The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These include circles, semi-circles, and rounded rectangles, some of which are layered or overlapping. Some shapes have white circular cutouts. The overall style is modern and graphic.

Appendix A15.5
Ground Investigations
Archaeological Monitoring Report



De Faoite Archaeology

Unit 10
Riverside Business Centre
Tinahely
Co. Wicklow



GROUND INVESTIGATIONS IRELAND

Archaeological Monitoring Report

BUS CONNECTS

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

Route 3 Ballymun to City Centre.

Licence 21E0053

Yvonne Whitty
Licenced Archaeological Director
(087) 2111153

June 2021

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Abstract

This report concerns the results of an archaeological monitoring under Licence 21E0053 carried out for Ground Investigations Ireland in conjunction with the BusConnects Dublin Project which is a major investment programme to improve public transport in the city. This report concerns Route 3 only which is the route from Ballymun to the City Centre.

Ground investigations (GI) are the first phase of works to be carried out. The project is at the design stage at the moment and there will be changes to the route as that process continues and after the GI works are completed.

An assessment was completed to identify areas of archaeological potential where the GI works are located. Given the results of the desk-based assessment it was recommended that in total two GI locations in an area of archaeological potential were monitored under archaeological licence. These boreholes were identified as being in areas of archaeological potential given their location along townland/parish boundaries and also their proximity to two RPS structures; Cross Guns Bridge - Reg. No. 50060185 and the 5th Lock, Royal Canal - Reg. No. 50060184. The location of the boreholes is within an area largely shaped by 18th and 19th century industrial developments, mainly two large infrastructural projects: the Royal Canal and the Midland Great Western Railway.

Only one bore hole was completed, R3-CP03 as borehole R3-CP04 was cancelled due to services. The geotechnical results confirm that the ground in this area has been built up by 2.50m and red brick fragments were noted in the borehole sample. Natural ground was exposed below this layer at a depth of 2.50m below ground level.

Given the size of the borehole (0.20m in diameter) it is not possible to confirm the presence or absence of archaeological material and so further archaeological mitigation will be required when the construction scenario including any drainage etc and design has been finalized.

1 Introduction

This Archaeological Monitoring report has been prepared by De Faoite Archaeology on behalf of Ground Investigations Ireland (GII) for BusConnects Dublin Route 3 Ballymun to the City Centre (Figure 1-3). An impact assessment report was completed for this route in December 2020 and this report contains the results of this assessment which is updated with the monitoring results of the ground investigation (GI) works.

BusConnects is the National Transport Authority's programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridors along 16 different routes in the city.

This report concerns GI works along Route 3 which is the Ballymun to City Centre Core Bus Corridor (CBC). This route commences on the Ballymun Road at its junction with St. Margaret's Road just south of M50 Junction 4. It is routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as Arran Quay, where it will join the existing traffic management regime on the North Quays.

The project is at design stage at the moment and there will be changes to the route as that process continues and after the GI works are completed. There are no GI works along large sections of the project as the ground disturbance will be minimal as the routes will be along modified existing roads. The most intrusive works which may involve for example widening a corridor etc will be at the locations of the GI works which comprise five bore holes along Route 3.

This report describes the results of monitoring the GI works which was within an area of archaeological potential. It also describes the existing environment within the location of the GI works in terms of its archaeological, architectural and cultural heritage setting and recommends an appropriate archaeological mitigation strategy for the project.

2 Route 3 Description

BusConnects is the National Transport Authority's programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects Dublin includes the Network Redesign and the Core Bus Corridors. Overall, there are 16 routes and this report only concerns Route 3 (Figure 1).

The Ballymun to City Centre Core Bus Corridor (CBC) commences on the Ballymun Road at its junction with St. Margaret's Road just south of M50 Junction 4. It is routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as Arran Quay, where it will join the existing traffic management regime on the North Quays. This report is focused on the area of GI works and area of archaeological potential which was identified based on the results of the desk-based assessment (Figure 2).

The existing northern railway bridge on Phibsborough Road will be widened on the eastern side and a new footbridge will be provided across the Docklands Railway Line between Whitworth Road and the Royal Canal. At Cross-Guns Bridge the road layout will be adjusted to widen the footpath on the western side. Five bore holes will be excavated at Royal Canal Bank (R3-CP04, 07 and 08), one at Whitworth Road (R3-CP03) and one at Prospect Road (R3-CP01).



Figure 1: Bus Connects all 16 routes.

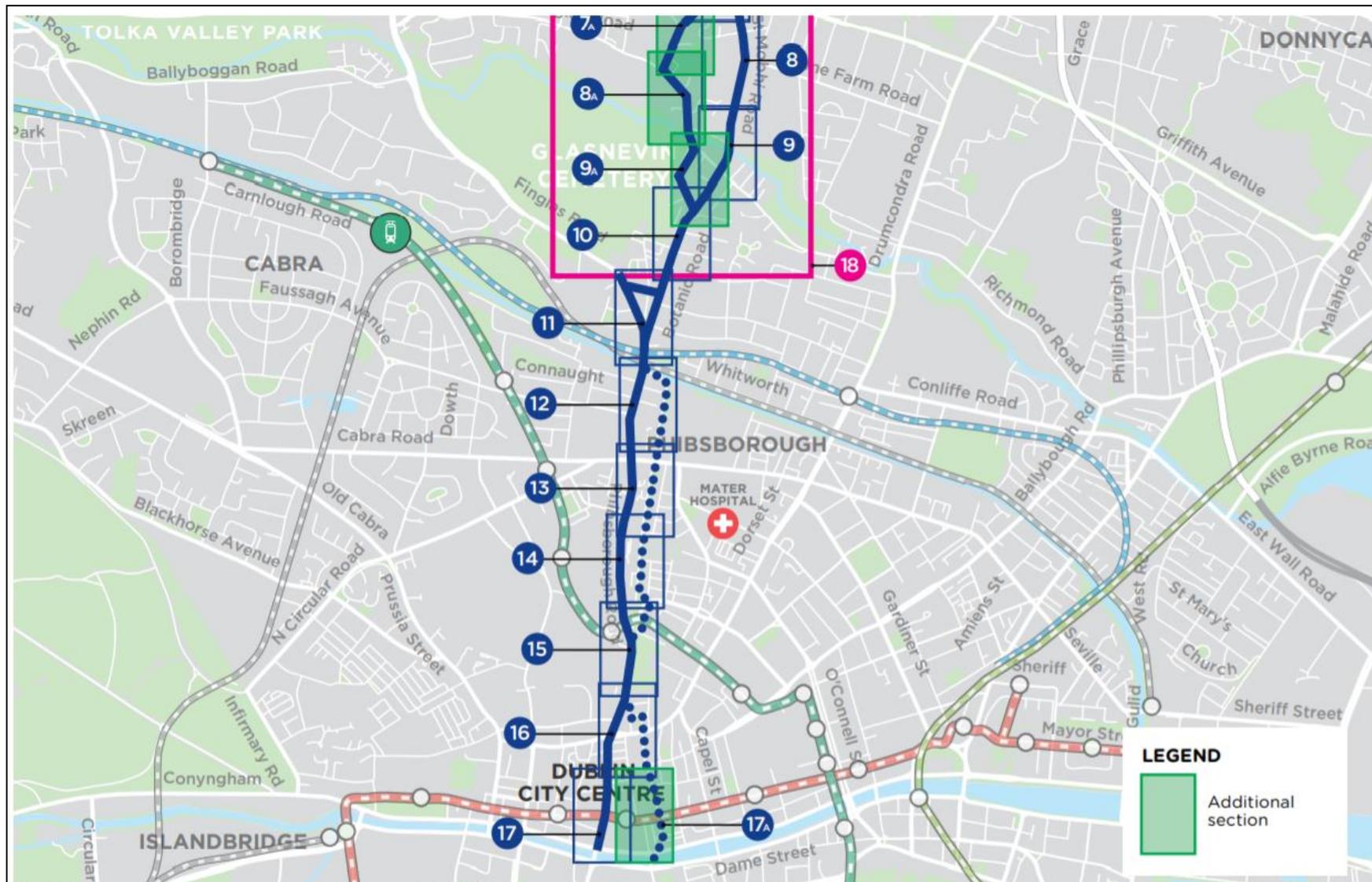


Figure 2: Route 3 Ballymun to City Centre, GI works which will take place at the location of sheet 12 only.

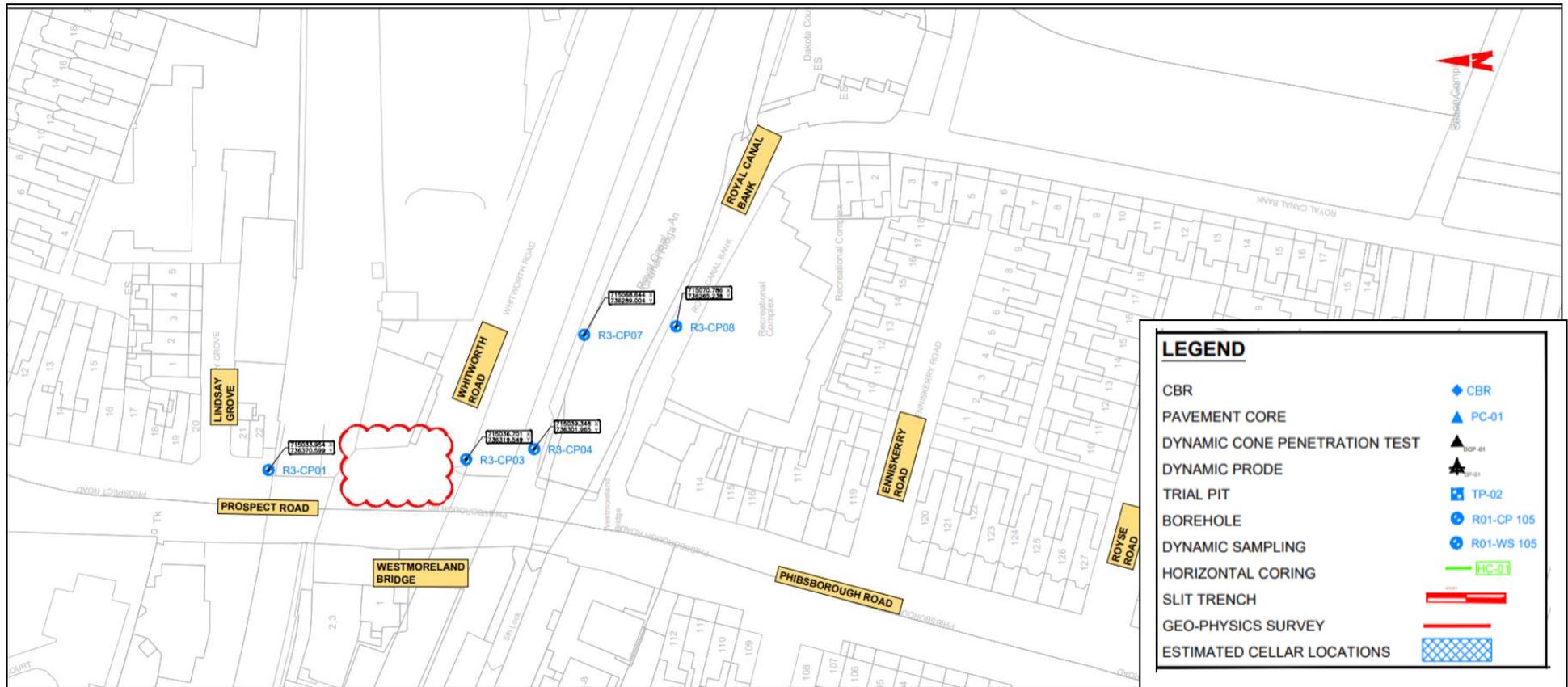


Figure 3: Extract from sheet 12 Route 3 GI works which comprise boreholes.

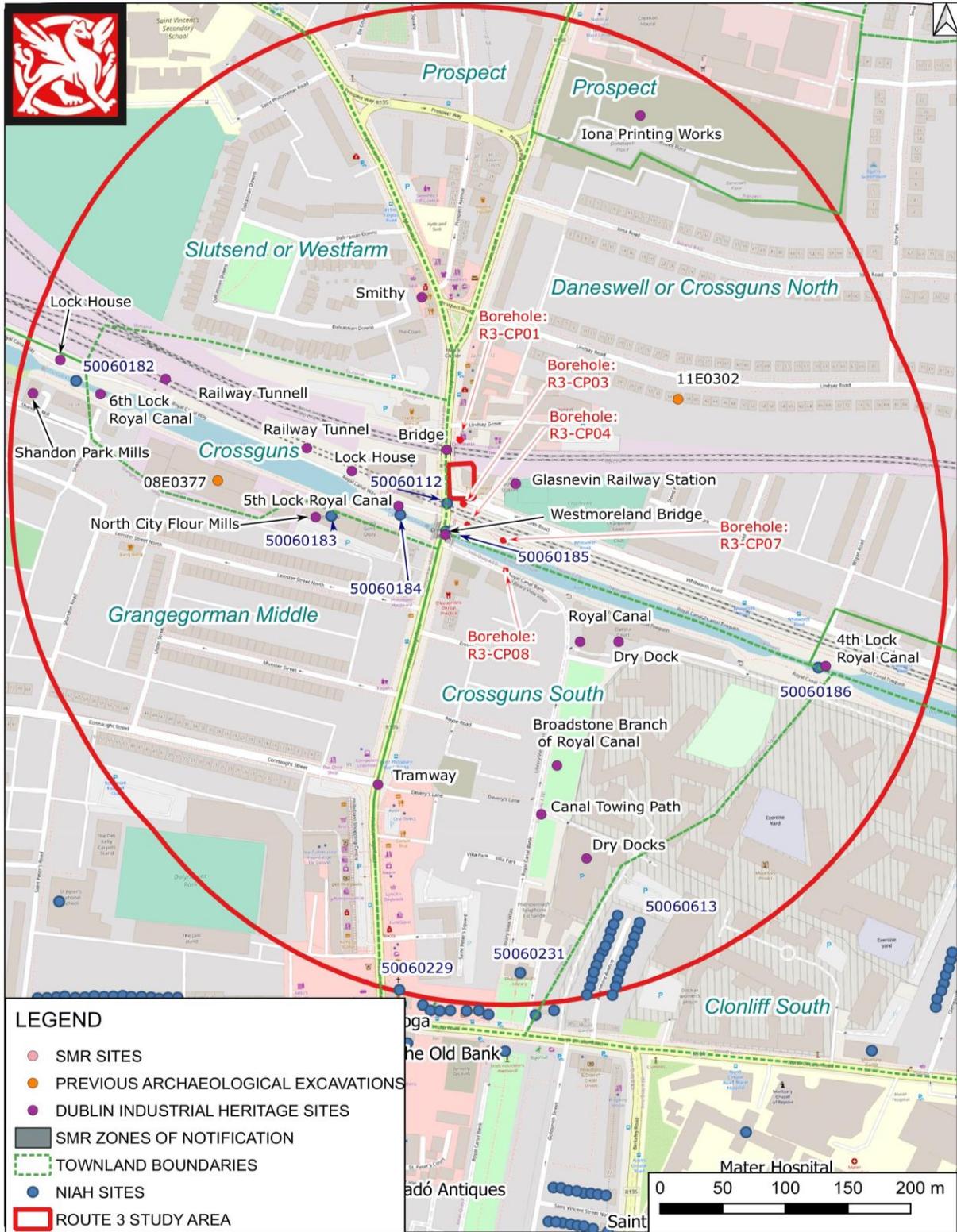


Figure 4: Route 3 Study Overview.

3 Methodology

An archaeological assessment in the form of a desktop study of the proposed Route 3 Ballymun to City Centre Bus Corridor was completed by the author prior to the GI works commencing. The archaeological desktop report was completed to ascertain if there are any archaeological constraints present in relation to the proposed development, using the resources listed below. The study area encompassed a radius of 350m around the location of the GI works in relation to previous archaeological excavations, stray finds, townland boundaries and RMP sites. The study area was confined to 150m for Recorded Protected Structures (Figure 4).

The following sources were consulted in the preparation of this report:

- Record of Monuments and Places (RMP)
- National Monuments Listing for Dublin City.
- Published sources.
- A review of previous archaeological assessment s/ investigations.
- Topographical files of the National Museum of Ireland.
- Ordnance Survey (OS) and pre-Ordnance Survey maps.
- Aerial photography.
- Dublin City Development Plan 2016 - 2022 Volume 4.

4 Legislative Framework

This assessment and monitoring report is guided by relevant legislation, standards and guidelines in respect of archaeology, built and cultural heritage, as follows:

European Legislation

- Convention for the Protection of World Cultural and National Heritage, 1972
- Council of Europe Convention on the Protection of the Archaeological Heritage of Europe, (the 'Granada Convention') ratified by Ireland in 1997
- European Convention Concerning the Protection of the Archaeological Heritage (the 'Valetta Convention') ratified by the Republic of Ireland in 1997

National Legislation

- National Monuments Act 1930, amended 1954, 1987, 1994, 2004 and 2014;
- Heritage Act 1995
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999
- Planning and Development Act 2000-2018 (as amended).

Guidelines and Standards

- Framework and Principles for the Protection of the Archaeological Heritage, 1999, Department of the Arts, Heritage, Gaeltacht and the Islands
- Policy and Guidelines on Archaeological Excavation (1999), Department of Arts, Heritage, Gaeltacht & the Islands
- The Heritage Council, 2000. Archaeology & Development: Guidelines for Good Practice for Developers (2000)
- Dublin City Development Plan 2016 - 2022 Volume 4.

5 Archaeological Assessment

5.1 Archaeological & Historical Background

The locations of the five bore holes as part of Route 3 Ballymun-City Centre GI works are 2km north of Dublin City Centre. The locations are just north of the Royal Canal and to the east of the Phibsborough Road in the vicinity of Cross Guns Bridge. The boreholes are located in the townlands of Cross Guns North or Daneswell, Cross Guns South and Cross Guns (Figure 3-4).

The Phibsborough Road which runs N-S adjacent to and west of the boreholes is also the parish boundary between Glasnevin and Saint Georges (Figure 6). There is a paucity of RMP sites in the area and none within 350m of the development site, nor were there any excavations which yielded archaeology or stray finds within the surrounding landscape.

The location of the boreholes is within an area largely shaped by 18th and 19th century industrial developments, mainly two large infrastructural projects: The Royal Canal and the Midland Great Western Railway. The Royal Canal is a 146km still water canal that extends west from Spencer Dock, Dublin City to Richmond Harbour, Cloondara, Co. Longford on the River Shannon. The construction of the canal commenced in 1790 by the Royal Canal Company. The project was the most capital intense venture at its time its construction bankrupted the company in 1813. The Directors General of Inland Navigation completed construction of the canal to the upper Shannon in 1817 (O'Sullivan, M., 1995). The Royal Canal is a major engineering feature and a monument to infrastructural development in the late 18th, early 19th century. The canal was purchased by Midland & Great Western Railway Company in 1845 to allow for the construction of a railway alongside the canal. This meant that arguments with landowners were severely limited. The first part of the railway was constructed in January 1846 and by 1848 trains operated to up as far as Mullingar. The Railway however was built in tough times in the backdrop of the famine and there are accounts of labourers dying from starvation during this period. The canal continued in use for many years however in 1960 Transport Act empowered CIE to close the canal to navigation, which it did in 1961. The canal was neglected and overgrown however in restoration begun 1974 Royal Canal Amenity Group.

The five boreholes are located in the vicinity of the Cross Guns Bridge and the adjacent 5th lock which were named for the Earl of Westmoreland, who laid the first stone at this site in 1790. The present bridge was rebuilt about 1864 and was originally known as Westmoreland Bridge but from the early 1800's it became known as Cross Gun's Bridge, having taken its name from the townland of the same name. It was suggested that this name came from a nearby duelling ground (Neary, 1983).

5.2 Record of Monuments and Places (RMP Files)

The Record of Monuments and Places (RMP) was established under section 12 (1) of the 1994 National Monuments (Amendment) Act and provides that the Commissioners (now the Minister) shall establish and maintain a record of monuments and places where the Minister believes there are monuments, such record to be comprised of a list of monuments and relevant places and a map or maps showing each monument and relevant place in respect of each county in the state. It is based on the older non-statutory Sites and Monuments Record and information from county archaeological inventories. It records known upstanding archaeological monuments, the original location of destroyed monuments and the location of possible sites identified through documentary, cartographic, photographic research and field inspections.

The following table lists the four bores which will be excavated as part of this route there is a scarcity of RMP sites within the surrounding landscape, the closest is 650m NW and comprises a holy well DU018-010 (Figure 4).

Route 3	Type	RMP within 350m of GI works
R3-CP01	Bore hole	None
R3-CP03	Bore hole	None
R3-CP04	Bore hole	None
R3-CP07	Bore hole	None
R3-CP08	Bore hole	None

Table 1: RMP sites within 350m of GI works.

5.3 National Museum of Ireland Topographical Files

The topographical files are held in the National Museum of Ireland in Kildare Street. All files relating to the townlands where GI works are to be carried out were inspected no finds are recorded within the townlands of Cross Guns North or Daneswell, Cross Guns South and Cross Guns (Table 2). These files identify all recorded finds which are held in archive and have been donated to the state in accordance with national monuments legislation.

Route 3	Type	Finds within townlands
R3-CP01	Bore hole	No
R3-CP03	Bore hole	No
R3-CP04	Bore hole	No
R3-CP07	Bore hole	No
R3-CP08	Bore hole	No

Table 2: Topographical files finds within 350m of the GI works.

5.4 Cartographic Sources

Analysis of historic mapping shows the human impact on the landscape and its evolving nature over clearly defined time intervals. The comparison of editions of historic maps can show how some landscape features have been created, altered or removed over a period of time.

Gaelic land ownership required a clear definition of territories for each sept and a need for strong permanent fences around their territories. Townland boundaries along ridge-tops, streams, or bogs are more likely to be older in date than those composed of straight lines. Christianity introduced the system of parish boundaries, whilst Anglo Normans introduced baronies and counties. These boundaries were looked at in terms of the impact of the GI works on such boundaries.

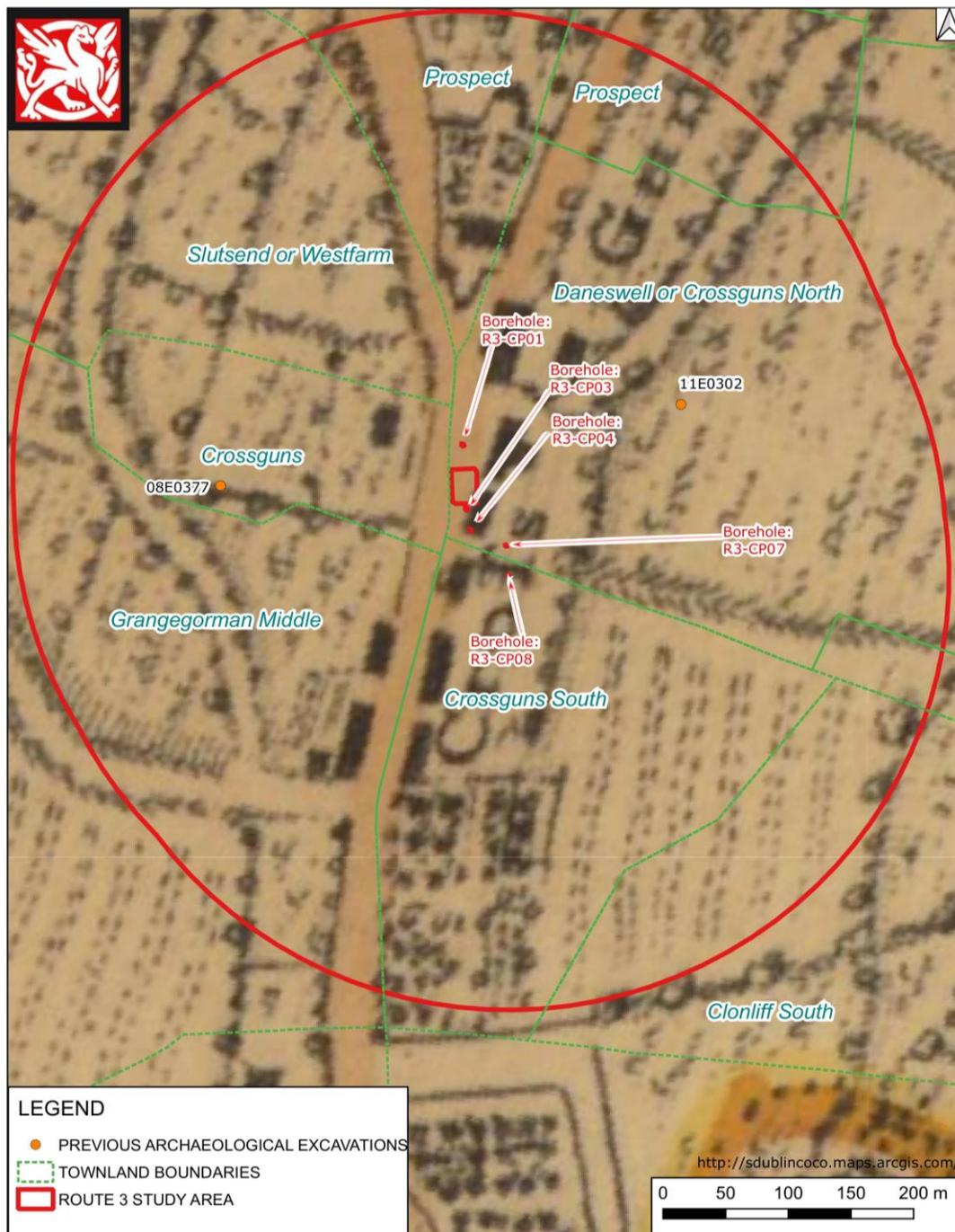


Figure 5: Rocque’s map of Dublin 1756.

John Rocque’s Exact survey of Dublin, published in London in 1756, provides a vivid snapshot of the city at this period (Figure 5). Dwellings are depicted along what is today

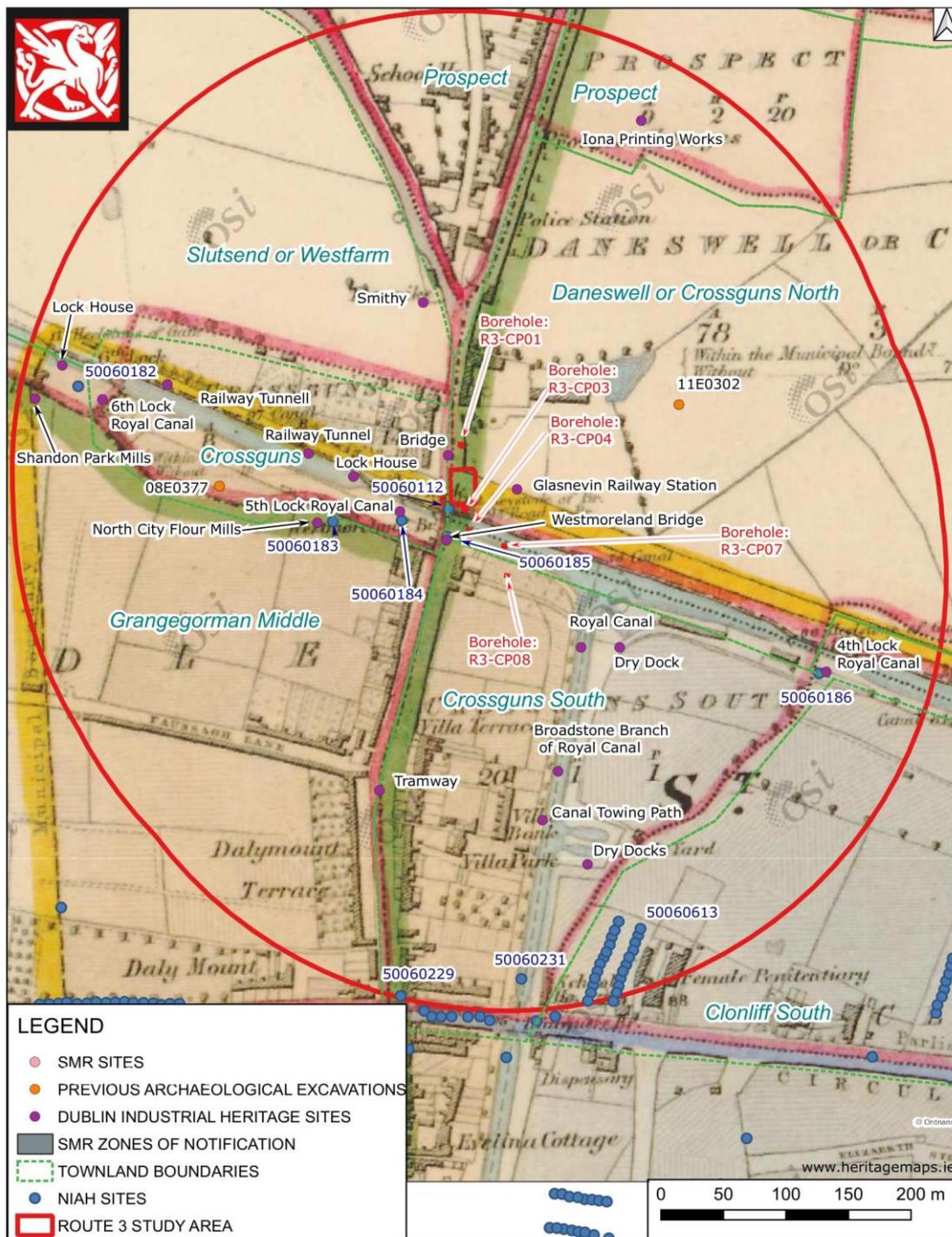


Figure 6: Route 3 Study Area first edition 1843 Ordnance Survey Mapping.

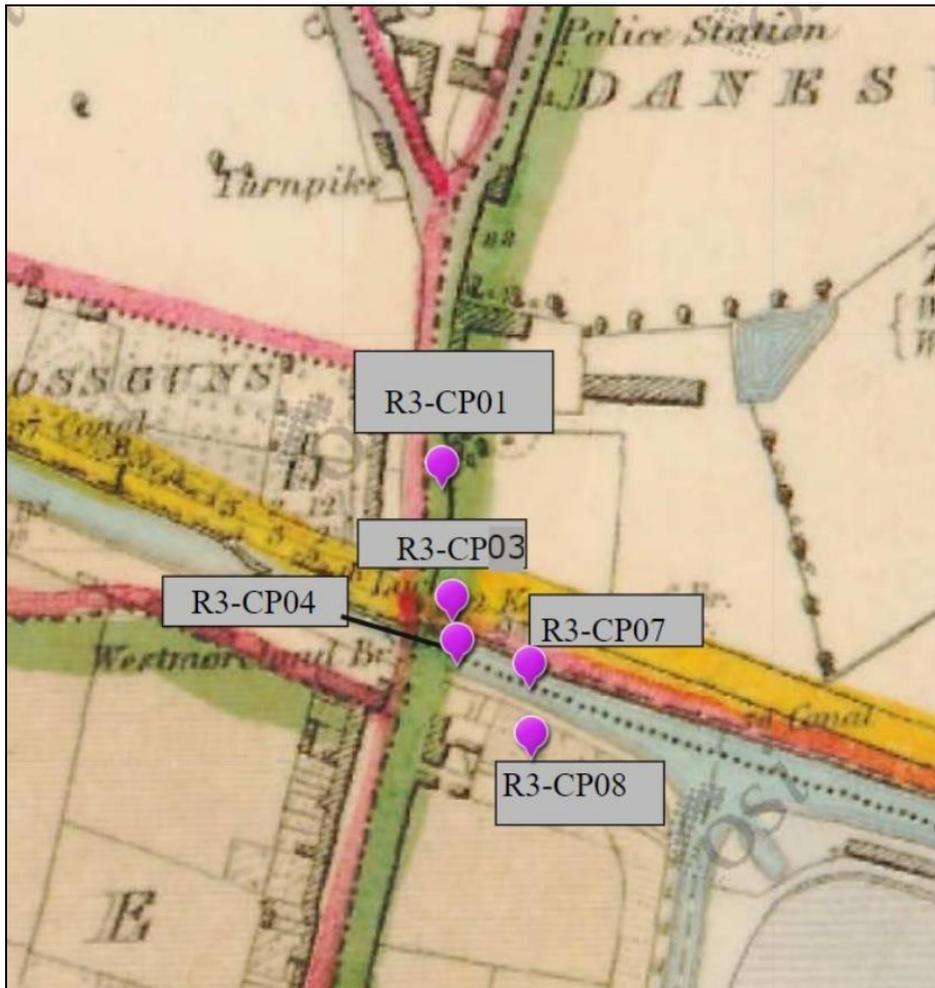


Figure 7: First edition map 1837 location of GI works map 12 (www.archaeology.ie).

The boreholes were located in the townlands of Crossguns, Crossguns South and Crossguns North/Daneswell (Figures 6 and 7). Prospect Road is the townland boundary between Crossguns North/Daneswell and Crossguns. It is also the parish boundary between St. George's Civil Parish and Glasnevin Civil Parish. Three boreholes were located along this boundary (R3-CP01-04). One borehole was located along the townland boundary between Daneswell/Crossguns North and Crossguns (R3-CP01).

At the time of the first edition map the four boreholes north of the canal (R3-CP01, 3, 4 and 7) are located along roads which are the same layout as today and the land immediately surrounding the boreholes is undeveloped. The borehole south of the canal is located in the rear garden area of a house (R3-CP08). Westmoreland Bridge is labelled.

At the time of the third edition map the main change is that both areas north and south of the canal where the GI works are located is much more developed with terraced housing. The railway is now depicted along with Glasnevin Station north of the canal and Westmoreland Bridge is also labelled to the south of the canal the area has been built up with terraced cottages called Flynn's Cottages.

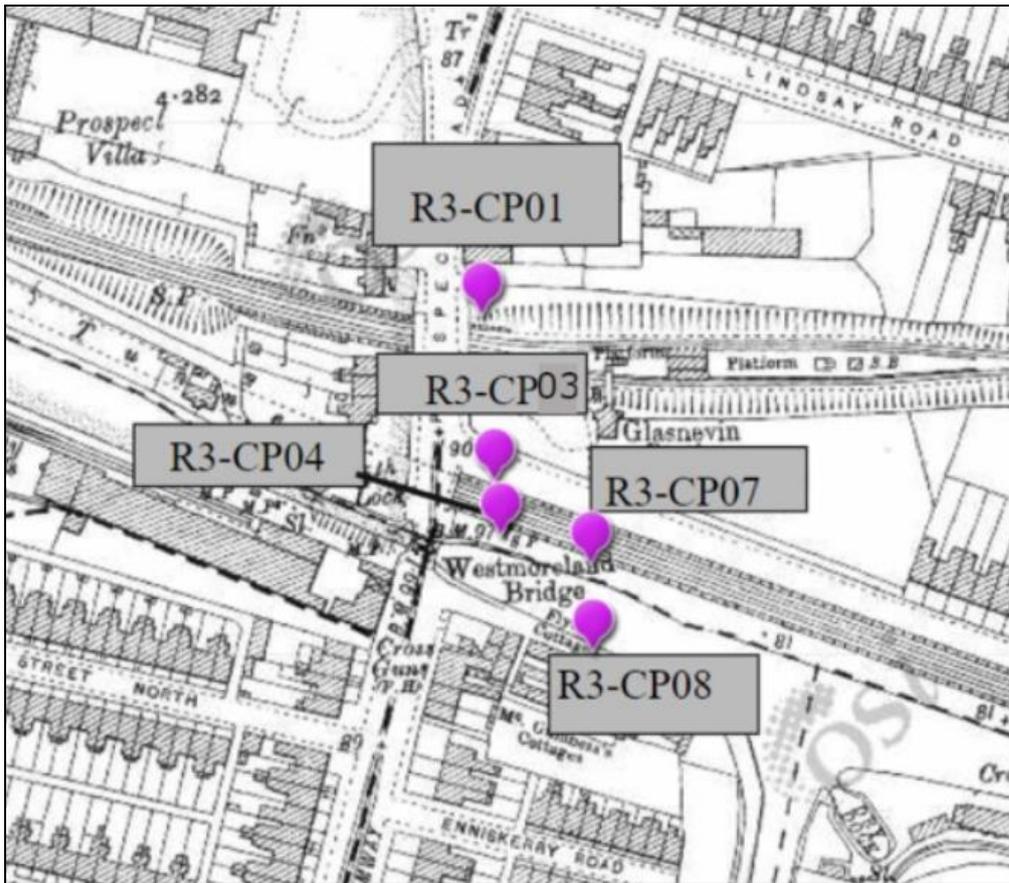


Figure 8:Third edition map 1906-09 with locations of GI works map 12 (www.archaeology.ie).

5.5 Architectural Heritage (Appendix 1)

All boreholes’ locations were checked on the National Inventory of Architectural Heritage’s (NIAH) website. The NIAH is a section within the Department of Arts, Heritage and the Gaeltacht whom identifying and record the architectural heritage of Ireland, from 1700 to the present day.

The Dublin City Development Plan 2016-2022 was inspected in accordance with Part IV of the Planning & Development Acts 2000-2006 which requires every development plan to include a record of Protected Structures ‘. A protected structure ‘is a structure that a Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

Route 3	Type	NIAH within 150m
R3-CP01	Bore hole	75m SW Cross Guns Bridge - Reg. No. 50060185 80m SW 5th Lock, Royal Canal - Reg. No. 50060184 124m SW North City Flour Mills - Reg. No. 50060183 60m Cross Guns Tunnel - Reg. No. 50060112
R3-CP03	Bore hole	27m SW Cross Guns Bridge - Reg. No. 50060185 100m SW North City Flour Mills - Reg. No. 50060183 50m SW 5th Lock, Royal Canal - Reg. No. 50060184 10m W Cross Guns Tunnel - Reg. No. 50060112
R3-CP04	Bore hole	21m NW Cross Guns Bridge - Reg. No. 50060185 105m W North City Flour Mills - Reg. No. 50060183 50m W 5th Lock, Royal Canal - Reg. No. 50060184 21m NW Cross Guns Tunnel - Reg. No. 50060112

R3-CP07	Bore hole	45m SW Cross Guns Bridge - Reg. No. 50060185 136m W North City Flour Mills - Reg. No. 50060183 82m W 5th Lock, Royal Canal - Reg. No. 50060184 50m NW Cross Guns Tunnel - Reg. No. 50060112
R3-CP08	Bore hole	57m NW Cross Guns Bridge - Reg. No. 50060185 145m NW North City Flour Mills - Reg. No. 50060183 92m NW 5th Lock, Royal Canal - Reg. No. 50060184 73m NW Cross Guns Tunnel - Reg. No. 50060112

Table 3: NIAH listed structures within 150m of boreholes.

RPS No	Address	NIAH Ref
6732	Phibsborough Road, Cross Guns Quay, Cross Guns Bridge (Westmoreland Bridge), 5th Lock Royal Canal, Dublin 7	Cross Guns Bridge - Reg. No. 50060185 5th Lock, Royal Canal - Reg. No. 50060184

Table 4: Recorded Protected Structure (RPS) within 150m of GI works.

There were four NIAH listed structures within 150m of the GI boreholes (Figure 4, Table 3, Appendix 1). Of these two are RPS (Table 4). The closest bore hole R3-CP04 was 21m NW of Cross Guns Bridge - Reg. No. 50060185 and 50m W of the 5th Lock, Royal Canal - Reg. No. 50060184. None of the boreholes impacted directly upon these protected structures.

The Cross Guns Bridge and adjacent 5th lock were named for the Earl of Westmoreland, who laid the first stone at this site in 1790. The present bridge was rebuilt about 1864, when the adjacent railway line and bridge were constructed. This lock also built in 1790 is one of a number of double-chambered locks on this stretch of the canal constructed by The Royal Canal Company. This company was established in 1789 to construct a canal to provide freight and passenger transport between Dublin and the River Shannon.

5.6 Previous Archaeological Excavations (Appendix 2)

Route 3	Type	RMP within 350m	Excavations within 350m
R3-CP01	Bore hole	None	200m SW 08E0377
R3-CP03	Bore hole	None	213m W 08E0377
R3-CP04	Bore hole	None	213m W 08E0377
R3-CP07	Bore hole	None	245m NW 08E0377
R3-CP08	Bore hole	None	246m NW 08E0377

Table 5: Excavations within 350m of GI works.

Pre-development testing was carried out on the site of the former bakery at Cross Guns Bridge in May 2008 (Figure 4, Licence 08E0377). Nothing of archaeological significance was uncovered during the course of these works.

5.7 Site Location

The locations of the five bore holes as part of Route 3 Ballymun-City Centre GI works were located 2km north of Dublin City Centre. The locations were just north of the Royal Canal and to

the east of the Phibsborough Road in the vicinity of Cross Guns Bridge. The boreholes were excavated through tarmac surfaces for the most part and grass at the location of the canal (Plates 1-4).



Plate 1: View NE Prospect Road towards location of R3-CP01.



Plate 2: View east towards Whitworth Road location of R3-CP03.



Plate 3: View NE Cross Guns Bridge and canal towards location of R3-CP04 and 07.



Plate 4: View east along Roya Canal Bank towards location of R3-CP08.

6 Impact Assessment and Monitoring Recommendations

Ground investigations were the first phase of works to be carried out. The project is in the design phase at the moment and there will be changes to the route as that process continues and after the GI works are completed. The most intrusive works will be at the locations of the GI works which comprise five bore holes. One area of archaeological potential was identified based upon the results of the desk-based assessment at Whitworth Road and the Royal Canal where boreholes R3-CP03 and R3-CP04 were located.

The GI phase of works enabled the recording of stratigraphy so that an assessment could be made on the likelihood of any archaeological features surviving in the area depending on the degree of disturbance. The final design and construction scenario will be based on the results of these GI works.

In order to protect the archaeological heritage, it was recommended that two boreholes should be monitored under archaeological licence: R3-CP03 and R3-CP04. The latter borehole R3-CP04 was however cancelled due to services.

		R3-CP01	R3-CP03	R3-CP04	R3-CP07	R3-CP08
Scenario Type: within of less than 30m of:	RMP	N	N	N	N	N
	Stray Find	N	N	N	N	N
	Boundary	N	Y	Y	Y	N
	RPS	N	Y	Y	Y	N
	Previous Excavation	N	N	N	N	N
Monitoring Required		N	Y	Y	N	N

7 Monitoring Results

Bore hole sampling was carried out using a 5 Dando 2000 Cable Percussion boring rig. The boring technique allows the installation of a casing tube, 0.20m in diameter inside the borehole. Upon completion, the tube is withdrawn, and the plastic liner removed and sealed for logging by a Geotechnical Engineer.

Based on the results of the desk-based assessment two boreholes R3-CP03 and R3-CP04 were recommended for archaeological monitoring as they were located in an area of archaeological potential (Figure 9). Bore hole R3-CP04 was cancelled due to services and Borehole R3-CP03 was the only one completed.

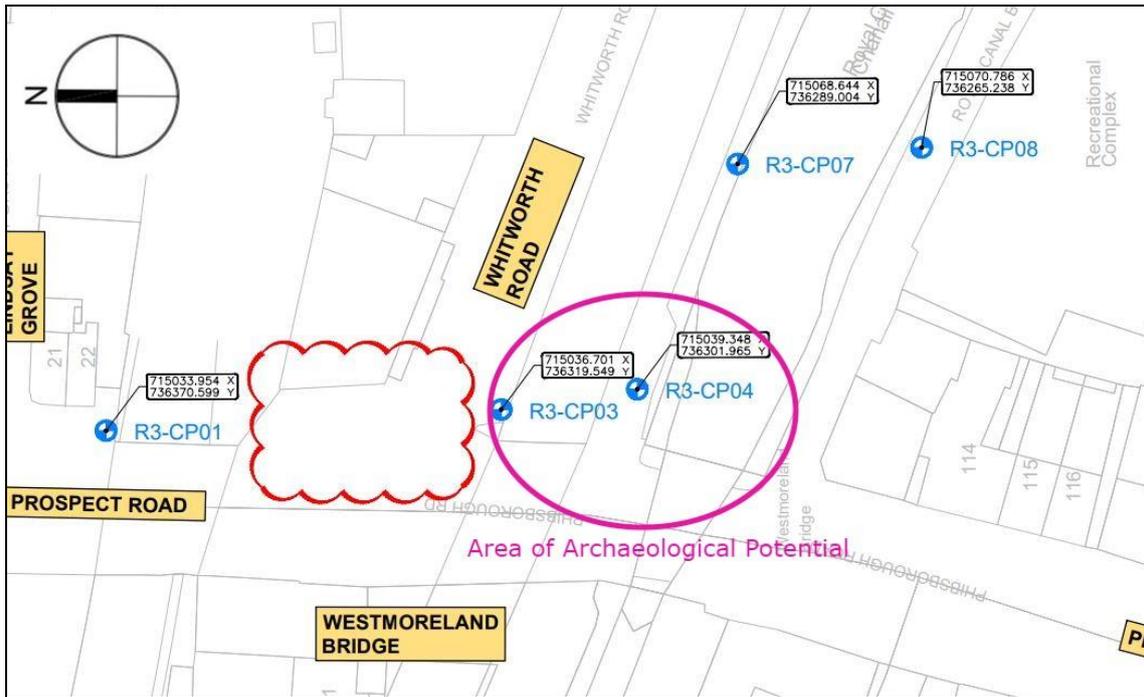


Figure 9: Extract from Sheet 12 Route 3 illustrating Area of Archaeological Potential.

Monitoring Results Borehole R3-CP03

This borehole was excavated on 10/04/2021 at ITM 715045.8 E 736318.4 N on Whitworth Road. There was refusal of cable percussion drilling at 7.10m BGL.

The strata comprised tarmac road surface 0.10m in depth, below this was a road make up layer 0.40m in thickness. There was a layer of made ground which was a grey sandy gravelly clay which contained occasional angular and sub angular cobbles and red brick fragments. This layer was 2m in depth. Natural ground which was a firm brown sandy gravelly clay was exposed at a depth of 2.50m below ground level. At 3.80m below ground level the natural ground changed to a grey sandy gravelly clay which contained occasional sub rounded cobbles.

8 Conclusion

The Dublin Bus Connects project is in the design phase at the moment and there will be changes to the route as that process continues and after the GI works are completed. There are no GI works along large sections of the project as the ground disturbance will be minimal as the routes will be along modified existing roads. The most intrusive works which may involve for example widening a corridor etc will be at the locations of the GI works which comprise five bore holes along Route 3.

The locations of the five bore holes as part of Route 3 Ballymun-City Centre GI works were 2km north of Dublin City Centre. The locations were just north of the Royal Canal and to the east of the Phibsborough Road in the vicinity of Cross Guns Bridge.

In order to identify areas of archaeological potential where the GI works were located a desk-based assessment was completed. The study area encompassed a radius of 350m around the location of the GI works for excavations, stray finds, townland boundaries and RMP sites. The study area was confined to 150m for Recorded Protected Structures.

As a result of the desk-based assessment two bore holes R3-CP03 and R3-CP04 were identified as being in areas of archaeological potential given their location along townland/parish boundaries and also proximity to two RPS structures; Cross Guns Bridge - Reg. No. 50060185 and the 5th Lock, Royal Canal - Reg. No. 50060184. The location of the boreholes was within an area largely shaped by 18th and 19th century industrial developments, mainly two large infrastructural projects: The Royal Canal and the Midland Great Western Railway.

Only one bore hole was completed, R3-CP03 as borehole R3-CP04 was cancelled due to services. The geotechnical results confirm that the ground in this area has been built up and at 0.50m below existing ground level is a layer of made ground 2m in depth which contained red brick fragments. Natural ground was exposed below this layer of made ground at a depth of 2.50m below ground level.

Given the size of the borehole (0.20m in diameter) it is not possible to confirm the presence or absence of archaeological material, however the desk-based assessment indicates the potential for previously unrecorded archaeology to survive beneath the surface of the ground which may be impacted upon by the Bus Connects Project and may relate to the industrial development of the area.

Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping; disturbance by vehicles working in unsuitable conditions. Based on the results of the desk-based assessment an area of archaeological potential exists at Cross-Guns Bridge. In this area the road layout will be adjusted to widen the footpath on the western side and also at the location of a new footbridge across the Docklands Railway Line between Whitworth Road and the Royal Canal.

Any works in this area should be subject to further archaeological consultation once the design has been finalised taking into account the construction scenario, drainage etc so that further archaeological mitigation can be agreed prior to construction works to mitigate the known or potential archaeological impacts will be developed in consultation with the National Monuments Service and the National Museum of Ireland.

These recommendations are the professional opinion of the writer and based upon the findings of the desktop assessment, field inspection and monitoring of GI works. All archaeological recommendations are subject to further consultation and agreement with The National Museum and The National Monuments Section of the Department of Housing, Local Government and Heritage.

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Aalen, F., & Whelan, K. (1992). *Dublin City and County: From Prehistory to Present*. Dublin: Geography Publications.

O'Sullivan, M., RPS Cairns Ltd, 1995. Royal Canal Corridor Study, Spencer Dock to Allen Bridge. Department of Arts, Culture and the Gaeltacht

Neary, B. (1984). *A history of Cabra and Phibsborough* (2nd ed.). Clonsilla, Co. Dublin: Lenhar Publications.

Online sources

www.archaeology.ie

www.heritagemapviewer.ie

www.excavations.ie

www.logainm.ie

9 Appendix 1 NIAH Listed Structure

Cross Guns Tunnel - Reg. No. 50060112

Date: 1860 - 1865

Original Use: tunnel

In Use as: tunnel

Rating: Regional

Description

Railway tunnel, opened 1864, on branch line from former Broadstone Station to Connolly Station, via North Wall. Tunnel is 292 yards (263 metres) east-west, with elliptical arch to east end, having rusticated limestone voussoirs and walling. Late twentieth-century extension to east, to front of tunnel, of concrete, with trapezoidal-profile metal parapets flanked by short pieces of recent brick walling with concrete copings. West end of tunnel not accessible to view.

Appraisal

This railway tunnel forms part of the railway infrastructure developed in Dublin in the mid- to late nineteenth century by the Great Southern and Western Railway Company, on a branch line connecting the company's terminus at Broadstone (now disused) with Amiens Street (now Connolly Station) and their goods station at the North Wall. The line includes a number of stone bridges, the Phoenix Park Tunnel and the Liffey Viaduct. It has well-constructed masonry, as has the railway cutting within which it is sited. Together with the adjacent canal bridge this bridge is part of the history of transport development in the city.

Cross Guns Bridge - Reg. No. 50060185

Date: 1860 - 1865

Original Use: bridge

In Use as: bridge

Rating: Regional

Description

Single-span canal bridge, likely rebuild of c.1864 at same time as construction of railway bridge to north, carrying Phibsborough Road over Royal Canal. Older canal bridge apparently removed. Ashlar limestone abutments and terminating piers, latter with dressed limestone caps supporting cast-iron lamp standards with acanthus-leaf ornament to bases. Drainage spouts to outer faces of piers. Rubble limestone wing walls. Cast-iron parapets with rounded tops, round-ended vertical perforations and curving buttress-like elements to outer sides. West side of bridge has pipe attached. Canal lock to same side.

Appraisal

This canal bridge and adjacent lock were named for the Earl of Westmoreland, who laid the first stone at this site in 1790. The present bridge structure appears to be a rebuild, probably of about 1864, when the adjacent railway line and bridge were constructed, in order to

provide a level road surface across railway and canal. The quality of the ashlar stonework is high and the cast-iron parapets, by Ross & Walpole Ltd Engineers Dublin, and the light standards, add decorative interest. The setting of the lock is enhanced by the presence of a significant group of industrial structures nearby, including Westmoreland (now 5th) lock, the adjacent canal and railway bridge, the former North City Flour mills and a former railway siding. The Royal Canal Company was established in 1789 to construct a canal to provide freight and passenger transport between Dublin and the River Shannon.

North City Flour Mills - Reg. No. 50060183

Date: 1830 - 1850

Original Use: mill (water)

In Use as: apartment/flat (converted)

Rating: Regional

Description

Detached eleven-bay five-storey former mill with half-dormer attic, built c.1840, having advanced gable-fronted end bay of six storeys to west. Now in use as apartments. Single-span pitched artificial slate roof, gabled to advanced end bay with cast-iron rainwater goods. Squared rubble limestone walls with cast-iron tie-bars, dressed limestone quoins to front (north) and east elevations and dressed limestone string course to east elevation, upper floor rebuilt in random rubble limestone. Square-headed window openings with brown brick voussoirs, brown brick block-and-start reveals, granite sills and replacement eight-over-eight timber sliding sash windows. Round-headed opening with brown brick voussoirs, brown brick block-and-start reveals, granite sills and replacement timber casement window to advanced end bay. Square-headed door openings with ashlar limestone voussoirs and channelled ashlar limestone piers supporting ashlar limestone cornice. Replacement timber panelled doors, that to centre having replacement timber panelled pilasters and stained-glass sidelights. Square-headed door openings with brown brick voussoirs, brown brick block-and-start reveals, replacement timber panelled door and plain over-light. Mild steel railings on rubble limestone plinth wall. Located on south side of side of Royal Canal, adjacent to 5th Lock.

Appraisal

This imposing industrial building started life as Mallet's Iron Mill before becoming the North City Flour Mill in the 1860s. It is a socially important building as it provided a significant amount of employment in the area around Phibsborough. The functional design, dictated by its original use, is enlivened by the addition of the brick dressing to the window openings and the well-crafted entrance doorway. Part of a significant group of buildings that includes the former mill, the 5th lock, a canal bridge, a railway bridge, the railway siding providing an important reminder of the former industrial character of the area. Its new use as apartments is testimony to its solid construction.

5th Lock, Royal Canal - Reg. No. 50060184

Date: 1785 - 1795

Original Use: lock

In Use as: lock

Rating: Regional

Description

Double lock, constructed c.1790, as part of Royal Canal. Ashlar limestone chamber walls with gate recesses, cast-iron mooring rings and dressed limestone coping. Replacement timber and mild steel lock gates with timber balance beams. Walls of lower chamber slope up to middle gate with replacement stone steps. Recesses for stop gates to east end. Walls to west end expand to form canal harbour with dressed limestone walls. Squared rubble limestone wall with segmental coping to north. Westmoreland Bridge located to east and former flour mill to southwest.

Appraisal

This lock was named for the Earl of Westmoreland, who laid the first stone at this site in 1790. The chambers exhibit good quality stonework, with attractive sloping edges to cope with the change in height between the lower and higher levels. One of a number of double-chambered locks on this stretch of the canal, it attests to the skills of the engineers employed by the company. The setting of the lock is enhanced by the presence of a number of other industrial structures, including Westmoreland (now Crossguns) Bridge, the adjacent railway bridge, the former North City Flour mills and a former railway siding. The Royal Canal Company was established in 1789 to construct a canal to provide freight and passenger transport between Dublin and the River Shannon.

10 Appendix 2 Previous Archaeological Excavations

County: Dublin **Site name:** The Bakery, Cross Guns Bridge, Phibsborough Road, Dublin

Sites and Monuments Record No.: N/A **Licence number:** 08E0377

Author: Daire Leahy, ADS Ltd, 110 Amiens Street, Dublin 1.

Site type: No archaeological significance

ITM: E 714840m, N 736338m

Latitude, Longitude (decimal degrees): 53.364749, -6.274512

Pre-development testing was carried out on the site of the former bakery at Cross Guns Bridge in May 2008. Nothing of archaeological significance was uncovered during the course of these works. However due to the small area available for testing it has been recommended that further testing be carried out following the demolition of the structures on the site.