and the barony of Nethercross. The road itself also acts as the townland boundary with the townlands of Cremona and Fosterstown North within Swords parish and forms a short segment of the boundary with the parish of Cloghran and the barony of Coolock.

The Irish name of Swords is *Sord* or *Sord Choluimcille*. It means 'pure' and is purported to refer to St. Colmcille's well which he blessed when he established a church there. The only possible other Irish name surviving in this area is Cremona, which would seem to suggest peaty clay although there is no bog in this townland. The subsoils of neighbouring Miltonsfields are of lacustrine sediment, and the name may perhaps refer to the wet conditions of these lake-derived soils. However, Cosgrave was of the opinion that this name was related to Cremona in Italy (Cosgrave 1932).

The other townland names are English placenames, owing to the early occupation of this area by the Anglo-Normans and by later English settlers. Names such as Miltonsfields, Crowcastle, Fosterstown and Nevinstown are likely to refer to family names.

#### 15.3.1.1.1 Swords in Prehistory

Several stray finds indicate Bronze Age activity in the Swords area, including two axes and a palstave axe (NMI 1939:16; NMI E92:335; NMI 1939:17). In recent years, archaeological investigation has also revealed several subsurface features which date, or are thought to date, to this period.

Archaeological testing adjacent to the Dublin Road for the Metro North Project revealed a pit containing a charcoal-rich fill with heat-shattered stone in Miltonsfield (Licence 09E0465) (Fagan and Frazer 2010). It was noted that it did not contain any cremated bone and was unlikely to have been a burial site, but the contents were not unlike those from a burnt mound and it was thought to have been Bronze Age in date (SMR DU011-153, Figure 15.1 Sheet 1 of 18 in Volume 3 of this EIAR). Further investigations at Fosterstown South revealed such a burnt mound (SMR DU011-151; Licence 09E0466, Figure 15.1 Sheet 2 of 18 in Volume 3 of this EIAR) (Hession 2009). These sites are usually interpreted as outdoor cooking sites, but other interpretations include uses such as bathing, dying or brewing. They typically date to the Bronze Age, although some examples date to as early as the Neolithic period.

Bronze Age burial activity is represented in this area by at least three ring ditches. One, in Crowscastle, was discovered through archaeological investigations and it was found to contain unidentified burnt bone inclusions in the ditch fill (SMR DU011-152; Licence 10E0028) (Excavations 2010). The other two in Fosterstown South and Nevinstown West have been identified through aerial photography (SMR DU011-114; RMP DU011-047, Figure 15.1 Sheet 3 of 18 in Volume 3 of this EIAR). Ring ditches are circular ditch features, about 10m to 15m diameter, which contain burial deposits in the ditch. They are probably the ploughed-out remains of a more substantial barrow burial.

The combination over several townlands of stray finds, burial sites and an outdoor cooking site suggests that this area was well-settled in the Bronze Age. It is likely that the continuity of settlement in this area, with intensive agricultural activity, has resulted in the destruction of earlier features through ploughing and other activities.

#### 15.3.1.1.2 Swords in the Early Medieval Period

Swords was a significant early ecclesiastical site in the early medieval period (RMP DU011-034002). The monastic site is associated with St. Colmcille and was situated on high ground overlooking the River Ward. The local folk tradition records that when St. Colmcille established his church, he took possession of a pre-Christian well, blessed it and devoted it, and it is from this pure (*sord*) well that the foundation took its name (RMP DU011-034013). The association with St. Colmcille would suggest a 6<sup>th</sup> century date for the site's foundation (Gwynn and Hadcock 1988).

The Proposed Scheme is outside of the original extent of the settlement. Located within the enclosure site is an early medieval round tower which is four storeys high (RMP DU011-034005). Round towers are one of the earliest stone structures to be built in Ireland, and this is now the only surviving above ground element of the early medieval site. Three churches have been recorded at Swords, dedicated to St. Fintan, St. Brigid and St. Catherine. Two other holy wells are recorded in the wider area at Forrestfields and Crowscastle (RMP DU011-037; DU011-045), demonstrating open-air Christian veneration outside of the boundaries of the monastic enclosure.

The monastery at Swords was important enough to be burned by Maelsechlainn in 994 AD. In 1014, the bodies of Brian Boru and his son, Murchad, were taken through Swords en route for burial in Armagh. The monastery was also plundered on several further occasions from 1020 to 1166 during which the monastery and village of Swords had become part of the Scandinavian kingdom of Dublin. Swords had first become a target of the Vikings, or Ostmen, from the close of the 10<sup>th</sup> century, and the Annals of the Four Masters and the Annals of Ulster both record the burning of the town by the 'Danes' in 1012 and in 1016. By 1035, the village had been conquered by the Vikings under Sitric, King of Dublin, and in retaliation for a raid conducted by the settlers (Bradley 1998). This Viking influence gave the region the name of *Fine Gall* (Fingal), or 'the territory of the strangers'. The town was then subject to a number of attacks from the Kings of Meath throughout the 11<sup>th</sup> and 12<sup>th</sup> centuries.

Outside of monastic contexts, settlement in early medieval Ireland was dispersed and rural in character comprising enclosures such as ringforts or cashels. A ringfort was an earthen banked enclosure, with the cashel being its equivalent in stone. The study area would probably have had many ringfort settlements, but intense settlement and agricultural activity in the Dublin region has likely destroyed many former sites.

However, aerial photography, geophysical survey and test excavations in the townlands of Miltonfields and Fosterstown South have revealed evidence of enclosures and field systems that appear to date to the early medieval period (Licence 08R0117; 09E0465; 09E0466) (Fagan and Frazer 2010; Hession 2009). At Miltonfields, the remains of a sub-rectangular building, metalled surface and associated field system were identified adjacent to the Proposed Scheme, and the absence of pottery was taken to indicate a possible early medieval date (SMR DU011-154, Figure 15.1 Sheet 2 of 18 in Volume 3 of this EIAR). In Fosterstown South, a possible sub-circular bi-vallate enclosure with an additional enclosure ditch, an archaeological complex with a possible D-shaped enclosure, a field system and a figure-of-eight corn-drying kiln were identified and thought to be of early medieval date (SMR DU011-116, DU011-118, DU011-117, Figure 15.1 Sheet 2 and 3 of 18 in Volume 3 of this EIAR). Other sites that are indicated through aerial photography include two enclosures in Fosterstown South (SMR DU011-113, DU01-115). These sites create a complex of monuments which may extend into the Proposed Scheme. These discoveries point to an organised agricultural landscape, and the quality of land and presence of an important monastic site in this area suggest that it could have been quite prosperous.

#### 15.3.1.1.3 Swords in the Medieval Period

Prior to the Anglo-Norman invasion of AD 1169, the monastery at Swords and its possessions had been transferred to the Archbishop of Dublin, Laurence O'Toole, and Swords subsequently became one of the main archiepiscopal manors. Construction on the archbishop's manorial castle (RMP DU011-034001; a national monument) was begun in c. 1200 in the north of the town. Its main function was not defence, but rather as a manorial centre from where business and court proceedings were conducted. The ecclesiastical site continued in importance, and the medieval church tower of the parish church is the principal surviving feature of this period, dating to the 14<sup>th</sup> century (RMP DU011-034004).

In a charter, Archbishop O' Toole's successor, John Comyn, confirmed the burgesses of Swords in their burgages, AD 1181 to 1212 (Bradley 1998). It is known that in 1326 the manor of Swords held 16 *burgagii forinseci* or 'foreign burgesses'; a term used to describe Ostmen/Viking settlements, demonstrating that the area was still known for its Viking influence. The manor appears to have declined somewhat owing to raids from the Gaelic Irish in the 14<sup>th</sup> century (D'Alton 1838).

There are many references showing that the borough functioned continuously into the 16<sup>th</sup> century. The settlement was granted a new charter by Elizabeth I in 1578, establishing the town as a parliamentary borough with two representatives in the Irish parliament. The privileges of the town were granted by James I to the Archbishop of Dublin in 1603.

#### 15.3.1.1.4 Swords in the Post-Medieval Period

In 1642, the rebels at Swords were defeated by a regiment under the command of Sir Charles Coote of Dublin. Coote was subsequently granted a large portion of the estates in Fingal. While the town of Swords was restored after the uprising and continued to be developed throughout the 17<sup>th</sup> to 19<sup>th</sup> centuries, the lands of the study area remained primarily agricultural in nature.

The terrier accompanying the Down Survey map of 1656 records that the land consisted of arable pasture and meadow. The lands flanking the Dublin Road out of Swords belonged to several landowners, including a number of Irish Catholics: Nicholas Barnewall of Turvy, Laurence Bealing of Bealingstown and John Talbott of Robertstown. All are recorded as attending Swords during the assembly of the Irish Army of the Pale in Swords. Following this, the Civil Survey of 1654 to 1656 records that Laurence Bealing was indicted of rebellion and John Talbott too was labelled as a traitor and imprisoned, while Nicholas Barnewall fled to Wales before being allowed to return (Simington 1945; D'Alton 1838). This would have led to a change in ownership of much of the previously Catholic-owned land, often resulting in new agricultural practices and land uses. Meanwhile, Nevinstown, or 'Newingstone', part of Crowcastle and part of Miltonfields, were owned by the Protestant Bishop of Dublin (Simington 1945). The only feature depicted on the Down Survey maps of this area is the main road from Swords to Dublin, the present R132, demonstrating that this routeway was quite important.

### 15.3.1.2 The Parish of Cloghran

The Proposed Scheme will continue on the existing R132 Dublin/Swords Road through the parish of Cloghran in the barony of Coolock. The road passes through the townlands of Cloghran and Toberbunny, and also acts as

the townland boundary with Corballis. Cloghran contains a small village of the same name, which is possibly derived from *cloghar*, meaning stony place. Indeed, several quarries are depicted in the parish on the first edition OS six-inch map in the village of Cloghran and in the townland of Corballis. Toberbunny comes from *tobar* (well), and the *buinne* suffix is thought to refer to milk i.e. 'Milk Well' (Logainm 2020). Corballis is derived from the Irish, *Cor Baile*, meaning 'Conspicuous Town'; *Cor* usually implies a conspicuous hill. The preservation of Irish placenames in these townlands demonstrates that they lay somewhat outside of the manorial influence of Swords and probably retained Irish speakers.

#### 15.3.1.2.1 Cloghran in Prehistory

There is modest evidence for prehistoric activity in these townlands. A mound, no longer visible, in Cloghran townland was recorded on aerial photography in 1971 and this may represent the remains of a ploughed-out burial site (RMP DU015-001).

Archaeological investigations have also revealed a number of dispersed and ephemeral sites. Excavations on the Balbriggan Bypass revealed three sites in Cloghran townland comprising pits, which showed evidence of burning and contained worked flint (Licence 00E0376; 00E0950; 00E0951) (Excavations 2000a; Excavations 2000b; Excavations 2000c).

#### 15.3.1.2.2 Cloghran in the Early Medieval Period

The most significant evidence of early medieval occupation in this area is in the survival of the foundations of the early medieval church in Cloghran, dedicated to St. Doulagh (RMP DU014-009001, Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR). In addition to the parish church, it is evident that open-air veneration took place in the vicinity at the site of two holy wells in Cloghran and Toberbunny (RMP DU014-010; DU014-023, Figure 15.1 Sheet 6 of 18 in Volume 3 of this EIAR). The well at Toberbunny may be the 'Milk Well' that gave the townland its name and was said to have functioned as a station well (NMS 2021).

The presence of ritual sites would imply a population nearby, but only one settlement site survives in the form of a ringfort in Cloghran townland (RMP DU011-046). The residence of Castle Moat in Cloghran was supposed to have taken its name from an '*extensive moat, or rath, within the demesne*' of Castle Moat house (Lewis 1837). This may refer to the ringfort above or another site that is no longer extant.

#### 15.3.1.2.3 Cloghran in the Medieval Period

There was a small Welsh population in Cloghran in the 12<sup>th</sup> century. Biryd, the son of the Prince of Wales, Owain Gwyneth, was Lord of Cloghran. His family occupied this area until the 14<sup>th</sup> century before it passed through marriage to Thomas Staunton. At the end of the 14<sup>th</sup> century, Cloghran, Corballis and Toberbunny passed to the Taylors. William Taylor later conveyed the lands to the Hollywood family (D'Alton 1838). It is believed that Corballis and Toberbunny were included in a grant of lands to Gerald Nugent by Henry VIII in 1539, which included a place called 'Corbally'.

A late medieval castle, Corballis Castle, was located on the grounds of Corballis House on lands that are now occupied by Dublin Airport (RMP DU014-011). It was annotated on the first edition OS six-inch map of 1837 as '*Corballis Castle in ruins*'.

#### 15.3.1.2.4 Cloghran in the Post-Medieval Period

It is unclear to which parish the townland of Toberbunny belonged at the time of the Civil Survey (1654 to 1656) and Down Survey (1656 to 1658). While the Civil Survey notes it as being part of the parish of Cloghran, it is clearly depicted on the Down Survey Parish and County maps as 'Tubberstown' within the boundaries of Santry parish. According to the Cloghran parish map, only Cloghran and Corballis townlands were part of the parish at that time. It is recorded, however, that Toberbunny was granted to Richard Foster after the forfeitures of 1641 (D'Alton 1838). In 1764, James Wilkinson of Corballis was involved in a boundary dispute with the Domville family of Santry Court, having apparently altered the boundaries of his Corballis holdings to incorporate a portion of land known as 'Santry Common' which he had leased from the Domvilles. This presumably refers to the townland of Commons south of Corballis, and it appears from historic cartography that other restructuring of boundaries may have been taking place at this time.

Following the Reformation, Archbishop Bulkeley visited in 1630 and detailed the decline in the number and quality of parish churches. At that time, only 13 of 68 churches were in full repair. These included Cloghran Church (Bulkeley 1941; Smyth 1992).

The principal residences in the area were Cloghran House and Corballis House, but other more modest dwellings included Lime Park, Castle Moat and Toberbunny House. Lime Park, in the village of Cloghran, presumably took its name from the quarrying activity adjacent to the site. Castle Moat, as discussed, is described as having been named after a nearby ringfort and was the seat of J. Mac Owen Esq. in the 19<sup>th</sup> century. Toberbunny House was constructed in the 16<sup>th</sup> century and was owned at the time of the Civil Survey by Edwards Barry, a Protestant. It fell into disrepair after the death of William Sneyd in 1798 and was demolished in 1829.

At the time of the Down Survey, the townland of Cloghran was owned by the Lord of Westmeath and Walter Archbold. The remains of Cloghran House itself have become incorporated into the remaining adjacent farm buildings. The surviving interior elevations of stone and brick with brick reveals and a brick chimney were noted by Frazer to be similar to the early 18<sup>th</sup> century phase of the former Corballis House (Frazer 2009).

The Civil Survey mentions a small stone building in the lands of Corballis, which was under the ownership of Andrew Newgent of Dunnourne and John Delahide of 'ffepstowne'. This building was accompanied by an orchard and gardens and it can be assumed that this stone building of modest dimensions is the 14<sup>th</sup> century 'castle' owned by the Tailleur (Taylor) family. The depiction of a gable-ended structure at Corballis in the Down Survey map of the barony of Coolock would suggest a structure of some significance. D'Alton (1838) writes that Corballis (Corbally) was held by the Plunketts and Nugents before becoming the residence of the de la Hoyde family in the 16<sup>th</sup> century. It passed to Alderman Richard Barry in the 17<sup>th</sup> century.

Corballis House was originally called Tamora House, and it was constructed on the site of the former de la Hoyde family home in the 17<sup>th</sup> century. The lands of Corballis were purchased for Thomas Wilkinson, who was also proprietor of Toberbunny townland, in 1706. Members of his family (James Wilkinson and Henry Wilkinson) were appointed Guardians of Swords and Cloghran from 1732 to 1751 and 1782 to 1822 respectively.

Lewis noted that near the church there is a quarry of limestone in which '*various fossils are found*' and beneath this, deposits of copper and lead ores (Lewis 1837). The quarry at Cloghran appears on Rocque's 1760 map, while two quarries, a lead mine and a lime kiln, are depicted on the first edition OS six-inch map (Image 15.2).

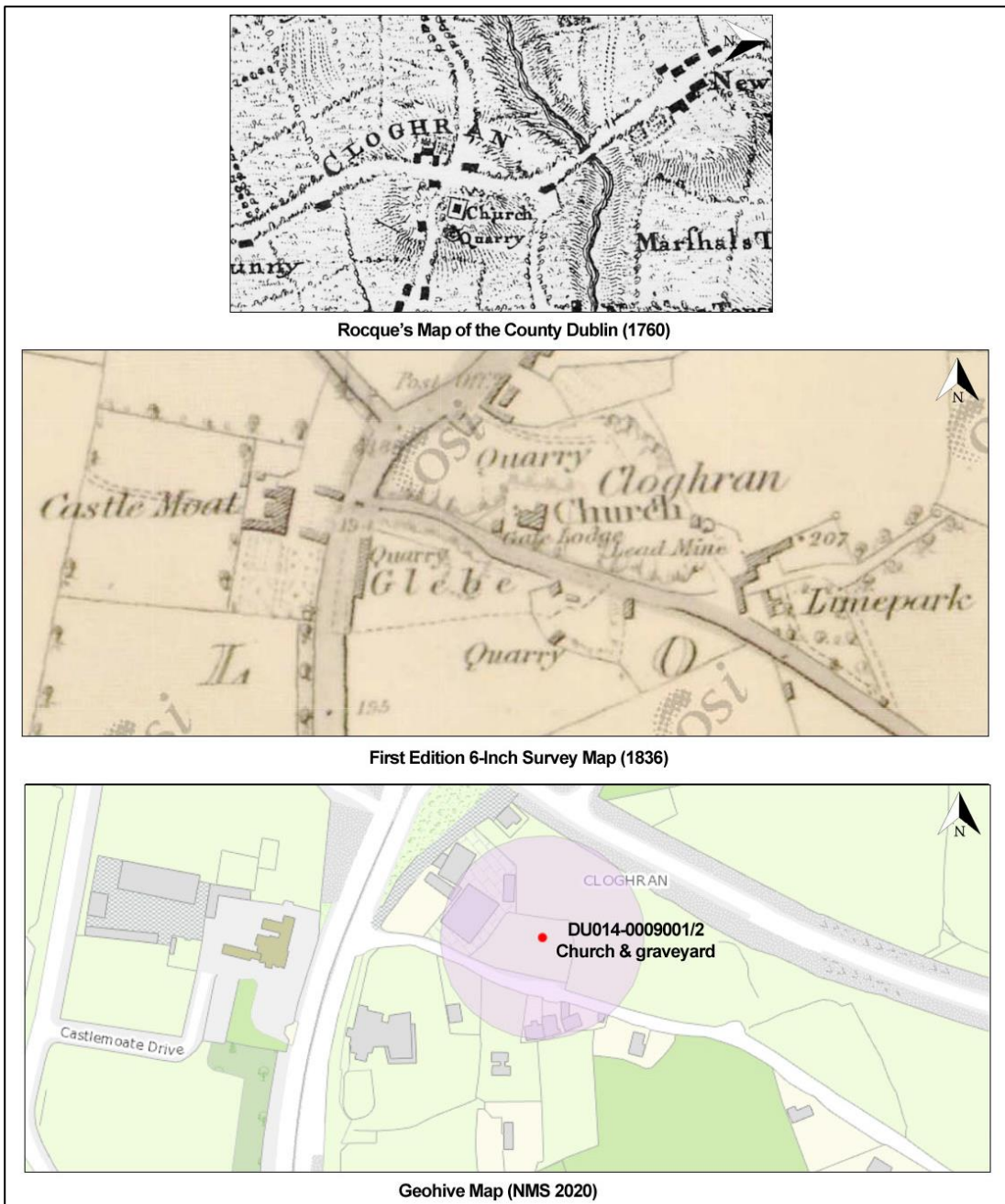


Image 15.2: Sequence of Depictions of Church, Quarry and Original Road at Cloghran (Ferguson 1998; OSI 2020; NMS 2021)

### 15.3.1.3 The Parish of Santry

The Proposed Scheme will follow the R132 Swords Road into the parish of Santry and the townlands of Commons, Dardistown, Turnapin Little and Santry. The road also acts as the townland boundary with Collinstown, Turnapin Great and Santry Demesne. The area was rural in nature until the 20<sup>th</sup> century and was dominated by the seat of the Domville family at Santry Demesne. Significant residential and commercial development has taken place in recent years, particularly south of the M50 motorway.

Santry and Turnapin are both surviving Irish names. Santry is derived from *Seantrabh*, meaning 'old dwelling'. The *trabh* element is not common in Ireland, and it may be further evidence for a Welsh population in Fingal, but it is also thought that the name could refer to the community of early Christians who gathered around St. Pappin's foundation in the 6<sup>th</sup> century (RMP DU014-057, Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR). Turnapin comes from *Tor na binne*, suggesting a round-hilled peak (Logainm 2020).

Dardistown is probably named after a family; the name was used as early as 1306, when it was noted in the Calendar of Justiciary Rolls of Ireland 1295 to 1307 (Logainm 2020). Commons is a name that frequently occurs on the edge of Anglo-Norman settlements where commonage was located.

#### 15.3.1.3.1 Santry in Prehistory

Although there are no recorded monuments of prehistoric date in these townlands, stray finds from Santry Demesne recorded in the Topographical Files of the NMI suggest some prehistoric activity. These include a stone axehead (NMI 1947:43) and a deposit consisting of a flint scraper, flint flake, flint Bann flake, brass fragments and a bronze object (NMI 1969:58-63). Archaeological investigations in Santry Demesne have also revealed two undated pits, which contained some charcoal and were thought to have been prehistoric (Licence 05E0894) (Excavations 2005).

#### 15.3.1.3.2 Santry in the Early Medieval Period

Santry was the site of a 6<sup>th</sup> century early Christian foundation of note associated with St. Pappin (RMP DU014-057001, Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR). St. Pappin is believed to have been the grandson of Aenghus MacNadfrech, King of Munster, and has a particular relevance in Fingal, having also been associated with Poppintree in Ballymun. An oval enclosure, which is depicted surrounding the church on the 25-inch OS map, measuring approximately 55m by 46m, may be the remains of the early ecclesiastical enclosure (RMP DU014-057005). The church itself was rebuilt in the 12<sup>th</sup>, 16<sup>th</sup> and 18<sup>th</sup> centuries, but the holy well, which was still accessible in the 1950s, is a feature that indicates the early origins of this site (RMP DU014-057004).

As part of Fingal (Place of the Foreigner), Santry witnessed many battles between the Vikings and the native Irish, and also between native Irish clans. In the 12<sup>th</sup> century, the neighbourhood was plundered by Murcadh Ua Maeleachlainn, King of Meath, in revenge for the death of his son at the hands of Mac Gillamochoilmog, Chief of Fingal.

#### 15.3.1.3.3 Santry in the Medieval Period

Following the arrival of the Anglo-Normans, Hugh de Lacey, Lord of Meath, granted the lands of Santry and Skryne to Adam de Feipo. He erected a parish church in Santry at the site of the early foundation of St. Pappin and granted it St. Mary's Abbey in Dublin, which retained it until the dissolution of the monasteries in the 16<sup>th</sup> century (RMP DU014-057001, Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR). The church was later rebuilt, but the octagonal font is a surviving feature of the medieval church (RMP DU014-057003).

The lands were still in the possession of the de Feipo family in 1435, but later passed to the Marewards and through marriage came into the possession of William Nugent in the 16<sup>th</sup> century. His son, James Nugent, was a Marshal in the confederate Catholic army.

Archaeological investigations on Schoolhouse Lane in Santry have revealed a medieval phase of agricultural activity characterised by a series of ditches (Licence 03E0353) (McQuade 2003). These features were dated by pottery finds to the late 12<sup>th</sup> to mid-14<sup>th</sup> century. They were thought to relate to a larger system of field drains and boundaries associated with the cultivation of the monastic lands.

#### 15.3.1.3.4 Santry in the Post-Medieval Period

In 1641, the village of Santry was burned by a detachment from the Dublin parliamentarian forces of Sir Charles Coote. Accounts describe it as an atrocity in which many of the villagers were slaughtered '*without distinction of the innocent and the criminal*' (D'Alton 1838). It was at this time that the lands of Santry came into the possession of Sir James Barry. The estate was 1,160 acres in extent, partly on church lands granted originally to the Plunketts of Dunsoghly (Smyth 1992). Barry was a member of the Barrymore clan who arrived in Dublin from County Cork in the 16<sup>th</sup> century and was rewarded for loyalty to the Crown during the Cromwellian period by being styled the Baron of Santry in 1661. The Civil Survey described the village of Santry in the mid-17<sup>th</sup> century as comprising '*a small slated house and six thatched cottages*', while Barry's house was described as being '*a dwelling house of stone with a barne and an old stable. Thatcht, ye walls of a house & garden & 2 orchards*' (Simington 1945).

Much of Santry is not depicted in the Down Survey barony and parish maps of 1656, but Dardistown is noted as having been forfeited from Patrick Bromingham of Corballis, a Catholic, and having been the site of a thatched house.

Santry Court (RMP DU014-030), the former residence at Santry Demesne, was reputedly built on the site of the earlier house and was erected for the third Lord Barry of Santry, Henry Barry, in 1703. The house was:

*'a stately mansion of brick, containing many spacious apartments, ornamented with numerous family portraits, a valuable collection of historical and scriptural paintings by the best masters and many items of fine arts' (Lewis 1837).*

The demesne covered '140 acres laid out in pleasure grounds and richly embellished with trees' (NMS 2021) (Image 15.3). The curved sweeps and wings were added in the mid-18<sup>th</sup> century, probably c. 1740 to 1750, by the notorious fourth and last Lord Barry of Santry. He was a leading member of the infamous Irish Hell Fire Club and was tried and convicted for the murder of a porter at an inn at Palmerstown in 1739. He was saved from the death penalty, however, by his uncle Sir Compton Domville of Templeogue. The city's water supply, Balrothery Water Course, flowed through his estate at Templeogue. He threatened the Government that he would cut off the supply to the city if his nephew were not released. The request was acceded to; however, Barry was banished from Ireland and his peerage was forfeited for life (Bence-Jones 1978). Santry thus fell into the hands of his uncle.



**Image 15.3: Santry Demesne Depicted on Rocque's Map of the County Dublin, 1760 (Ferguson 1998)**

The Domvilles did a great deal of work on the estate and embellished the grounds with various monuments. For example, a small hexagonal temple, erected originally in Templeogue c. 1740, was moved to Santry in 1858 by Sir Charles Compton William Domville. The house, gardens and out-offices were also fully restored during this time, and a water supply was laid on to the house from the River Santry, with ornamental gas lamps erected to light the avenue leading to a replica of the Phoenix monument in the grounds.

The Domville family took a strong interest in the village when they presided over Santry Demesne in the mid-17<sup>th</sup> century. They widened the main street running up to the demesne gate and added a formal square. The parochial school was located at one corner of the demesne, the glebe house at another corner and the estate gatehouse at yet another corner. The Catholic church was tucked away at the western corner of the demesne lands (Simms and Fagan 1992). Rocque's map of 1760 depicts a large demesne, planted with trees and surrounded with a wall (Image 15.3) (Ferguson 1998). The Santry River flows through the northern side of the grounds, with a lake depicted in the north-east corner. Later Ordnance Survey mapping depicts the Boat Harbour used for pleasure



boating. An agricultural mill was located at Santry according to Archer's Statistical Survey of County Dublin (Archer 1801), although the exact location is not recorded. According to Lewis, the demesne comprised more than 140 acres of tasteful gardens:

*'richly embellished with timber, and commanding some beautiful scenery and some extensive mountain and sea views'* (Lewis 1837).

Santry was remodelled into a Swiss village in 1840 by Lady Domville.

Dublin Corporation acquired the house in the early 1930s and proposed to convert it into a mental home, attached to Grangegorman. It was during the digging of trenches for drainage pipes for the proposed sanatorium at that time that a stone axe was found (NMI 1947:43). The house itself was destroyed by fire during the Second World War while being used as a store by the defence forces. It was eventually demolished in 1959. The entrance doorcase is held in store by the Office of Public Works (OPW). The former entrance gates, said to be magnificent examples of Flemish ironwork, were taken down and re-erected at St Brendan's Hospital, Grangegorman.

Other, more modest, residences in the area include Woodford of F.W. Edwards in Turnapin Little and Furry Park in Turnapin Great. Santry townland included Santry Hall, Santry Lodge of J. Martin Esq. and Magenta Hall.

During the 1798 Rebellion, United Irishmen from Fingal marched south towards Dublin but were massacred by a company of Government militia from Santry Village. As a result of this, the area at the northern gateway to Santry Demesne came to be known as 'Bloody Hollows'.

#### 15.3.1.4 Drumcondra Road

The name of Drumcondra originally referred to the village of Drumcondra, located on the northern banks of the River Tolka, with the wider area being the parish of Clonturk, north of the River Tolka, and Clonliff south of the River Tolka. In recent history, Drumcondra and Whitehall have been the names by which the area is more commonly known, stretching as far south as Binns Bridge on the Royal Canal. The Proposed Scheme will follow the R132 Swords Road and the R132 Drumcondra Road through the townlands of Clonturk, Drumcondra and Clonliff East, with the road also acting as the townland boundary with Drishoge and Clonliff West.

All of these names are of Irish origin. Drumcondra comes from *Droim Conrach*, meaning 'Conradh's Ridge'. Natural ridges were often exploited for use as routeways, with esker ridges in the Midlands showing evidence of this as early as the Bronze Age (O'Brien 2017). It is possible that the ridge referred to in this name similarly provided a natural routeway from early times in this area.

Clonturk is derived from *Cluain Torc*, or 'the pasture of the boars', although an older form of *Ceann Torc*, 'the headland of the boars' was in use prior to the 16<sup>th</sup> century (Logainm 2020). Drishoge refers to a place of brambles (Joyce 1910) and Clonliffe refers to a meadow or pasture with the Irish *Cluain na Luibh*, 'the meadow of the herbs'.

##### 15.3.1.4.1 Drumcondra Road in Prehistory

Although there are no recorded prehistoric sites in this area, the discovery of three flint scrapers in 1929 in a garden in Drumcondra suggests some prehistoric activity in the vicinity (NMI 1929:80 to 82). The Topographical Files of the National Museum of Ireland also record a Roman coin which was found in a garden on the Ferguson Road in the townland of Drishoge in 1940, suggesting interaction with the Roman world in the late Iron Age (NMI 2009:419). The copper alloy coin of the 'Empress' Julia Mamaea, mother of Emperor Severus Alexander, was issued c. AD 225 to 235.

A bone ring which was found in the River Tolka at Drumcondra may have been a finger ring or hair ring (NMI 2009:162). Bone rings dating to the Neolithic and the Bronze Age have been found in other contexts, and it is possible that this is a prehistoric artefact.

##### 15.3.1.4.2 Drumcondra Road in the Early Medieval Period

The 'Clonturk' placename would suggest early medieval activity in this area, as the hunting of boar was a pursuit of the Gaelic nobility at that time. The only recorded site of possible early medieval date, however, is a holy well,

named St. Catherine's Well on historic maps, in Griffith Park on the north side of the River Tolka (RMP DU018-011). It was reputedly used as a cure for sore eyes and toothache and was noted in 1462 as a place of pilgrimage (NMS 2021).

There is a tradition that the Battle of Clontarf may have taken place a short distance to the east, in the vicinity of Ballybough Bridge where a fish weir was located (RMP DU018-022001; DU018-022002). Although this is debated, it was certainly an important crossing point and routeway later in the medieval period, and it is likely that this was a strategic point at the time of the battle.

A letter sent to Rome in 1170 lists the churches that were already established in the area prior to the arrival of the Anglo-Normans. Among them was a church in Drumcondra (Bradley 1988).

#### 15.3.1.4.3 Drumcondra Road in the Medieval Period

The 12<sup>th</sup> century Augustinian Priory of All Saints was established in Drumcondra by Dermot McMurrrough on lands that became All Hallows College (RMP DU018-013001; DU018-013002, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). This priory was associated with the Augustinian Priory of All Hallows on College Green (now Trinity College Dublin), for which it was the chief supplier of grain. At the time of the mid-16<sup>th</sup> century dissolution of monasteries, the priory in Drumcondra was returned as containing 150 acres under crops, 17 acres under grass, and five acres under copse and underwood, with six messuages, six cottages, and a dove-house. Meanwhile, the lands of Drishoge and Clonliff belonged to St. Mary's Abbey, with other portions of Drumcondra in the possession of the Priory of the Holy Trinity.

#### 15.3.1.4.4 Drumcondra Road in the Post-Medieval Period

Contemporary with the mid-16<sup>th</sup> century dissolution of the monasteries, Drumcondra became the residence of the Bathe Family who in 1561 constructed a substantial castle – Drumcondra Castle in the townland of Richmond (RMP DU018-015001; now St. Joseph's School for the Blind). Clonliff was granted with the other possessions of St. Mary's Abbey to Walter Peppard. In 1611, when the Grange of Clonliff was granted to the Crown, it comprised over 200 acres, the messuage, three cottages and a mill (RMP DU018-030) (Ball 1920).

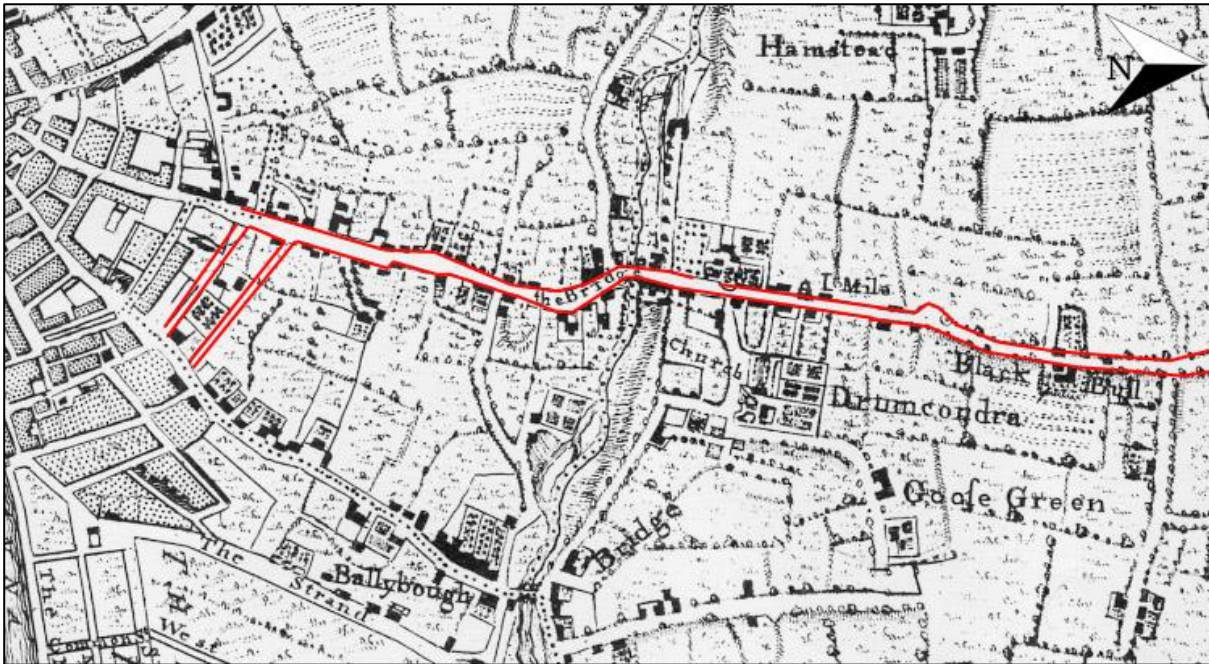
Following the dissolution of the monasteries, a small church to St. Margaret was erected at the former Priory of All Saints (RMP DU018-013001; DU018-013002, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). It was described in the Civil Survey (1654 to 1656) as the '*small church*' of Clonturk. It was subsequently replaced in 1734 with the Church of St John the Baptist, and All Hallows College was founded on the site in 1842 by Reverend John Hand.

There was considerable unrest in this area in subsequent years. Ballybough Bridge in Clonliff was the location of an engagement between insurgents and the Crown forces during the rebellion of Silken Thomas in 1544. During the Nine Years War (1593 to 1603), Drumcondra was occupied by the forces of Luke Netterville, and many of the inhabitants fled the area to shelter in the city. Many of the premises and lands were returned but were parcelled up and sold to pay for damages.

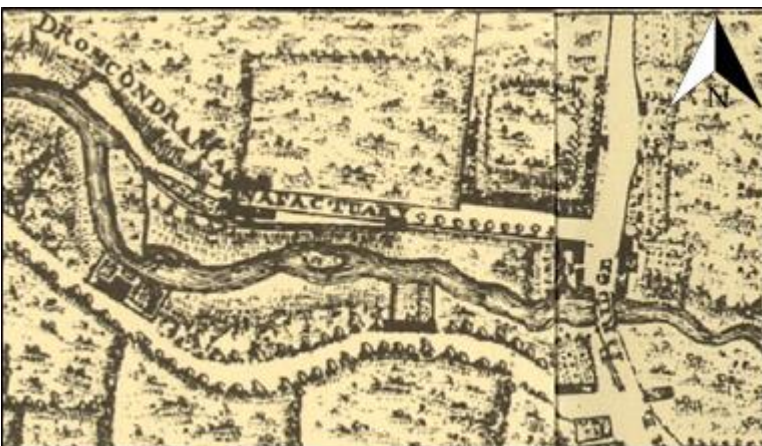
In the 17<sup>th</sup> century, Belvedere House was constructed on the R132 Drumcondra Road Upper in lands now occupied by St. Patrick's College (RMP DU018-012001, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). It was the seat of Sir Robert Booth in the 17<sup>th</sup> century, before passing to Sir John Coghill, Master in Chancery. The Civil Survey describes the house as a '*faire brick house, slated on the lands of James Bath*' (Simington 1945). It passed to Marmaduke Coghill, who also constructed Drumcondra House. He leased Belvedere to Henry Singleton in 1725 who went about making renovations and alterations to the house. Elements of the house's original 17<sup>th</sup> century fabric, as well as 18<sup>th</sup> and 19<sup>th</sup> century additions, are incorporated into the present structure. The house was sold to the Archbishop of Dublin in 1883 for use as St. Patrick's College.

Settlement in this area in the 17<sup>th</sup> century was characterised by estate houses and their grounds, but it developed in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries with residences fronting onto the road (Image 15.4). Dwellings of note include Maryville, Clonturk Castle, Whitehall, Well Park and Drumcondra House (residence of Marmaduke Coghill). The village of Drumcondra was incorporated into a township in 1878 and was subsequently developed by several developers in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Industry is noted from as early as the 17<sup>th</sup> century in Drumcondra, and Ball writes of a brewery in the area which operated in 1689 (Ball 1920). He also credits Marmaduke Coghill with a bleach-green near Belvedere where linen was spread on the ground to be whitened. Rocque depicts the Drumcondra Manufactory and a mill race adjacent to the River Tolka on his 'Plan of the City of Dublin' (Image 15.5) (Kissane 1988). A factory was established for the printing of linen by copper plate in the middle of the 18<sup>th</sup> century. A flour mill was later constructed at the junction of Millmount Avenue and Drumcondra Road.



**Image 15.4: Drumcondra Road and 'New Gardens' (i.e. Parnell Square) on Rocque's Map of the County Dublin, 1760 (Ferguson 1998)**



**Image 15.5: Drumcondra Manufactory on Rocque's 'Plan of the City of Dublin' (Kissane 1988)**

The Cat and Cage Pub on the Drumcondra Road was the site of an old postal stop and the point at which rebels, during the 1798 rebellion, seized a postal cart in order to signal to others in North County Dublin to revolt. Around the late 18<sup>th</sup> and early 19<sup>th</sup> centuries the area was a popular resort, well known for its teahouses. However, these establishments later had to be closed on account of the many disorderly scenes which took place in them.

South of the River Tolka in Clonliff, the preeminent house was Clonliff House (RMP DU018-019001). It was the site of Clonliff Grange, which became known as Fortrick's Grove in the 18<sup>th</sup> century before it was styled Clonliff House from at least 1816. It was the residence of Frederick (Buck) Jones, a famous theatrical personality.

South of the River Tolka, the parish of St George was established in 1793, but most of the population of that parish lived within the R101 North Circular Road. When the Liffey extension to the Royal Canal was constructed at the end of the 18<sup>th</sup> century, it became the municipal boundary of the city, effectively splitting the parish of St George into one portion which was considered part of the city, and Clonliff which was outside of the city. This led to Clonliff becoming more closely aligned with Drumcondra, and indeed, when a railway station was opened there in 1901, it was known as the Drumcondra Station.

### 15.3.1.5 Historic City

South of the Royal Canal and Binns Bridge, the Proposed Scheme will enter into the historical Municipal City boundaries via Dorset Street Lower. North Circular Road also functioned as the parliamentary boundary. The Proposed Scheme will enter into the ZAP of the Historic City of Dublin (RMP DU018-020) on Frederick Street North, and at the junction of Dorset Street Upper and Frederick Lane North.

#### 15.3.1.5.1 Historic City in Prehistory

Very little is known of prehistoric activity in this area. This is partially because of the manner of development in the 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> centuries. Georgian houses in particular comprised sunken basements, which required scarping of the ground and therefore the removal of any potential earlier deposits. However, modest evidence in other areas north of the River Liffey, such as Mesolithic fish traps at Spencer Dock (Licence 03E0654) (Excavations 2004a) or a Bronze Age burnt mound at Hammond Lane (SMR DU018-134; Licence 03E0721) (Excavations 2003a) suggest some amount of activity north of the River Liffey in prehistory.

#### 15.3.1.5.2 Historic City in the Early Medieval Period

While the principal Viking settlement of *Dubh Linn* lay on the south side of the River Liffey, a smaller suburb of Oxmantown was located on the northern banks of the River Liffey. Oxmantown, or Ostmanby, is a placename derived from the descriptive 'Ostmen', meaning 'men from the east'. The fact that it was known as Ostmanby (the element 'by' representing a Scandinavian ending) appears to confirm that the suburb was pre-Norman in date, i.e. pre-1170 (Simpson 2002). Following the arrival of the Anglo-Normans in Ireland, the Hiberno-Norse population of Dublin was banished to this settlement. While the full extent of Oxmantown is unknown, its southern edge would have been restricted by the River Liffey and its floodplain, and it may have extended as far east as the River Bradogue, a tributary to the River Liffey that ran from Cabragh to Dominick Street and is now largely culverted underground. There was no natural barrier to northerly expansion in Oxmantown, but medieval occupation is unlikely to have extended much further than North King Street. It appears then that the Proposed Scheme lies outside of that settlement, but Viking influence would presumably have been exerted over this area.

The Battle of Clontarf was fought in AD 1014 between the High King Brian Boiromhe (Brian Boru) and the Dublin Vikings under Sigtrygg Silkenbeard, and it is likely that it took place in this vicinity. The exact location is unknown, but it was probably fought between Clonliffe and Drumcondra, possibly as far south as Parnell Square.

This may be supported by the discovery in the 18<sup>th</sup> century of a possible Viking cemetery (RMP DU018-020495, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR), which was disturbed during the construction of the Rotunda Hospital and associated pleasure grounds (known as the 'New Gardens') on Parnell Square and along Parnell Square East and Granby Row. Numerous finds of spears, swords and rivets associated with vast numbers of human bones were found two to three feet below the ground. An article in the *Irish Builder* points to remains encountered around North Great Georges Street, Summerhill, Gardiner's Row, Mountjoy Square and the surrounding area (Traynor 1897).

More recently, archaeological excavations from 23 to 28 Parnell Square North revealed the disarticulated bone from a minimum of eight individuals, including five male and female late adolescents or adults, two young children and an infant (Licence 15E0361) (McIllreavy 2018). They dated from AD 692 to 961, which predates the Battle of Clontarf, and the early date and presence of children would suggest they are more likely related to a Gaelic Irish community, but it is possible that they may come from a Viking settlement. It was thought that they may represent clearance from a nearby burial ground.

### 15.3.1.5.3 Historic City in the Medieval Period

The Cistercian Abbey of St. Mary's would have dominated north of the River Liffey in the medieval period. The abbey was established in the area of Oxmantown; the Proposed Scheme will not traverse the medieval precinct. Beyond the precinct walls, much of this land would have been undeveloped and agricultural in character. Evidence of this was found in the course of archaeological investigations at a site on Moore Street and Parnell Street, where a thin deposit of topsoil was found from the cultivated lands either within or immediately outside of St. Mary's Abbey (Licence 98E0357) (Excavations 2003b).

### 15.3.1.5.4 Historic City in the Post Medieval Period

Speed's map of Dublin, dating to 1610, and de Gomme's map of Dublin, dating to 1673, show the difference that the dissolution of the monasteries made to the land north of the River Liffey, as the walled precinct of St. Mary's was destroyed to make way for 'Abby Parkes' (Image 15.6; Image 15.7) (Lennon 2008). Parnell Street is depicted on de Gomme's map as 'Highway to Ballibough', as Ballybough Bridge was a significant point at which to bridge the River Tolka. Drogheda Street, the narrower precursor to O'Connell Street, appears to have acted as the eastern boundary of St. Mary's, and Dorset Street is shown as 'Tradath Road'. The vicinity of Parnell Square is shown as featureless, as is the land flanking Dorset Street/Drumcondra Road, with the only features being natural ridges of hills either side of the River Tolka. Philip's map of 1685 shows a number of allotments which appear to be agricultural fields along Dorset Street, about as far as Frederick Street North. By 1728, when Brooking produced his map, Cavendish Row had been laid out and this was subsequently developed by Luke Gardiner in 1735 to 1755.

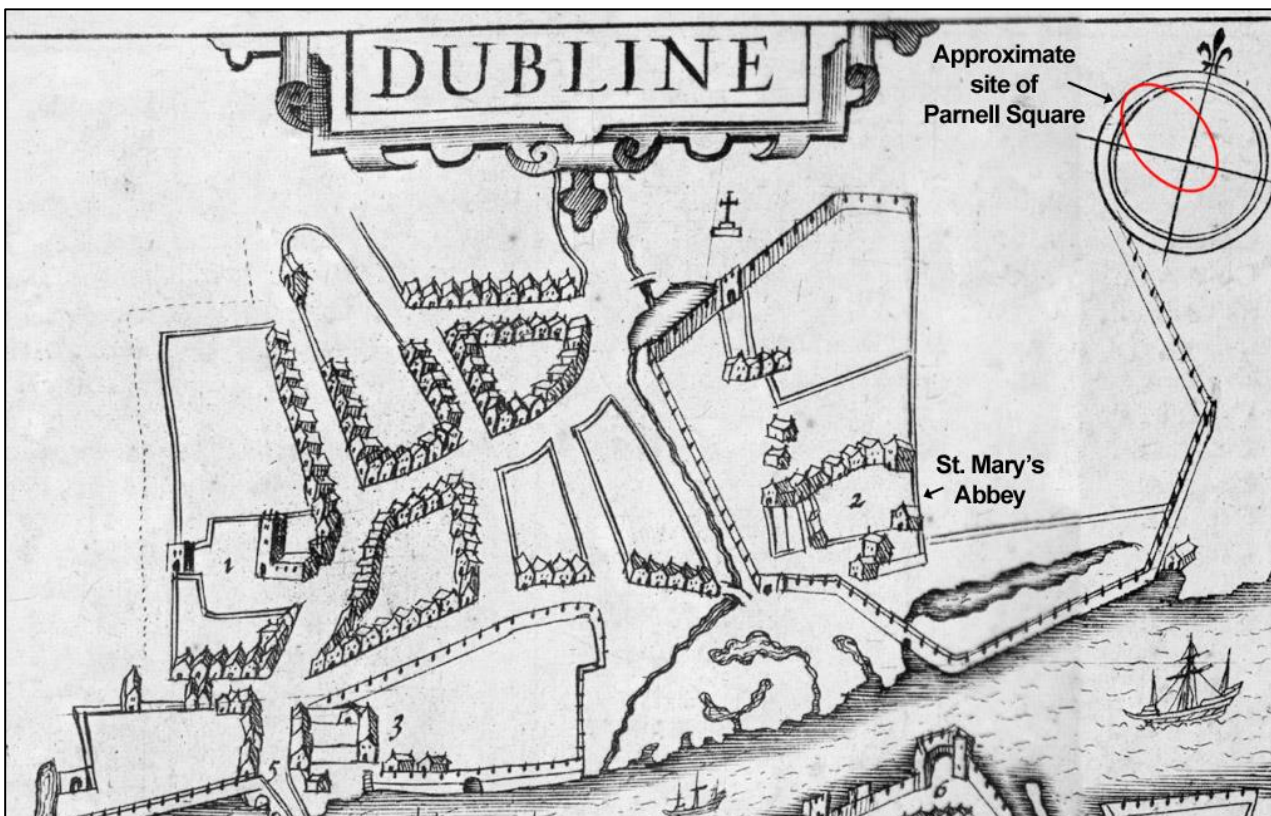


Image 15.6: Speed's Map of Dublin Showing Parnell Square Outside of the Developing City, 1610 (Lennon 2008)

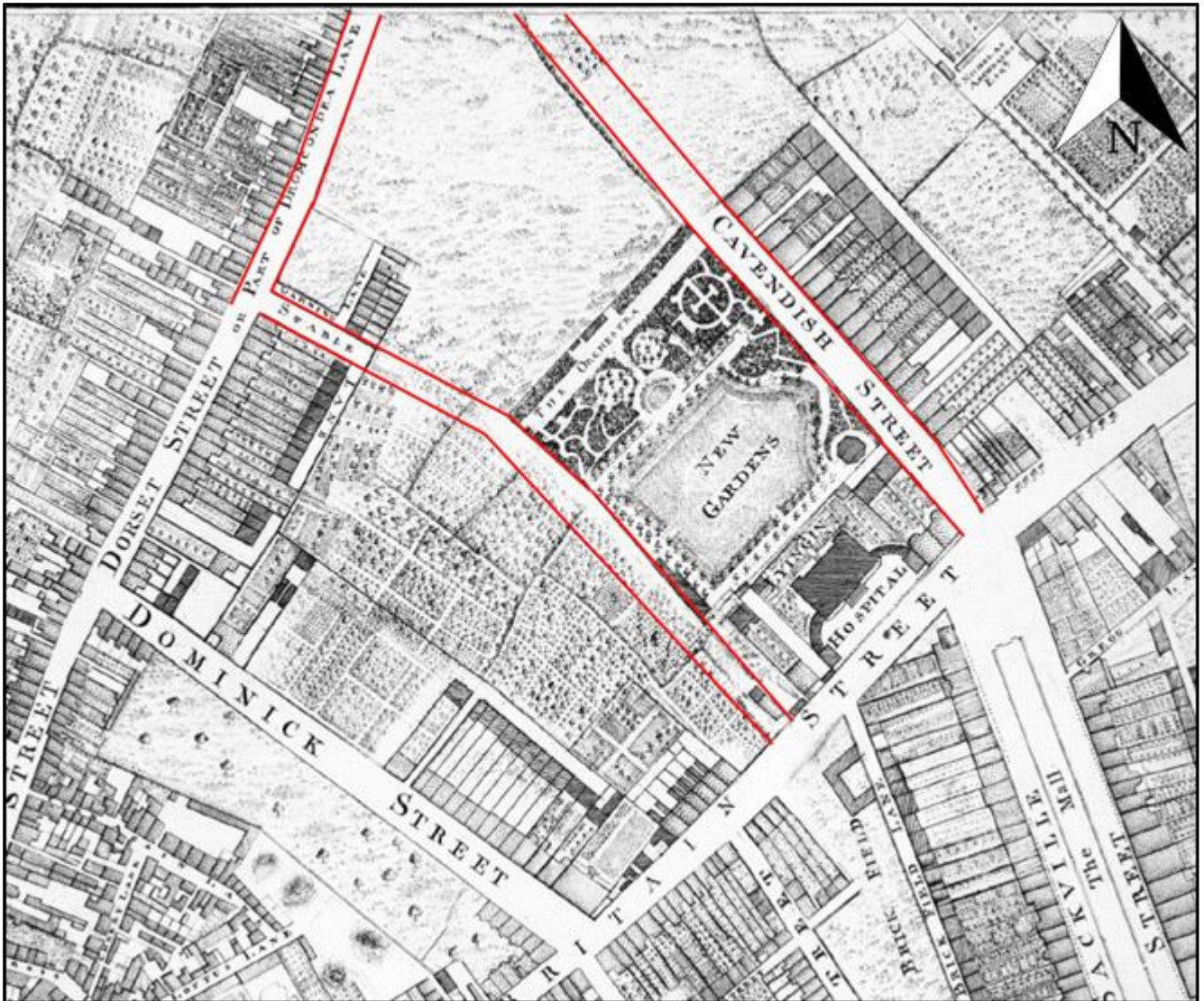


**Image 15.7: De Gomme's Map of Dublin Showing Developing City After Dissolution of Monasteries, 1673 (Lennon 2008)**

Drogheda Street was widened by the Duke of Ormond in 1740 by demolishing all of the buildings on the western side to create a 150 foot (45.7m) wide area called 'The Mall' between 'Great Britain Street' (Parnell Street) and Henry Street. A brickworks, which is depicted on Rocque's map at Moore Lane, is thought to have supplied these works (RMP DU018-020506, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR).

Parnell Square was the first Georgian square constructed in Dublin, between 1753 and 1785. It was originally called Rutland Square, but is depicted on Rocque's map of 1756 as simply 'New Gardens', having been only just laid out (Image 15.8). Rutland Square evolved initially as an offshoot of the Lying-In Hospital (now known as the Rotunda Hospital) and the gardens were opened to the public to fund the construction of the hospital. The hospital was developed by Dr Bartholomew Mosse as the first charitable maternity hospital in Ireland. The foundation stone of the hospital was laid in 1751. The Rotunda Assembly Rooms were subsequently built in 1764 and inaugurated in 1787. The pleasure gardens were originally laid out in a formal manner with two lines of elms and surrounded by a low wall. The wall was replaced by railings in 1786 in order to provide for '*better lighting, paving*

and cleansing of the streets of Dublin', and it was at this time that the name of Rutland Square was adopted (Pearson 2000).



**Image 15.8: Rocque's Map of the City of Dublin Showing 'New Gardens', 1756 (Ferguson 1998)**

The somewhat unregulated development and growth of the city during this era, coupled with a narrow medieval street pattern, left the city difficult to navigate, having a serious impact on commerce and trade. A 1757 Act of Parliament was therefore passed for the establishment of the Commissioners for the Making of Wide and Convenient Streets and Passages, otherwise known as the Wide Street Commissioners. This organisation was responsible for the planning and construction of new streets on behalf of the city, or for overseeing the planning and construction of all new streets by private developers. In 1777, the Wide Streets Commission was given a grant to extend Sackville (now O'Connell) Street to the quays, and, in 1782, it was given Parliamentary approval to build a bridge (to be called the Carlisle Bridge, now O'Connell Bridge) over the River Liffey. The bridge, designed by James Gandon, was opened in 1795, but the extension of Sackville Street was under construction until 1800. Because of the works of the Wide Street Commissioners, cellars from structures demolished at this time can sometimes be found beneath the road surfaces.

North of Rutland Square, Rocque depicted an area that was still largely undeveloped, with settlement limited to occasional dwellings adjacent to the Drumcondra Road (Image 15.8). However, excavations on Gardiner Street and Eccles Street have revealed some evidence of 18<sup>th</sup> century settlement in this area (Licence 99E0530; 14E0182) (Excavations 1999; Excavations 2014).

### 15.3.1.6 Historic Routeways and Transport

#### 15.3.1.6.1 Early Irish Roads

The R132 Drumcondra/Swords Road was an important route northward in the medieval period. O’Lochlainn proposed that the *Slighe Midhluachra*, one of the five principal roads of early medieval Ireland, passed from Dublin to Swords and northward to Ulster (O’Lochlainn 1940). While he does not provide much detail for the course of the route between Dublin and Swords, his accompanying map depicts it east of Glasnevin (this counters what many authors suggest that the *Slighe Midhluachra* started at Bow Street and followed the R135 Phibsborough Road to Glasnevin, which would pass by the western perimeter of the monastic site). It is possible, therefore, that the Drumcondra Road served as this routeway. Indeed, the Chancery Roll of 1450 called it ‘The Royal Way’, and a road from Dublin through Swords, Drogheda and Dundalk is indicated on William Petty’s Down Survey map of Ireland.

Joyce notes an account dated 1634 of the Santry Road leading out of the city ‘*as dainty a fine way as ever I rode, and a most pleasant country*’ (Joyce 1921). The R135 Finglas Road appears to have been the more important route in the late medieval/post-medieval periods, but the R132 Santry/Swords Road supplanted it in importance as it became the mail road from Dublin to the North. Milestones were placed on it in 1812 at a cost of 50 shillings each, and in 1823, a footpath along it was constructed as far as Swords (ibid.).

In the 18<sup>th</sup> century, the road between Drumcondra and Swords had the reputation of being particularly dangerous for mail coaches and people on foot who were frequently robbed. Joyce relates several occasions of theft (ibid.). On one occasion, a large group of armed men stopped the Belfast Mail in Santry Village, saying that they were doing so in order that it would not be attacked by a group of insurgents near Swords. Believing this, the guard and driver dismounted and entered a house where they were kept while the coach and its contents were set on fire. Cosgrave also notes a story of a highwayman, Larry Clinch, who attacked, robbed and burned an Ulster mail coach at Santry (Cosgrave 1932).

#### 15.3.1.6.2 The Royal Canal

The Proposed Scheme will cross the Royal Canal at Binns Bridge in Drumcondra, which was constructed in c. 1795. The 2<sup>nd</sup> Lock, also known as Binns Lock, is located adjacent to the bridge. The Royal Canal Company (RCC) was formed by royal statute in 1789 to build a canal between Dublin and Termonbarry on the Shannon. Construction of the Royal Canal commenced in 1790 with the provision of an initial grant by the Commissioners of Inland Navigations to the RCC. The Royal Canal stretched from the Custom House on the Liffey to Broadstone Harbour and then ran roughly parallel with the River Tolka. By 1792 the Royal Canal was completed to Ashtown and reached Mullingar in 1806, at which time it was trading, but only at a third of the volume of the Grand Canal. In 1813 the RCC was dissolved, and its property vested in the Directors General of Inland Navigation, who completed construction to the Upper Shannon in 1817. The Royal Canal facilitated the movement of cargo and passengers, with an RCC Hotel established at the Broadstone Harbour to accommodate passengers. Commercially, the Royal Canal was never a successful venture as the Shannon link did not bring the expected increase in trade from the north.

The Royal Canal enjoyed a relatively short period of success before the advent of the railways in Ireland in the mid-19<sup>th</sup> century. An association between railway and canal occurred in 1845, when the Midland Great Western Railway Company (MGWR) acquired a majority interest in the RCC with the intention of closing the Royal Canal and running the tracks along the bottom, thus saving on land purchase and surveying costs. The RCC had, however, acquired enough land for the railway to run alongside the canal, at least initially, and the MGWR kept it open without investing further in its operation. The railway quickly superseded the Royal Canal, however, as a mode of transport.

#### 15.3.1.6.3 Railways

The Great Southern and Western Railway’s (GSWR) North Wall Extension was built from 1874 to 1877 to connect the main line to the North Wall Quays and Amiens Street (Connolly Station). It is carried over the Drumcondra Road by a railway bridge, built c. 1877, which is composed of ashlar limestone piers with a cast iron deck. A railway station was added in 1901 but closed in 1920 when the Kingsbridge (Heuston Station) to Amiens Street service was discontinued. It was reopened as a station in 1998 to facilitate the Maynooth/Longford service.



A MGWR line runs alongside the Royal Canal following its acquisition by the company in 1845. This line provided access to the North Wall Quays and required a second bridge, built c. 1864, which abuts the pre-existing Binns Bridge.

#### 15.3.1.6.4 Tramlines

An urban public transport system first began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and near suburbs, with most of the major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008). The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (ibid.). At its peak, the system was heavily used, with over 60 miles (96.5km) of active line, and was profitable and advanced in both technology and passenger facilities (ibid.). By the early 20<sup>th</sup> century, the Dublin tramway system was seen as the most efficient of its type in Europe and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19<sup>th</sup> century into the 1920s (DCC 2003 to 2009). The decline of the trams accelerated in the 1940s due to the rise in popularity of the more versatile motorbus and the private ownership of cars, and the last trams in Dublin City ran on 9 July 1949.

A tramline ran along the Proposed Scheme from Drumcondra Road to Parnell Square. This line carried the Numbers 16 and 17 services from Drumcondra to Rathfarnham via Harold's Cross. The Drumcondra to Nelson's Pillar section was first opened in 1877 by the North Dublin Street Tramways, with a second route from Drumcondra to College Green via Capel Street. It was electrified in 1899, with services every ten minutes in 1902. Initially running from the corner of Botanic Avenue, the line was extended to Whitehall in 1903 and predates the construction of Griffith Avenue (Dublin Bus Stuff 2020a).

This line also carried the Number 11 service from Whitehall to Clonskea via Leeson Street. Originally running from the Phoenix Park to Clonskeagh, the northern terminus was changed to the corner of Botanic Avenue in Drumcondra in 1919 following a change in services. The Drumcondra to Nelson's Pillar portion of this route was known as 11A. The line was further extended to the corner of Griffith Avenue in Whitehall in 1930 (Dublin Bus Stuff 2020b). The line was closed in 1939.

### 15.3.2 Archaeological Heritage: Pinnock Hill to Airside Junction

#### 15.3.2.1 National Monuments

There are no national monuments or sites under Preservation Order within or in the vicinity of this section of the Proposed Scheme.

#### 15.3.2.2 Recorded Archaeological Monuments (RMP/SMR Sites)

One SMR site is located adjacent to this section of the Proposed Scheme, in a greenfield area in Miltonsfields townland, south of Swords. The area underwent archaeological testing in advance of the Metro North project, revealing the remains of a sub-rectangular building (SMR DU011-154; Licence 09E0465; Figure 15.1 Sheet 1 of 18 in Volume 3 of this EIAR) (Fagan and Frazer 2010). The site was associated with a field system, and it is possible that further associated features may extend into the Proposed Scheme; the ZAP for this site extends into the Proposed Scheme.

Entries relating to the RMP/SMR sites in Table 15.4 are contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR and are indicated on Figure 15.1 in Volume 3 of this EIAR.

**Table 15.4: RMP/SMR Sites Within c. 50m of the Proposed Scheme (Pinnock Hill to Airside Junction Section)**

ID No.	Name/Type	Townland/Street Address	ITM
DU011-154	Structure	Miltonsfields	717723, 745599

### **15.3.2.3 Topographical Files, National Museum of Ireland**

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme. However, prehistoric stone and metal objects have been recovered from the vicinity of Swords, as noted in the archaeological and historical background in Section 15.3.

### **15.3.2.4 Previous Archaeological Investigations**

Investigations related to the Metro North project revealed the archaeological potential in the largely undeveloped townland of Miltonsfields (Licence 09E0465) (Fagan and Frazer 2010). These investigations revealed a series of subsurface features comprising prehistoric and possible early medieval features, some of which were subsequently added to the SMR (SMR DU011-153; DU011-154; Figure 15.1 Sheets 1 and 2 of 18 in Volume 3 of this EIAR).

Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

### **15.3.2.5 Industrial Heritage**

The DCIHR does not include this section of the Proposed Scheme in the survey.

### **15.3.2.6 Cultural Heritage**

One cultural heritage site was recorded within this section of the Proposed Scheme comprising a modern sculpture adjacent to Pinnock Hill Roundabout (CBC0002CH001; Figure 15.1 Sheet 1 of 18 in Volume 3 of this EIAR). It deliberately references the heritage of the area by including swans shown mid-flight on the way to Swords Estuary. The base is surrounded by limestone kerbstones which were salvaged from renovation works in Swords.

Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

### **15.3.2.7 Field Survey**

A field survey was undertaken on 25 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

#### **15.3.2.7.1 Physical and Cultural Environment**

This section of the Proposed Scheme is predominantly rural in character, with some dwellings as well as commercial units at Airside Shopping Centre. The road is very wide with footpaths, and the verges are typically quite wide banks and hedgerows. There is little of historic character due to the wide and modernised road. A milestone (RPS 0866; discussed in Chapter 16 (Architectural Heritage)) is the only item of historic street furniture to survive along this section of the Proposed Scheme.

#### **15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites**

There is inherent archaeological potential associated with any greenfield site and the Proposed Scheme will extend beyond the existing R132 Dublin/Swords Road into the edges of adjacent fields for much of this section. In addition to this, archaeological investigations have confirmed the presence of subsurface prehistoric and early medieval features in the townland of Miltonsfields (Licence 09E0465) (Fagan and Frazer 2010).

One additional site was identified on historic mapping where the existing R132 Dublin Road has been widened previously across the site of former dwellings (CBC0002AH001; Figure 15.1 Sheet 2 of 18 in Volume 3 of this EIAR).

### **15.3.3 Archaeological Heritage: Airside Junction to Northwood Avenue**

#### **15.3.3.1 National Monuments**

There are no national monuments or sites under Preservation Order within or in the vicinity of this section of the Proposed Scheme.

#### **15.3.3.2 Recorded Archaeological Monuments (RMP/SMR Sites)**

There are no recorded archaeological monuments located in this section of the Proposed Scheme or within c. 50m of it. However, a cluster of archaeological sites in Fosterstown South townland comprises a burnt mound, field system and two enclosures (SMR DU011-151; DU011-117; DU011-116; DU011-118; Figure 15.1 Sheets 2 and 3 in Volume 3 of this EIAR). These sites were discovered through archaeological investigations, but the full extent of the subsurface features was not determined and it is likely that the complex (particularly the field system) extends further towards the Proposed Scheme. The ZAP for the SMR sites is c. 85m west of the Proposed Scheme. An area of archaeological potential (AAP) (CBC0002AH003 in Section 15.3.3.7.2; Figure 15.1 Sheets 2 and 3 in Volume 3 of this EIAR) associated with these sites has consequently been created in the inventory in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The AAP extends from Chainage A1000 to A1300, where the Proposed Scheme runs past the archaeological complex.

#### **15.3.3.3 Topographical Files, National Museum of Ireland**

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme.

#### **15.3.3.4 Previous Archaeological Investigations**

Investigations related to the Metro North project revealed the archaeological potential in the townland of Fosterstown South (Licence 09E04660) (Hession 2009). These investigations revealed a series of subsurface features comprising prehistoric and possible early medieval features (as noted in Section 15.3.3.2), some of which were subsequently added to the SMR (SMR DU011-151; DU011-116; DU011-118; DU011-117; Figure 15.1 Sheet 2 and 3 in Volume 3 of this EIAR).

Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

#### **15.3.3.5 Industrial Heritage**

The DCIHR does not include this section of the Proposed Scheme in the survey. No other industrial heritage features were noted during the assessment.

#### **15.3.3.6 Cultural Heritage**

Seven cultural heritage sites were recorded along this section of the Proposed Scheme, which are all outlined fully in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR (CBC0002CH002 to CBC0002CH008).

- A set of stone walls are the earliest surviving of the historic features (CBC0002CH003; Figure 15.1 Sheet 4 in Volume 3 of this EIAR). The stone walls flank either side of Old Stockhole Road, adding character to the road which provided access to Cloghran Church and to a house called Lime Park. The stone was likely quarried directly from the quarry sites adjacent to this lane on historic mapping;
- A carved stone sign in Cloghran (CBC0002CH005; Figure 15.1 Sheet 5 and 6 of 18 in Volume 3 of this EIAR) is a modern feature, but it commemorates the site of Scoil Phádraig, a National School which opened in 1908 and closed in 1967;
- A sculpture on the Airport Roundabout entitled 'The Spirit of the Air', is a monumental structure evocative of flight in reference to the nearby Dublin Airport (CBC0002CH004; Figure 15.1 Sheet 5 of 18 in Volume 3 of this EIAR);

- Roadside memorials are traditionally located at the site of a road death and they are recognised as being an important way to grieve for and to remember those who have lost their lives on the road. One such memorial is located at the side of the Swords Road in Commons (CBC0002CH007; Figure 15.1 Sheet 7 of 18 in Volume 3 of this EIAR);
- Cable markers, of which there is one in this section of the Proposed Scheme, are small concrete markers which are easily missed but are often quite attractive, many bearing the Post and Telegraphs lettering (CBC0002CH008; Figure 15.1 Sheet 7 of 18 in Volume 3 of this EIAR); and
- There are also two modern features adjacent to the Proposed Scheme which provide character to the area (neither will be affected by the Proposed Scheme). A stone sign commemorates the site of the Old Cloghran Schoolhouse (CBC0002CH002; Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR), which was demolished in 1908. Another sculpture is also located adjacent to the Red Long-Term Carpark of the airport (CBC0002CH006; Figure 15.1 Sheet 6 of 18 in Volume 3 of this EIAR).

Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

### 15.3.3.7 Field Survey

A field survey was undertaken on 25 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

#### 15.3.3.7.1 Physical and Cultural Environment

This section of the Proposed Scheme is predominantly rural in character, but is interspersed with dwellings and recent commercial units, in addition to Dublin Airport and associated infrastructure. The areas close to the M50 Motorway have considerably more development than the northern areas of this section, comprising residential and commercial sites. The road is very wide with footpaths, and the verges are typically quite wide, often including a bank and/or ditch.

There is little of historic character due to the wide and modernised road and the lack of surviving historic features. However, there is some survival of the village of Cloghran. The existing road has been realigned, and the older road provides access to a cluster of buildings where the village once stood, including the former Dispensary which operates as a car lease business. Old Stockhole Road preserves historic character with its stone walls (CBC0002CH003). There is also the survival at Collinstown Cross Industrial Estate of 19<sup>th</sup> century structures, as well as two thatched cottages (RPS 0604; NIAH 11349003 and 11349003; discussed in Chapter 16 (Architectural Heritage)).

Lambay Island, a significant site of Neolithic axe production and noted for being one of the few locations in Ireland with Roman finds, can be seen from north of Cloghran.

#### 15.3.3.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is inherent archaeological potential associated with any greenfield site and the Proposed Scheme will extend beyond the existing R132 Swords Road into adjacent fields for much of this section. In addition to this, archaeological investigations have confirmed the presence of subsurface prehistoric and early medieval features in the townland of Fosterstown South (Licence 09E0466) (Hession 2009). An area of archaeological potential (AAP) (CBC0002AH003; Figure 15.1 Sheet 2 and 3 in Volume 3 of this EIAR) has been designated in the inventory in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR due to the archaeological potential associated with these previous investigations. The AAP extends from Chainage A1000 to A1300, where the Proposed Scheme runs past the archaeological complex.

Additional sites have been identified on historic mapping where the R132 Swords Road has been widened previously or in areas the Proposed Scheme will extend into. There is no above ground trace at any of these sites, with the exception of Santry Bridge (CBC0002AH012) where the eastern parapet may still be upstanding. There

is, however, the potential that features associated with these sites survive below ground despite modern disturbances:

- The site of a well and building (CBC0002AH002, Figure 15.2 Sheet 2 of 18 in Volume 3 of this EIAR) was identified at Nevinstown West, with no above ground trace remaining;
- The site of Kilronan Bridge and gate lodge (CBC0002AH004, Figure 15.1 Sheet 3 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran. There is no above ground trace, and the bridge has been replaced by a modern culvert;
- The site of a well (CBC0002AH005, Figure 15.1 Sheet 3 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of two buildings (CBC0002AH006, Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of a well (CBC0002AH007, Figure 15.1 Sheet 5 of 18 in Volume 3 of this EIAR) is located on the boundary of the Proposed Scheme at the Airport Roundabout;
- The site of a house (CBC0002AH008, Figure 15.1 Sheet 5 and 6 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The sites of Toberbunny Bridge and roadside buildings to the north and south of it (CBC0002AH009, Figure 15.1 Sheet 6 and 7 of 18 in Volume 3 of this EIAR) are located within the Proposed Scheme (from Chainage A3520 to A3830). There is no above ground trace of any of the buildings, which lie beneath the modern (widened) road, and the bridge has been replaced by a modern culvert;
- The site of Turnapin Bridge and several buildings (CBC0002AH010, Figure 15.1 Sheet 7 and 8 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme (from Chainage A4000 to A4780). There is no above ground trace of the buildings, which lie beneath the modern (widened) road, and the bridge has been replaced by a modern culvert;
- The site of a gate lodge to Furry Park (CBC0002AH011, Figure 15.1 Sheet 8 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Turnapin Great; and
- The site of Santry Bridge (CBC0002AH012, Figure 15.1 Sheet 9 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme. Part of the eastern parapet may be upstanding, but a modern culvert has replaced the rest of the structure.

### **15.3.4 Archaeological Heritage: Northwood Avenue to Shantalla Road**

#### **15.3.4.1 National Monuments**

There are no national monuments or sites under Preservation Order within or in the vicinity of this section of the Proposed Scheme.

#### **15.3.4.2 Recorded Archaeological Monuments (RMP/SMR Sites)**

There are no recorded archaeological monuments in this section of the Proposed Scheme.

#### **15.3.4.3 Topographical Files, National Museum of Ireland**

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme. However, several stray finds comprising prehistoric stone and metal objects have been recovered in the vicinity of Santry Demesne, as noted in the archaeological and historical background in Section 15.3.1.

#### **15.3.4.4 Previous Archaeological Investigations**

Archaeological investigations adjacent to this section of the Proposed Scheme have not revealed anything earlier than the post-medieval period at sites in Santry, where drains and a former dwelling were found (Licence 03E0353) (McQuade 2003).

Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

#### **15.3.4.5 Industrial Heritage**

The DCIHR does not include this section of the Proposed Scheme in the survey. No other industrial heritage features were noted during the assessment.

#### **15.3.4.6 Cultural Heritage**

Several cable markers were recorded within this section of the Proposed Scheme at Santry, all of which are outlined fully in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. These small concrete markers are easily missed but are often quite attractive, many bearing the Post and Telegraphs lettering (CBC0002CH009 to CBC0002CH015, Figure 15.1 Sheets 11 and 12 of 18 in Volume 3 of this EIAR).

Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

#### **15.3.4.7 Field Survey**

A field survey was undertaken on 25 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

##### **15.3.4.7.1 Physical and Cultural Environment**

Santry Demesne is delimited along this section of the Proposed Scheme by an impressive stone wall c. 2m to 2.2m high (Image 15.9). Some sections have been breached or replaced by a low wall and railings, but a considerable length of this wall is extant and in good condition, preserving a significant aspect of the demesne landscape. This boundary is significant not just in terms of the physical structure, but it also describes an intact historic boundary and is an important feature of the surviving demesne landscape. The demesne and wall is discussed more fully and assessed in Chapter 16 (Architectural Heritage) and Chapter 17 (Landscape (Townscape) & Visual) and has therefore not been assigned a Unique Cultural Heritage ID within this chapter. The demesne contains a small lake and parkland comprising mature woodland and mown grass.

The village of Santry itself is mostly modernised, but there are several attractive terraces which provide character to this part of the village, including pillar post boxes and street lighting which dated to the latter half of the 20<sup>th</sup> century (discussed in Chapter 16 (Architectural Heritage)).



**Image 15.9: Demesne Wall at Santry**

#### 15.3.4.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is archaeological potential associated with an area of the former Santry Demesne, on the south side of the Dublin Gate entrance opposite Coolock Lane (CBC0002AH013; Figure 15.1 Sheet 9 and 10 of 18 in Volume 3 of this EIAR). This part of the former demesne was altered during the widening of the R132 Swords Road, at which time the demesne wall was removed and part of the demesne taken to widen the old road. Traces of features associated with the former demesne (such as footpaths and two buildings depicted on the historic OS maps) may survive beneath the surface, despite modern disturbances, in the area of the existing road and within the green space of Santry Park.

### 15.3.5 Archaeological Heritage: Shantalla Road to Botanic Avenue

#### 15.3.5.1 National Monuments

There are no national monuments or sites under Preservation Order within or in the vicinity of this section of the Proposed Scheme.

#### 15.3.5.2 Recorded Archaeological Monuments (RMP/SMR Sites)

There are no recorded archaeological monuments within c. 50m of this section of the Proposed Scheme.

#### 15.3.5.3 Topographical Files, National Museum of Ireland

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme. However, several stray finds have been discovered in the vicinity of Drumcondra, as noted in the archaeological and historical background in Section 15.3.1. They comprise three flint scrapers (NMI 1929:80 to 1929:82), a bone ring (NMI 2009:162) and a copper alloy Roman coin of the 'Empress' Julia Mamaea dating to AD 225 to 235 which was found on the Ferguson Road in Drishoge (NMI 2009:419).

#### 15.3.5.4 Previous Archaeological Investigations

Archaeological investigations adjacent to this section of the Proposed Scheme have not revealed anything earlier than the post-medieval period at sites in Whitehall and Drumcondra where pottery and drains were found (Licence 04E0709; 98E0604) (Excavations 2004b; Excavations 1998).

Investigations related to the River Tolka Flood Alleviation Scheme revealed a river wall and features associated with the former Linen Manufactory that operated in Drumcondra, as well as the remains of the Tolka Cottages which stood on the south bank of the River Tolka (Licence 03E0079) (McCullough 2004).

Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

### 15.3.5.5 Industrial Heritage

There are two below-ground industrial heritage sites recorded within this section of the Proposed Scheme (DCC 2003 to 2009). A tramway ran from Drumcondra Road at the corner of Griffith Avenue to Parnell Square, and provided the Numbers 11, 16 and 17 services to Rathfarnham and Clonskea (DCIHR 18-03-039; Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). It is possible that tracks may survive beneath the road surface. Drumcondra Flour Mill also once stood at the top of Millmount Avenue (DCIHR 18-03-34; Figure 15.1 Figure 15 of 18 in Volume 3 of this EIAR). It was demolished to make way for Millmount Avenue and the adjacent properties.

Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

**Table 15.5: Industrial Heritage Sites Within the Proposed Scheme (Shantalla Road to Botanic Avenue Section)**

ID No.	Name/Type	Townland/Street Address	ITM
DCIHR 18-03-039	Tramway	Swords Road, Drumcondra Road Upper, Drumcondra Road Lower	716163, 736914
DCIHR 18-03-034	Drumcondra Flour Mill	Millmount Avenue	716111, 736829

### 15.3.5.6 Cultural Heritage

There is one cultural heritage site (CBC0002CH022, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR), a Marian Statue, adjacent to this section of the Proposed Scheme. It is located within proposed Construction Compound SW5 and as such it is discussed in Section 15.3.7.6. No other sites of cultural heritage interest were identified along this section of the Proposed Scheme. Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

### 15.3.5.7 Field Survey

A field survey was undertaken on 26 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

#### 15.3.5.7.1 Physical and Cultural Environment

The dual carriageway south of Santry has nothing of note of historic character. This part of the Proposed Scheme is progressively more developed as it approaches Drumcondra. Landmarks include the St Patrick's DCU campus and the former All Hallows College.

Drumcondra retains much of the character of a Victorian suburb, with a tree-lined street, terraces of redbrick houses and some surviving stone settings. Drumcondra Bridge/Frank Flood Bridge represents significant Victorian investment in the development of this suburb.

#### 15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is inherent archaeological potential associated with any watercourse, in this instance the Tolka River (CBC0002AH020, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). Previous archaeological investigations undertaken at the river revealed evidence of post-medieval/early modern industrial activity, river walls, and some of the foundations of the Tolka Cottages on the west side of Frank Flood Bridge. Further evidence of these



features, as well as evidence of earlier exploitation and fording of the watercourse, may survive within the Proposed Scheme and in the proposed construction compound at this location (see Section 15.3.7).

There is also the potential to reveal portions of the former tramway between Griffith Avenue and Botanic Road (DCIHR 18-03-039) and the site of the former Drumcondra Flour Mill (DCIHR 18-03-034, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR).

Additional sites have been identified on historic mapping within the existing road or where the Proposed Scheme will be extended beyond the existing road over the sites of former buildings. There is no above ground trace at any of these sites:

- The site of a public house (CBC0002AH016, Figure 15.1 Sheet 13 of 18 in Volume 3 of this EIAR) located within the Proposed Scheme at the junction of the R132 Swords Road and the R103 Collins Avenue;
- The site of a gate lodge associated with Highpark (CBC0002AH017, Figure 15.1 Sheet 13 and 14 of 18 in Volume 3 of this EIAR), located within the temporary land acquisitions of the Proposed Scheme. The ashlar granite gateposts to this site are still extant;
- The site of 18<sup>th</sup>/19<sup>th</sup> century buildings (CBC0002AH018, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) on R132 Drumcondra Road Upper; and
- The site of a police station (CBC0002AH019, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) at the junction of the R132 Drumcondra Road Upper and Richmond Avenue.

### **15.3.6 Archaeological Heritage: Botanic Avenue to Granby Row**

#### **15.3.6.1 National Monuments**

There is one national monument adjacent to this section of the Proposed Scheme. The Parnell Monument on O'Connell Street was unveiled in 1911 in honour of Charles Stewart Parnell, known as the 'Uncrowned King of Ireland' owing to his efforts to establish Home Rule in Ireland (SMR DU018-42; Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR). It was built by the sculptor Augustus Saint-Gaudens with assistance from architects Henry Bacon and George Sheridan. The monument is c.10m from the terminus of the Proposed Scheme at Parnell Square East, located on a traffic island at the northern end of O'Connell Street and surrounded by Luas tramlines and overhead wires.

#### **15.3.6.2 Recorded Archaeological Monuments (RMP/SMR Sites)**

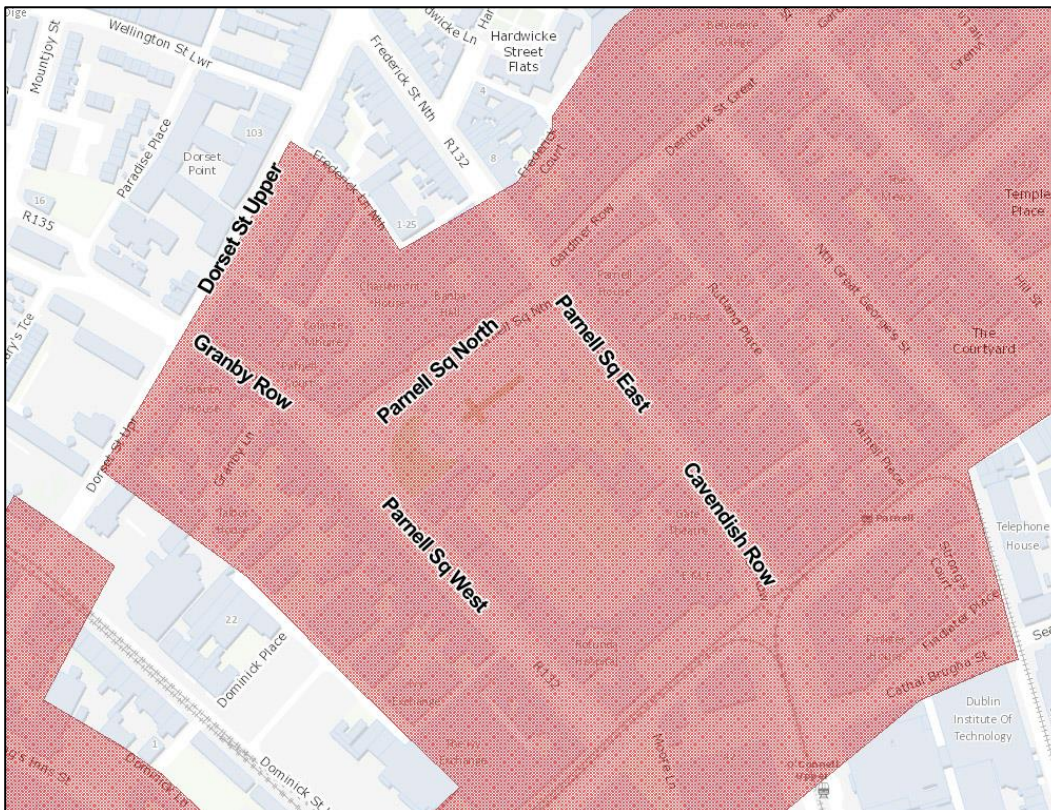
In addition to the Historic City of Dublin (RMP DU018-020), there is one recorded monument within this section of the Proposed Scheme and four within c. 50m of it.

The Proposed Scheme will enter the Historic City of Dublin ZAP (RMP DU018-020) at Dorset Street Upper and Frederick Street North (Image 15.10; Figure 15.1 Sheet 17 and 18 of 18 in Volume 3 of this EIAR). One recorded site, a burial ground (RMP DU018-020495), is located within the Proposed Scheme and within the Historic City of Dublin ZAP (Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR). It comprises a possible Viking cemetery which was discovered in the 18<sup>th</sup> century during the construction of the Rotunda Hospital and the laying out of the adjacent streets. While it is not depicted on mapping from the NMS (Dúchas The Heritage Council 1998; NMS 2021) within or adjacent to the Proposed Scheme, the RMP Manual records its location on Dorset Street Upper, Frederick Street North, Granby Row, Parnell Square and other adjacent streets. There is, therefore, a large area of archaeological potential associated with this RMP which extends across the Proposed Scheme and reflected within the ZAP for the Historic City of Dublin (RMP DU018-020) in this area.

Two recorded sites are located in the city centre, but outside of the ZAP of the Historic City. These are the site of a house on Dorset Street Lower (RMP DU018-023; Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR) and the site of a well known as the 'Stone Well' on Hardwick Lane (RMP DU018-024; Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR). The ZAP for the house site extends into the Proposed Scheme and any subsurface features associated with this site within the Proposed Scheme are likely only to comprise a cellar of moderate dimensions. While the ZAP of the well is depicted on the HEV (NMS 2021) as being outside of the Proposed Scheme, the published RMP maps (Dúchas The Heritage Council 1998) show the ZAP of this site extending into

the Proposed Scheme. The exact location of the well itself is unknown and this remains the official ZAP until such time as an updated RMP is published.

The remaining two sites are located within the ZAP for the Historic City, adjacent to the Proposed Scheme, one of which is the Parnell Monument (national monument, discussed in Section 15.3.6.1; SMR DU019-425; Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR). The second is a brickworks on Parnell Street (RMP DU018-020506). Although the ZAP for the site as depicted on the HEV (NMS 2021; Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR) extends into the Proposed Scheme, the brickworks is shown on Rocque’s map (Image 15.8) as a field labelled ‘Old Brick Field’ (Ferguson 1998). This depiction clearly shows that the site is located outside of the Proposed Scheme between Moore Lane and Moore Street.



**Image 15.10: ZAP of Historic City of Dublin**

Entries relating to the RMP/SMR sites in Table 15.6 and Table 15.7 are contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR and are indicated on Figure 15.1 in Volume 3 of this EIAR.

**Table 15.6: RMP/SMR Sites Within the Proposed Scheme (Botanic Avenue to Granby Row Section)**

ID No.	Name/Type	Townland/Street Address	ITM
DU018-020	Dublin Historic City	Dublin City	715076, 733907
DU018-020494	Burial ground	Dominick Place, Dorset Street Upper, Frederick Street North, Granby Row, Parnell Square, Parnell Street, Rutland Place West	715785, 735219

**Table 15.7: RMP/SMR Sites within c. 50m of the Proposed Scheme (Botanic Avenue to Granby Row Section)**

ID No.	Name/Type	Townland/Street Address	ITM
DU018-023	House – Indeterminate date	Dorset Street Lower	715702, 735782
DU018-024	Well	Hardwicke Lane	715524, 735388
DU018-425	Parnell Monument	O’Connell Street	715742, 735004

ID No.	Name/Type	Townland/Street Address	ITM
DU018-020506	Brickworks	Moore Lane	715670, 734928

### 15.3.6.3 Topographical Files, National Museum of Ireland

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme.

### 15.3.6.4 Previous Archaeological Investigations

Within the city centre, archaeological investigations frequently reveal post-medieval features and Georgian cellars, and the old ground surfaces of agricultural fields were revealed at the site of the National Ballroom (Licence 04E0035) (O'Donovan 2004). Significant investigations include excavations at the site of the former Bethesda Chapel which was erected in the late 18<sup>th</sup> century on the corner of Dorset Street and Granby Row (Licence 05E1098) (Bolger 2008).

Some investigations have been undertaken along the Proposed Scheme, revealing Georgian cellars on Frederick Street North, Parnell Square East and Cavendish Row (Licence 10E0152; 08E0956; 14E0006) (McQuade 2010; Doyle 2009; O'Dowd *et al.* 2016). Cobbling was identified at the traffic island on Parnell Square North, which has been imitated in the current use of cobbles in this location, and at a depth of approximately 1.5m in the vicinity of the Parnell Monument (Licence 10E0152; 08E0956; Licence 14E0006; Ministerial Consent E004492) (McQuade 2010; Doyle 2009; O'Dowd *et al.* 2016; Dennehy and O'Dowd 2019). A metalled surface close to the Parnell Monument represented an older road surface at a depth of 2.4m. Timber watermains, which were also found, were part of the early phases of public watermains. These discoveries demonstrate the potential for the survival of cobbled surfaces and other features beneath the road

Historic discoveries of human remains in the construction of the Rotunda Hospital, the associated pleasure grounds, Parnell Square East, and Granby Row, have been suggested to relate to a possible Viking cemetery (RMP DU018-020495). They were identified 2 to 3 feet (0.6m to 0.9m) below ground in the 18<sup>th</sup> century along with spears, swords and rivets. Modern excavations revealed human remains at 23 to 28 Parnell Square North which date to AD 692 to 961 (Licence 15E0361) (McIlreavy 2018). It was suggested that they may have represented clearance from a nearby burial ground.

### 15.3.6.5 Industrial Heritage

There is one industrial heritage site recorded along this section of the Proposed Scheme (DCC 2003 to 2009).

A tramway (DCIHR 18-07-027; Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR) continued from Botanic Road to Parnell Square, providing the Numbers 11, 16 and 17 services to Rathfarnham and Clonskea. It is possible that tramlines survive beneath the surface.

Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

**Table 15.8: Industrial Heritage Sites Within the Proposed Scheme (Botanic Avenue to Granby Row Section)**

ID No.	Name/Type	Townland/Street Address	ITM
DCIHR 18-07-027	Tramway	Drumcondra Road Lower, Dorset Street, Frederick Street North, Parnell Square East, O'Connell Street	715780, 735892

### 15.3.6.6 Cultural Heritage

Five cultural heritage sites were recorded along this section of the Proposed Scheme, which are all outlined fully in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR:

- A modern roadside memorial is located on Drumcondra Road Lower (CBC0002CH016; Figure 15.1 Sheet 16 of 18 in Volume 3 of this EIAR). Roadside memorials are traditionally located at the site of a road death, and they are recognised as being an important way to grieve for and to remember those who have lost their lives on the road;

- A stone monument is located on Parnell Square East to commemorate the founding of *Óglaigh na hÉireann* (CBC0002CH019; Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR); and
- Several coalhole covers were recorded set into granite stone paving at Frederick Street North (CBC0002CH018), Granby Row (CBC0002CH020) and Parnell Square West (CBC0002CH021) (Figure 15.1 Sheet 17 and 18 of 18 in Volume 3 of this EIAR).

Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

### 15.3.6.7 Field Survey

A field survey was undertaken on 26 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

#### 15.3.6.7.1 Physical and Cultural Environment

This portion of Drumcondra retains some historic character of the suburb that emerged in the 19<sup>th</sup> century, comprising an attractive tree-lined avenue at Bishop's Palace and variety of terraced housing, as well as railway and canal infrastructure.

Dorset Street Lower retains numerous historic Georgian and Victorian buildings, and several intact sections of granite pavement were noted along this section of the Proposed Scheme. There are no historic street lights on Dorset Street, but Ballantine Column lighting standards were observed on the adjacent streets. A stone monument has been erected outside the birthplace of Peadar Kearney who wrote the lyrics to *Amhráin na bhFiann*, the Irish National Anthem (CBC0002CH017; Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR). This feature is outside of the Proposed Scheme and will not be affected by it.

North Frederick Street and Parnell Square East are notable for the almost ubiquitous survival of wide granite kerbstones (discussed in Chapter 16 (Architectural Heritage)). Coalhole covers set into granite slabs were recorded on North Frederick Street. Fewer segments of granite kerbstones were noted on Granby Row and Parnell Square West, although the most intact portion on the east side of Granby Row also retains coalhole covers. These features provide an historic character to these streets in keeping with the Georgian terraces in this part of the city.

Although Parnell Square was the first of the Georgian squares to be designed, the interior of the square has been heavily developed, particularly at the Rotunda Hospital. However, the Gate Theatre and the Ambassador Theatre are attractive Georgian buildings which have operated as assembly rooms and theatres. Some of the former gardens survive, with the north end being reserved for the Garden of Remembrance (NIAH 50010658; discussed in Chapter 16 (Architectural Heritage)). The Parnell Monument (SMR DU018-425, national monument) also adds to the character of this part of the square.

#### 15.3.6.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The Proposed Scheme will enter the ZAP for the Historic City at of Dublin (RMP DU018-020, Figure 15.1 Sheet 17 and 18 of 18 in Volume 3 of this EIAR) at Dorset Street Upper and Frederick Street North. The most significant archaeological potential within this zone is associated with a possible Viking cemetery (RMP DU018-020495). Discoveries of human remains, spears, swords and rivets were made 2 to 3 feet (0.6m to 0.9m) below ground when Parnell Square and the adjacent streets were laid out in the 18<sup>th</sup> century. A more recent discovery on Parnell Square North of human remains dating to AD 692 to 961, which were thought to represent clearance from a nearby burial ground, indicates further potential for the discovery of human remains in this area.

There is also the potential to reveal post-medieval cellars within this ZAP. Previous archaeological investigations have revealed cellars on Frederick Street North, Parnell Square East and Cavendish Row (Licence 10E0152; 08E0956; 14E0006) (McQuade 2020; Doyle 2009; O'Dowd *et al.* 2016). It is also evident from the presence of

coalhole covers on Frederick Street North, Granby Row and Parnell Square West that cellars extend into the Proposed Scheme at these locations.

Outside of the Dublin City ZAP, there is some archaeological potential within associated recorded sites of a house (RMP DU018-023) and well (RMP DU018-024, Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR).

There is also the potential to reveal portions of the former tramway from Botanic Avenue to Parnell Square East (DCIHR 18-07-027).

One undesignated archaeological site has been identified from historic mapping, where Drumcondra Road Lower has been widened across the site of a turnpike (CBC0002AH021 in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR; Figure 15.1 Sheet 16 of 18 in Volume 3 of this EIAR).

### **15.3.7 Proposed Construction Compounds**

#### **15.3.7.1 National Monuments**

There are no national monuments or sites under Preservation Order within or in the vicinity of the proposed construction compounds SW1 to SW5

#### **15.3.7.2 Recorded Archaeological Monuments (RMP/SMR Sites)**

There are no recorded archaeological monuments within or in the vicinity of the proposed construction compounds SW1 to SW5.

#### **15.3.7.3 Topographical Files, National Museum of Ireland**

There are no items recorded in the Topographical Files of the NMI within 50m of the proposed construction compounds. However, several stray finds have been discovered in the vicinity of Drumcondra, as noted in the archaeological and historical background in Section 15.3.1, thus in the general vicinity of proposed Construction Compound SW5 which is located at Our Lady's Park on the south-west side of the Frank Flood Bridge (Drumcondra Bridge). They comprise three flint scrapers (NMI 1929:80 to 1929:82), a bone ring (NMI 2009:162) and a copper alloy Roman coin of the 'Empress' Julia Mamaea dating to AD 225 to 235 which was found on the Ferguson Road in Drishoge (NMI 2009:419).

#### **15.3.7.4 Previous Archaeological Investigations**

Archaeological investigations (Licence 01E0351; O'Donovan 2001) have been undertaken previously at the site of proposed Construction Compound SW4, at the junction of the R132 Swords Road and Collins Avenue, as part of the Dublin Port Tunnel construction (this site was formerly used as the boring pit for the Port Tunnel project). These revealed a series of field ditches, field drains and boundaries of 19<sup>th</sup> and early 20<sup>th</sup> century date with some pottery sherds. This area has been archaeologically resolved.

Archaeological monitoring was undertaken on part of proposed Construction Compound SW5 at Frank Flood Bridge in Drumcondra. Investigations related to the River Tolka Flood Alleviation Scheme revealed a river wall and features associated with the former Linen Manufactory that operated in Drumcondra, as well as the remains of the Tolka Cottages which stood on the south bank of the River Tolka (Licence 03E0079) (McCullough 2004).

Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

#### **15.3.7.5 Industrial Heritage**

There are no industrial heritage sites within or in the vicinity of the proposed construction compounds.

### 15.3.7.6 Cultural Heritage

A Marian statue (CBC0002CH022 in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR; Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR), which is thought to date to or soon after the Marian year of 1954 (a commemoration of Our Lady designated by the Pope), is located within proposed Construction Compound SW5. The small park in which it sits is known as 'Our Lady's Park'. The park is delimited on the south side by a low concrete wall with geometric recessed design. It is identical to a wall that surrounds a grassy area on the infilled Broadstone Branch of the Royal Canal in Broadstone Bank, and which possibly dates to a phase of public realm works in the 1950s.

Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

### 15.3.7.7 Field Survey

A field survey was undertaken on 25 and 26 May 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

#### 15.3.7.7.1 Physical and Cultural Environment

The site of proposed Construction Compound SW1 on the north-east side of the Cloghran Roundabout is a level landscaped green area that is likely to have suffered some disturbance during the construction of the modern R132 Swords Road and roundabout here.

The site of proposed Construction Compound SW2 at Collinstown Cross, the junction of the Collinstown Lane and the R132 Swords Road, is partially surfaced by tarmac, with the remainder planted with trees. A review of Google Earth Pro (2001-2020) aerial imagery indicates that the majority of the small site has been previously topsoil stripped and otherwise disturbed.

The site of Construction Compound SW3 on the east side of Coolock Lane (R104), at its junction with R132 Swords Road, is a small landscaped green area. It occupies a space between Coolock Lane and a now-defunct section of the old R104 road.

The site of proposed Construction Compound SW4 at the junction of the R132 Swords Road and Collins Avenue is much disturbed following previous groundworks at that location in order to create a shaft for the Port Tunnel.

The site of proposed Construction Compound SW5 at Frank Flood Bridge is within a small 20<sup>th</sup> century park known as Our Lady's Park, after the Marian statue which stands there (CBC0002CH022, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). It is located on the south bank of the River Tolka, on the south-west side of the bridge.

#### 15.3.7.7.2 Archaeological Potential and Non-Designated Archaeological Sites

An area of archaeological potential (CBC0002AH014; as outlined in Section 15.3.5.7.2; Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR) has been identified at the site of proposed Construction Compound SW3. The plot boundary and entrance path associated with a house depicted on the 1907 OS 25-inch map, named Santry Cottage (CBC0002AH014 in Appendix 15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR), run through the proposed location at its west end.

The old Dublin to Swords Road once ran through the site of proposed Construction Compound SW1 and is depicted on the historic OS maps (CBC0002AH022 in Appendix 15.2 in Volume 4 of this EIAR; Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR). While it is likely that there was some degree of disturbance during the construction of the modern R132 Swords Road and roundabout here, it is possible that remains of the road survive below ground.

Proposed Construction Compound SW5 at Frank Flood Bridge is located within an area of archaeological potential associated with the River Tolka (CBC0002AH020 in Appendix 15.2 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR; Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR), as outlined in Section 15.3.5.7.2. Previous archaeological investigations at the river, on the west side of the bridge, revealed evidence of post-medieval/early modern industrial activity, river walls, and some of the foundations of the Tolka Cottages that once stood within Our Lady's Park. Further evidence of these features, as well as evidence of earlier exploitation and fording of the watercourse, may survive within the proposed site.

## 15.4 Potential Impacts

### 15.4.1 Characteristics of the Proposed Scheme

Ground-breaking works required for the construction of the Proposed Scheme may cause impacts to archaeological heritage. From an archaeological perspective, ground-breaking works (for the purpose of the Proposed Scheme) refer to the following activities:

- Pavement construction, repairs and reconstruction works;
- Road resurfacing works;
- Any excavations of soil, including landscaping works; and
- Any ground disturbance for utility works.

### 15.4.2 Do Nothing Scenario

In the 'Do Nothing' Scenario the Proposed Scheme would not be implemented and there would, therefore, be no adverse impacts to any of the known or as yet undiscovered subsurface archaeological deposits, features or finds, and no adverse impacts on cultural heritage. It is acknowledged that in the absence of the Proposed Scheme, other developments requiring road alteration will take place. These alterations may cause adverse impacts to below ground cultural heritage assets.

### 15.4.3 Construction Phase

#### 15.4.3.1 Pinnock Hill to Airside Junction

##### 15.4.3.1.1 Archaeological Heritage

###### 15.4.3.1.1.1 National Monuments

No national monuments will be impacted by this section of the Proposed Scheme.

###### 15.4.3.1.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

There is one SMR site located adjacent to this section of the Proposed Scheme, the site of a structure in Miltonsfields (SMR DU011-154, Figure 15.1 Sheet 2 of 18 in Volume 3 of this EIAR), which was discovered during archaeological investigations for the Metro North Project in 2009 (Fagan and Frazer 2010). Its full extent has not been determined and the associated ZAP extends into the Proposed Scheme. Further remains of the structure or features associated with it may survive subsurface within the Proposed Scheme and be affected by any ground-breaking works at this location. The SMR site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

###### 15.4.3.1.1.3 Non-Designated Archaeological Sites

There is one non-designated archaeological site within this section of the Proposed Scheme. It is the site of former 19<sup>th</sup> century houses in Fosterstown North and Nevinstown West which were identified from historic mapping, including a dwelling named 'Pinnock Hill House' (CBC0002AH001, Figure 15.1 Sheet 2 of 18 in Volume 3 of this EIAR). The R132 Dublin Road has been widened at this location over these structures and there is no above ground trace, but subsurface features may survive and be affected by any ground-breaking works at this location.

The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

#### 15.4.3.1.2 Cultural Heritage

There is one cultural heritage feature, a modern sculpture, located within this section of the Proposed Scheme adjacent to Pinnock Hill Roundabout (CBC0002CH001, Figure 15.1 Sheet 1 of 18 in Volume 3 of this EIAR). The proposed works will require the relocation of this sculpture. The sculpture will require protection from any adverse impacts for the duration of the works and if necessary, it can be temporarily removed to ensure its protection. The sculpture has a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.1.3 Summary of Impacts

The impacts are summarised in Table 15.9, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.9: Summary of Potential Construction Phase Impacts (Pinnock Hill to Airside Junction Section)**

Assessment Topic	Potential Impact
DU011-154, Structure (site of)	Negative, Moderate, Permanent
CBC0002AH001, Houses (site of)	Negative, Slight, Permanent
CBC0002CH001, Sculpture	Negative, Slight, Temporary

### 15.4.3.2 Airside Junction to Northwood Avenue

#### 15.4.3.2.1 Archaeological Heritage

##### 15.4.3.2.1.1 National Monuments

No national monuments will be impacted by this section of the Proposed Scheme.

##### 15.4.3.2.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

No RMP/SMR sites will be impacted by this section of the Proposed Scheme.

##### 15.4.3.2.1.3 Non-Designated Archaeological Sites

There are eleven non-designated archaeological sites along this section of the Proposed Scheme, one of which (CBC0002AH003) is an area of archaeological potential (AAP) which has been identified due to its proximity to a complex of recorded archaeological sites in Fosterstown South (SMR DU011-151, DU011-116, DU011-117, DU011-118). The AAP extends from Chainage A1000 to A1300, where the Proposed Scheme runs past the archaeological complex. The investigations which revealed much of this complex did not extend as far as the R132 Dublin Road and it is possible that it extends into the Proposed Scheme where it will be affected by any ground-breaking works. Given the nature of the nearby archaeological complex, this area of archaeological potential (CBC0002AH003) has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

The remaining ten sites (CBC0002AH002 and CBC0002AH004 to CBC0002AH012) have been identified through historic mapping, where the existing road has previously been widened over the identified sites. While there is no above ground trace, subsurface features may survive beneath the surface despite modern disturbances and be affected by ground-breaking works at these locations. Given the nature of these sites, they have a low sensitivity value and the magnitude of impact is medium, therefore the potential impact at each of the following sites is Negative, Slight, Permanent:



- The site of a well and building (CBC0002AH002, Figure 15.1 Sheet 2 and 3 of 18 in Volume 3 of this EIAR) is located partly within the Proposed Scheme at Nevinstown West;
- The site of Kilronan Bridge and gate lodge (CBC0002AH004, Figure 15.1 Sheet 3 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of a well (CBC0002AH005, Figure 15.1 Sheet 3 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of two buildings (CBC0002AH006, Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of a well (CBC0002AH007, Figure 15.1 Sheet 5 of 18 in Volume 3 of this EIAR) is located on the boundary of the Proposed Scheme at the Airport Roundabout;
- The site of a house (CBC0002AH008, Figure 15.1 Sheet 5 and 6 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Cloghran;
- The site of Toberbunny Bridge and a building (CBC0002AH009, Figure 15.1 Sheet 6 and 7 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme (from Chainage A3520 to A3830);
- The site of Turnapin Bridge and several buildings (CBC0002AH010, Figure 15.1 Sheet 7 and 8 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme (from Chainage A4000 to A4780);
- The site of a gate lodge to Furry Park (CBC0002AH011, Figure 15.1 Sheet 8 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Turnapin Great; and
- The site of Santry Bridge (CBC0002AH012, Figure 15.1 Sheet 9 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme.

#### 15.4.3.2.2 Cultural Heritage

The roadside memorial CBC0002CH007 on the Swords Road (Figure 15.1 Sheet 7 of 18 in Volume 3 of this EIAR), while only 20 years old, is part of a cultural tradition throughout Ireland of marking the locations of road deaths. There will be a temporary impact on the setting of the memorial during landscaping works. The memorial will require protection from any adverse impacts for the duration of the works and if necessary, it can be temporarily removed to ensure its protection. The memorial has a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary

The stone walls (CBC0002CH003, Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR) are historic features, flanking Old Stockhole Road as it leads to Cloghran Church and Lime Park. They are located on the redline boundary of the Proposed Scheme but no works are proposed on them. There is no potential impact.

There are no potential impacts in relation to the other cultural heritage sites identified for this section of the Proposed Scheme: Sculpture CBC0002CH004 on the Airport Roundabout and Stone commemorative sign CBC0002CH005 at Toberbunny, at which locations no groundworks are proposed; and Cable marker CBC0002CH008 at Collinstown, where the wall in which it sits will remain untouched (Figure 15.1 Sheets 5 to 7 of 18 in Volume 3 of this EIAR). CBC0002CH002, a commemorative stone marker, and CBC0002CH006, a sculpture, lie outside the Proposed Scheme and will not be affected.

No other cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.2.3 Summary of Impacts

The impacts are summarised in Table 15.10, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.10: Summary of Potential Construction Phase Impacts (Airsides Junction to Northwood Avenue Section)**

Assessment Topic	Potential Impact
CBC0002AH003, Area of archaeological potential	Negative, Moderate, Permanent
CBC0002AH002, Well and building (site of)	Negative, Slight, Permanent

Assessment Topic	Potential Impact
CBC0002AH004, Kilronan Bridge and gate lodge (site of)	Negative, Slight, Permanent
CBC0002AH005, Well (site of)	Negative, Slight, Permanent
CBC0002AH006, Buildings (site of)	Negative, Slight, Permanent
CBC0002AH007, Well (site of)	Negative, Slight, Permanent
CBC0002AH008, House (site of)	Negative, Slight, Permanent
CBC0002AH009, Toberbunny Bridge and building (site of)	Negative, Slight, Permanent
CBC0002AH010, Turnapin Bridge and buildings (site of)	Negative, Slight, Permanent
CBC0002AH011, Gate lodge (site of)	Negative, Slight, Permanent
CBC0002AH012, Santry Bridge (site of)	Negative, Slight, Permanent
CBC0002CH007, Roadside memorial	Negative, Slight, Temporary
CBC0002CH002, Signage	No impact
CBC0002CH003, Walls	No impact
CBC0002CH004, Sculpture	No impact
CBC0002CH005, Signage	No impact
CBC0002CH006, Sculpture	No impact
CBC0002CH008, Cable marker	No impact

### 15.4.3.3 Northwood Avenue to Shantalla Road

#### 15.4.3.3.1 Archaeological Heritage

##### 15.4.3.3.1.1 National Monuments

No national monuments will be impacted by this section of the Proposed Scheme.

##### 15.4.3.3.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

No RMP/SMR sites will be impacted by this section of the Proposed Scheme.

##### 15.4.3.3.1.3 Non-Designated Archaeological Sites

There are three non-designated archaeological sites within this section of the Proposed Scheme, all of which were identified from historic mapping. They comprise the sites of features associated with the former Santry Demesne (CBC0002AH013), the site of a dwelling named 'Santry Cottage' (CBC0002AH014) and the site of a lodge associated with 'White House' (CBC0002AH015). While there is no above ground trace, subsurface features may survive beneath the surface despite modern disturbances and be affected by ground-breaking works at these locations. Given the nature of these sites, they have a low sensitivity value, and the magnitude of impact is medium. Therefore, the potential impact at each of the following sites is Negative, Slight, Permanent:

- A cycle path and area of temporary land acquisition are proposed at Santry Park (from Chainage A6350 to A6480) within the former grounds of Santry Demesne, which once extended into the present (widened) R132 Swords Road (CBC0002AH013, Figure 15.1 Sheet 9 and 10 of 18 in Volume 3 of this EIAR). Traces of features associated with the former demesne (such as footpaths and two buildings depicted on the historic OS maps, one of which lies beneath the existing road) may survive subsurface;
- The site of Santry Cottage (CBC0002AH014, Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR) is located beneath the present Coolock Lane; and
- The site of a lodge associated with White House (CBC0002AH015, Figure 15.1 Sheet 11 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme at Santry.

#### 15.4.3.3.2 Cultural Heritage

Cultural heritage features in this section of the Proposed Scheme consist of seven cable markers, four of which will be impacted by the Proposed Scheme (CBC0002CH009 to CBC0002CH012). These mid-20<sup>th</sup> century features are often quite attractive, sometimes bearing the Post and Telegraphs Service logo (P&T) and the Irish harp. The cable markers will require protection from any adverse impacts for the duration of the works and if necessary, they can be temporarily removed to ensure their protection. These features have a low sensitivity value and the magnitude of impact is low, therefore the potential impact for each is Negative, Slight and Temporary:

- The first cable marker (CBC0002CH009) (Figure 15.1 Sheet 11 of 18 in Volume 3 of this EIAR) is flush with the wall surrounding Santry Demesne. Diversions of utilities and the installation of new paving will impact this feature;
- The cable marker CBC0002CH010 (Figure 15.1 Sheet 12 of 18 in Volume 3 of this EIAR) is flush with a property wall on the R132 Swords Road in Santry. The installation of new paving will impact this feature;
- The cable marker CBC0002CH011 (Figure 15.1 Sheet 12 of 18 in Volume 3 of this EIAR) is flush with a property wall on the R132 Swords Road in Santry. The installation of new paving will impact this feature; and
- The cable marker CBC0002CH012 (Figure 15.1 Sheet 12 of 18 in Volume 3 of this EIAR) is flush with a property wall on the R132 Swords Road in Santry. The installation of new paving will impact this feature.

Cable markers CBC0002CH013 to CBC0002CH015 will not be impacted by the Proposed Scheme, all three being located within proposed Quiet Street areas where no works will take place.

No other cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15.11, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.11: Summary of Potential Construction Phase Impacts (Northwood Avenue to Shantalla Road Section)**

Assessment Topic	Potential Impact
CBC0002AH013, Santry Demesne	Negative, Slight, Permanent
CBC0002AH014, Santry Cottage (site of)	Negative, Slight, Permanent
CBC0002AH015, Lodge (site of)	Negative, Slight, Permanent
CBC0002CH009, Cable marker	Negative, Slight, Temporary
CBC0002CH010, Cable marker	Negative, Slight, Temporary
CBC0002CH011, Cable marker	Negative, Slight, Temporary
CBC0002CH012, Cable marker	Negative, Slight, Temporary
CBC0002CH013, Cable marker	No impact
CBC0002CH014, Cable marker	No impact
CBC0002CH015, Cable marker	No impact

#### 15.4.3.4 Shantalla Road to Botanic Avenue

##### 15.4.3.4.1 Archaeological Heritage

###### 15.4.3.4.1.1 National Monuments

No national monuments will be impacted by this section of the Proposed Scheme.

###### 15.4.3.4.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

No RMP/SMR sites will be impacted by this section of the Proposed Scheme.

###### 15.4.3.4.1.3 Non-Designated Archaeological Sites

The River Tolka (CBC0002AH020, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) is an area of archaeological potential. Drumcondra Road was a 'Royal Way' at least as early as AD 1450 and was possibly a principal route in the early medieval period, which would require a method of fording the River Tolka at this location. River walls have also been recorded on the north bank in the course of archaeological investigations, which also identified and recorded the remains of one of a series of dwellings known as the Tolka Cottages that once stood in Our Lady's Park. Although works have already been carried out along the river bed and banks as part of the flood alleviation scheme (under archaeological supervision), it is possible that additional features or artefacts related to the River Tolka survive outside of these areas, within the Proposed Scheme from Chainage A9920 to A10050 (including those associated with proposed Construction Compound SW5, see also Section 15.4.3.6), and will be affected by any ground-breaking works. The non-designated archaeological site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

There are six other non-designated archaeological sites within this section of the Proposed Scheme, all of which are the sites of buildings/features that are depicted on historic OS maps, none of which has any above ground trace. Subsurface features may survive and be affected by any ground-breaking works at these locations. The sites have a low sensitivity value and the magnitude of impact is medium, therefore the potential impact for each is Negative, Slight, Permanent:

- The site of a public house (CBC0002AH016, Figure 15.1 Sheet 13 of 18 in Volume 3 of this EIAR) at Clonturk, within the existing road-take where the R132 Swords Road was widened in the 20<sup>th</sup> century;
- The site of a gate lodge associated with Highpark (CBC0002AH017, Figure 15.1 Sheet 13 and 14 of 18 in Volume 3 of this EIAR) is located within an area of temporary land acquisitions for the Proposed Scheme, in an area adjacent to the existing R132 Swords Road which has recently been cleared of mature tree coverage;
- The tramway (DCIHR 18-03-039, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) of the Numbers 11, 16 and 17 services ran along the R132 Swords Road and Drumcondra Road Upper. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and will be affected by any ground-breaking works from Whitehall (Botanic Avenue);
- The site of a terrace of buildings (CBC0002AH018, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) within the existing road-take where the R132 Drumcondra Road Upper was widened in the 20<sup>th</sup> century;
- The site of a police station (CBC0002AH019, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) within the existing road-take where the R132 Drumcondra Road Upper was widened in the 20<sup>th</sup> century; and
- The site of a flour mill (DCIHR 18-03-034, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) which once stood where Millmount Avenue now joins Drumcondra Road.

##### 15.4.3.4.2 Cultural Heritage

There is one cultural heritage site (CBC0002CH022, Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR), a Marian Statue, adjacent to this section of the Proposed Scheme. It is located within proposed Construction Compound SW5 and as such it is assessed in Section 15.4.3.6.2.

No other cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.4.3 Summary of Impacts

The impacts are summarised in Table 15.12, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.12: Summary of Potential Construction Phase Impacts (Shantalla Road to Botanic Avenue Section)**

Assessment Topic	Potential Impact
CBC0002AH020, River Tolka	Negative, Moderate, Permanent
CBC0002AH016, Public house (site of)	Negative, Slight, Permanent
CBC0002AH017, Gate lodge (site of)	Negative, Slight, Permanent
DCIHR 18-03-039, Tramway	Negative, Slight, Permanent
CBC0002AH018, Buildings (site of)	Negative, Slight, Permanent
CBC0002AH019, Police station (site of)	Negative, Slight, Permanent
DCIHR 18-03-034, Flour mill (site of)	Negative, Slight, Permanent

#### 15.4.3.5 Botanic Avenue to Granby Row

##### 15.4.3.5.1 Archaeological Heritage

##### 15.4.3.5.1.1 National Monuments

There is one national monument along this section of the Proposed Scheme. The Parnell Monument (SMR DU018-425, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR) is located c. 10m from the boundary of the Proposed Scheme. No works will take place within 15m of the monument. There will be no impact on the national monument.

##### 15.4.3.5.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

This section of the Proposed Scheme lies partly within the designated RMP ZAP for the Historic City of Dublin (DU018-020, Figure 15.1 Sheets 17 and 18 of 18 in Volume 3 of this EIAR), which includes all of Parnell Square, Granby Row and part of Dorset Street Upper and Frederick Street North within the Proposed Scheme. In addition to the Viking burial ground, this area includes the edge of the Georgian City of Dublin, comprising Parnell Square and the cellars of terraces houses which may project into the Proposed Scheme. In addition, the Historic City of Dublin ZAP (RMP DU018-020) incorporates the recorded location of a Viking burial ground (RMP DU018-020495, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR), which encompasses Dorset Street Upper, Frederick Street North, Granby Row and Parnell Square (Dúchas The Heritage Service 1998). Ground-breaking works within the Historic City of Dublin ZAP (including that of RMP DU018-020495) will impact on any previously unknown archaeological sites or features that survive below ground. The RMP ZAP has a medium sensitivity value and the magnitude of impact is medium, and as the potential is for the discovery of human remains, therefore the potential impact is Negative, Significant, Permanent.

A further four RMP/SMR sites are located within c. 50m of this section of the Proposed Scheme, one of which is the Parnell Monument (SMR DU018-425, national monument), discussed in Section 15.4.3.5.1.1:

- The ZAP for a house (RMP DU018-023) on Dorset Street Lower (Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR) extends into the Proposed Scheme. Ground-breaking works within the ZAP for the recorded site will impact on any associated features (e.g. cellar) that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent; and
- The ZAP of a well (RMP DU018-024) on Hardwicke Lane (Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR) as depicted on the published RMP maps (Dúchas The Heritage Council 1998) extends into the Proposed Scheme. The exact location of the well itself is unknown. Ground-breaking works

within the ZAP for the recorded site will impact on any associated features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

While the ZAP of the brickworks (RMP DU018-020506, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR) extends into the Proposed Scheme, it is depicted on historic mapping on the opposite side of Parnell Street (Image 15.8). There is no potential impact on the brickworks site.

#### 15.4.3.5.1.3 Non-Designated Archaeological Sites

There are two non-designated archaeological sites within this section of the Proposed Scheme. They comprise the site of a turnpike (CBC0002AH021) and that of a tramway (DCIHR 18-07-027).

The turnpike site (CBC0002AH021, Figure 15.1 Sheet 16 of 18 in Volume 3 of this EIAR) is located within the Proposed Scheme on R132 Drumcondra Road Lower and was identified from historic mapping. While there is no above ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

The tramway (DCIHR 18-07-027, Figure 15.1 Sheet 17 of 18 in Volume 3 of this EIAR) of the Numbers 11, 16 and 17 services ran from Drumcondra Road to Dorset Street Upper and along Parnell Square East. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and will be affected by any ground-breaking works from Botanic Avenue to Dorset Street Upper, North Frederick Street and Parnell Square East. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

#### 15.4.3.5.2 Cultural Heritage

There are five cultural heritage features along this section of the Proposed Scheme, the majority of which will not be impacted. They comprise a memorial (CBC0002CH016), a commemorative monument (CBC0002CH019) on Parnell Square East, and coalhole covers on North Frederick Street, Granby Row and Parnell Square West (CBC0002CH018, CBC0002CH020, CBC0002CH021). The coalhole covers are cast metal discs which covered the opening to underground coal cellars.

In addition to being attractive items of street furniture, their presence indicates the existence of underground cellars within the Proposed Scheme. Such cellars are known to exist elsewhere along the scheme (where no coalhole covers survive), as for example at 62, 63, 65 and 66 Dorset Street Upper which will be infilled.

Several coalhole covers are located along the footpath of Parnell Square West (CBC0002CH021, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR), from approximately Chainage D100 to D174. Stone paving is proposed in this area which may impact these features during the installation process. These cultural heritage features have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

Several coalhole covers are also located along the footpaths of Frederick Street North (CBC0002CH0018) and Granby Row (CBC0002CH020, Figure 15.1 Sheets 17 and 18 of 18 in Volume 3 of this EIAR). While they are within the Proposed Scheme, there are no groundworks proposed in their locations and the existing surfaces will be retained. There is no potential impact.

A roadside memorial on Drumcondra Road Lower (CBC0002CH016, Figure 15.1 Sheet 16 of 18 in Volume 3 of this EIAR) comprises a timber plaque affixed to a tree and is part of a cultural tradition throughout Ireland of marking the locations of road deaths. While it is within the Proposed Scheme, the tree on which it is affixed will be retained. There is no potential impact.

A commemorative monument of the founding of Óglaigh na hÉireann (CBC0002CH019, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR) is located within an existing amenity grass area on Parnell Square East. It is located outside the Proposed Scheme and will not be affected by it.

A commemorative monument (CBC0002CH017) at the junction of Dorset Street Lower and Innisfallen Parade is located just outside the Proposed Scheme and will not be affected by it.

No other cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.5.3 Summary of Impacts

The impacts are summarised in Table 15.13, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.13: Summary of Potential Construction Phase Impacts (Botanic Avenue to Granby Row Section)**

Assessment Topic	Potential Impact
DU018-425, Parnell Monument (national monument)	No impact
DU018-020, Historic City of Dublin	Negative, Significant, Permanent
DU018-020495, Burial ground (site of)	Negative, Significant, Permanent
DU018-023, House – indeterminate date (site of)	Negative, Moderate, Permanent
DU018-024, Well (site of)	Negative, Moderate, Permanent
DU018-020506, Brickworks (site of)	No impact
CBC0002AH021, Turnpike	Negative, Slight, Permanent
DCIHR 18-07-027, Tramway (site of)	Negative, Slight, Permanent
CBC0002CH021, Coalhole covers	Negative, Slight, Temporary
CBC0002CH018, Coalhole covers	No impact
CBC0002CH020, Coalhole covers	No impact
CBC0002CH016, Roadside memorial	No impact
CBC0002CH017, Monument	No impact
CBC0002CH019, Monument	No impact

#### 15.4.3.6 Proposed Construction Compounds

##### 15.4.3.6.1 Archaeological Heritage

###### 15.4.3.6.1.1 National Monuments

No national monuments will be impacted by the proposed construction compound locations.

###### 15.4.3.6.1.2 Recorded Archaeological Sites/Monuments (RMP/SMR sites)

No RMP/SMR sites will be impacted by the proposed construction compound locations.

###### 15.4.3.6.1.3 Non-Designated Archaeological Sites

Non-designated archaeological sites were identified at three of the proposed construction compounds, two of which were identified from historic mapping:

- At SW1: The old Dublin to Swords Road once ran through the proposed site and is depicted on the historic OS maps (CBC0002AH022, road (site of); Figure 15.1 Sheet 4 of 18 in Volume 3 of this EIAR).
- At SW3: The plot boundary and entrance path associated with a house depicted on the 1907 OS 25-inch map (Santry Cottage, CBC0002AH014, house (site of); Figure 15.1 Sheet 10 of 18 in Volume 3 of this EIAR), traversed the proposed construction compound location; and

While there has been some degree of disturbance at both locations, it is possible that there are subsurface remains of the structures/features present. Ground-breaking works will impact any remains of the structures/features that survive below ground within the proposed construction compounds. There is also a slight potential that ground-breaking works will uncover previously unknown archaeological features or deposits. The non-designated archaeological sites have a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

The fourth site is located within proposed Construction Compound SW5 at Frank Flood Bridge and comprises an area of archaeological potential associated with the River Tolka (CBC0002AH020; Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR). This area has been assessed in the Shantalla Road to Botanic Avenue section of the Proposed Scheme (Section 15.4.3.4.1.3) and the potential impact is Negative, Moderate, Permanent.

#### 15.4.3.6.1.4 Greenfield Potential

In addition to Construction Compound SW4, which has been archaeologically resolved, it is considered that the small scale and level of previous disturbance at SW2 has negated any inherent archaeological potential within the site.

There is a slight potential at the remaining three sites (SW1, SW3, SW5), despite modern disturbances, that ground-breaking works will uncover previously unknown archaeological features or deposits within the proposed construction compounds, in addition to the undesignated sites of archaeological potential identified within these areas, the impacts for which are detailed in Section 15.4.3.6.1.3.

#### 15.4.3.6.2 Cultural Heritage

There is one cultural heritage site (CBC0002CH022) (Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) at the location of proposed Construction Compound SW5, at Frank Flood Bridge. A mid-20<sup>th</sup> century Marian statue is located within a small park known as 'Our Lady's Park'. There will be a temporary impact on the setting of the memorial during construction phase. The memorial will require protection from any adverse impacts for the duration of the works and if necessary, it can be temporarily removed to ensure its protection. This cultural heritage feature has a low sensitivity value and the magnitude of impact is low therefore the potential impact is Negative, Slight, Temporary.

No other cultural heritage sites were identified within the proposed construction compound locations. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.6.3 Summary of Impacts

The impacts are summarised in Table 15.14, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.14: Summary of Potential Construction Phase Impacts (Proposed Construction Compounds)**

Assessment Topic	Potential Impact
Construction Compound SW1 (CBC0002AH022, Road (site of))	Negative, Slight, Permanent
Construction Compound SW2	No impact
Construction Compound SW3 (CBC0002AH014, House (site of))	Negative, Slight, Permanent
Construction Compound SW5 (CBC0002AH020, Watercourse)	Negative, Moderate, Permanent
Construction Compound SW5 (CBC0002CH022, Marian Statue)	Negative, Slight, Temporary

### 15.4.4 Operational Phase

No operational phase impacts were identified for the Proposed Scheme.



## **15.5 Mitigation and Monitoring Measures**

### **15.5.1 Construction Phase**

#### **15.5.1.1 Archaeological Heritage**

Archaeological mitigation measures can avoid, prevent, reduce or offset negative effects and these are achieved by preservation in situ, by design and/or by record.

The NTA will procure the services of a suitably qualified archaeologist as part of its Employer's Representative team administering and monitoring the works.

The appointed contractor will make provision for archaeological monitoring to be carried out under licence to the DHLGH and the NMI, and will ensure the full recognition of, and the proper excavation and recording of, all archaeological soils, features, finds and deposits which may be disturbed below the ground surface. All archaeological issues will be resolved to the satisfaction of the DHLGH and the NMI. The appointed contractor will ensure that the archaeologist will have the power to inspect all excavation to formation level for the proposed works and to temporarily halt the excavation work, if and as necessary, having conferred with the NTA. They will be given the power to ensure the temporary protection of any features of archaeological importance identified. The archaeologist will be afforded sufficient time and resources to record and remove any such features identified in accordance with the licensing requirements agreed.

Archaeological excavation ensures that the removal of any archaeological soils, features, finds and deposits is systematically and accurately recorded, drawn and photographed, providing a paper and digital archive and adding to the archaeological knowledge of a specified area (i.e. preservation by record). As archaeological excavation involves the removal of the archaeological soils, features, finds and deposits, following this mitigation measure there is no further impact on the archaeological heritage.

In the case of cellars, coal cellars and/or basements, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a geodetic survey and recording of each individual structure which will be subject to impact. This survey and recording will be carried out in advance of any construction works on the cellar, coal cellar and/or basement.

The appointed contractor will make provision to allow for archaeological monitoring, inspection and excavation works that may arise on the site during the Construction Phase.

##### **15.5.1.1.1 Archaeological Management**

An experienced and competent licence-eligible archaeologist will be employed by the appointed contractor to advise on archaeological and cultural heritage matters during construction, to communicate all findings in a timely manner to the NTA and statutory authorities, to acquire any licences/consents required to conduct the work, and to supervise and direct the archaeological measures associated with the Proposed Scheme.

Licence applications are made by the licence-eligible archaeologist to the National Monuments Service at the DHLGH. In addition to a detailed method statement, the applications must include a letter from the NTA that confirms the availability of adequate funding. There is a prescribed format for the letter that must be followed. Other consents may include a Detection Device licence to use a metal-detector or to carry out a non-invasive geophysical survey and Ministerial Consent is required when there is ground-breaking works at or in the vicinity of a national monument.

The archaeologist will be provided with information on where and when the various elements and ground disturbance will take place.

As part of the licensing requirements, it is essential for the appointed contractor to provide sufficient notice to the archaeologist(s) in advance of the construction works commencing. This will allow for prompt arrival on-site to undertake additional surveys and to monitor ground disturbances. As often happens, there may be downtime where no excavation work is taking place during the construction phase. In this case, it will be necessary to inform the archaeologist/s as to when ground-breaking works will recommence.

In the event of archaeological features or material being uncovered during the Construction Phase, all machine work will cease in the immediate area to allow the archaeologist/s time to inspect and record any such material.

Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended in accordance with the licensing requirements. If it is not possible for the construction works to avoid the material, full excavation of the archaeologically significant material will be recommended. The extent and duration of excavation will be advised by the client's archaeologist and will be a matter for discussion between the NTA and the licensing authorities.

Secure storage for artefacts recovered during the course of the monitoring and related work will be provided by the appointed contractor.

As part of the licensing requirement and in accordance with the funding letter, adequate funds to cover excavation, post-excavation analysis, and any testing or conservation work required will be made available.

During the construction all construction traffic and the management of materials will be restricted where practicable by the appointed contractor so as to avoid any newly revealed archaeological or cultural heritage sites and their environs to ensure no damage to a site of archaeological interest.

#### **15.5.1.2 Cultural Heritage**

Features of a cultural heritage interest that are required to be removed on a temporary basis or for a short-term period, will be removed under archaeological supervision and in accordance with a method statement in consultation with the NTA and the relevant statutory authorities. This will protect the heritage asset from any adverse impacts and ensure that it is stored safely at an agreed location prior to its reinstatement.

Mitigation measures for upstanding industrial heritage sites, historic street furniture and cultural heritage sites of architectural interest are provided in Chapter 16 (Architectural Heritage).

#### **15.5.1.3 Pinnock Hill to Airside Junction**

##### **15.5.1.3.1 Archaeological Heritage**

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- Within the designated ZAP of the site of a structure in Miltonsfields (SMR DU011-154); and
- At the site of houses (CBC0002AH001) in Fosterstown North and Nevinstown West identified from historic mapping.

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

##### **15.5.1.3.2 Cultural Heritage**

The traffic island on which the sculpture (CBC0002CH001, Figure 15.1 Sheet 1 of 18 in Volume 3 of this EIAR) is currently located will be removed as part of the Proposed Scheme, which will require the relocation of this cultural heritage feature. It was erected in 2018 and there is no historic significance to its location.

The sculpture will be protected from any adverse impacts during construction works and will be removed under archaeological supervision. This will be undertaken in accordance with a method statement agreed with the statutory authorities. It will be returned to its current setting and as close as possible to its current location following completion of the works.

### 15.5.1.3.3 Summary Table

**Table 15.15: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Pinnock Hill to Airside Junction Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU011-154, Structure (site of)	Negative, Moderate, Permanent	No significant impact
CHB0002AH001, Houses (site of)	Negative, Slight, Permanent	No significant impact
CBC0002CH001, Sculpture	Negative, Slight, Temporary	No significant impact

### 15.5.1.4 Airside Junction to Northwood Avenue

#### 15.5.1.4.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- In the area of archaeological potential (CBC0002AH003) identified in Fosterstown South; and
- At the undesignated archaeological heritage sites identified from historic mapping (CBC0002AH002 and CBC0002AH004 to CBC0002AH012), listed in Table 15.10.

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

#### 15.5.1.4.2 Cultural Heritage

The roadside memorial (CBC0002CH007) will be protected from any adverse impacts during construction works and will be removed under archaeological supervision. This will be undertaken in accordance with a method statement agreed with the statutory authorities. It will be returned to its current setting and as close as possible to its current location following completion of the works.

#### 15.5.1.4.3 Summary Table

**Table 15.16: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Airside Junction to Northwood Avenue Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0002AH003, Area of archaeological potential	Negative, Moderate, Permanent	No significant impact
CBC0002AH002, Well and building (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH004, Kilonan Bridge and gate lodge (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH005, Well (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH006, Buildings (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH007, Well (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH008, House (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH009, Toberbunny Bridge and building (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH010, Turnapin Bridge and buildings (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH011, Gate lodge (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH012, Santry Bridge (site of)	Negative, Slight, Permanent	No significant impact
CBC0002CH007, Roadside memorial	Negative, Slight, Temporary	No significant impact
CBC0002CH002, Signage	No impact	None

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0002CH003, Walls	No impact	None
CBC0002CH004, Sculpture	No impact	None
CBC0002CH005, Signage	No impact	None
CBC0002CH006, Sculpture	No impact	None
CBC0002008, Cable marker	No impact	None

### 15.5.1.5 Northwood Avenue to Shantalla Road

#### 15.5.1.5.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- At the undesignated archaeological heritage sites identified from historic mapping (CBC0002AH013 to CBC0002AH015), as listed in Table 15.11.

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

#### 15.5.1.5.2 Cultural Heritage

The cable markers (CBC0002CH009 to CBC0002CH012) will be protected from any adverse impacts during construction works and if necessary for their protection, they will be removed under archaeological supervision. This will be undertaken in accordance with a method statement agreed with the statutory authorities. They will be returned to their current settings and as close as possible to their current locations following completion of the works.

There is no predicted impact on the other cultural heritage features (CBC0002CH013 to CBC0002CH015) and no mitigation measures are therefore required.

#### 15.5.1.5.3 Summary Table

**Table 15.17: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Northwood Avenue to Shantalla Road Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0002AH013, Santry Demesne	Negative, Slight, Permanent	No significant impact
CBC0002AH014, Santry Cottage (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH015, Lodge (site of)	Negative, Slight, Permanent	No significant impact
CBC0002CH009, Cable marker	Negative, Slight, Temporary	No significant impact
CBC0002CH010, Cable marker	Negative, Slight, Temporary	No significant impact
CBC0002CH011, Cable marker	Negative, Slight, Temporary	No significant impact
CBC0002CH012, Cable marker	Negative, Slight, Temporary	No significant impact
CBC0002CH013, Cable marker	No impact	None
CBC0002CH014, Cable marker	No impact	None
CBC0002CH015, Cable marker	No impact	None

### 15.5.1.6 Shantalla Road to Botanic Avenue

#### 15.5.1.6.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- In the area of archaeological potential associated with the River Tolka (CBC0002AH020); and
- At the undesignated archaeological heritage sites identified from historic mapping (CBC0002AH016 to CBC0002AH019) and the DCIHR (DCC 2003-2009; DCIHR 18-03-034 and -039), as listed in Table 15.12.

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

#### 15.5.1.6.2 Cultural Heritage

There is no predicted impact from the construction phase on cultural heritage features and no mitigation measures are therefore required.

For the Marian Statue at Our Lady's Park in Drumcondra (CBC0002CH022), located within Proposed Construction Compound SW5, see Section 15.5.1.8.2.

#### 15.5.1.6.3 Summary Table

**Table 15.18: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Shantalla Road to Botanic Avenue Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0002AH020, River Tolka	Negative, Moderate, Permanent	No significant impact
CBC0002AH016, Public house (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH017, Gate lodge (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-03-039, Tramway	Negative, Slight, Permanent	No significant impact
CBC0002AH018, Buildings (site of)	Negative, Slight, Permanent	No significant impact
CBC0002AH019, Police station (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-03-034, Flour mill (site of)	Negative, Slight, Permanent	No significant impact

### 15.5.1.7 Botanic Avenue to Granby Row

#### 15.5.1.7.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- Within the designated RMP ZAP for the Historic City of Dublin (DU018-020), which incorporates the recorded area of archaeological potential of a Viking burial ground (RMP DU018-020495);
- Within the designated RMP ZAP of the house site (RMP DU018-023) on Dorset Street Lower;
- In the vicinity of the recorded well site (RMP DU018-024) on Hardwicke Lane; and
- At a turnpike site (CBC0002AH021) identified from historic mapping; and
- Along the route of the former tramline along Drumcondra Road to Dorset Street Upper and along Parnell Square East (DCIHR 18-07-027).

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

As noted in Section 15.5.1.1, in the case of cellars, coal cellars and/or basements encountered, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a geodetic survey and recording of each individual structure which will be subject to impact (including at Nos 62, 63, 65, 66 Dorset Street Upper, which are to be infilled). This survey and recording will be carried out in advance of any construction works on the cellar, coal cellar and/or basement.

Although no impact is predicted on the Parnell Monument (SMR DU018-425, national monument), Ministerial Consent will be required for any groundworks within 30m of the monument.

#### 15.5.1.7.2 Cultural Heritage

It is recommended that all coalhole covers on Parnell Square West (CBC0002CH021, Figure 15.1 Sheet 18 of 18 in Volume 3 of this EIAR) be recorded in relation to the associated property and coal cellar. The surrounding granite setting will be recorded, noting the presence and characteristics of any channel which has been carved into the setting. If works are required in these areas, they will be removed and subsequently reinstated at the same location at the completion of works.

No mitigation will be required for the roadside memorial CBC0002CH016, commemorative monument CBC0002CH019, or the coalhole covers on Frederick Street North (CBC0002CH018) and on Granby Row (CBC0002CH020), as no impact is predicted.

#### 15.5.1.7.3 Summary Table

**Table 15.19: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Botanic Avenue to Granby Row Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-425, Parnell Monument (national monument)	No impact	None
DU018-020, Historic City of Dublin	Negative, Significant, Permanent	No significant impact
DU018-020495, Burial ground (site of)	Negative, Significant, Permanent	No significant impact
DU018-023, House – indeterminate date (site of)	Negative, Moderate, Permanent	No significant impact
DU018-024, Well (site of)	Negative, Moderate, Permanent	No significant impact
DU018-020506, Brickworks (site of)	No impact	No significant impact
CBC0002AH021, Turnpike	Negative, Slight, Permanent	No significant impact
DCIHR 18-07-027, Tramway (site of)	Negative, Slight, Permanent	No significant impact
CBC0002CH021, Coalhole covers	Negative, Slight, Temporary	No significant impact
CBC0002CH018, Coalhole covers	No impact	None
CBC0002CH020, Coalhole covers	No impact	None
CBC0002CH016, Roadside memorial	No impact	None
CBC0002CH017, Monument	No impact	None
CBC0002CH019, Monument	No impact	None

### 15.5.1.8 Proposed Construction Compounds

#### 15.5.1.8.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- At all undesignated archaeological heritage sites identified in Table 15.14 at proposed construction compounds SW1, SW3, SW5.

#### 15.5.1.8.2 Cultural Heritage

The Marian Statue at Our Lady's Park in Drumcondra (CBC0002CH022; Figure 15.1 Sheet 15 of 18 in Volume 3 of this EIAR) will be protected from any adverse impacts during construction works and if necessary for its protection, it will be removed under archaeological supervision. This will be undertaken in accordance with a method statement agreed with the statutory authorities. It will be returned to its current setting and as close as possible to its current location following completion of the works.

#### 15.5.1.8.3 Summary Table

**Table 15.20: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Proposed Construction Compounds)**

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
Construction Compound SW1 (CBC0002AH022, Road (site of))	Negative, Slight, Permanent	No significant impact
Construction Compound SW2	No impact	No impact
Construction Compound SW3 (CBC0002AH014, House (site of))	Negative, Slight, Permanent	No significant impact
Construction Compound SW5 (CBC0002AH020, Watercourse)	Negative, Moderate, Permanent	No significant impact
Construction Compound SW5 (CBC0002CH022, Marian Statue)	Negative, Slight, Temporary	No significant impact

### 15.5.2 Operational Phase

All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, through one or more of the following:

- Preservation by record (archaeological excavation);
- Preservation *in situ*;
- Preservation by design; and
- Archaeological monitoring.

No Operational Phase impacts were identified for the Proposed Scheme.

## **15.6 Residual Impacts**

No significant residual impacts have been identified either in the Construction or Operational Stage of the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).

### **15.6.1 Construction Phase**

No significant residual impacts were identified in the Construction Stage of the Proposed Scheme.

### **15.6.2 Operational Phase**

All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no significant residual impacts have been identified.



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### **15.7.1 Relevant Guidelines, Policy and Legislation**

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