

**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 Ballymun / Finglas 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 associated with maintenance activities 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 a comprehensive design iteration process, 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 has 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'.*

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 place names, 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 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, coal-hole covers, 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 streetscape 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 data sets, 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 data sets such as the RPS, RMP and 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 this 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 this 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 this 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;
- Appendix A15.4 – City and County Development Plans, Relevant Policies and Objectives; and
- Appendix A15.5 – Ground Investigations Archaeological Monitoring Report, Route 3 Licence 21E0053 (Whitty 2021).

## 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. In the case of the densely built-up urban areas that lie within the designated zone of archaeological potential (ZAP) for the Historic City of Dublin (RMP DU018-020, refer to Figure 15.1 in Volume 3 of this EIAR), the study area was condensed to include only those sites that are within or adjacent to the Proposed Scheme. The study area was assessed in order to identify known and recorded archaeological and cultural heritage assets within it.

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 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 2020).

## 15.2.3 Relevant Guidelines, Policy and Legislation

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

- Number 19 of 1999 - Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- The Department for Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA) and Transport Infrastructure Ireland (TII) Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland (TII / DAHRRGA 2017);
- Convention for the Protection of the Architectural Heritage of Europe (hereafter referred to as the Granada Convention (ratified by Ireland 1997) (Council of Europe 1985);
- European Convention on the Protection of the Archaeological Heritage Council of Europe (hereafter referred to as the Valetta Convention) (ratified by Ireland 1992) (Council of Europe 1992);

- Framework Convention on the Value of Cultural Heritage for Society (hereafter referred to as the Faro Convention) (Council of Europe 2005);
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) Framework and Principles for the Protection of the Archaeological Heritage (DAHG 1999);
- EPA Guidelines (EPA 2022);
- Number 4 of 1995 - Heritage Act, 1995;
- The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) (Historic England 2017);
- The International Council on Monuments and Sites (ICOMOS) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS 2011);
- Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas (ICOMOS 2005);
- National Monuments Act, as amended, 1930 to 2014;
- National Roads Authority (NRA) Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes (NRA 2005);
- Planning and Development Acts 2000 to 2017;
- Historic Landscape Characterisation in Ireland: Best Practice Guidance (The Heritage Council 2013); and
- The United Nations Educational, Scientific and Cultural Organization (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, 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 2020) 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 2016 – 2022 (DCC 2016);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- Fingal County Council (FCC) Fingal Development Plan 2017 – 2023 (FCC 2017);
- NIAH, Building Survey and Garden Survey (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 2001 to 2018), Bing 2013 (Bing 2020) and Ordnance Survey Ireland (OSI) 1995; 2000; 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references in Section 15.7).

#### 15.2.4.2 Field Survey

A walkover survey was undertaken along the extent of the Proposed Scheme in January and February 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments based on professional judgement outside of it) were inspected. The survey also 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 A15.2 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 such 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 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 impact significance, is contained in Appendix A15.3 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.
Medium	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.  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).  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.
Low	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.  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.
Negligible	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.

**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.

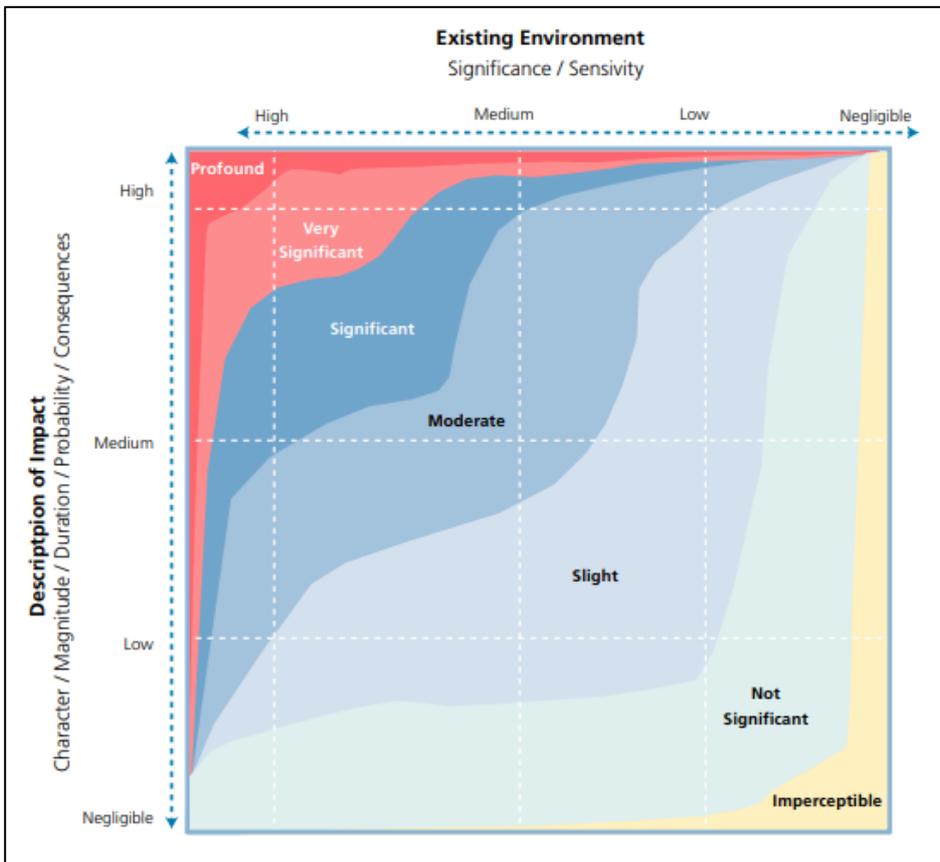


Image 15.1: Description of Impacts from the EPA Guidelines (Figure 3.4 in the EPA Guidelines) (EPA 2022)

## 15.3 Baseline Environment

### 15.3.1 Archaeological and Historical Background

The Ballymun Section of the Proposed Scheme will commence in Ballymun and will continue to Glasnevin where it will meet the Finglas Section of the Proposed Scheme at Hart's Corner. The Finglas Section of the Proposed Scheme will pass west of Glasnevin, along the perimeter of Glasnevin Cemetery, while the Ballymun Section will pass the early medieval monastic site and along the east side of the Botanic Gardens. The lands of Glasnevin and Finglas have seen significant change over the years but have their origins as early medieval ecclesiastical establishments. The Proposed Scheme will travel into the City Centre via Phibsborough and Constitution Hill before terminating at Arran Quay. It will cross the Royal Canal at Cross Guns Bridge and continue south under the moniker of Phibsborough Road before entering the ZAP of the Historic City of Dublin at Constitution Hill next to Broadstone, the former railway terminus. Prior to the development of the Royal Canal, the area would have been drained by the River Tolka and the River Bradogue, which is named after *Glas mo Canoc*, or Canoc's Stream. Within the ZAP for the Historic City of Dublin (RMP DU018-020), human occupation can be traced back to the prehistoric period, with Viking settlement in the early medieval period, and continued occupation throughout the medieval and post-medieval periods. One of the most significant of these phases is the earliest 'urban' development of the area when Oxmantown became an important Viking suburb on the north side of the River Liffey. Church Street is shown on the earliest maps of Dublin and was variously referred to as the 'Great Street', 'High Street', 'the King's Way', 'the Great Street of Oxmantown' and 'Oxmantown Street'.

#### 15.3.1.1 Ballymun

The Proposed Scheme will travel along the well-established R108 Ballymun Road through Ballymun. Until the mid to late 20<sup>th</sup> century this area was a rural landscape located well outside the influence of the city, comprising farmlands and mid-sized farmhouses. The name *Baile Munna* is thought to derive from 'the town / homestead of Munn', with Munn possibly representing a family name (Logainm 2020). The actual townland of Ballymun is

located to the north of the current population centre, in the vicinity of the M50 Motorway. The Proposed Scheme will travel through the townlands of Balcurris and Stormanstown (which is the centre of what is now known as 'Ballymun').

Ballymun is part of the parish of Santry. The ecclesiastical tradition of this parish is dedicated to St. Pappan, from whom the name of Poppintree is derived. He was believed to be the son or grandson of Aenghus Mac Nadfrech, King of Munster, slain in 489 (Adams 1879). The main ecclesiastical site associated with this saint was located in Santry. In 1673, the tithes of Ballymun were granted to the Archbishop of Dublin and his successors.

These lands were included in the grant of the Kingdom of Meath by Henry II to Hugh de Lacy in the latter decades of the 12<sup>th</sup> century. Through the process of subinfeudation, de Lacy regranted the manors of Skyrne and Santry to Adam de Feipo. Santry remained within the de Feipo family until 1375 when the heiress Johanna married Thomas Mareward, Baron Skyrne. From the Marewoods it passed to the Nugent family who in the latter half of the 16<sup>th</sup> century sold the lands to Alderman Richard Barry whose eldest son James raised to peerage as Baron Barry of Santry in 1661 (Adams 1879).

Stormanstown takes its name from a Lord Stormingston, who was granted land there during the reign of Henry VIII. The Civil Survey of 1641 records 'Sterminstowne', which consisted of 'seven score Acres', to be in the possession of 'Sr. James Barry Protestant'. The townland is further described as having:

*'upon ye premises one tyld & one thatcht house with some few cottages valued by ye Jury at 100li. Also an orchard & Garden'* (Simington 1945).

This was the original Stormingston / Stormanstown House (RMP DU014-067001, DU014-067002) which was described as a noble tiled mansion containing numerous apartments. While the Down Survey maps provide little detail of the area, other than 'Sterminstowne' being a named location (Trinity College Dublin 2013), it is depicted as the largest residence in the area on Rocque's map of 1760 (Image 15.2). The house was purchased by James McAuley in 1777, and his daughter, Catherine McAuley, went on to found the Sisters of Mercy. The original house was demolished in 1823, and its materials were used in the building of another house of the same name situated near the present Sillogue Gardens (Wrenn 1987).

Ballymun was developed in the 1960s for the rehousing of urban populations during the urban slum clearance. Stormanstown House was demolished in 1979 to make way for this development which comprised of the construction of seven high-rise towers of 15 floors each, which have in recent years been demolished, as well as several other flat complexes. The most visible remaining feature of this phase of Ballymun's development is the chimney stack from the Boiler House which currently houses The Rediscovery Centre (Image 15.3). It was completed in 1966 and was one of the largest civic heating schemes in Ireland and the United Kingdom (UK), supplying the 3,000 Ballymun flats. Although it was scheduled for demolition with the towers, it was repurposed as an eco-centre with extensive reuse of materials (Rediscovery Centre 2020).

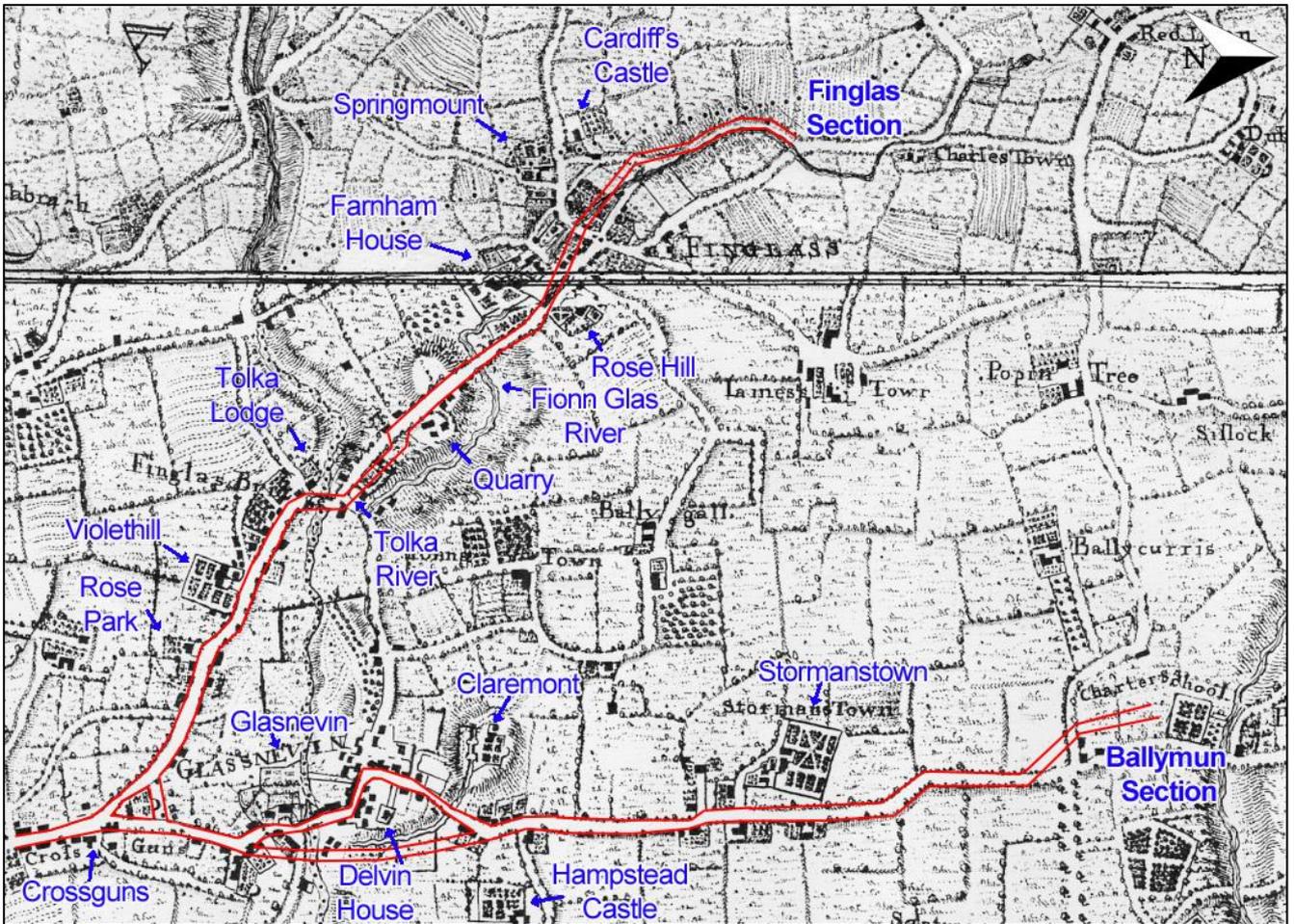


Image 15.2: Rocque's Map of the County of Dublin Showing Approximate Layout of Proposed Scheme, 1760 (Ferguson 1998)



Image 15.3: The Boiler House, Ballymun

### 15.3.1.2 Finglas

The Proposed Scheme will travel along the R135 Finglas Road through the historic village of Finglas and the townland of Tolka before it will cross the River Tolka to enter the parish of Glasnevin.

The place name of 'Finglas' can be found in written sources since the early medieval period. It is an anglicisation of the Irish name *Fhionnglaise*, which can be broken into *Fionn*, meaning white or clear, and *glas*, referring to a rivulet (i.e. clear stream). It takes its name from the stream which flows through the village, joining the River Tolka at Finglas Bridge (Logainm 2020; Joyce 1912). Tolka may be derived from *An Tulcha*, or 'the flood'.

#### 15.3.1.2.1 Finglas in Prehistory

There is limited evidence for prehistoric activity in the vicinity of Finglas, comprising of the recovery of stray finds of this period. A stone disc bead, bronze ingot, flat copper axehead, bronze palstave and a kite-shaped bronze spearhead are all recorded in the Topographical Files of the NMI with find locations in the vicinity of Finglas (NMI 1953:38, 1959:73, 1959:74, E92:361, 1959:157).

The River Tolka would likely have been an important landscape feature in the prehistoric period. Rivers would have functioned as important routeways throughout prehistory and the River Tolka would have provided an important riverine routeway with the potential for settlement. In addition to the prehistoric finds made in the vicinity of Finglas, further discoveries closer to the River Tolka include a socketed bronze axehead and unlooped bronze palstave. They were found dumped in a bag at the Tolka Lodge area in 1977 (NMI 1977:2184-2185), but were thought to have originated nearby.

Although no definitive prehistoric sites have been identified, a mound (formerly RMP DU014-077) was noted on an aerial photograph in 1965 (BKS AP 71080) near Finglas Bridge (NMS 2020). This may have been a Bronze Age barrow. However, the site has subsequently been developed and it has been removed from the record.

#### 15.3.1.2.2 Finglas in the Early Medieval Period

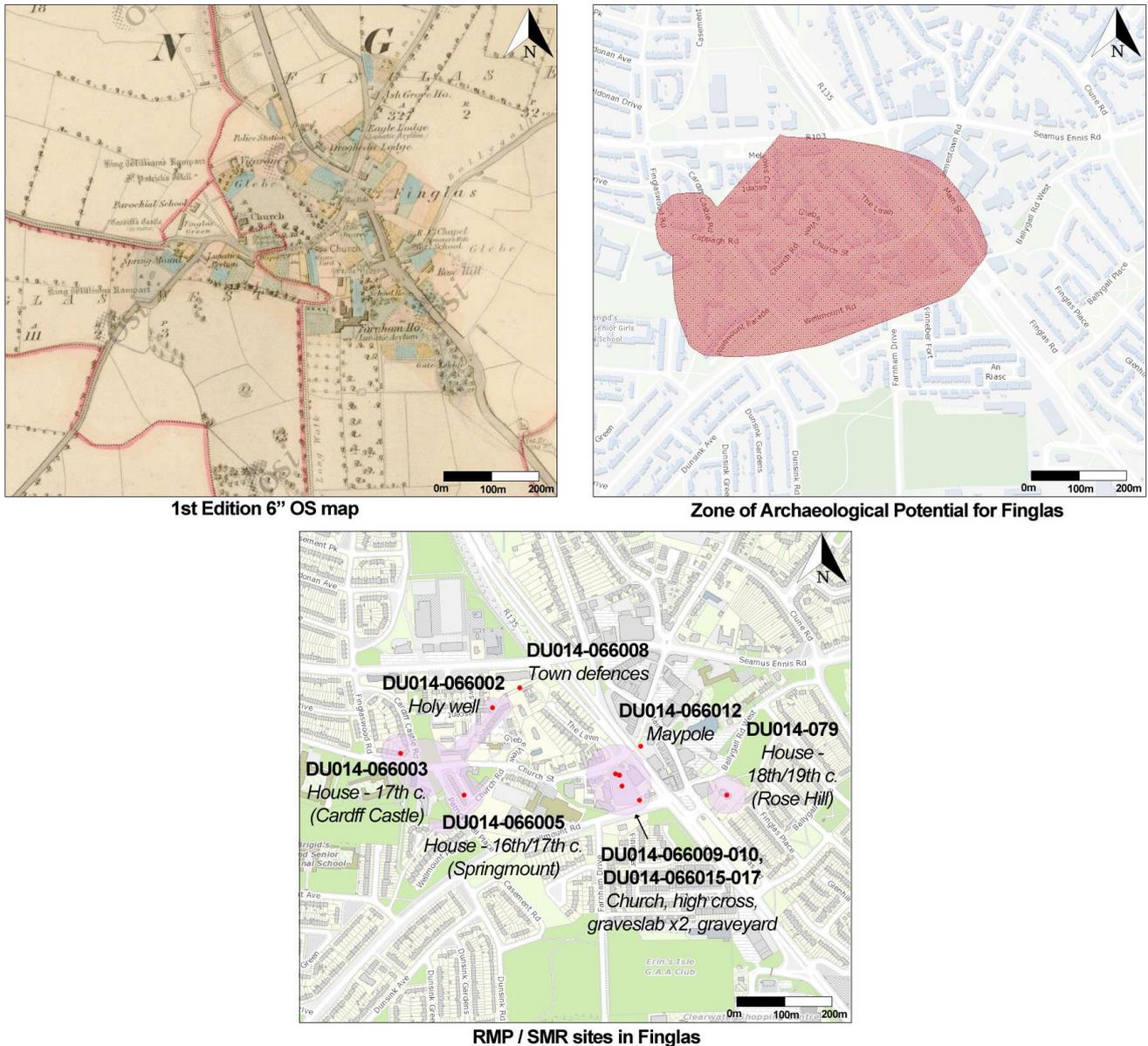
It is during the early medieval period (c. AD 500 to AD 1100) that Finglas came to prominence as one of the earliest and most important parishes in Dublin. A monastery was founded here in AD 560 by St. Canice of Kilkenny which, ultimately, became a parochial church in the 11<sup>th</sup> century (RMP DU014-06609). The remains of a later church, which was in use up to 1843, now stands on the site of the early Christian establishment. Indeed, the name of St. Canice still survives in association with the remains, as well as the Church of Ireland church built next to it, and the more modern Catholic church situated at the other side of the main road.

One of the most visible traces of early Christian towns is the ecclesiastical enclosure, a circular boundary that marked the sacred precinct of the church, within which, a fugitive could seek refuge. In Finglas, as in other Dublin towns such as Swords, Tallaght and Clondalkin, this ecclesiastical enclosure is reflected in the street plan and, in Finglas, there also appear to be traces of a second, inner enclosure (Image 15.4). Swan suggested that the outer enclosure runs from Wellmount Road, north to King William's Rampart, crossing the Finglas Bypass north of the village, and curving around to join Ballyglass Road, to the south-east (Swan 1985). Part of a possible inner enclosure is defined by the curve of Patrickswell Place, and on the eastern side, it is reflected in the line of Main Street. Another possible inner enclosure is preserved in the curve of Church Street.

A holy well (RMP DU014-06602) is dedicated to St. Patrick who is reputed to have passed through Finglas. An early stone cross (RMP DU014-06610) also survives inside the gates of the graveyard. This was knocked down in 1649 either by soldiers under the Duke of Ormonde (on their way to besiege Drogheda), or by the locals themselves who buried it to save it from being destroyed by Cromwell's soldiers. However, in 1816, it was dug up and restored to its original place in the church grounds (Ball 1920).

According to Ball, the name Fingal (Place of the Foreigner) is used to denote the district into which predatory excursions were made by the Vikings (Ball 1920). In the 9<sup>th</sup> century, a colony of Ostmen, or Northmen, was established in Dublin, ultimately settling in the tract lying northwards along the coast which became known as Fine Gall, or the territory of the Galls, or strangers. According to the poet John O'Dugan, Fingal came under the rule of MacGillamocholmog, who controlled the lands south of Dublin before the arrival of the Anglo-Normans in the late 12<sup>th</sup> century. As part of Fingal, the study area 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 MacGillamochoilmog.



**Image 15.4: First Edition OS Six-Inch Map and Archaeological Sites in Finglas (OSI 2020; The Heritage Council 2015; NMS 2020)**

Direct Viking influence is evident at Finglas at a site close to St. Patrick's Well. The remains of a Viking burial of a female aged between 25 and 35 were discovered during archaeological investigations in 2004 (Licence 04E0900) (Excavations 2004). The burial was accompanied by a gold and silver gilded oval brooch of 9<sup>th</sup> century date, a second fragmentary oval brooch, copper alloy ornaments and a long bone comb.

The surrounding area was somewhat sparsely settled in the early medieval period. Ringforts, which are among the most common archaeological monuments in Ireland, are relatively few in County Dublin, possibly because they tend to favour south-facing slopes, and the landscape of north Dublin is quite flat, or perhaps because they have been ploughed out due to intense agricultural activity. The site of a possible ploughed-out ringfort (RMP DU014-071), however, was identified on an aerial photograph in 1965, and again in 1973 (BKS AP 71080). The site was however destroyed by expanded quarrying operations in the 1970s and housing development in the 1990s.

### 15.3.1.2.3 Finglas in the Medieval Period

In 1171, following the Anglo-Norman invasion, a famous battle is supposed to have taken place in the vicinity of Finglaswood on the banks of the River Tolka. Dublin was in the possession of Strongbow and Miles de Cogan, and it was besieged by the Gaelic Lord Roderick O'Connor, while a Danish fleet also took up position at the mouth of the River Liffey, cutting off communication by sea. Strongbow was about to surrender, but the Irish insisted on such extravagant terms that they broke off the treaty and the Anglo-Normans decided to cut their way through what they perceived to be the weakest part of the encircling forces, between Castleknock and Finglas. Miles de Cogan and 500 chosen men broke in on the Irish lines at Finglas, and entirely routed them. This is possibly commemorated in the name 'The Bloody Acre' (RMP DU018-003) in Glasnevin Cemetery. Joyce gives a very colourful account of the battle and recounts that:

*'Many years ago, considerable quantities of human bones, together with remains of antique weapons and armour, were discovered in a quarry near Finglas wood' ... 'traditions of the neighbourhood point to the place as a scene of battle in remote times with the Danes, but as no such engagement is recorded in history it is probable that the relics in question belonged to the battle which resulted so disastrously for the forces of King Roderick.'* (Joyce 1912).

Under the Anglo-Norman settlement the lands belonging to Finglas Abbey, like those of Tallaght and Clondalkin, were confirmed to the Archbishop of Dublin. The manor became the second most valuable in his possession near Dublin, with Swords being the most valuable (Ball 1920).

When Archbishop Luke was elected to the See of Dublin in 1228, he founded an episcopal residence in Finglas and made immediate use of it. During this time the town was mentioned as a borough with 19 burgesses, amongst whom members of the families of Cruise and Kerdiff were prominent. However, the borough status of Finglas has never been confirmed and is only recorded among the Archbishop's boroughs in historical records like those of Tallaght, Clondalkin or Swords (Bradley 1998). Archbishop Luke's successor, Fulk de Sandford, defended and increased the property of the church at Finglas. During his episcopate, which began in 1256, he probably made frequent use of the episcopal residence and it is recorded that he died there (Ball 1920).

A manor established by Archbishop Comyn in 1181 is shown on the south-west side of Finglas on Roque's map of 1760 (Image 15.2) (Ferguson 1998) and also on the first edition OS six-inch map of 1836, named Springmount and later known as Fortwilliam (Image 15.4) (OSI 2020). The Civil Survey (1654 to 1656) mentions a 'stone house' at Oldcourt (RMP DU014-066005) on the church farm at Finglas (Simington 1945). Excavations in 1992 failed to reveal any traces of the site (Licence 92E0142) (O'Flanagan 1992). Further excavations in 1995 revealed the walls of a rectangular, two-roomed structure associated with 16<sup>th</sup> and 17<sup>th</sup> century material (Licence 95E0100) (Reid 2001). This has been interpreted as an out-building associated with Fortwilliam (NMS 2020). Alexander de Bicknor held the See of Dublin from 1317 to 1349 and there is evidence that during this period the episcopal residence at Finglas, which was known as 'the court', was a substantial mansion.

'Cardiff Castle' (RMP DU014-066003) is depicted on Rocque's map of 1760 (Image 15.2) (Ferguson 1998), but is marked on the 1836 first edition OS six-inch map with the annotation 'in ruins' (Image 15.4) (OSI 2020). The area has been extensively developed, leaving no trace of the castle. The castle may have been removed as early as 1700 (NMS 2020).

### 15.3.1.2.4 Finglas in the Post-Medieval Period

The Down Survey map of the Barony of Nethercross demonstrates that the Finglas Section of the Proposed Scheme would originally have been part of that barony, and not Coolock as it later came to be. The accompanying parish map shows the settlement at Finglas surrounded by protestant-owned land (Image 15.5) (Trinity College Dublin (TCD) 2013). Benedict Arthur was a major landowner in the town, with other parcels of land in the possession of Andrew Moore and Robert Dillon.

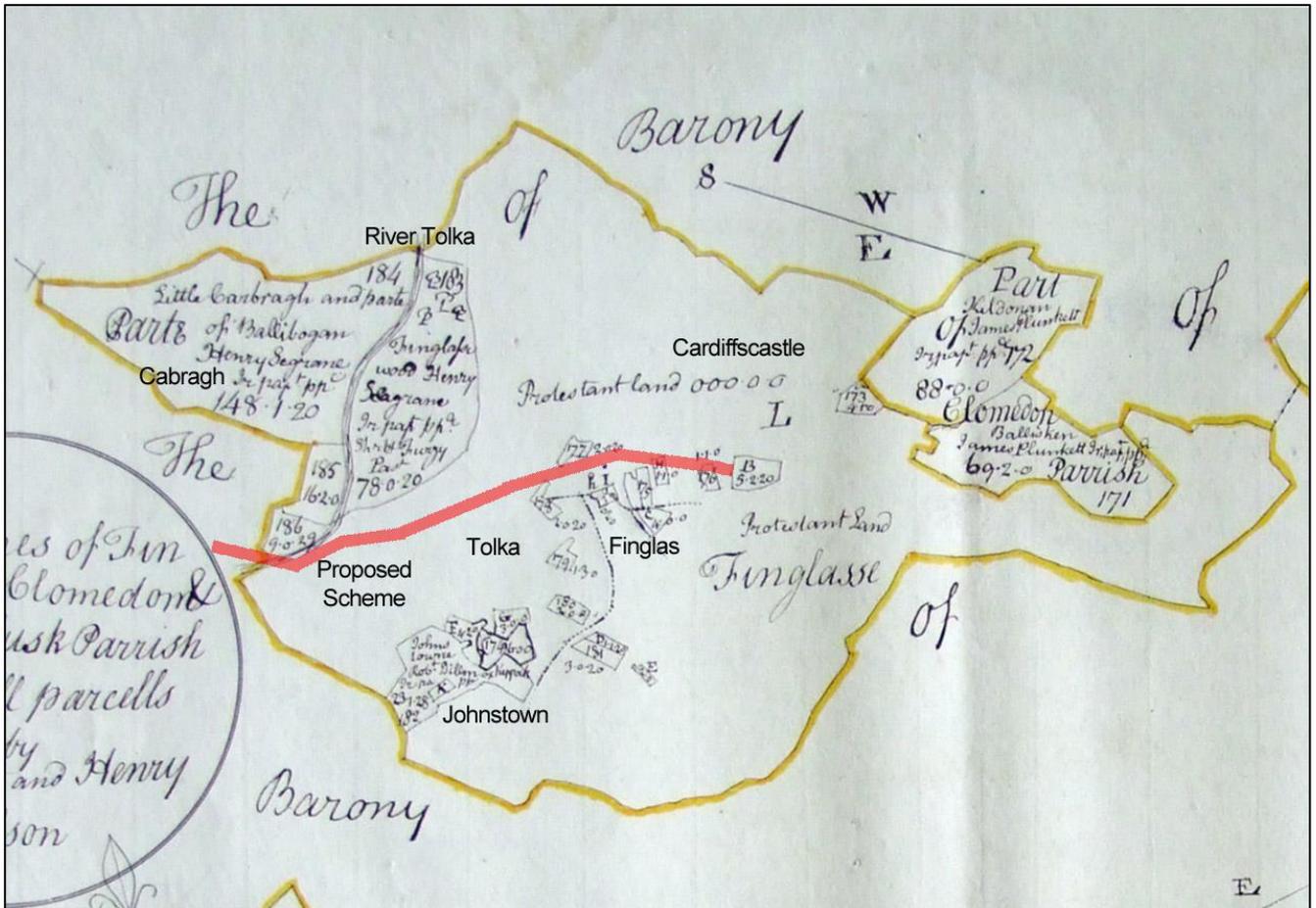


Image 15.5: Down Survey Map of the 'Parish of Finglasse', c. 1656 (TCD 2013)

Much of the land either side of the River Tolka was owned by Henry Seagrave of Cabragh. The Seagrave family's residence, Finglaswood House, incorporated a tower house (RMP DU014-076001), and was sometimes known as King James' Castle owing to a local tradition that King James had stayed there the night before the Battle of the Boyne. Following an endowment of church lands in c. 1619, Walter Seagrave moved the family residence to Little Cabragh (Aalen and Whelan 1992). The Savage family occupied the house in the 18<sup>th</sup> century and operated a tannery on the site. The building was demolished before the early 1970s.

In the summer of 1649, before the battle of Rathmines, the Duke of Ormonde stayed with his army at Finglas for more than a month, each day expecting that Dublin would fall to him. On the eve of his departure for Rathmines, Ormonde wrote to King Charles I that the enemy's troops were mutinous and flocking to him. However, before many days had passed the inhabitants of Finglas learned of the rout of his army at Rathmines, and a few weeks later they heard of Cromwell's army passing close to Drogheda (Ball 1920).

In 1690 King William's army encamped at Finglas for a few days on their return from the Battle of the Boyne (Image 15.6). Two massive structures known as 'King William's ramparts' (RMP DU014-066001; DU014-066008) are ascribed to the monarch by local tradition. The larger of the two is strengthened by buttresses, which appear to be more recent in date. It is unlikely, however, that the king spent long enough at Finglas to justify building such massive structures. Another theory is that the Duke of Ormonde ordered them to be built during his stay. However, recent excavations at the ramparts have uncovered pottery dating from the 13<sup>th</sup> to the 15<sup>th</sup> centuries, and this suggests that they may have been parts of the remains of a large stockade which was built to protect the manorial estate founded by Archbishop Comyn in 1181 (NMS 2020).



**Image 15.6: The Camp of William III at Finglas (Ball 1920)**

Roque's map of 1760 depicts several large residences and associated gardens which had been developed around Finglas and along the R135 Finglas Road in the post-medieval period (Image 15.2) (Ferguson 1998). One surviving example is Rose Hill (RMP DU014-079). It is an 18<sup>th</sup> century house with Palladian architectural features by Sir Edward Lovett Pearse (1699 to 1733) (NMS 2020).

Finglas of the early modern period was the location of several private asylums. The Farnham House Asylum was the earliest and most successful, established in 1814 by Dr Alexander Jackson. It was quite a progressive establishment, and Dr James Foulis Duncan was one of the first to link mental ill-health to poverty (Kelly 2017). It provided indoor and outdoor amusements to the patients, including billiards, bagatelle, backgammon, chess, music, cards and reading for indoor pursuits, and bowls, quoits, croquet and carriage exercise outdoors (Mauger 2016). It was shortly followed by the establishment of Maryville in 1816, Bellvue in 1818, Finglas House in 1825 and Eagle Lodge in 1834.

Bellvue was opened as a 'private lunatic asylum' in 1818. Joyce's description of Finglasbridge depicts Bellvue enclosed by woods in a commanding position overlooking the river (Joyce 1912). A comparison of Rocque's (Image 15.2) and Taylor's (1816) (Image 15.7) maps shows that the road would have been realigned at this time, possibly related to the design of the Bellvue grounds (Ferguson 1998; Taylor 1816).

A May Pole (SMR DU014-066012) is depicted on historical mapping and it was noted in a 19<sup>th</sup> century guidebook that the town was the site of May Sports which may have had very ancient origins (Image 15.4) (Murray 1866). Ball also describes the tradition as occurring throughout the 18<sup>th</sup> century (Ball 1920). One event, described in the poem 'The Smock-Race at Finglas', involved a women's footrace with a prize of a smock. The May Sports was said to have rivalled the Donnybrook Fair and included attractions such as fire-eating (ibid).

Samuel Lewis noted the quality of the quarries in the area, which is borne out by the proliferation of quarry sites depicted on historical mapping and evident still on the landscape (Lewis 1837).

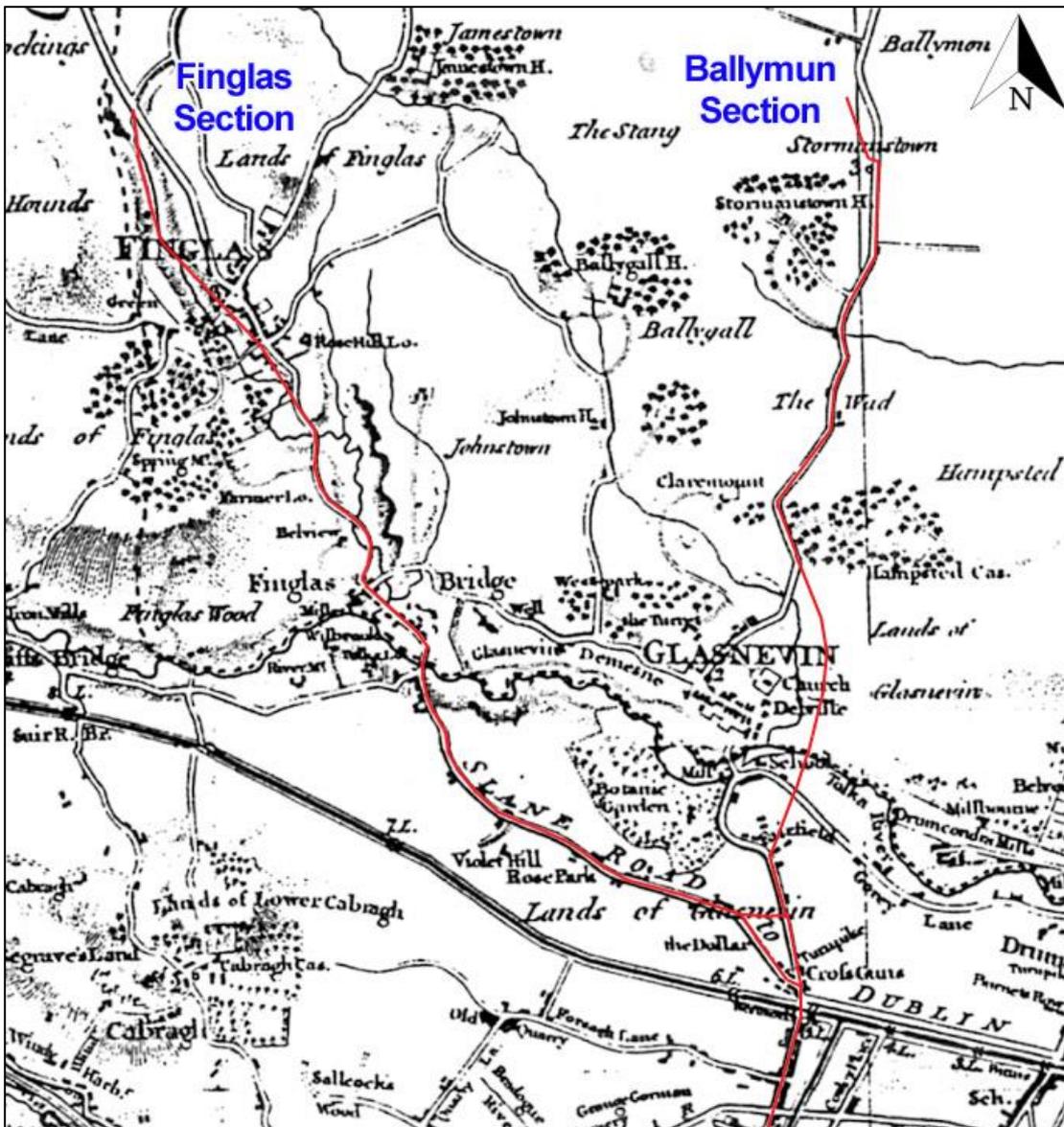


Image 15.7: Taylor's Map of the Environs of Dublin Showing Approximate Modern Road Layout (Taylor 1816)

### 15.3.1.3 Glasnevin

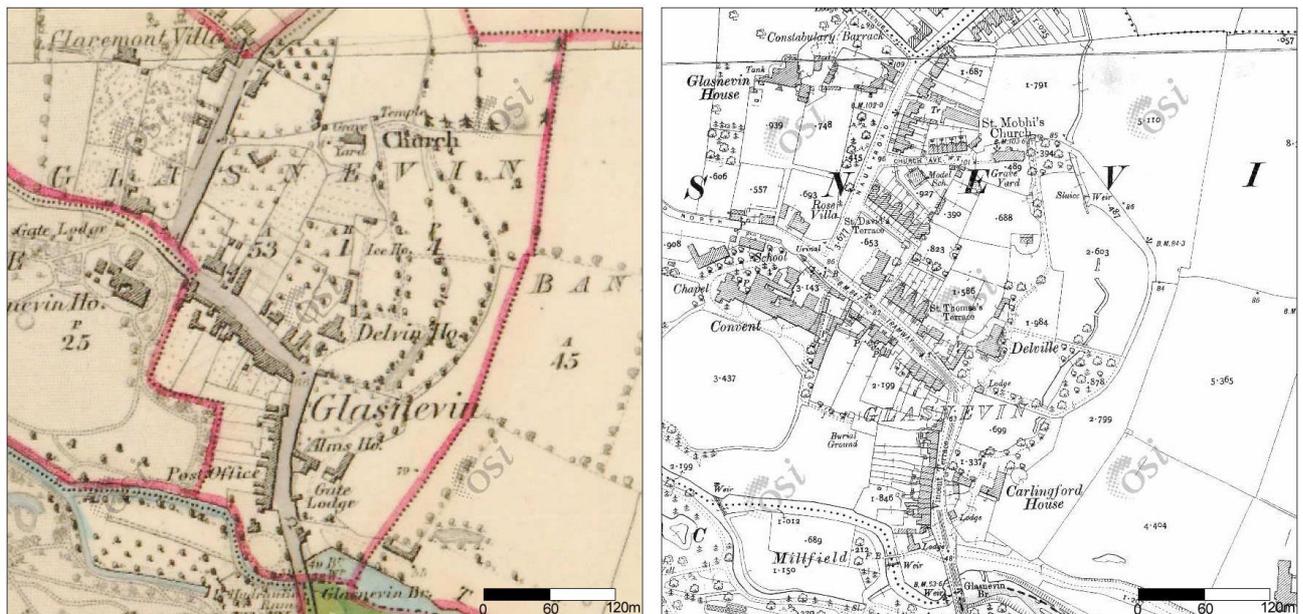
Glasnevin is anglicised from *Glas-naoidhen* or *Glais-naeiden* (Gwynn and Hadcock 1988). The name derives from a stream that flowed into the River Tolka on the east side of Glasnevin Bridge from the grounds of Delville House, now the grounds of the Bon Secours Hospital, and a pagan chief named *Naeidhe* who resided on its bank; from him the stream was called *Glas-Naeidhen*, meaning *Naeidhe's* streamlet (Joyce 1923). The name of 'Slutsend' comes from the word *slough*, meaning a marshy or muddy place (Logainm 2020[under Hampstead entry]).

Newer English language placenames are also recorded on 18<sup>th</sup> and 19<sup>th</sup> century cartography. Several names allude to the picturesque, such as 'Violethill' and 'Prospect,' suggesting an attractive landscape of natural features and prominent views.

The Finglas Section of the Proposed Scheme will pass west of Glasnevin, along the perimeter of Glasnevin Cemetery, while the Ballymun Section will pass the early medieval monastic site and along the east side of the Botanic Gardens.

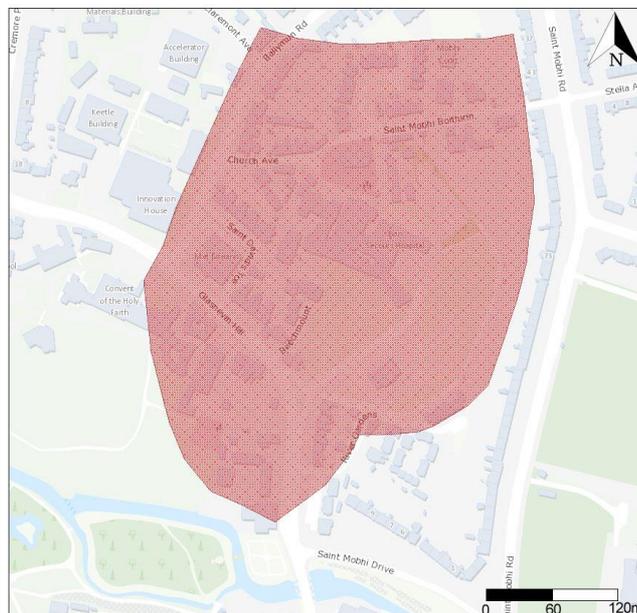
15.3.1.3.1 Glasnevin in the Early Medieval Period

The Early Christian monastic site at Glasnevin was established on the banks of the River Tolka in the 6<sup>th</sup> century. Its foundation is attributed to St. Mobhí, who died of the plague in AD 545 (Gwynn and Hadcock 1988). The monastery ceased to function at some period before the 11<sup>th</sup> century, and no trace of the settlement now survives, although the arc of a stream and field boundaries running clockwise from north to south on the east side of the Bon Secours Hospital may preserve the outline of an outer monastic enclosure (Image 15.8).



1st Edition 6" OS map

25" OS map



Geohive map with Zone of Archaeological Potential

**Image 15.8: Possible Indications of Monastic Enclosure and ZAP at Glasnevin (OSI 2020; The Heritage Council 2015)**

The foundation of the monastery at Glasnevin preceded that at Finglas, and the patron of Finglas, St. Canice, was one of the earliest students at Glasnevin (Ball 1920). Other students included St. Congall of Bangor and St. Columcille of Derry and Iona (Killanin and Duignan 1967).

Sources are at odds over the original location of the huts or cells in which the students of St. Mobhí resided, although they are in agreement that the huts or cells were separated from the church by a river or stream. According to the Life of St. Columba the student cells or huts originally stood on the west bank of '*the river*', while the church stood on the east bank. Ball and Walsh interpreted this mention of a river as a reference to the River Tolka (Ball 1920; Walsh 1888). Others concluded that the river referred to the stream that joins the River Tolka a short distance east of Glasnevin Bridge from the grounds of Delville House, the same stream from which Glasnevin derived its name, and which may have run through the monastic enclosure.

According to Swan, in almost all cases of known early monastic enclosures the surviving elements comprise a church, mainly late medieval or post-medieval in date – the present Church of Ireland church on Church Avenue at Glasnevin was rebuilt in 1707, probably on the site of the monastery – and a burial ground surrounding the church that often continues to be used for interment. Swan also indicates that the pattern of streets, roads or field fences invariably provide an indication of the outline and dimensions of the enclosure, which can be circular, oval or sub-rectangular in shape, and possibly the only clue to the existence of an early monastic site (Swan 1985).

The six-inch and 25-inch OS maps for Glasnevin do appear to yield evidence for a monastic enclosure (Image 15.8) (OSI 2020). Field boundaries and a pathway describe the arc of a circle curving round clockwise from the north to south-west. This enclosure is oval in shape and measures approximately 250m north to south and approximately 240m east to west (similar dimensions to the inner ecclesiastical enclosure at Armagh), falling into the smaller range of settlements (Swan 1985). To the west a complimentary curve may be discerned in the road alignment, which includes Glasnevin Hill, giving a fairly clear indication of the complete enclosure.

There are numerous references to the discovery of burials at Glasnevin. In 1986 the Chief Archaeologist of the OPW received correspondence from a Mr O'Doherty from Glasnevin containing information concerning burials discovered in 1895 during the excavation for foundations at Marlborough House (now the location of the Met Office). The information provided by Mr O'Doherty had been preserved in memory only and had been passed on within oral tradition concerning Glasnevin. Mr O'Doherty indicated that shields found with the burials in 1895 were thought by locals at the time to be relics of the Battle of Clontarf. Glasnevin, on the banks of the River Tolka, would have lain within the battle's realm of influence, but it is likely that the main action of the battle, fought between the Irish, under Brian Boru, and the Norse and their allies on Good Friday, 1014, took place further to the east and to the south-east. As monasteries were always the first object of attack by Vikings, who first began to appear off the Irish coast in c. 795 (De Courcy 1996), it could also be considered that burials may derive from Viking attacks on the settlement at Glasnevin prior to the Battle of Clontarf.

Further evidence for Viking influence relates to a record of a coin hoard from Glasnevin (NMS 2020). The hoard contained Anglo-Saxon and Arabic coins, one of which was dated to 927 AD from a Viking mint from York.

In July 1914, a further eight to 10 graves were discovered on the site of Marlborough House. The graves were orientated east to west and were lined by limestone slabs arranged around the bodies. A bone implement (an apple-like scoop) was found with the burials (NMI 1915:42).

Elsewhere, two skeletons were discovered when a path was being laid close to Church Lane in 1941. Further burials were discovered a decade later in 1951, during the digging of foundation trenches at the Bon Secours Hospital.

A report in the Evening Herald in 1956 also carried the story of further burials discovered on a site north of Mobhí Lane, just east of St. Mobhí's Church. Finds associated with the burials included animal bones and a knife like iron object (NMI 1956:16). This burial find in particular suggested that the original burial ground connected with the monastic foundation extended beyond the present graveyard wall, and that there may have been a small inner, and roughly oval shaped enclosure, where the chief ecclesiastical structures and remains were contained. The stream that possibly helped delimit the outer enclosure to the east, on which a weir was constructed, may have been incorporated into this potential inner enclosure.

#### 15.3.1.3.2 Glasnevin in the Medieval Period

Glasnevin is mentioned in the historical record in a letter sent to Rome in 1179, 10 years after the arrival of the Anglo-Normans. The letter gives a list of the churches already established in the area, dating to the Viking period and earlier. Amongst those listed north of the River Liffey are Drumcondra, Glasnevin, Killester, Swords and Lusk

(Bradley 1992). In 1178, Archbishop Laurence O'Toole had assigned the church, together with the lands of Glasnevin, to the Priory of the Holy Trinity (i.e. Christ Church), a gift confirmed in 1179 by Pope Alexander the Third (D' Alton 1838).

As a Home-farm of the Priory, service had to be rendered at Glasnevin by the manor's tenants, who were obliged to assist the Priory in ploughing, hoeing, haymaking, reaping and carrying the corn. The Priory farmed vast portions of the lands at Glasnevin and its tenants farmed the remainder. This activity obviously led to the development during the medieval period of such names as Bankfarm, Draycott's farm, Foster's farm, Gough's farm, Seven farms and Wickham's or Wycomb's farm. Such placenames survived into the 17<sup>th</sup> century, when they are listed amongst the townlands comprising Glasnevin parish.

The steward of the Home-farm is believed to have lived on the site of the present Convent of the Holy Faith, where there were ample farm buildings (Malone n.d.). In 1344, when the manorial residence at Glasnevin underwent restoration, the Priory's staff at Glasnevin is recorded as consisting of a bailiff, a sergeant or foreman, a carter, six ploughmen, a shepherd, a door-keeper and a housemaid (Ball 1920).

In the same year, or during a similar period, the church at Glasnevin was also restored. This church, which was dedicated to St. Mobhí, had been built to service the Home-farm, and was most probably constructed on the site of the original monastery. Following the suppression of the Priory and the constitutional establishment of Christ Church in c. 1536, the church at Glasnevin was let fall to ruin, and in 1615, during the regal visitation, the church was described as being in a state of disrepair. For much of the remainder of the 17<sup>th</sup> century and into the early years of the 18<sup>th</sup> century the church remained evidently in ruins, as the parish was served by the curate or vicar of Drumcondra. The existing St. Mobhí's Church, which is credited to Sir John Rogerson, was built in 1707. The west tower is older than the church, while the north wall of the church is thicker than the remainder, and it may well be part of the preceding medieval church.

The lands at Glasnevin would have been subject to change of leases throughout the medieval period, and in the 16<sup>th</sup> century, leases of the Glasnevin lands increased rapidly in number. Among the leases there appears the demise in 1542 of the manor to Alderman Thomas Stephens, his wife Alyson FitzSimon and Oliver Stephens, and the lord's meadow went to the owner of Drumcondra, James Bath, in 1544. In 1572 the Seven farms went to Thomas Lockwood and Richard Fagan, and in 1594 Draycott's farm went to Aelund Ussher, with houses and other places within the village going to various other persons (Ball 1920).

#### 15.3.1.3.3 Glasnevin in the Post-Medieval Period

In the 17<sup>th</sup> century, the owners of Drumcondra acquired a fee-farm interest in Clonmel townland and the other lands leased to them in the previous century. Alderman Daniel Hutchinson held the remaining lands in the parish from Christ Church (established following the suppression of the priory in the 16<sup>th</sup> century), under the denominations of Draycott's farm, Wycombe's farm, Gough's farm, Forster's farm and the Seven farms.

At the beginning of the 18<sup>th</sup> century, the principal residence at Glasnevin was situated on the site of the existing Bon Secours Hospital. Originally known as 'Glen', the property became celebrated under the name of 'Delville' during the residence of the Reverend (Rev.) Patrick Delany, Dean of the diocese of Down, and his wife. The reverend acquired an interest in Glen in a deed dated 1719, by which Mrs Dorothy Berkeley leased Glen to Dr Richard Helsham and the Rev. Patrick Delany. Mrs Berkeley held Glen, described as a stone house with good offices in repair, surrounded by a garden and orchard, from James II, who had acquired an interest under Christ Church Cathedral in the Glasnevin lands. The house was levelled sometime in the mid-18<sup>th</sup> century by Rev. Delany and replaced by Delville. Delville was in its turn demolished in the 1950s and replaced by the Bon Secours Hospital.

In the 17<sup>th</sup> century, Sir John Rogerson, who purchased James II's interest in the Glasnevin lands, also converted a house as his residence on Glasnevin Hill. This house, with its celebrated gardens and demesne, afterwards became known as Glasnevin House. By the mid-18<sup>th</sup> century the house was occupied by Henry Mitchell. Mitchell succeeded John Putland, who in his turn had succeeded Rogerson. In the 19<sup>th</sup> century it became residence of the Right Rev. Charles Dalrymple Lindsay, Bishop of Kildare. The house and demesne are now the Convent of the Holy Faith Sisters.

Hampstead Castle appears on John Rocque's map of 1760 (Image 15.2) (Ferguson 1998), so named because its position in relation to Dublin (high ground with a view of the city) was similar to that of Hampstead Heath in London. Following in the long agricultural tradition of the Home-farm in this area, the lands of Hampstead North and Hampstead South were developed into a model farm in the 19<sup>th</sup> century. The National Education Board operated this site and was the forerunner of the Albert Agricultural College. University College Dublin (UCD) later took over the campus before moving to their current location in Belfield and it is now part of the Dublin City University (DCU) campus. The campus was closely associated with Stormanstown, as the Forestry Department of UCD was located at Stormanstown House in 1959.

The Hampstead Hospital, known as the 'Lunatic Asylum' was established in Hampstead South in 1825 by John Eustace. As a Quaker, he followed a philosophy of 'Moral Treatment' and considered the grounds of the historic parkland to be part of the treatment of his patient.

In Claremont, a Deaf and Dumb Institution was established in 1816 at Claremont House, now Saint Clare's Home. D'Alton described it as providing schooling as well as activities '*contributing either to their health or to the formation of industrious habits*', including gardening farming, tailoring and shoemaking for boys, and needlework, housewifery, laundry work and dairy management for girls (D'Alton 1838). It could accommodate 160 students in 1823, but numbers of residents began to drop after St. Joseph's Deaf and Dumb Institution was opened in Cabra in 1846.

The Botanic Gardens were founded in 1795 by the Dublin Society on land owned by the poet Thomas Tickell. It was originally intended as an institution to advance research into plants for agricultural, medicinal and dyeing purposes. Several glass houses were constructed in the 19<sup>th</sup> century to accommodate the growing collection of plants from tropical areas, including the Great Palm House and the Turner Curvilinear Range (The National Botanic Gardens of Ireland 2020).

Glasnevin Cemetery, originally called 'Prospect Cemetery', was opened in 1832 on the south side of the River Tolka in an area sometimes known as the 'Bloody Acre' (RMP DU018-003). Prior to its establishment, Penal Laws had created a situation where there were no cemeteries for Irish Catholics to inter their dead, necessitating the use of Protestant graveyards and leading to some animosity. Daniel O'Connell was instrumental in the passing of the Act of Easement of Burial Bill (1824), in order to establish a burial ground for both Irish Catholics and Protestants (MacThomas 2012). The iconic O'Connell Tower stands over the vault containing Daniel O'Connell's remains, and is the focal point of the cemetery. It is styled after the round towers, or *cloigtech*, which were erected in monastic enclosures in the 9<sup>th</sup> and 10<sup>th</sup> centuries. The cemetery is delimited in some parts by high walls and watch towers and was manned by watchmen to protect the cemetery from body snatchers who would exhume cadavers for medical students.

#### **15.3.1.4 Phibsborough and Broadstone**

The Finglas Section and the Ballymun Section of the Proposed Scheme converge at R108 Prospect Road. This road crosses the Royal Canal at Cross Guns Bridge and continues south under the moniker of the R108 Phibsborough Road. The Proposed Scheme will pass through Phibsborough and Broadstone, before entering the ZAP of the Historic City of Dublin at R108 Constitution Hill. Prior to the development of the Royal Canal, the area would have been drained by the River Tolka and the River Bradogue, which is named after *Glas mo Canoc*, or Canoc's Stream.

##### **15.3.1.4.1 Phibsborough and Broadstone in Prehistory**

None of the nearby archaeological investigations have revealed evidence of prehistoric activity in the vicinity, nor are there any registered prehistoric monuments nearby. Rocque's map of 1756 (Image 15.15) shows an upright feature in an open field where King's Inns is now located and it has been speculated that this may have been a standing stone, although it may equally have been a later folly. Standing stones are often located at important points on routeways, such as approaches to fording points. Broadstone is named for the 'Broad Stone' which functioned as a man-made crossing point on the River Bradogue, and it is possible that if it were a standing stone it may have been associated with a crossing point on the river.

#### 15.3.1.4.2 Phibsborough and Broadstone in the Medieval Period

Situated in the parish of Grangegorman, the lands now centred on Phibsborough formed a manor of the Priory of the Holy Trinity, the predecessor of Christ Church Cathedral. At this time, where R147 Cabra Road now runs, there was a wood known as Sherlock's or Salock's Wood that reportedly was the scene of an engagement between the citizens of Dublin and members of the Irish sept the O'Tooles returning from a successful foray in Fingal (Ball 1920). The wood provided valuable timber in the early medieval period and for this reason was closely guarded; from the mid-16<sup>th</sup> century, however, the wood was divided and leased in plots. In a lease of c. 1540, to a John Parker, up to six cartloads of furze could be obtained from the wood; the furze apparently grew in large quantities between Grangegorman Village, which was centred on modern day Manor Street, and Glasnevin (ibid.). The area was also known for its orchards.

#### 15.3.1.4.3 Phibsborough Road in the Post-Medieval Period

There is some doubt about where the name Phibsborough, or Phibsboro, originates. Some say that it was given by people who once lived in Sherlock's / Salock's Wood. Most would consider, however, that the name originated with the Phibbs or Phipps family, large property owners and landlords of the area. The Rev. C. T. M'Cready says the present name, spelled Phippsborough, is derived from Edward Phipps, the fourth son of Richard Phipps of Kilmainham (M'Cready 1987). Edward Phipps is said to have acquired the land in Phibsborough in 1790, after which, in 1792, he gave it the family name. Other notable families who settled there were the Gardiners, the Earls of Blessington and Viscounts Mountjoy.

While the River Bradogue is depicted on the Down Survey map of the Barony of Coolock (TCD 2013), later maps are unclear as to the location of the watercourse. It is depicted in the 1815 A Plan of the City of Dublin leading to the north-west corner of the Broadstone Harbour (Image 15.9) (Wilson 2019), and this is also shown on Duncan's map of 1821 (Image 15.10) (Duncan 1821). It was culverted beneath the harbour as part of its development, but Duncan's map appears to show it re-emerging and flowing south-west of and parallel to Upper Dominick Street. DCC's Drainage Drawings also suggest the culverted river is in that location (Railway Procurement Agency (RPA) 2010).

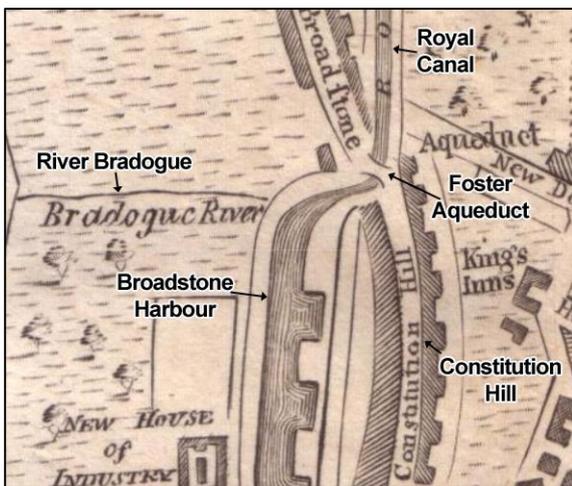
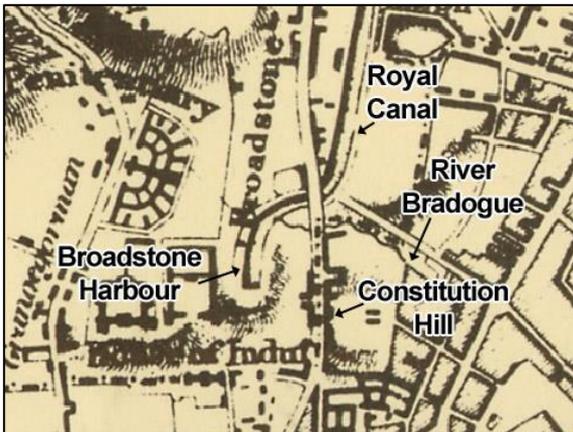


Image 15.9: Broadstone and the River Bradogue Depicted on A Plan of the City of Dublin (Wilson 2019)

Fundamental to the development of modern Dublin was the construction of the North Circular Road in 1763 (Somerville-Large 1979). From the start, it was a fashionable thoroughfare and the chosen route for many leisurely excursions taken by 'all the great folk' to the Phoenix Park (Lord Cloncurry in (Somerville-Large 1979)). A somewhat later development in the advance of transport and trade was the completion of the Broadstone Branch of the Royal Canal in 1796. The Broadstone Branch of the Royal Canal was a cut off over 1 kilometre (km) from the direct line at present-day Whitworth Road to the canal docks and stores at the rear of R108 Constitution Hill. The canal required an aqueduct, Foster Aqueduct, to carry it over the road at R108 Constitution Hill to the harbour at Broadstone. The property of the New Royal Canal Company (RCC) here was taken over by the Midland and Great Western Railways (MGWR) in 1847, and Foster Aqueduct was finally removed during the 1950s.



**Image 15.10: Broadstone and the River Bradoque Depicted on Duncan's Map of Dublin (Duncan 1821)**

The King's Inns was originally located on Inns Quay, but was moved to its present location on R108 Constitution Hill in the 19<sup>th</sup> century (Image 15.11, labelled Queen's Inns). James Gandon, who had completed the design of the Four Courts, made the initial designs, but the building was completed by Francis Johnston in 1817.

Several institutional establishments such as asylums and penitentiaries were established in this neighbourhood, beginning with the North Dublin Union Workhouse after an Act of Parliament in 1772 (Image 15.11). The Dublin Female Penitentiary, now Mountjoy Prison, was opened in 1813 on the North Circular Road. The Richmond Penitentiary, Richmond Lunatic Asylum, Richmond Surgical, Whitworth Medical and Hardwick Fever Hospitals were established in Grangegorman to the west of R108 Constitution Hill in the early 19<sup>th</sup> century. The Richmond Lunatic Asylum opened as a national asylum in 1814 associated with the House of Industry. Following the Lunacy (Ireland) Act of 1821, it was incorporated into a new system of districts. The Richmond Penitentiary was established to provide an alternative to transportation of offenders to Botany Bay in the hopes that rehabilitation could be secured through confinement and hard labour. It was transferred to the Richmond Lunatic Asylum in 1897.

A Cholera epidemic affected Dublin in 1832, having spread from India through Russia and Europe from 1817. The garden of the Richmond Penitentiary at Grangegorman was reserved for use as an overflow cemetery in the event of an outbreak, and was consecrated when the epidemic struck. The neighbouring Female Penitentiary was also used as a Cholera hospital at this time. Part of the cemetery was revealed in archaeological investigations in advance of the Luas Cross City development (Licence 15E0185) (Moraghan and Ruddy 2016). Twenty-seven grave cuts were discovered with 30 individuals, and disturbed remains were also discovered in charnel pits. Further excavations at Broadstone (Licence 15E0185) (O'Dowd and Moraghan 2017) revealed that the Cholera cemetery extended into the lands acquired by MGWR in 1870 from the Richmond Penitentiary. The groundworks for the railway had significantly disturbed the burials and necessitated their re-interment. Extensive disturbed and disarticulated remains were found within the MGWR grounds, and four in-situ burials and a charnel pit were also revealed.

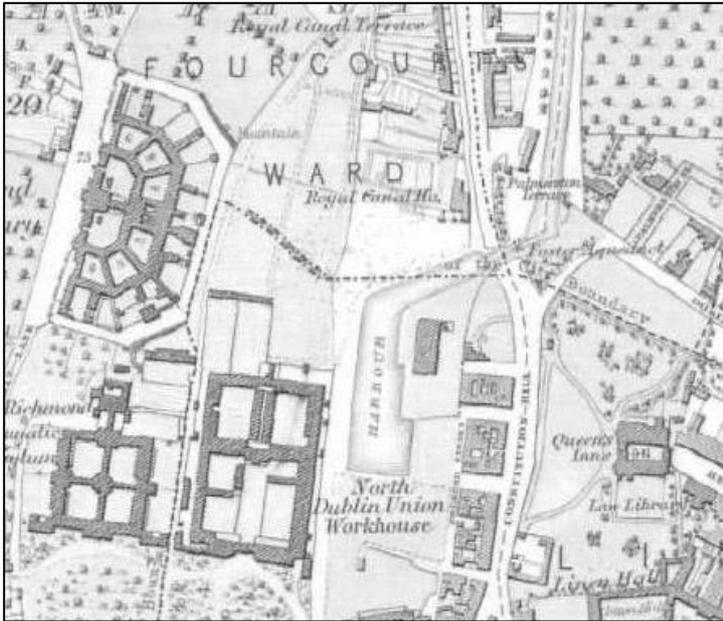


Image 15.11: 18<sup>th</sup> and 19<sup>th</sup> Century Development at Broadstone and Grange Gorman, First Edition OS Six-Inch Map, 1836 (OSI 2020)

#### 15.3.1.5 Oxmantown and the Historic City

The Proposed Scheme will enter the ZAP for the Historic City of Dublin (RMP DU018-020) on R108 Constitution Hill. Within this zone, human occupation can be traced back to the prehistoric period, with Viking settlement in the early medieval period, and continued occupation throughout the medieval and post-medieval periods. The most significant of these phases is the earliest 'urban' development of the area when Oxmantown became an important Viking suburb on the north side of the River Liffey. Church Street is shown on the earliest maps of Dublin (Image 15.12) and was variously referred to as the 'Great Street', 'High Street', 'the King's Way', 'the Great Street of Oxmantown' and 'Oxmantown Street'.

##### 15.3.1.5.1 Oxmantown and the Historic City in Prehistory

Although evidence for prehistoric activity is absent from much of Dublin City, owing to the impact of the historic development of the city, a Bronze Age burnt mound was found at Hammond Lane (SMR DU018-134; Licence 03E0721) (Excavations 2003). This open air cooking site demonstrates that a Bronze Age community lived nearby and made use of the former flood plains of the River Liffey for exploiting food resources. An Iron Age timber-laced revetment and walkway were also identified in excavations at the Ormond Building on Charles Street West (Licence 04E1206) (Margaret Gowen & Co. 2010).

Features as early as this have not survived in other parts of the city where 17<sup>th</sup> and 18<sup>th</sup> century dwellings involved sunken basement levels which would have eradicated earlier features, but the nature of development and the depth of land reclamation on this part of the northern bank of the River Liffey was such that this feature remained undisturbed.

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

The modern Bow Street is thought to lead to the principal fording point of the River Liffey in Dublin, referred to in the Annals of Ulster in AD 770 as *Áth Cliath*, or the 'ford of the wattles' (Clarke 1998). This street is thought to have been part of *Slighe Midhluachra*, the road to Ulster and one of the five great ancient roads of Ireland in the Early Medieval period. The aforementioned ford was the only crossing point across the River Liffey until a bridge, most likely made of wood, was constructed in c. AD 1000, in roughly the same place as the present Fr. Mathew Bridge, and historical references to this bridge would suggest that it was constructed by the Vikings (De Courcy 1996). This fording point attracted Viking settlement, and although the principal settlement was across the River Liffey in *Dubh Linn*, a smaller settlement known as Oxmantown developed on the northern bank. Bow Street and

Church Street became the principal streets of this settlement. In 1170, the Anglo-Normans took Dublin and banished the surviving Dublin Hiberno-Norse to Oxmantown, where there was already a settlement which was considerably expanded by the 11<sup>th</sup> century.

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. 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 is less clear where the western extent lay, but Oxmantown Green in the vicinity of Smithfield and Blackhall would have been commonage on the western edge of the main settlement.

Evidence of this settlement was found at Hammond Lane where a Hiberno-Norse Type 1 house was discovered through excavation (Licence 09E0517) (Moriarty 2010). This was the first discovery of a Viking habitation site discovered on the north side of the River Liffey, and as in the case of the discovery of the burnt mound, it is due to the depth of land reclamation and the lack of a cellar in that precise spot that such a feature could survive. It was radiocarbon dated to the late 11<sup>th</sup> to the early 12<sup>th</sup> centuries and was protected from the River Liffey by a system of flood defences made up of banks, ditches and post and wattle revetments.

St. Michan's Church of Ireland Parish Church (RMP DU018-020084) is located on the western side of Church Street. The original church, built c. 1096, is depicted on Speed's map of Dublin (Lennon 2008) with a square tower on the west end of the nave (Image 15.12). It was replaced by the current structure in 1685 to 1686. It is the oldest parish church on the north side of the River Liffey and was the only one in existence on the north side of the River Liffey until 1697. It has been suggested that St. Michan himself was a Dublin Viking who converted to Christianity. The church may have been founded on land that was granted by Muirchertach Ua Briain (Bradley 1992). In 1095 the Bishop of Dublin died, and the Danes of Dublin elected his nephew Samuel O'Haingli, a monk of Worcester, to be his successor. O'Haingli may have built St. Michan's outside the city and on the other side of the River Liffey as a rival to the older buildings. The church was one of considerable size, too large for the small number of people living away from the protection of the walls of the city. The extent of the earlier church and its graveyard is unknown, but excavations in the neighbouring streets suggest that it may have had an enclosure around it stretching as far as King Street North and Stirrup Lane. These excavations have also revealed human bone. O'Haingli died in 1121 and was buried in the church.

It is evident from the excavations between St. Michan's Church and the River Liffey that the ground would have sloped towards the watercourse, necessitating extensive land reclamation efforts and the deposition of significant quantities of material in order to raise the ground level above that of the River Liffey. A series of excavations have shown episodes of flood defences between St. Michan's Church and the River Liffey, including layers of sand, ditches, banks and a series of riverine revetments dating from as early as the 11<sup>th</sup> century (SMR DU018-135, DU018-020817) (McMahon 1985; Hayden 1990; Simpson 2002a; Excavations 2003; Moriarty 2010).

#### 15.3.1.5.3 Oxmantown and the Historic City in the Medieval Period

From the late 12<sup>th</sup> and 13<sup>th</sup> centuries this suburb developed further, with rectangular plots laid out first on Church Street and then on the adjacent streets. The wooden bridge was replaced after King John granted permission for a new structure in 1214. The permission stipulated that it could be constructed where it was considered most convenient for the city and could involve the destruction of the earlier bridge. The bridge was constructed in the same place, demonstrating the importance of this pre-existing river crossing. A fortified toll-gate was located at the junction of Hammond Lane and Bow Street (formerly RMP DU018-020237 - redundant record; now recorded under DU018-020001, a National Monument), and at the junction of Bow Street and May Lane (formerly RMP DU018-020189 - redundant record; now recorded under DU018-020001, a National Monument).

Continuous settlement throughout the medieval period has been confirmed through archaeological investigations in this area, with evidence of habitation and cultivation dating from the 13<sup>th</sup> century surviving where cellar structures have not obliterated them. The earliest features were of post and wattle (e.g. Structure 11 on Hammond Lane; Licence 09E0517) (Moriarty 2010), but stone was used from the 13<sup>th</sup> century onwards. At that time, Hammond Lane was known as Hangman's Lane as it led to the gallows on Oxmantown Green further to the west. This settlement required additional flood defences which encroached closer and closer to the River Liffey and began to take on more robust forms (SMR DU018-135; DU018-020817) (McMahon 1985; Hayden 1990; Moriarty 2010).

St. Michan's continued to be one of the most important churches north of the River Liffey. When the Irish church was more definitely subjugated to Rome by the English conquest, St. Michan's was brought under the Archbishop of Dublin and was served by monks of Christchurch Cathedral. In the wall of the chancel there is a coffin-shaped slab of 13<sup>th</sup> century date (SMR DU018-346) bearing the effigy of a bishop. In 1547 it was attached to the precentorship of Christ Church Cathedral. Later it was held by one of the canons of the Cathedral and so it continued until 1870 when on the disestablishment of the Church of Ireland these prebends were done away.

The Four Courts occupies the site of another significant ecclesiastical site (RMP DU018-020050). This land was granted to the monks of St. Mary's Abbey and they built the first chapel there in 1224. They gave the chapel to the Dominican friars on their arrival in Ireland and it became St. Saviour's Priory. They built a larger church on the site in 1238. The Dominican Order were a preaching order, and their settlement on the north side of the River Liffey is perhaps an indication that there were sufficient inhabitants in the neighbourhood whose needs had to be catered for. They were also a mendicant order, forbidden by their own constitution from possessing more land or worldly goods than were absolutely necessary. They were therefore dependent on the alms of those to whom they ministered and they were unlikely to settle in a neighbourhood whose inhabitants could not afford to contribute to the friars' upkeep.

The establishment of a busy friary added considerably to the wealth and infrastructure of the neighbourhood. It is interesting to note, for instance, that by c.1250 the city authorities had provided the friars of St. Saviour's with a grant of water, to be taken from the aqueduct at Newgate, through a pipe of up to 5 inches in diameter joining the main at that point, which they were allowed to lay through the public land of the city, and run across the bridge as far as the friary precincts. It was granted 30 oaks for the fabric of the church in 1285, but much of the priory was destroyed by fire in 1304 before being rebuilt again. Further destruction is recorded during the improvement of the city defences against Edward Bruce. Excavations have revealed masonry fragments dating to this time (Ministerial Consent E000291) (McMahon 1985).

The priory was surrendered to the crown in 1539 as part of Henry VIII's suppression of the monasteries. At that time, it contained a belfry, dormitory, hall, three chambers, a cemetery and a garden. Although it was decreed in 1541 that the church in the priory should be demolished, the other buildings were handed over for the use of the Chancellor, the Chief Justice, and various professors of the law. The possessions of the Friary included 93 acres, two messuages and 21 tenements or cottages valued at 21 pounds, 17 shillings and 10 pence, excluding two tenements then in waste (Gwynn and Haddock 1988). Some of the precincts were still intact in Speed's day (1610) (Image 15.12) (Lennon 2008), and were by then known as the King's Inns of Court. After the building of the new King's Inns on R108 Constitution Hill in the 18<sup>th</sup> century, the remaining buildings were demolished to make way for the Four Courts which occupy the site to this day.

In 1348, a citizen of Dublin, John Grauntset, obtained letters patent allowing him to found a chapel on the bridge of Dublin, dedicated to the Virgin Mary, with an endowment of 100 shillings annually for the support of two chaplains to celebrate daily Mass there (RMP DU018-020064). There are references to '*the chapel of St. Mary's upon the bridge of Dublin*' (1370) and to '*the chapel of St. Mary near the old bridge belonging to the Friars Preachers*' (1476). It is not clear from these conflicting statements where precisely the chapel was, but the friars of St. Saviour's appear to have assumed the role of chaplains in it. It is thought that the main purpose for building such a chapel was to provide for the maintenance of the bridge by attracting the offerings of travellers. For this reason, the citizens of the area had reason to be grateful to the bridge chapel for the continued easy access to the town which it helped to ensure.

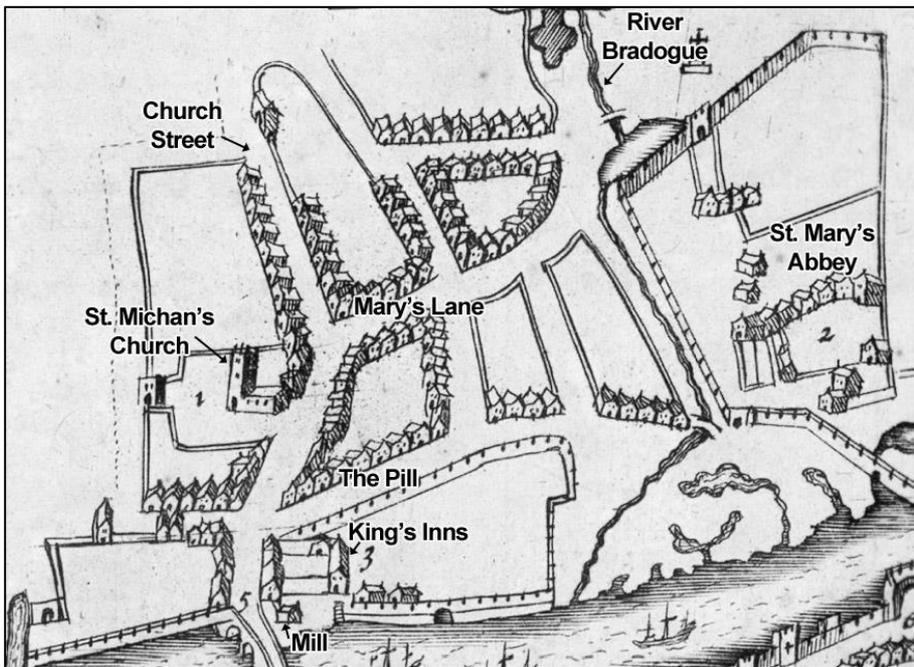


Image 15.12: Speed's Map of Dublin, 1610 (Lennon 2008)

Historic and cartographic sources point to milling activity in this area, which has been confirmed through archaeological investigations. One example, almost certainly linked to the Dominican priory, was found in excavations at the Four Courts (RMP DU018-020589; Ministerial Consent E000291) (McMahon 1985). It was a stone-built channel with timber sluice gate of very accomplished carpentry dating to the mid to late 13<sup>th</sup> century. Excavations on Church Street / Hammond Lane have discovered two further mill sites (SMR DU018-136; RMP DU018-020569; Licence 93E0074; 03E0721) (Simpson 1993; Excavations 2003). The first comprised of several oak timbers which formed a revetment which was interpreted as a millrace of 13<sup>th</sup> century date, while the second discovery was of a 13<sup>th</sup> century horse mill and a later watercourse with structural elements including a sluice gate and wooden lining which was dated to the 14<sup>th</sup> or 15<sup>th</sup> century. Evidence of milling associated with the River Bradoque was also found at Halston Street and Ball's Lane, where the watercourse was contained on the western side by a clay bank (RMP DU018-020566; Licence 94E0160) (Gowen 1994). It was thought to relate to St. Mary's Abbey.

The finds from excavations adjacent to Church Street included vast amounts of pottery, much of which was locally produced, but also imports from France and England, and late medieval imports from the Iberian Peninsula, Italy and Rhineland. Metal artefacts included medieval ring pins, ring brooches and quantities of coins.

#### 15.3.1.5.4 Oxmantown and the Historic City in the Post-Medieval Period

Oxmantown was substantially redeveloped from the 17<sup>th</sup> century, with the creation of city blocks of terraced Dutch Billy housing. These 17<sup>th</sup> and 18<sup>th</sup> century houses required the scarping of land to facilitate the sinking of a cellar. The remains of the cellars often survive beneath the surface even where the original building has been replaced, and in recent years many have been identified through archaeological investigations. This variety of house was typically a large rectangular building with a characteristic front gable, subdivided into three rooms with corner fireplaces so chimneys could be shared with neighbours. De Gomme's map of 1673 is sparse on detail, depicting the emerging street pattern with Young's Castle (a 16<sup>th</sup> century site), St. Michan's, King's Inns and the adjacent mill (Image 15.13) (Lennon 2008). A comparison with Brooking's map shows that by 1728 many of the existing city blocks had been laid out (Image 15.14) (ibid). By the time of Rocque's map of 1756, there had been considerable development of this area, with dense development and terraced housing laid out (Image 15.15) (Ferguson 1998).

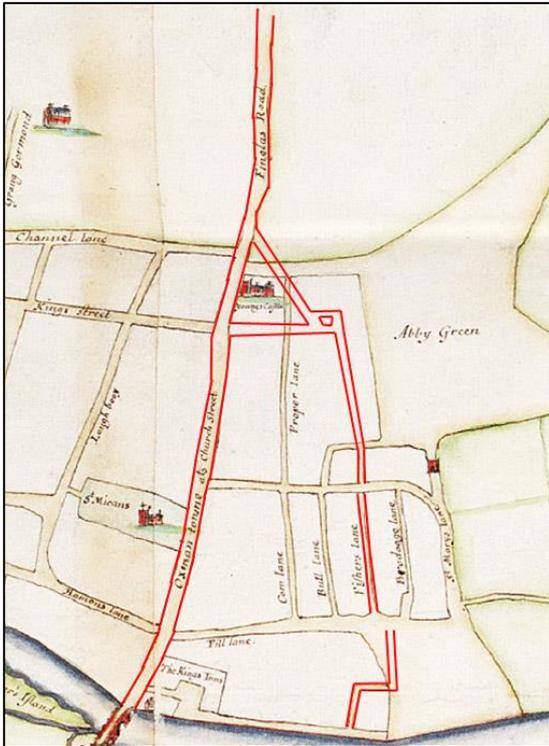


Image 15.13: Approximate Street Layout on De Gomme's Map of 1673 (Lennon 2008)

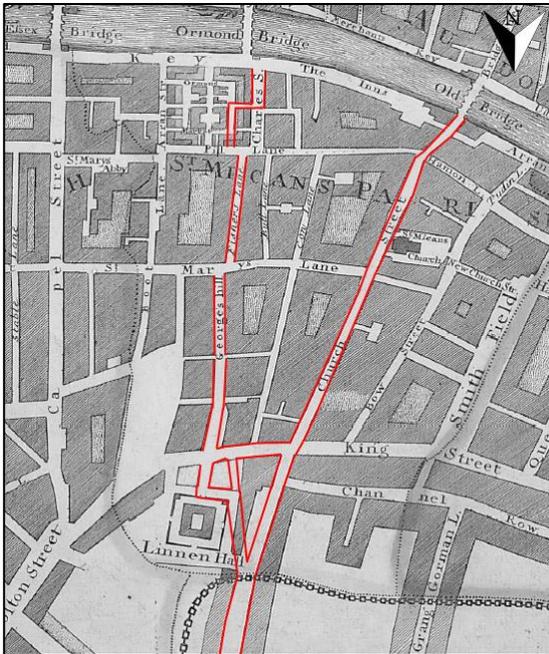


Image 15.14: Approximate Street Layout on Brooking's Map of 1728 (Lennon 2008)

St. Michan's continued to be an important church site, although the developing neighbourhood north of the River Liffey expanded such that the medieval St. Michan's Church could no longer accommodate the growing population. This necessitated the establishment of two new parishes and the construction of new parish churches at St. Paul's to the west and St. Mary's to the east.

The church was completely remodelled on the old foundations in 1685 to 1686 by Dr John Pooley, then rector and subsequently bishop of Raphoe and of Cloyne. The body of the church is in the plain galleried manner with quasi-transcepts to the north and south. In the churchyard are seven 17<sup>th</sup> century memorials, and a monument to Robert Tighe is built into the wall of the south transept. The vaults with their mummified cadavers date from the 17<sup>th</sup> century.

The remains of St. Saviour's Priory were demolished in 1785 to make way for the construction of the Four Courts. It was begun as a Public Records Office by Thomas Cooley in 1776 and was completed by James Gandon with revised plans to house the Four Courts.

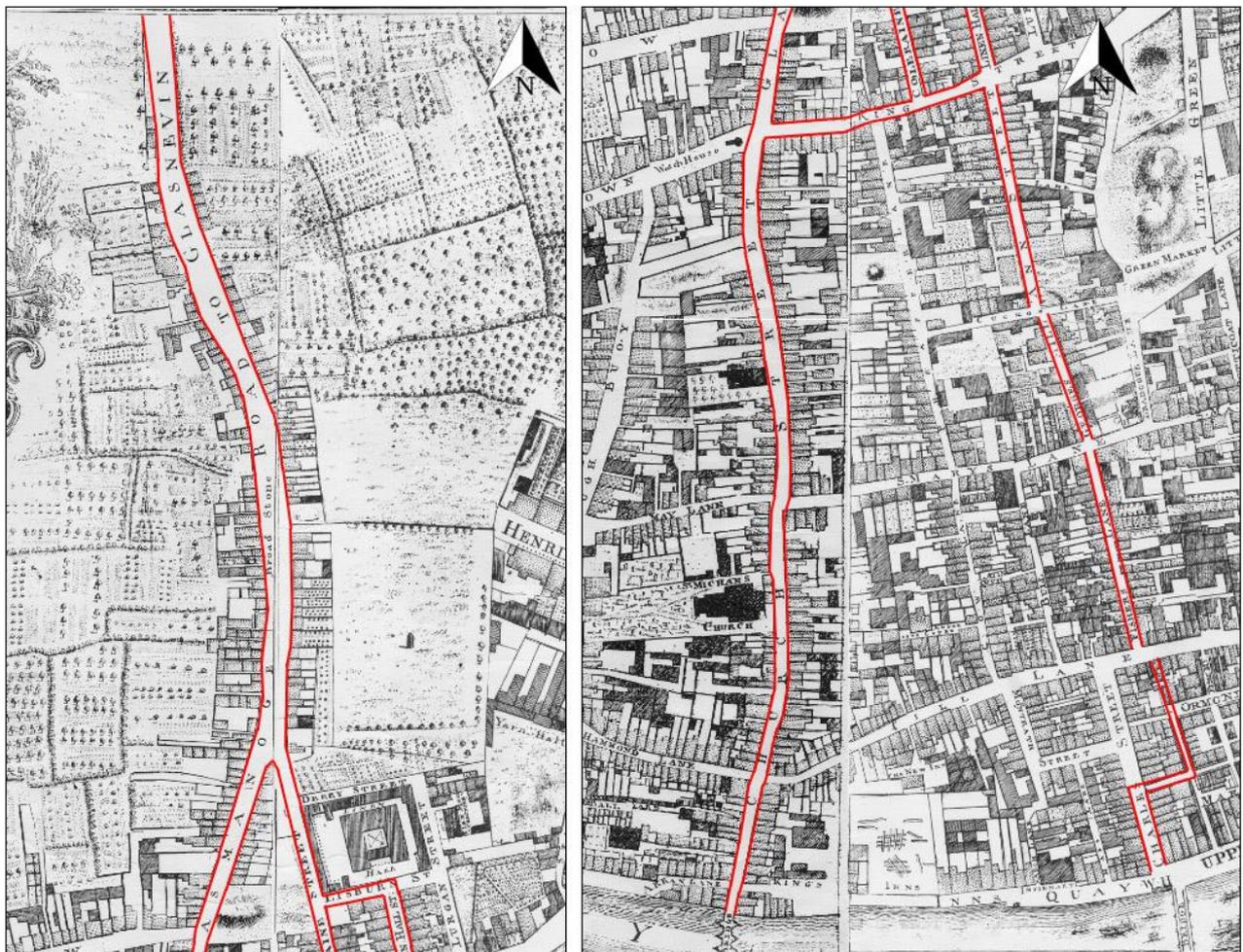


Image 15.15: Approximate Street Layout at Broadstone and City Centre on Rocque's Map of the City of Dublin (Ferguson 1998)

#### 15.3.1.5.5 Oxmantown and the Historic City in the Early Modern Period

After the urban expansion of the city in the later 17<sup>th</sup> century, the next wave of redevelopment was in the early to mid-19<sup>th</sup> century. Many parts of the city, including Church Street and adjacent streets, were once again redeveloped, though in a somewhat ad hoc manner to accommodate the growth of industry. Most of the Dutch Billies were demolished at this time.

On Hammond Lane and Church Street, iron foundries were the dominant industries. The co-existence of industry and residence is apparent on this area as it is elsewhere in the city. During the mid-19<sup>th</sup> century, Hammond Lane and Church Street were characterised by a number of different commercial and industrial premises including foundries, chemical works, trump makers, a millwright, dairy and cork cutters.

Many of the Georgian buildings of this area would have been in use as tenement buildings in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The most notorious of these tenements were Numbers 66 and 67 Church Street, which collapsed on 2 September 1913. Approximately 50 people lived between the two buildings, and seven were killed in the collapse. The account gives an indication of the kind of crowding and unsafe conditions which prevailed in the formerly gentrified streetscapes by the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The site is now occupied by Father Matthew Park and commemorated by a memorial plaque and garden.

### 15.3.1.6 Historic Routeways and Transport

#### 15.3.1.6.1 Early Roads

Five principal roads in Early Medieval Ireland were referred to frequently in poetry and documentary sources and were noted as having royal associations. They reputedly extended from Dublin to the major royal sites in Ireland, and their courses relied on the exploitation and adaptation of natural features as routeways. The *Slighe Midhluachra* connected Dublin to the Royal site of *Emain Mhacha* (Navan Fort) in Ulster, and it is thought that this road extended from a ford known as the *Átha Cliath* (RMP DU018-020372), along Bow Street and R108 Constitution Hill through the study area.

It is probably due to this pre-existing route and ford that the Viking settlement of Oxmantown developed in this area, and subsequently a bridge was constructed to replace the ford at the site of Father Matthew Bridge in c. AD 1000. It was normal to construct bridges slightly downstream of a fording point so that the ford could continue to be used while the bridge was under construction. This new bridge, some 120m downstream from Bow Street, would have resulted in the emergence of Church Street as a more prominent thoroughfare, and it became the principal street of Oxmantown. This is evidenced by the foundation of the medieval St. Michan's Church, which faced onto and provided the name for Church Street. It was also known variously as the 'Great Street', 'High Street', 'the King's Way', 'the Great Street of Oxmantown' and 'Oxmantown Street'.

As Church Street travels north to R108 Constitution Hill and the R108 Phibsborough Road, it enters a section of the ancient road formerly known as Glassmanogue. The name comes from the River Bradogue, which is a corruption of *Glas mo Canoc*, or Canoc's Stream, which would have drained this area. Glassmanoge is marked on several historic maps (e.g. Rocque's map of 1756) (Image 15.15) (Ferguson 1998), and linked Foster Aqueduct at Broadstone to North Circular Road. The name of Broadstone is thought to refer to a fording point of this river. It was also sometimes known as Finglas Road, but the name of Phibsborough Road was eventually favoured as it was the high road passing through the village or district of that name. Always a main stagecoach road to Finglas and beyond, R108 Phibsborough Road is now a key city traffic artery.

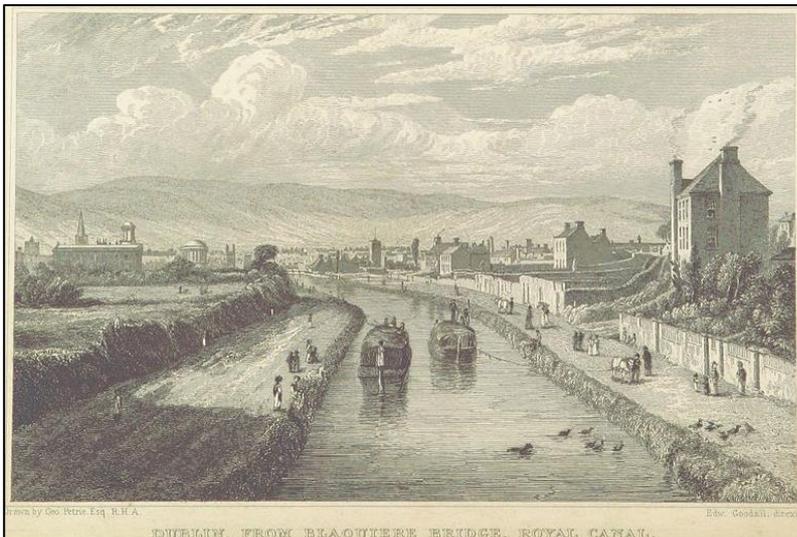
Although the scale is imperfect, Rocque's map of 1760 may suggest that the road to Finglas was realigned slightly in the late 18<sup>th</sup> or early 19<sup>th</sup> century (Image 15.2) (Ferguson 1998). Rocque depicts the road following a relatively straight course from the crossing of the River Tolka to Finglas, with structures depicted either side of the road in the townland of Tolka. Taylor's map of 1816 shows the road was moved around the grounds of Bellvue and closer to the River Fionn Glas (Image 15.7) (Taylor 1816). The traces of an older course may be visible in the form of a laneway in Duncan's map (Duncan 1821) and field boundaries in the first edition OS six-inch map (OSI 2020). This realignment was probably associated with the design of the grounds of Bellvue.

#### 15.3.1.6.2 The Royal Canal

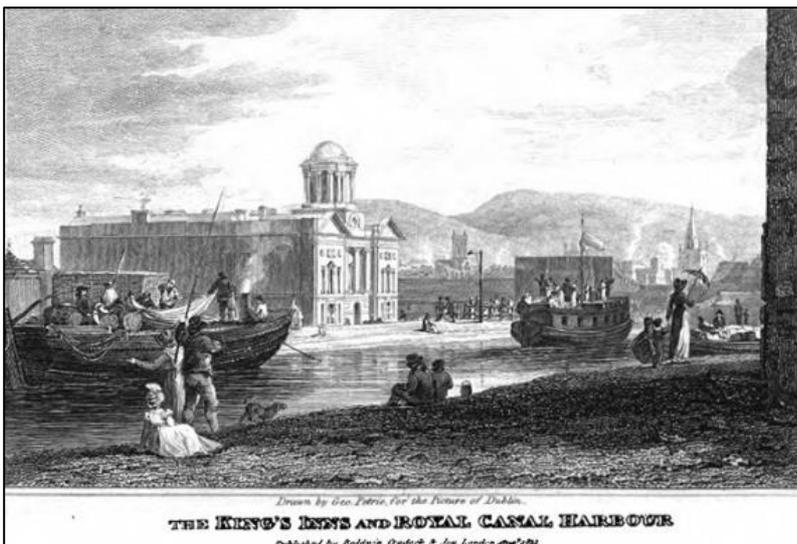
The RCC was formed by royal statute in 1789 to build a canal between Dublin and Termonbarry on the River Shannon. Construction of the Royal Canal commenced in 1790 with the provision of an initial grant by the Commissioners of Inland Navigations to the RCC. The Royal Canal stretched from the Custom House on the River Liffey to Broadstone Harbour and then ran roughly parallel with the River Tolka. The Broadstone Branch was completed in 1796, at which time construction of the harbour commenced (Image 15.16 and Image 15.17). Height differences between R108 Constitution Hill and the harbour at Broadstone required an aqueduct to be built, Foster Aqueduct, which carried the Royal Canal over the road to Broadstone Harbour (Image 15.18).

Broadstone Harbour opened in 1806, and the Royal Canal was initially used for freight and passenger travel, with Numbers 1 to 2 Royal Canal Terrace functioning as a hotel for canal passengers and workers. In the same year, the Royal Canal was completed to Mullingar and trading, but only at a third the volume of the Grand Canal.

The Proposed Scheme will cross the Royal Canal at Cross Guns Bridge, formerly known as Westmoreland Bridge. The Earl of Westmoreland laid the first stone of the original bridge at this location in 1790 and gave his name to the bridge and to the Fifth Lock. Given that the Royal Canal originally terminated in Broadstone, this would have made this location the original first lock and a significant bridging point. The preferred modern name of Cross Guns Bridge is actually derived from an older name, as it appears in Rocque's map of 1756 at Hart's Corner (Image 15.2) (Ferguson 1998). It may refer to the name of an inn at this location. The present bridge was probably rebuilt in 1864 when the Great Southern and Western Railway (GSR) line and bridge were built.



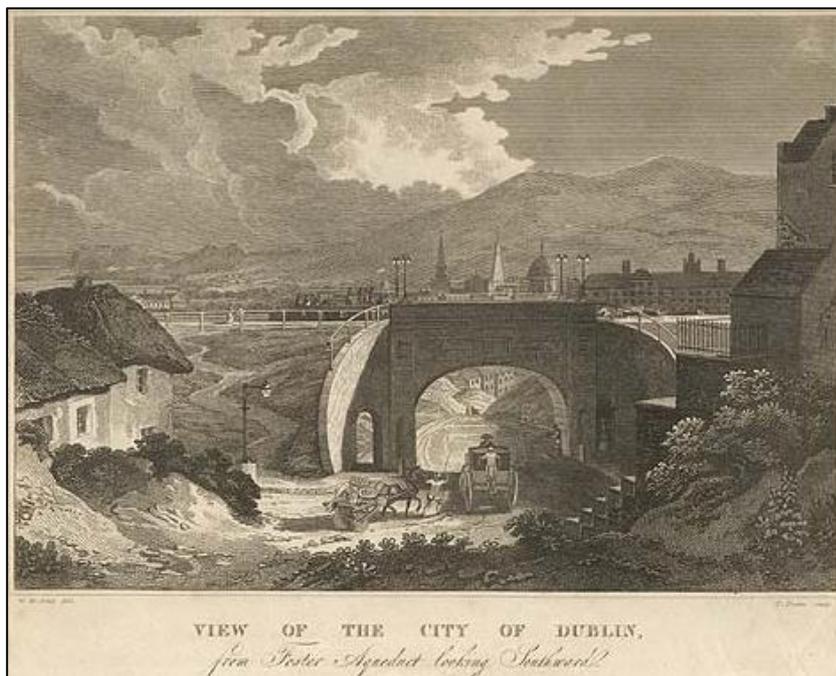
**Image 15.16: The Broadstone Branch of the Royal Canal (Petrie 1837)**



**Image 15.17: Broadstone Harbour and King's Inns (McGregor 1821)**

A bridge was also required to carry the North Circular Road over the Broadstone Branch of the Royal Canal. Blaquiere Bridge once performed this function until the Royal Canal was filled in in 1927. While there is no visible trace at present, there is the potential for some fabric to survive beneath the road surface at this location.

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.



**Image 15.18: View South from Foster Aqueduct, 1827 (Dixon 1834)**

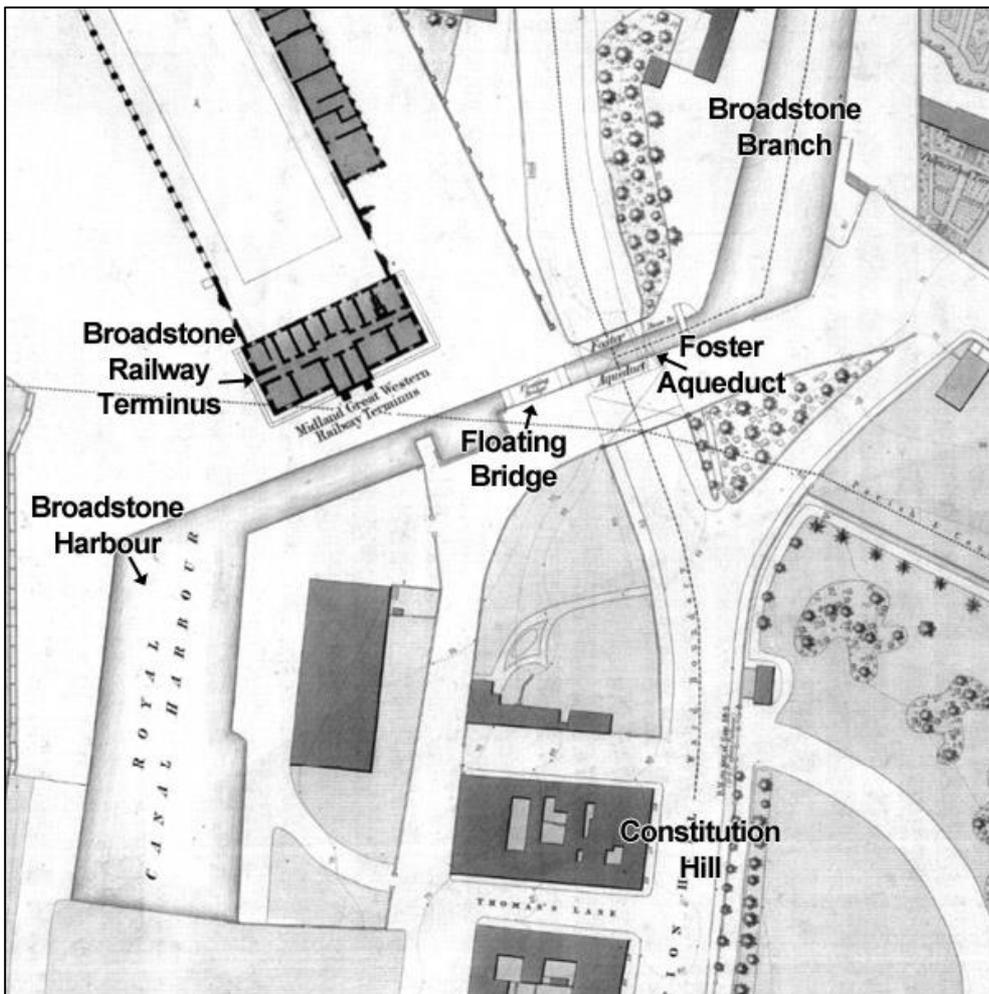
The construction of the Royal Canal also precipitated the construction of additional associated industrial structures such as flour mills, water mills, mill races and warehouses, which took advantage of the direct link with Dublin and the midlands. The most prominent of these industries within the study area is the North City Flour Mills, located at the Fifth Lock adjacent to Cross Guns Bridge. It originally functioned as an iron mill before becoming the flour mill in the 1860s (NIAH 2020).

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 MGWR Company 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. Broadstone Harbour was filled in in 1877 by the MGWR in order to construct a new forecourt, and the rest of the Broadstone Branch was filled in in stages between that time and 1927. It was subsequently developed into the Broadstone Park in the 1930s.

#### 15.3.1.6.3 Railways

The MGWR developed a train station at Broadstone from 1841, and purchased the Royal Canal in 1845. The intention was to decommission the Royal Canal and use its bed for a new railway line, but there was sufficient space that the lines could instead be constructed parallel to the Royal Canal. Passenger access to the railway was provided over the Royal Canal by means of a floating pontoon bridge, constructed from 1846 to 1847 (Image 15.19). The Royal Canal eventually ceased trading in 1847, owing to the prohibitive cost of operation, allowing

further development of the MGWR infrastructure. The MGWR terminus building was constructed in 1850, and a further expansion in 1870 involved the addition of a new boundary wall, railway sidings and an engine shed in land acquired from Grangegorman Prison. There were reports at the time of construction of the discovery of burials within these lands related to the 1832 Cholera epidemic, and excavation has shown that much of the cemetery was scaped back at this time, requiring the re-interment of the burials (Licence 15E0185) (O'Dowd and Moraghan 2017). In 1877, the MGWR was given permission to close 150 yards of the canal branch line and to construct a new forecourt for the train station by infilling the canal harbour.



**Image 15.19: Broadstone Harbour and Railway Terminus, 1847 5 Foot Plan (UCD 2020)**

On Prospect Road the Proposed Scheme will cross both the mid-19<sup>th</sup> century Cross Guns railway tunnel of the MGWR line and an unnamed bridge over the GSWR line. Both lines were extensions to provide access to the North Wall for the movement of people and commercial goods. The tunnel was opened in 1864 and the GSWR bridge, unusual in that it was constructed from brick, opened in 1877 (DCC 2003 to 2009).

#### 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 the majority of 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.

The Numbers 19 and 20 trams from Rialto to Glasnevin formerly ran along much of the Proposed Scheme. Its route ran from Glasnevin Hill where a public urinal was available, to Botanic Avenue and Phibsborough Road, leaving the proposed route of the Proposed Scheme at the North Circular Road to proceed east and south across the city to the South Circular Road. It was opened in 1876 by North Dublin Street Tramways and following electrification in 1899 it was extended as far as Ballymun Road. The line was closed in 1939.

The Number 24 tram ran from O'Connell Bridge to Parkgate Street by way of Inns Quay on the southern extent of the Proposed Scheme. It was opened in 1874 by the Dublin Tramways Company, was electrified in 1899 and was closed in 1938. The DCIHR notes the potential for the tramlines to survive beneath the existing road surfaces (DCC 2003 to 2009).

A tramway depot operated at the junction of Phibsborough Road and North Circular Road, behind Numbers 68 to 71. Cabra Depot, as it was known, served North Dublin Street Tramways Company tramlines which travelled along the North Circular Road, including the Glasnevin and Phoenix Park lines (DCC 2003 to 2009).

#### 15.3.1.6.5 Ground Investigations Archaeological Monitoring Report

Archaeological monitoring took place under licence 21E0053 for ground investigations (GI) along the Ballymun Section of the Proposed Scheme. One area of archaeological potential was identified at the location of the GI works, this was at Cross Guns Bridge and the Royal Canal (Whitty 2021). One bore hole (R3-CP03) was examined and the results confirmed that the ground level had been built up by 2.50m and red brick fragments were noted in the sample (Appendix A15.5 in Volume 4 of this EIAR). No further archaeological information was gleaned from this sample. The mitigation proposed in this Chapter takes account of the archaeological findings from the monitoring report and has been put forward in conjunction with the construction strategy for the Proposed Scheme.

### 15.3.2 Archaeological Heritage: Ballymun Road from St. Margaret's Road to Griffith Avenue

#### 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)

There are two recorded archaeological monuments in this section of the Proposed Scheme, both of which relate to the same site, the former Stormanstown House (RMP DU014-067001; DU014-067002; Figure 15.1 (Sheet 3 of 16) in Volume 3 of this EIAR). The 16<sup>th</sup> / 17<sup>th</sup> century house was demolished in 1823 and replaced with a newer dwelling which has since also been demolished. There is no visible trace of this site.

Entries relating to the RMP / SMR sites in Table 15.4 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified in Figure 15.1 (Sheet 3 of 16) in Volume 3 of this EIAR.

**Table 15.4: RMP / SMR Sites Within c.50m of the Proposed Scheme (Ballymun Road from St. Margaret's Road to Griffith Avenue Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU014-067001	House – 16 <sup>th</sup> / 17 <sup>th</sup> century	R108 Ballymun Road, Stormanstown	715415, 739434
DU014-067002	House – 16 <sup>th</sup> / 17 <sup>th</sup> century	R108 Ballymun Road, Stormanstown	715415, 739434

### 15.3.2.3 Topographical Files, NMI

A discovery by a school boy of a bronze bridle-bit (NMI IA/105/77) is recorded from Albert College Avenue. The discovery was verbally communicated by the boy to museum staff, but the object was never inspected and the discovery therefore never verified. Such finds date to the Iron Age and are often recovered from watery contexts where they would have been ritually deposited.

### 15.3.2.4 Previous Archaeological Investigations

There have been a small number of archaeological investigations in this section of the Proposed Scheme. Most did not reveal anything of archaeological significance, but French drains were revealed in St. Pappin's churchyard (Licence 00E0683) (Scally 2000).

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

### 15.3.2.5 Industrial Heritage

The DCIHR records one site in this section of the Proposed Scheme (DCC 2003 to 2009). Wad Bridge is depicted on historic mapping (OSI 2020) carrying the road over the River Wad (DCIHR 14-15-003; Figure 15.1 (Sheet 3 of 16) in Volume 3 of this EIAR). There is no visible trace remaining of this feature.

Other features of industrial heritage merit are not recorded in the DCIHR. The Boiler House in Ballymun dates only to 1966 and is not recorded. The chimney stack of the boiler house, however, forms a distinctive feature on the skyline and is the most visible remaining feature of the character of Ballymun in the time of the 'Ballymun Flats'.

**Table 15.5: Industrial Heritage Sites Within the Proposed Scheme (Ballymun Road from St. Margaret's Road to Griffith Avenue Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 14-15-003	Wad Bridge	R108 Ballymun Road	715399, 738972

### 15.3.2.6 Cultural Heritage

This section of the Proposed Scheme comprises of very modern fixtures and a wide carriageway. No 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).

### 15.3.2.7 Field Survey

A field survey was undertaken on 11 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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 exceptionally flat, and in former times, before modern development in Ballymun, there would have been considerable views south towards the City Centre and beyond to the Dublin Mountains. Although there was an historic road along the course of the Proposed Scheme, the existing road is wide and modern with little of the historic character remaining apart from St. Pappin's Church. The most striking feature of Ballymun is the chimney of the Boiler House, which is one of the only features which have been retained from the time of the 'Ballymun Flats'.

While the centre of Ballymun is characterised by high rise commercial and residential units, development south of R103 Collins Avenue is more residential in character, comprising of semi-detached housing, with larger housing on the approach to R102 Griffith Avenue. The Albert College Park of the DCU Glasnevin Campus represents some of the lands of the Hampstead North Model Farm where the National Education Board and subsequently Albert Agricultural College operated.

A cast iron vent pipe and a pillar post box dating post-1984 are items of street furniture which indicate the residential development of the area in the latter half of the 20<sup>th</sup> century. Further indications of this are evident at the southern end of this section on the approach to R102 Griffith Avenue, as concrete street lighting was identified on R108 St. Mobhi Road and cast-iron lamp posts extend down R102 Griffith Avenue. As items of street furniture these items are discussed in Chapter 16 (Architectural Heritage).

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

The existing R108 Ballymun Road follows a road of some antiquity and there is some archaeological potential associated with Stormanstown House (RMP DU014-067001; DU014-067002) and with Wad Bridge (DCIHR 14-15-003). Additional sites have been identified on historic mapping where the R108 Ballymun Road has been widened across the sites of former dwellings and gate lodges (CBC0304AH001; CBC0304AH002) (Figure 15.1 (Sheet 4 of 16) in Volume 3 of this EIAR). However, modern development and upgrading of the road significantly reduces the archaeological potential of this section of the Proposed Scheme.

### 15.3.3 Archaeological Heritage: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

#### 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)

The official published RMP record for the ecclesiastical site as Glasnevin is DU018-005, and the Proposed Scheme will travel through the ZAP for this archaeological site. This number will no longer be used in the next revision of the RMP. The ecclesiastical site has been given a new number (RMP DU018-005001) and discrete numbers have been assigned to the individual sites within this settlement (Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR). Seven of these individual sites (including the ecclesiastical settlement) are within 50m of the Proposed Scheme. Two of these sites, a burial ground and a burial (SMR DU018-005006; DU018-005010), are depicted at the incorrect location on the HEV and should be shown at the site of the Met Office (NMS 2020).

An eighth RMP / SMR site (RMP DU018-005009; Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR) is located within 50m of the Proposed Scheme in the Botanic Gardens. This is the 18<sup>th</sup> century Director's residence of the Botanic Gardens. It should be noted, however, that the current record has incorrectly labelled the gate lodge as this site. The correct location is noted in the inventory entry (Appendix A15.2 in Volume 4 of this EIAR).

Entries relating to the RMP / SMR sites in Table 15.6 and Table 15.7 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR.

**Table 15.6: RMP / SMR Sites Within the Proposed Scheme (St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-005	Ecclesiastical site	Glasnevin	715258, 737677

**Table 15.7: RMP / SMR Sites within c.50m of the Proposed Scheme (St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-005	Ecclesiastical site	Glasnevin	715258, 737677
DU018-005003	House – 18 <sup>th</sup> /19 <sup>th</sup> century	Glasnevin Hill, Glasnevin	715245, 737505
DU018-005004	Burial ground	Glasnevin	715204, 737674
DU018-005006	Burial ground	Glasnevin Hill, Glasnevin	715132, 737422
DU018-005009	Castle – motte	Glasnevin	715265, 737385
DU018-005010	Burial	Glasnevin Hill, Glasnevin	715132, 737422
DU018-005011	Settlement cluster	Glasnevin Hill, Glasnevin	715134, 737558
DU018-009	House – indeterminate date	R108 Botanic Road	715139, 737113

### 15.3.3.3 Topographical Files, NMI

Several finds have been made in the vicinity of St. Mobhi's Church at Glasnevin, including three finds of human remains and an iron knife-like object (NMI 1915:42; 1956:187). The human remains were found in between 1914 and 1956, at the sites of the Met Éireann Office, Church Lane, the Bon Secours Hospital and in a former walled garden on the north side of the former St. Mobhi's Lane. They were subsequently added to the RMP (RMP DU018-005005; DU018-005007). Not all of the burials were orientated in the same directions, with one arranged north to south, and contemporary accounts indicate that one may have been face-down.

Human and animal bone have been recovered from the grounds of the Home Farm football pitch on R108 St. Mobhi Road (NMI 2008:33). The human bones were identified as belonging to a male, aged 25 years or over.

### 15.3.3.4 Previous Archaeological Investigations

Investigations in the vicinity of the ecclesiastical settlement of Glasnevin (RMP DU018-005; Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR) have revealed some evidence of medieval activity, including a possible medieval ditch to the west of the hospital and some stray finds (Licence 02E1487; 98E0299) (McMahon 2003; O'Brien 1998). The majority of excavations in this area, however, revealed post-medieval features associated with Delville House (RMP DU018-005003; Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR) and other later features (Licence 02E1487; 96E0343, 05E1320; 96E0055; 07E0604; 90E0015) (McMahon 2003; Carroll 1996; O'Carroll and Gilligan 2005; Meenan 1996; Bolger 2007; McMahon 1990).

Recent investigations at the Home Farm football pitch on R108 St. Mobhi Road, where human bone was found previously (NMI 2008:33), have revealed a large enclosure site (Emer Dennehy pers. comm) (CBC0304AH013, enclosure (site of) and subsurface features) (refer to Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

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

### 15.3.3.5 Industrial Heritage

There are two recorded industrial heritage sites within this section of the Proposed Scheme (DCC 2003 to 2009). The Number 19 and 20 tram service ran from Glasnevin Hill to Hart's Corner within the Proposed Scheme and it is possible that the tracks may be preserved beneath the road surface (DCIHR 18-03-041; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR). The other record is of Glasnevin Bridge, as the existing structure which dates to the 1990s replaced an older bridge which is marked on historic mapping (DCIHR 18-03-032; Image 15.20 (OSI

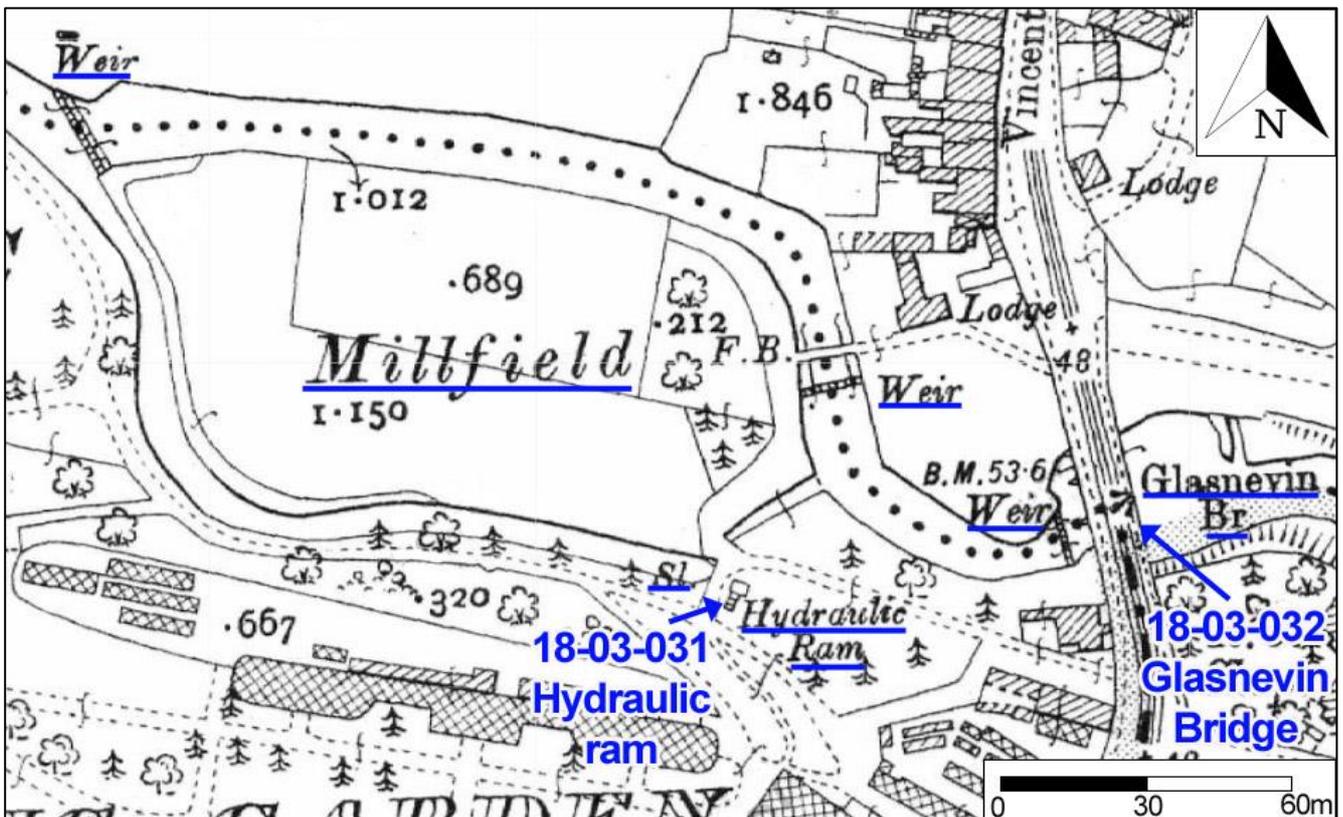
2020) (shown as CBC0304AH003 on the map as it is associated with the River Tolka and Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

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

**Table 15.8: Industrial Heritage Sites Within the Proposed Scheme (St. Mobhi Road and Botanic Road from Griffith Avenue to Hart’s Corner Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-03-041	Number 19 and 20 Tramway	Glasnevin Hill, R108 Botanic Road	715192, 737037
DCIHR 18-03-032	Glasnevin Bridge	R108 Botanic Road	715212, 737286

Milling was also practiced at Glasnevin on the River Tolka, although the only feature related to this activity, a hydraulic ram (DCIHR 18-03-031), is located over 70m from the Proposed Scheme. Nevertheless, historic mapping shows that it was part of a complex of mill-related features including three weirs, a millrace, a sluiceway and a small island known as ‘Millfield’.



**Image 15.20: Industrial Heritage Features at Glasnevin on 25-Inch OS Map, 1907 (OSI 2020)**

### 15.3.3.6 Cultural Heritage

St. Mobhi Road was developed in the 1930s and this area would have been quite affluent in the 19<sup>th</sup> and 20<sup>th</sup> centuries. Surviving cultural heritage features comprise of small, but decorative, concrete cable markers which were stamped with the Post and Telegraphs Service logo (CBC0304CH001, CBC0304CH002) Figure 15.1 (Sheet 7 of 16) 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 11 and 12 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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**

St. Mobhi Road was constructed c. 1930 and is lined with attractive detached and semi-detached houses. The road is carried over the River Tolka via the Dean Swift Bridge, the principal surviving feature of this phase of development. The street lighting on St. Mobhi Road comprises of concrete and modern aluminium fixtures, while cast iron lamp posts survive on some adjacent streets (Griffith Avenue, St. Mobhi Boithrín, Stella Avenue, St. Mobhi Drive, St. Mobhi Grove). Surviving early 20<sup>th</sup> century features in Glasnevin include granite kerbstones, cobbled surfaces on a number of laneways and cast iron lamp posts. The River Tolka is a defining feature of this neighbourhood, with the bridges forming significant points on the roads through the area.

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

The ZAP associated with the ecclesiastical settlement at Glasnevin (RMP DU018-005001; Figure 15.1 (Sheet 5 of 16) in Volume 3 of this EIAR) is the most significant area of archaeological potential in this section of the Proposed Scheme. There is also archaeological potential associated with the River Tolka, owing to historic fording practices and milling activity, and cartographic sources indicate that the northern river bank would have extended beyond part of St. Mobhi Drive in the 19<sup>th</sup> century (CBC0304AH003) (OSI 2020) (Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

A newly identified enclosure site (CBC0304AH013) has been identified on the Home Farm football pitch on R108 St. Mobhi Road. This is an area of considerable archaeological potential. Part of this site is contained within the proposed temporary land acquisitions at this location, and it is possible that related features also survive beneath the surface of the existing road (Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

Additional sites have been identified on historic mapping where roads have been widened or built across the sites of former dwellings and gate lodges (CBC0304AH004; CBC0304AH005) (Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

It is also possible that remains of the tramway (DCIHR 18-03-041) survive beneath the road surface. (Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

### **15.3.4 Archaeological Heritage: Prospect Road, Phibsborough Road from Hart's Corner to Western Way**

#### **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, NMI**

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

#### 15.3.4.4 Previous Archaeological Investigations

Archaeological monitoring at Royal Canal Bank revealed evidence of the construction of the Royal Canal in the 19<sup>th</sup> century (Licence 04E0620) (Turrell 2004).

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

#### 15.3.4.5 Industrial Heritage

Six recorded industrial heritage sites are located along this section of the Proposed Scheme (DCC 2003 to 2009), all of which relate to former transport infrastructure (canal and tram).

The Number 19 and 20 tram service continued from the previous section along Prospect Road, Phibsborough Road and North Circular Road (DCIHR 18-07-027; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR).

The MGWR line is carried beneath the Proposed Scheme by way of Cross Guns Tunnel (DCIHR 18-03-011; NIAH 50060112; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR).

The former Broadstone Branch of the Royal Canal (DCIHR 18-07-030) ran from Cross Guns Quay along Royal Canal Bank to terminate at the Broadstone Harbour (Figure 15.1 (Sheet 7 and Sheet 8 of 16) in Volume 3 of this EIAR). It was filled in in stages following its purchase by the MGWR company. Associated features include two former bridge sites at North Circular Road and Geraldine Street (DCIHR 18-07-033; 18-07-034; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR).

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

**Table 15.9: Industrial Heritage Sites Within the Proposed Scheme (Prospect Road, Phibsborough Road from Hart's Corner to Western Way Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-07-027	Number 19 and 20 Tramway	Prospect Road, Phibsborough Road, North Circular Road	714967, 736093
DCIHR 18-03-011; NIAH 50060112	Cross Guns Tunnel / Railway tunnel	Phibsborough Road / Prospect Road	715023, 736319
DCIHR 18-03-001	Royal Canal	Cross Guns Quay	715020, 736294
DCIHR 18-07-030	Royal Canal, Broadstone Branch	Royal Canal Bank	715110, 736108
DCIHR 18-07-033	Blaquiere Bridge	North Circular Road	715077, 735890
DCIHR 18-07-034	Bridge	Royal Canal Bank	715028, 735587

#### 15.3.4.6 Cultural Heritage

Road junctions have often been the focus for cultural heritage features or events, and Hart's Corner is an example of this tradition, with the open area containing decorative lamp posts, a memorial plaque and benches dedicated to former residents of the area (CBC0304CH003) (Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR). Cultural heritage also includes historic events, and such events are often commemorated through the installation of plaques or monuments. This is evident in this section of the Proposed Scheme at the site of a bronze plaque set into the footpath at Doyle's Corner (CBC0304CH005) (Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) and a statue commemorating the Irish Volunteers on Royal Canal Bank (NIAH 50060267) (Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR).

Other cultural heritage features comprise of a Post and Telegraphs Service cable marker (CBC0304CH004) (Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR).

A small garden in front of Phibsboro Library on the R101 North Circular Road is a notable cultural heritage feature for its design which was inspired by the literature of James Joyce and which was created to celebrate the

UNESCO designation of Dublin as a City of Literature (CBC0304CH006) (Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR). This feature is a physical manifestation of the intangible cultural heritage of Dublin's rich literary tradition.

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 11 and 12 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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**

Phibsborough retains much of its 19<sup>th</sup> and early 20<sup>th</sup> century characteristics, particularly at historic features such as the railways, the Royal Canal and the important crossroads of 'Doyle's Corner'. Surviving features include stone settings, street lighting and pillar post boxes, with a pair of granite signposts indicating the historic boundaries of the Arran Quay Ward and the Inns Quay Ward. These features continue intermittently as far as Western Way.

A large portion of the infilled section of the Royal Canal forms a linear park, Broadstone Park, which was a significant piece of urban planning in the 1930s. It was funded by the Carnegie Trust and was developed to provide a safe place to play for the children of the area.

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

The most significant area of archaeological potential in this section of the Proposed Scheme is along the infilled section of the Royal Canal (DCIHR 18-07-030), particularly where an underpass is proposed under the R101 North Circular Road. There is potential to reveal features related to the Royal Canal and the former Blaquiery Bridge (DCIHR18-07-033) at this location and at another former bridge north of Geraldine Street (DCIHR 18-07-034) (Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR).

It is also possible that remains of the tramway along North Circular Road survive beneath the road surface (DCIHR 18-07-027).

Additional sites have been identified on historic mapping where roads have been widened or built across the sites of former dwellings, or where the Proposed Scheme will impact on such areas (CBC0304AH006; CBC0304AH007 (Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR); CBC0304AH008 (Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR).

### **15.3.5 Archaeological Heritage: Constitution Hill and Church Street to Arran Quay**

#### **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. The closest national monuments are parts of the town defences (RMP DU018-020001; Figure 15.1 in Volume 3 of this EIAR) which are located approximately 100m from the Proposed Scheme. A mural tower stood at the junction of Bow Street and May Lane and a fortified toll gate once stood at the junction of Bow Street and Hammond Lane. These sites were formerly assigned their own discrete RMP numbers (RMP DU018-020189, DU018-020237), but following the former Department of the Environment, Heritage and Local Government (DEHLG) Government National Policy of Town Defences (DEHLG 2008), all defensive structures are to be considered a single monument and they have been subsumed into the overall record (RMP DU018-020001). There are no national monuments within the Proposed Scheme.

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

This section of the Proposed Scheme will travel through the Historic City of Dublin (RMP DU018-020) from R108 Constitution Hill to R148 Arran Quay and R148 Inns Quay. In addition to this, there are 27 sites adjacent to the Proposed Scheme and a further four which are in the vicinity and whose ZAPs extend into the Proposed Scheme. The fact that there are no recorded monuments within the Proposed Scheme itself may be due to the antiquity of Church Street as an important route through Oxmantown.

It should be noted that a habitation site (SMR DU018-020833; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) is actually misplaced and a duplication of a second habitation site (SMR DU018-020613; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). This site, in turn, is located at the site of a redundant record, an enclosure site associated with St. Michan's (RMP DU018-020567; this record has been subsumed into the main record for St. Michan's Church (RMP DU018-020084; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). St. Michan's also contains nine related monuments (SMR DU018-346; DU018-347; DU018-348; DU018-349; DU018-350; DU018-351; DU018-352; DU018-353; DU018-354; Wall monument x 3, graveslab x 6; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR).

Several of the recorded monuments on the south end of Church Street have been discovered through archaeological excavation, and show activity dating to as early as the Bronze Age (SMR DU018-134; Burnt mound; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR), as well as a series of sites related to either flood defences or milling activity (RMP DU018-020569; DU018-020589; SMR DU018-135; Mill, watercourse, riverine revetment; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR).

Where the Four Courts now stand was once a Dominican priory and later was the original site of the King's Inns. Several sites have been recorded here from both archaeological investigations and documentary sources (RMP DU018-020590; DU018-020050; DU018-020466; DU018-020064; DU018-020236; SMR DU018-020770; Building, religious house, courthouse, chapel, mill, building; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR).

The River Bradogue is represented in the record as a point at Ball Lane / Halston Street (RMP DU018-020566; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). However, this is a linear feature extending north-south along Halston Street and the course of the river will not be affected by the Proposed Scheme at this point. The Proposed Scheme will cross this watercourse further upstream at Constitution Hill (CBC0304AH009; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR).

The Proposed Scheme will terminate at R148 Arran Quay and R148 Inns Quay, with Inns Quay being a recorded monument whose origins date to the 13<sup>th</sup> century (RMP DU018-020459; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). Father Mathew Bridge similarly stands on the site of an older succession of bridges from as early as the 11<sup>th</sup> century (RMP DU018-020042; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR), while a bridge is also indicated on Brooking's map of 1728 (Lennon 1998) close to Charles Street (RMP DU018-020460; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR).

Other recorded monuments comprise of a habitation site on George's Hill (SMR DU018-020605; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR), a glasshouse on Halston Street (RMP DU018-020150; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) and a chapel on Mary's Lane (RMP DU018-020159; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). Rocque's map of 1756 (Lennon 1998) shows that these features faced onto neighbouring streets and while they are located within the 50m study area there will be no effect on these features by the Proposed Scheme. They have therefore not been included in the inventory contained in Appendix A15.2 in Volume 4 of this EIAR.

One of the most significant archaeological sites north of the River Liffey is St. Mary's Abbey (RMP DU018-020048). This Cistercian Abbey is a National Monument (Ref. 401) and once dominated the area now occupied by Capel Street and Abbey Street. In 2001 excavations took place off Arran Street East and revealed a substantial wall, believed to be the only physical evidence of St Mary's Abbey precinct wall (SMR DU018-343). The wall itself is located outside the 50m study area and will not be affected by the Proposed Scheme. However its ZAP extends over part of the Proposed Scheme at George's Hill and St. Michan's Street.

Entries relating to the RMP / SMR sites in Table 15.10 and are contained in Appendix A15.2 in Volume 4 of this EIAR.

**Table 15.10: RMP / SMR Sites Within c. 50m of the Proposed Scheme, Within the Dublin City ZAP (DU018-020) (Constitution Hill and Church Street to Arran Quay Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020833	Habitation site	Church Street	714849, 734601
DU018-020613	Habitation site	Church Street	714849, 734487
DU018-020567	Enclosure site / Redundant record	Church Street	714849, 734487
DU018-020084	Church (St. Michan's)	Church Street	714827, 734412
DU018-346	Wall monument - effigial	Church Street	714827, 734412
DU018-347	Graveslab	Church Street	714778, 734405
DU018-348	Graveslab	Church Street	714778, 734405
DU018-349	Graveslab	Church Street	714778, 734405
DU018-350	Graveslab	Church Street	714778, 734405
DU018-351	Wall monument	Church Street	714778, 734405
DU018-352	Wall monument	Church Street	714827, 734412
DU018-353	Graveslab	Church Street	714778, 734404
DU018-354	Graveslab	Church Street	714778, 734405
DU018-134	Burnt mound	Church Street	714825, 734307
DU018-135	Riverine revetment	Hammond Lane	714806, 734312
DU018-020569	Mill – unclassified	Hammond Lane	714785, 734299
DU018-020590	Building	Church Street	714848, 734274
DU018-020589	Watercourse	Inns Quay	714877, 734270
DU018-020770	Building	Church Street	714845, 734255
DU018-020050	Religious house – Dominican friars	Inns Quay	714872, 734248
DU018-020466	Courthouse	Inns Quay	714853, 734245
DU018-020064	Chapel	Inns Quay	714826, 734229
DU018-020236	Mill - unclassified	Inns Quay	714824, 734221
DU018-020459	Quay	Inns Quay, Ormond Quay Upper	715077, 734209
DU018-020042	Bridge	Inns Quay	714809, 734198
DU018-020566	Watercourse (River Bradogue)	Ball's Lane	715058, 734678
DU018-020605	Habitation site	George's Hill	715073, 734543
DU018-020150	Glasshouse	Halston Street	715087, 734519
DU018-020159	Chapel	Mary's Lane	715032, 734474
DU018-020460	Bridge	River Liffey	715103, 734183
DU018-343	Precinct wall of St Mary's Abbey - Religious house – Cistercian monks	St. Mary's Abbey	715153, 734467

### 15.3.5.3 Topographical Files, NMI

There is only one record in the Topographical Files of the NMI that securely locates archaeological objects adjacent to this section of the Proposed Scheme. A crozier-like copper object and two coins (NMI E291:590, 686, 912) were recovered from an excavation at the site of the old Four Courts Hotel in 1984 (Ministerial Consent E000291). These items were among an assemblage of almost 3,000 small finds from the excavation which revealed evidence of 13<sup>th</sup> and 14<sup>th</sup> century activity, as well as later objects of 17<sup>th</sup> and 18<sup>th</sup> century date. The crozier was thought to date from between the 12<sup>th</sup> and 14<sup>th</sup> centuries. The coins included a regal halfpenny of either Charles II or James II, dating from between 1680 to 1691, and another coin of possibly the same period (McMahon 1985).

Human skeletal remains are recorded on North Brunswick Street / Church Street (NMI ref: IA/133/92). Still more have been found associated with the medieval St. Mary's Abbey (NMI 23/4/1965) and with Newgate Prison (NMI 1976:610).

Other nearby artefacts include a bronze pin which was found in the churchyard of St. Michan's (NMI ref: 1932) and two bone comb fragments which are thought also to have come from St. Michan's.

#### **15.3.5.4 Previous Archaeological Investigations**

A series of archaeological investigations have been undertaken at Broadstone in advance of the construction of the Luas line at that location. They revealed the remains of the former canal harbour which would have been infilled by the MGWR company with the development of the railway, and evidence of the Foster Aqueduct and the River Bradogue was encountered (Licence 10E0090; 11E0459; 12E0310; 14E0018; 14E0410; 15E0337) (Hanbridge 2010; O'Donovan 2012; Bolger 2013; Excavations 2014a; Excavations 2014b; Moraghan and Seaver 2017).

Archaeological monitoring in advance of the Luas on Western Way and Constitution Hill revealed substantial limestone and concrete walls which appeared to have been associated with the Broadstone Branch of the Royal Canal and the pedestrian walkway beneath the Foster Aqueduct (Licence 14E0005, 15E0271) (O'Dowd 2016; O'Dowd 2019). The apex of the arch which covered the walkway was revealed 1m below the surface and approximately 14m of the eastern walkway of Foster Aqueduct was safely accessible for survey, preserved beneath an arched roof under the present footpath. For health and safety reasons, the southern ope was sealed by the Luas Cross City Utilities Works Contractor using concrete blocks following utilities works. Other limestone walls and plinths were found in this area, some as little as 0.6m below the surface. The majority of features in this area were retained in-situ. Other features on Western Way and Constitution Hill included walls and cobbled surfaces within the Proposed Scheme, most of which were preserved in-situ.

Within the part of Dublin known as Oxmantown, which flanks Church Street, archaeological investigations have frequently revealed evidence of 17<sup>th</sup> and 18<sup>th</sup> century cellar structures. The process of sinking these cellars tended to obliterate any traces of earlier features associated with Viking and medieval settlement. Excavations on the northern end of Church Street and the King Street North area tend to reveal only these later features of post-medieval or modern date, with some examples on Ormond Quay also revealing only features which post-date the 17<sup>th</sup> century (Licence 92E0071; 93E0104; 96E0029; 06E0169; 96E0348; 96E0371; 97E0086; 97E0148; 98E0197; 98E0204; 99E0126; 01E0708; 01E0709; 04E1206; 05E1189; 07E0952) (Hanley 1992; Ryan 1998; Coughlan 1996; Kehoe 2006; O'Donovan 1998; Walsh 1998; O'Rourke 1998; McHale 1998; Hayden 1998; Kehoe 1999; Stafford 2001a; Stafford 2001b, McQuade & Weldon 2005; O'Carroll 2005a; Kehoe 2008).

It is evident from the investigations between St. Michan's Church and the River Liffey that the ground would have sloped towards the watercourse, necessitating significant land reclamation efforts and the deposition of significant quantities of material in order to raise the ground level above that of the River Liffey. For this reason, earlier features have been preserved in these areas as they were protected by layers of reclamation deposits from destruction by the sinking of post-medieval cellars. The earliest surviving feature within these deposits was a burnt mound on Hammond Lane (SMR DU018-134; Licence 03E0721) (Excavations 2003), demonstrating that there would have been Bronze Age activity along this part of the River Liffey. An Hiberno-Norse Type 1 house was also found on Hammond Lane (Licence 09E0517) (Moriarty 2010). While this area was a known Viking settlement, this was the first discovery of a Viking habitation site discovered on the north side of the River Liffey, owing to the impact of post-medieval development.

A timber-laced revetment and wattle walkway of Iron Age date at the Ormond Building on Charles Street West appears to be the earliest attempt to reinforce the river bank in this area (Licence 04E1206) (Margaret Gowen & Co. 2010). A series of excavations have shown episodes of flood defences between St. Michan's Church and the River Liffey, including sequences of ditches, sand banks and a series of timber and stone revetments dating from as early as the 11<sup>th</sup> century (SMR DU018-135; DU018-020817; Ministerial Consent E000291; E000557; Licence 90E0011; 90E0012; 90E0028; 93E0011; 93E0074; 93E0166; 96E0209; 02E0096; 03E0721; 05E0765; 09E0517) (McMahon 1985; Hayden 1990; O'Riordan 1990a; O'Riordan 1990b; Gowen 1991; O'Flanagan 1993; Simpson 1993; Hayden 1993; Simpson 2002a; Simpson 2002b; Excavations 2003; Phelan 2005; Moriarty 2010). Continuous settlement was also revealed within these areas, with evidence of habitation and cultivation dating from at least as early as the 13<sup>th</sup> century, and in some cases earlier. This included features associated with the

Dominican priory which was located on Inns Quay which would have included prestige constructions of stone from the late 12<sup>th</sup> / early 13<sup>th</sup> century (RMP DU018-020050; Ministerial Consent E000291) (McMahon 1985). Ditches found on the north side of St. Michan's were interpreted as part of the original enclosure of the church (DU018-020567; Licence 96E0384; 06E0574) (Excavations 1997; Excavations 2006).

Excavations in this area also confirmed the frequency of milling activity in this area which is known from historical and cartographic sources. One example, almost certainly linked to the Dominican priory, was found in excavations at the Four Courts (RMP DU018-020589; Ministerial Consent E000291) (McMahon 1985). It was a stone-built channel and timber sluice gate of very accomplished carpentry dating to the mid to late 13<sup>th</sup> century. Excavations on Church Street / Hammond Lane have discovered two further mill sites (SMR DU018-136; RMP DU018-020569; Licence 93E0074; 03E0721) (Simpson 1993; Excavations 2003). The first comprised of several oak timbers which formed a revetment which was interpreted as a millrace of 13<sup>th</sup> century date, while the second discovery was of a 13<sup>th</sup> century horse mill and a later watercourse with structural elements including a sluice gate and wooden lining which was dated to the 14<sup>th</sup> or 15<sup>th</sup> centuries. Milling associated with the River Bradogue was also indicated at Halston Street and Ball's Lane where the watercourse was contained on the western side by a clay bank (RMP DU018-020566; Licence 94E0160) (Gowen 1994). It was thought to relate to St. Mary's Abbey.

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

#### 15.3.5.5 Industrial Heritage

There are three industrial heritage sites recorded within this section of the Proposed Scheme (DCC 2003 to 2009). Foster Aqueduct (DCIHR 18-07-038; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR) once stood at the top of Constitution Hill and carried the Royal Canal (DCIHR 18-07-030; Figure 15.1 (Sheet 7 and Sheet 8 of 16) in Volume 3 of this EIAR) to terminate at Broadstone Harbour (DCIHR 18-07-037). Broadstone Harbour was filled in for the development of the railway terminus (DCIHR 18-07-004) and the Royal Canal was filled in in stages between 1877 and 1927. Foster Aqueduct was demolished in the 1950s for road re-alignment works, but the ashlar wall at this location may represent a surviving portion of this feature.

The Number 24 tramway service also ran along Arran Quay and Inns Quay at the City Centre terminus of the Proposed Scheme (DCIHR 18-11-002; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR).

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

**Table 15.11: Industrial Heritage Sites Within the Proposed Scheme (Constitution Hill and Church Street to Arran Quay Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-07-038	Foster Aqueduct	Constitution Hill	714950, 735187
DCIHR 18-07-030	Royal Canal, Broadstone Branch	Royal Canal Bank	715110, 736108
DCIHR 18-11-002	Tramway (Number 24)	Arran Quay / Inns Quay	714811, 734226; 715077, 734208

#### 15.3.5.6 Cultural Heritage

One site of cultural heritage interest is located along this section of the Proposed Scheme. It is at the junction of Church Street and Brunswick Street North (CBC0304CH008) and comprises of a small public garden which is decorated with reused materials which would once have been commonly used in this area, including brick, metal and ceramic features, windows and doors, and finished with panels of wicker. It captures much of the essence of the former built heritage of the area.

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 12 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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

A statue of the Virgin Mary stands above a wall overlooking the road at Constitution Hill (CBC0304CH007). It was erected by the employees of C oras Iompair  ireann (CI ) in 1953 in advance of the Year of the Marian and is a part of the transport-related heritage of Broadstone.

Significant development in the vicinity of Church Street in recent years has impacted the survival of much of the former historic character of this street. Visibility of St. Michan's is quite poor owing to adjacent developments and there are very few surviving stone settings. However, small gardens at the junction with Brunswick Street North (CBC0304CH008) and at Father Matthew Square (CBC0304CH009) capture some of the former residential history of the area, through the reuse of historic building materials and through the memorialising of the 1913 collapse of tenement buildings.

The streets which are proposed for Quiet Street Treatment as part of the Proposed Scheme retain some lighting and kerbstones. These narrow streets capture some of the historic character of this area, in which residential areas stood close to markets and industrial sites.

A variety of historic cast iron and modern reproduction lamp posts were identified along this section of the Proposed Scheme. Stretches of granite kerbstone are also extant on several of these streets, but of particular note is the cobbled stone surfaces on May Lane and Cuckoo Lane. Other items of street furniture include a pillar post box on Church Street (NIAH 50070517), and granite sign posts on the North Quays which delimit the Arran Quay Ward and the Inns Quay Ward (NIAH 50070503) (refer to Chapter 16 (Architectural Heritage)).

A small public square on Church Street marks the site of the collapse of two tenement buildings which caused the deaths of seven local residents in 1913 (CBC0304CH009). Father Matthew Square contains a plaque recounting the event, with a small garden area and an extremely ornate solitary lamp post. Two plaques also commemorate 1916 events at this site.

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

Archaeological investigations in advance of the Luas at the junction of Constitution Hill and Western Way revealed a series of walls, cobbled surfaces and significant portions of Foster Aqueduct (DCIHR 18-07-038). The majority of this was retained in-situ, and it was noted that the features related to the Aqueduct continued beyond the limit of excavation. The River Bradogue (CBC0304AH009) also passes the Proposed Scheme in this area, and is culverted approximately 7m below the surface, but additional associated culverts were also identified in advance of Luas works.

Church Street formed a main thoroughfare through the Viking settlement of Oxmantown, and it can therefore be assumed that much of the archaeological potential of this area will be in the land adjacent to the road. However, the original width of Oxmantown Street, as it was called, is not known and it is possible that early features may survive beneath the surface. Indeed, the road take is one of the few areas where deep post-medieval basements will not have obliterated earlier features. There is therefore the potential to reveal features of prehistoric or medieval date on Church Street and on many of the adjacent streets. Of particular note is the potential to reveal the St. Michan's enclosure, riverine revetments, land reclamation, evidence of milling and parts of the culverted River Bradogue. Given the 20<sup>th</sup> century widening of Church Street, it is also possible that foundation levels and cellar structures associated with former dwellings and buildings which stood in those locations will be impacted.

There is also the potential for tramlines to survive beneath the surface on Arran Quay and Inns Quay (DCIHR 18-11-002) Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR.

### 15.3.6 Archaeological Heritage: Finglas Road from St. Margaret's Road to Wellmount Road

#### 15.3.6.1 National Monuments

There are no national monuments or sites under preservation order within or in the vicinity of this section of the Proposed Scheme. One site, King William's Rampart, is on the Register of Historic Monuments (RMP DU014-066008).

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

There are three recorded monuments within this section of the Proposed Scheme. However, the entry for the historic town of Finglas (RMP DU014-066; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) has been subdivided into a number of discrete sites and has been made redundant. The entries for the ecclesiastical enclosure (SMR DU014-066013) and the bridge (RMP DU014-066007) have also been made redundant (Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR).

There are seven recorded monuments adjacent to this section of the Proposed Scheme. They comprise of St. Canice's Church and associated monuments (RMP DU014-066009; DU014-066010; SMR DU014-066015; DU014-066016; DU014-066017), 'King William's Rampart' which forms the town defences (RMP DU014-066008) and the site of a maypole (SMR DU014-066012). The maypole is not scheduled for inclusion in the next revision of the RMP.

Entries relating to the RMP / SMR sites in Table 15.12 and Table 15.13 are contained in Appendix A15.2 in Volume 4 of this EIAR and are indicated on Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR.

**Table 15.12: RMP / SMR Sites Within the Proposed Scheme (Finglas Road from St. Margaret's Road to Wellmount Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU014-066	Historic town	Finglas	712916, 738895
DU014-066013	Ecclesiastical enclosure	Finglas	712916, 738895
DU014-066007	Bridge	Finglas East	713126, 738915 (approx.)

**Table 15.13: RMP / SMR Sites Within c.50m of the Proposed Section (Finglas Road from St. Margaret's Road to Wellmount Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU014-066008	Town defences	Finglas East / Mellowes Road	712901, 739038
DU014-066009	Church	Finglas East / Church Street	713097, 738860
DU014-066010	Cross – High cross	Finglas East / Church Street	713145, 738806
DU014-066012	Maypole	Finglas East / Main Street	713148, 738917
DU014-066015	Graveslab	Finglas East / Church Street	713104, 738858
DU014-066016	Graveslab	Finglas East / Church Street	713104, 738858
DU014-066017	Graveyard	Finglas East	713110, 738835

#### 15.3.6.3 Topographical Files, NMI

A stone disc bead was recovered from a garden on Jamestown Road in Finglas (NMI 1953:38) suggesting prehistoric activity in the area. Three Bronze Age items arrived at the museum from collections which noted them as being from Finglas. One is a bronze palstave from the Swan Collection (NMI E92:361), while the other two are a bronze axehead and spearhead which were purchased from Henry Naylor, a dealer (NMI 1959:73; 1959:157). Although the exact find spots for these artefacts are unknown, they suggest prehistoric activity in the vicinity of Finglas.

Later finds include a gunflint which was found in Finglas West (NMI P1955:10), although this object was originally mistaken as a prehistoric end scraper.

#### 15.3.6.4 Previous Archaeological Investigations

A series of excavations have taken place in Finglas in advance of residential and commercial developments, as well as the construction of the Finglas Bypass / R135 Finglas Road, revealing evidence of the medieval origins of the town and later post-medieval activity.

Initial testing in advance of the Finglas Bypass (Licence 93E0193) (Murphy 1994) targeted the presumed site of the ecclesiastical boundary associated with St. Canice's (SMR DU014-066013), revealing a substantial rock-cut ditch with traces of a bank on the south side. A mortared stone wall was set into the fills in an apparent reuse of the boundary, possibly to define the townland boundary. Subsequent excavation revealed that post-medieval quarrying extended along this ditch both east and west of the River Fionn Glas, obliterating much of the evidence for the earlier ditch, including the southern edge. However, the traces of the bank which survived were over 5m in width and suggested a very substantial upstanding earthwork which would indicate that it formed an important boundary. The recovery of medieval finds would also suggest that this was an early feature.

The discovery of a post-medieval wall along this feature and apparently acting as a townland boundary between Finglas West and Cardiffscastle is consistent with the results of an excavation south of Mellows Road (Licence 91E0060) (Cotter 1991). This test excavation similarly discovered a post-medieval wall set along the course of the townland boundary and it is likely that these excavations revealed the same feature.

Other excavations throughout Finglas showed evidence of substantial made ground in some areas (Halpin *et al.* 2005a), while it was evident that 17<sup>th</sup> and 18<sup>th</sup> century development involved scarping of older ground surfaces which may have eradicated earlier medieval features.

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

#### 15.3.6.5 Industrial Heritage

The DCIHR comprises of one quarry site within this section of the Proposed Scheme (DCC 2003 to 2009) (Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR). Modern development has replaced this site.

**Table 15.14: Industrial Heritage Sites Within the Proposed Scheme (Finglas Road from St. Margaret's Road to Wellmount Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 14-14-011	Quarry	Church Street / Main Street, Finglas	713163, 738917

#### 15.3.6.6 Cultural Heritage

No sites of cultural heritage interest were identified along of this section of the Proposed Scheme. Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

#### 15.3.6.7 Field Survey

A field survey was undertaken on 11 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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

While Finglas is an historic town and was a significant ecclesiastical centre, the Finglas Bypass bisects the town and negatively impacts any surviving historic character of the area. However, the surviving streetscape to the east and west of the Proposed Scheme retains some character.

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

The statutory ZAP for Finglas as published in the RMP (Dúchas The Heritage Service 1998) covers most of this section of the Proposed Scheme. The Finglas Bypass was constructed in the 1990s and it is likely that archaeological features will have been removed in this process. However, Finglas was a significant ecclesiastical settlement and it is possible that features associated with this, or with later post-medieval occupation, survive beneath the surface.

### 15.3.7 Archaeological Heritage: Finglas Road from Wellmount Road to Ballyboggan Road

#### 15.3.7.1 National Monuments

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

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

There is one recorded archaeological site within the Proposed Scheme and two adjacent to it. Tolka Bridge, which will carry the Proposed Scheme over the River Tolka, is on the site of an earlier structure referred to in the Civil Survey (1654 to 1656) (Simington 1945) as 'Finglas Bridge' (RMP DU018-002; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR). The bridge was mentioned alongside a mill (RMP DU018-001) which is thought to have been located at the site of a paper mill located further upstream, the site of which is now occupied by a factory. The final site is a mound which was identified in an aerial photograph in 1965 (RMP DU014-077). The area has been developed and there is no visible trace of it at ground level. It has been reclassified as a redundant record.

Entries relating to the RMP / SMR sites in Table 15.15 and Table 15.16 are contained in Appendix A15.2 in Volume 4 of this EIAR and are indicated on Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR.

**Table 15.15: RMP / SMR Sites Within the Proposed Scheme (Finglas Road from Wellmount Road to Ballyboggan Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-002	Bridge	Tolka	714017, 737560

**Table 15.16: RMP / SMR Sites Within c.50m of the Proposed Scheme (Finglas Road from Wellmount Road to Ballyboggan Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-001	Mill – unclassified	Tolka	713894, 737706
DU014-077	Mound / Redundant record	Tolka	713889, 737831

#### 15.3.7.3 Topographical Files, NMI

A record from 1977 relates to a find of a socketed bronze axehead and unlooped bronze palstave which were found together, dumped in a polythene bag at the Tolka Lodge area (NMI 1977:2184-2185). This site was located at the present Glasnevin Woods housing estate on the southern bank of the River Tolka. These Bronze Age items had only recently been dumped at the time of discovery and their true provenance is unknown. It is not therefore possible to infer Bronze Age activity in the vicinity from these objects.

#### 15.3.7.4 Previous Archaeological Investigations

Further evidence of a medieval boundary at Finglas was identified by excavation on the south side of the ecclesiastical settlement following the demolition of the 'Spanish Convent' (Licence 96E0036; 96E0130) (Halpin 1996b; McConway 1996). Testing revealed traces of an intact medieval ground surface which was further explored during a subsequent excavation. The excavation exposed an area of 13<sup>th</sup> / 14<sup>th</sup> century activity, including a ditch of east to west orientation measuring 2m wide. While it was not thought to have represented the principal ecclesiastical enclosure, it was noted that it was characteristically similar to a ditch which had been discovered around St. Maelruan's medieval church in Tallaght. It was therefore suggested that this feature may have been a second enclosure which mirrored the line of the main enclosure. These excavations also revealed evidence of post-medieval activity associated with Farnham House, including stone walls, drains and cobbled layers.

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

#### 15.3.7.5 Industrial Heritage

There are two recorded industrial heritage sites within this section of the Proposed Scheme. Two bridge sites (DCIHR 18-02-032; DCIHR 18-02-035 / RMP DU018-002; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR) are recorded over the River Tolka.

**Table 15.17: Industrial Heritage Sites Within the Proposed Scheme (Finglas Road from Wellmount Road to Ballyboggan Road Section)**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-02-032	Finglas Bridge	Finglas Road, Tolka	713958, 737710
DCIHR 18-02-035; RMP DU018-002	Tolka Bridge	Finglas Road, Tolka	714011, 737567

#### 15.3.7.6 Cultural Heritage

There are no cultural heritage features within this section of the Proposed Scheme.

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

#### 15.3.7.7 Field Survey

A field survey was undertaken on 11 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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 Finglas Road has been significantly widened and modernised and there is therefore little of cultural heritage value along this section of the Proposed Scheme. The evidence for historic quarrying is still clearly visible in the landscape and is a surviving feature of what would have been an important industry in the area. The most significant natural feature in this area is the confluence of the River Tolka and the River Fion Glas. Modern cultural heritage is represented by a bronze statue of a mother and child, entitled 'Let the Life Flow Through' (CBC0304CH010).

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

Quarrying activity and the modernisation of the Finglas Road will have reduced much of the archaeological potential of this section of the Proposed Scheme. However, the discovery of medieval features at the 'Spanish Convent' (Licence 96E0036; 96E0130) (Halpin 1996b; McConway 1996) shows that there is potential for medieval

material to survive in this area, and the R135 Finglas Road travels through the former grounds of Farnham House, which may carry potential for post-medieval demesne features (CBC0304AH011; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR).

Watercourses have inherent archaeological potential, particularly at historic fording points such as Tolka Bridge (RMP DU018-002; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR). This location has also historically been associated with milling from at least as early as the 17<sup>th</sup> century, and it is possible that evidence of milling survives in this area (RMP DU018-001; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR).

### **15.3.8 Archaeological Heritage: Finglas Road from Ballyboggan Road to Hart's Corner**

#### **15.3.8.1 National Monuments**

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

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

There are no recorded archaeological sites within or adjacent to this section of the Proposed Scheme.

#### **15.3.8.3 Topographical Files, NMI**

The only stray find recorded in the Topographical Files of the NMI in the vicinity of this section of the Proposed Scheme is a clay pipe from Prospect, Glasnevin (NMI RIA1911:52).

#### **15.3.8.4 Previous Archaeological Investigations**

There have been no archaeological investigations within or adjacent to this section of the Proposed Scheme.

#### **15.3.8.5 Industrial Heritage**

There are no industrial heritage sites within this section of the Proposed Scheme.

#### **15.3.8.6 Cultural Heritage**

Claremont Lawn is a modern public park, and a plaque is affixed to the fence commemorating the planting of Oriental Plane trees on the centenary of the 1916 rising (CBC0304CH011) (Figure 15.1 (Sheet 16 of 16) in Volume 3 of this EIAR).

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

#### **15.3.8.7 Field Survey**

A field survey was undertaken on 11 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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.

##### **15.3.8.7.1 Physical and Cultural Environment**

Glasnevin Cemetery is the most striking feature of this section of the Proposed Scheme, particularly given its high stone walls and the iconic O'Connell's Tower, which is a replica of the early medieval round towers which were constructed in ecclesiastical settlements. Granite kerbstones alongside the cemetery add to the cultural heritage of the area, and a boundary marker which delimited the County Borough Boundary also stands along the cemetery

wall. Up until the 20<sup>th</sup> century, the rest of this area would have been characterised by dispersed dwellings of sufficient status to be named on historical mapping (OSI 2020). Consequently, many of the features of this area are of 20<sup>th</sup> century date.

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

There are no recorded archaeological sites within or adjacent to this section of the Proposed Scheme, and there have been no previous archaeological investigations to determine the archaeological potential. The closest recorded monument which may suggest general archaeological potential to the wider area is of a battlefield site which is thought to have been in the grounds of Glasnevin Cemetery and which gave the area the name of 'Bloody Acre' (RMP DU018-003; Figure 15.1 (Sheet 15 of 16) in Volume 3 of this EIAR). However, this record has been reclassified as 'Redundant' owing to insufficient evidence.

The only area of archaeological potential which has been identified in this section of the Proposed Scheme is a segment of Claremont Park where the existing R135 Finglas Road will be widened (CBC0304AH012) (Figure 15.1 (Sheet 16 of 16) in Volume 3 of this EIAR). Notwithstanding the landscaping which was required to create the park, this is a relatively undisturbed area where there is the potential for unknown subsurface features to survive.

### 15.3.9 Proposed Construction Compounds

There are six Construction Compound areas proposed for the Proposed Scheme, four of which lie outside the permanent red line. Construction Compound B1 will be located at the junction of R108 Ballymun Road and R104 Santry Avenue. This grassy area has been much disturbed from at least the 1990s during road construction events. Construction Compound B2 will be located at St. Mobhi Drive on the public road and partly on the footpath. The site is hard-topped and no excavation work will be necessary to establish the Construction Compound. Construction Compound B3 will be located at the junction of R108 Constitution Hill and Catherine Lane North. This location comprises of a combination of grass and tarmac surfaces. It is raised above the level of the adjacent roads and it lies within the ZAP for the Historic City of Dublin (RMP DU018-020). Construction Compound F1 will be located at the northern end of Mellows Park in Finglas, adjacent to R135 Finglas Road and just south of the roundabout. Historically, this is the site of the townland boundary and former buildings. This location is comprised of a grassy area to the north of a footbridge. Construction Compound F2 will be located at the junction of R135 Finglas Road and Finglas Place in an existing green space. Construction Compound F3 will be located within the park at Claremont Lawns (opposite Glasnevin Cemetery), and this area is seen to be of archaeological potential due to its green field nature.

#### 15.3.9.1 National Monuments

There are no national monuments or sites under preservation order within or in the vicinity of the proposed Construction Compounds.

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

Construction Compound B3 will be located within the ZAP for the Historic City of Dublin (RMP DU018-020). There are no recorded monuments in this area, but a row of terraced housing was depicted in this location facing Church Street on Rocque's map of 1756.

Entries relating to the RMP / SMR sites in are contained in Appendix A15.2 in Volume 4 of this EIAR and area indicated on Figure 15.1 in Volume 3 of this EIAR.

**Table 15.18: RMP / SMR Sites Within the Proposed Construction Compounds**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020	Historic City of Dublin	Dublin	714917, 734898

### **15.3.9.3 Topographical Files, NMI**

No archaeological finds or artefacts have been revealed in the areas proposed for Construction Compounds.

### **15.3.9.4 Previous Archaeological Investigations**

There are previous archaeological investigations within or in the vicinity of the proposed Construction Compounds.

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

### **15.3.9.5 Industrial Heritage**

There are no industrial heritage features within or in the vicinity of the proposed Construction Compounds.

### **15.3.9.6 Cultural Heritage**

There are no cultural heritage features within or in the vicinity of the proposed Construction Compounds.

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

### **15.3.9.7 Field Survey**

A field survey was undertaken on 11 and 12 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 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.

#### **15.3.9.7.1 Physical and Cultural Environment**

Construction Compound B1 will be located at the junction of R108 Ballymun Road and R104 Santry Avenue. This grassy area has been much disturbed from at least the 1990s during road construction events.

Construction Compound B2 will be located at St. Mobhi Drive on the public road and partly on the footpath. The site is hard-topped and no excavation work will be necessary to establish the Construction Compound.

Construction Compound B3 will be located at the junction of R108 Constitution Hill and Catherine Lane North. This location comprises of a combination of grass and tarmac surfaces and it is raised above the level of the adjacent roads, surrounded by a wall and railings.

Construction Compound F1 will be located at the northern end of Mellowes Park in Finglas, adjacent to R135 Finglas Road and just south of the roundabout. This location is comprised of a grassy area to the north of a footbridge.

Construction Compound F2 will be located at the junction of R135 Finglas Road and Finglas Place.

Construction Compound F3 will be located within the park at Claremont Lawns (opposite Glasnevin Cemetery).

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

Construction Compound B1 will be located on the site of a former road (CBC0304AH014; Figure 15.1 (Sheet 1 of 16) in Volume 3 of this EIAR). This road is depicted on historic OS mapping and on Rocque's map of 1760 meeting the original Ballymun Road at the boundary of Santry Demesne (OSI 2020; Ferguson 1998). This road was removed in the 1990s, and aerial photography from 1995 to the present day shows a sequence of surface treatment and grass growth, so it is unclear if any subsurface features remain at this location.

Construction Compound B2 on St. Mobhi Drive will be located in the road and will not require excavation works. Therefore, there are no anticipated archaeological impacts (Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR).

Construction Compound B3 will be located at Catherine Lane North which is assessed as part of the Historic City of Dublin (RMP DU018-020; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR). There is the potential to reveal evidence of 18<sup>th</sup> century terraced houses and their cellars at this location. However, as the intention is to use the existing yard and no excavation is anticipated at this location, it is not anticipated that archaeological or features of a cultural heritage will be revealed.

Construction Compound F1 will be located on the site of a former cluster of buildings (CBC0304AH015; Figure 15.1 (Sheet 11 of 16) in Volume 3 of this EIAR). These houses were depicted on the 25-inch OS map (OSI 2020) and were adjacent to the Bachelors Stream which functioned as a townland boundary. Extensive groundworks were undertaken at this location in the 20<sup>th</sup> century.

Construction Compound F2 at Finglas Place will be located on a grass area and will have no impact on the surrounding trees, wall structure or the Mother and Child statue. As with all other Construction Compounds on the Proposed Scheme, the land will be reinstated following the completion of the Construction Phase works in this area.

The location of Construction Compound F3 is located on the former alignment for the Finglas Road (CBC0304AH016). Aerial photography shows that the area has been developed as a green space with trees from 2000 onwards. The former estate of Farnham House which was built in the mid-18<sup>th</sup> century, and was used as a 'Lunatic Asylum' from 1814 was located on the south-west side of the road. Excavations on the former estate have revealed walls and cobbled surfaces associated with the house (Licence 96E0130). It is possible that features associated with the former road surface survives beneath the surface of the park. Construction Compound F3 (CBC0304AH012) will be located in an area which historically functioned as farmland in the townland of Slutsend or Westfarm. It was converted to a public park during the development of the area in the later 20<sup>th</sup> century, and it partially overlays an area which was formerly covered in tarmacadam but is now grass lawn.

## **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) refers to the following activities:

- Pavement construction, repairs and reconstruction works;
- Resurfacing works;
- Piling; and
- Any excavations of soil, including landscaping works, ground disturbance for utilities and grubbing up 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 archaeological heritage assets.

### **15.4.3 Construction Phase**

#### **15.4.3.1 Ballymun Road from St. Margaret's Road to Griffith Avenue**

##### 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 are two RMP sites located along this section of the Proposed Scheme. They both refer to the site of the former 16<sup>th</sup> / 17<sup>th</sup> century Stormanstown House on R108 Ballymun Road (RMP DU014-067001, DU014-067002; Figure 15.1 (Sheet 3 of 16) in Volume 3 of this EIAR). The ZAP for these sites partially extends into the Proposed Scheme boundary and it is possible that subsurface features related to this site may survive within the Proposed Scheme boundary and may be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is considered to be low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

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

There are three non-designated archaeological sites within this section of the Proposed Scheme. They comprise a bridge site (DCIHR 14-15-003), the site of a lodge (CBC0304AH001) and the site of a house (CBC0304AH002).

Wad Bridge (DCIHR 14-15-003; Figure 15.1 (Sheet 3 of 16) in Volume 3 of this EIAR) is recorded on the DCIHR (DCC 2003 to 2009), and historic mapping shows a house was also located adjacent to the bridge. The River Wad has been culverted and there is no trace above ground of the former Wad Bridge surviving, while the Ballymun Road was widened in the 20<sup>th</sup> century over the site of the dwelling. If subsurface features survive they will be affected by any ground-breaking works at this location. However, no ground-breaking works are taking place at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is considered to be none. Therefore, there is no potential impact to the site of Wad Bridge (Appendix A15.3 in Volume 4 of this EIAR).

The site of the former entrance lodge to Albert Agricultural College (CBC0304AH001; Figure 15.1 (Sheet 4 of 16) in Volume 3 of this EIAR) was identified from historic mapping. Ballymun Road has been widened over this site and there is no above ground trace, but subsurface features may survive and may 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 considered to be medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of a house named 'Walnut Grove' (CBC0304AH002; Figure 15.1 (Sheet 4 of 16) in Volume 3 of this EIAR) was identified from historic mapping. Ballymun Road has been widened over this site and there is no above ground trace, but subsurface features may survive and may 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 considered to be medium. Therefore, the potential impact to CBC0304AH002 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### **15.4.3.2 Cultural Heritage**

No 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).

#### 15.4.3.2.1 Summary of Impacts

The impacts are summarised in Table 15.2, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.20: Summary of Potential Construction Phase Impacts (Ballymun Road from St. Margaret Road to Griffith Avenue Section)**

Assessment Topic	Potential Impact
DU014-067001, House 16 <sup>th</sup> / 17 <sup>th</sup> century (site of)	Negative, Slight, Permanent
DU014-067002, House 16 <sup>th</sup> / 17 <sup>th</sup> century (site of)	Negative, Slight, Permanent
DCIHR 14-15-003, Bridge (site of)	No impact
CBC0304AH001, Lodge (site of)	Negative, Slight, Permanent
CBC0304AH002, Walnut Grove House (site of)	Negative, Slight, Permanent

#### 15.4.3.3 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

##### 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)

There are nine RMP / SMR site located along this section of the Proposed Scheme. Two of these sites relate to the same ecclesiastical site at Glasnevin (RMP DU018-005, DU018-005001). The other sites comprise of the site of a burial ground (RMP DU018-005004), a settlement cluster (SMR DU018-005011), the 18<sup>th</sup> century Delville House (RMP DU018-005003), a burial ground (RMP DU018-005006), a burial (SMR DU018-005010), a motte (RMP DU018-0050009), and an 18<sup>th</sup> century house (RMP DU018-009).

The ZAP of the ecclesiastical site at Glasnevin (RMP DU018-005; Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR) as depicted on the published RMP maps (Dúchas The Heritage Service 1998) extends into the Proposed Scheme boundary on Ballymun Road Lower and Glasnevin Hill. The complex has now been subdivided into discrete recorded sites, with DU018-005001 now being the principal record for this site. Parts of Ballymun Road and Glasnevin Hill within this ZAP were widened in the 20<sup>th</sup> century, which required the demolition of 19<sup>th</sup> century terraced housing. It is possible that sub-surface features related to the ecclesiastical site and 19<sup>th</sup> century houses survive within this ZAP. If they survive, even in a truncated form, they have the potential to be affected by any ground-breaking works at this location. The RMP sites have a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A burial ground (RMP DU018-005004; Figure 15.1 (Sheet 5 of 16) in Volume 3 of this EIAR), located within the ZAP for Glasnevin, is thought to have extended further west than the current graveyard, as evidenced by the discovery of human remains on Church Lane / Church Avenue. It is possible that the burial ground extended further west to the Proposed Scheme and that any remains will be impacted by any ground-breaking works at this location. The ZAP for this burial ground has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A 17<sup>th</sup> century settlement cluster (SMR DU018-005011; Figure 15.1 (Sheet 5 of 16) in Volume 3 of this EIAR) is recorded within the ZAP for Glasnevin on Glasnevin Hill. The ZAP for this site extends across the Proposed Scheme boundary, and it is possible that features associated with this site survive below the surface and has the potential to be affected by any ground-breaking works at this location. The ZAP for this settlement site has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of the 18<sup>th</sup> century Delville House (RMP DU018-005003; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) is located within the ZAP for Glasnevin in the grounds of the Bon Secours Hospital on Glasnevin Hill. While the ZAP of this site extends across the Proposed Scheme boundary, the house was set back from the road and the grounds extended only as far as the edge of the Proposed Scheme boundary on Glasnevin Hill. Therefore, there will be no potential impact.

The burial ground and burial (RMP DU018-005006; SMR DU018-005010; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) are the sites of two historical discoveries of human remains at the site of Marlborough House where the Met Office is now located. Note that they are currently shown in the incorrect location on the HEV (NMS 2020). These remains may be part of a larger burial ground which has the potential to extend into the Proposed Scheme boundary. The ZAP of the burial ground and burial sites have a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

An Anglo-Norman castle site known as a motte (RMP DU018-005009; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) is located within the ZAP for Glasnevin in River Gardens on Glasnevin Hill. The ZAP for this site extends across the Proposed Scheme boundary, and it is possible that features associated with this site survive below the surface and will have the potential to be affected by any ground-breaking works at this location. The ZAP associated with this recorded monument has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The residence of the Director of the Botanic Gardens was the home of the poet Thomas Tickell in the 18<sup>th</sup> century (RMP DU018-009; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR). It is important to note that the incorrect location for this site is currently depicted on the HEV (NMS 2020) which would place this monument within and adjacent to the Proposed Scheme. The corrected location moves the site away from the Proposed Scheme and into the Botanic Gardens where there will be no potential impact.

#### 15.4.3.3.1.3 Non-Designated Archaeological Sites

There are five non-designated archaeological sites within this section of the Proposed Scheme. They comprise of a recently discovered enclosure site (CBC0304AH013), the riverine potential of the River Tolka (CBC0304AH003), house sites (CBC0304AH004, CBC0304AH005) and the former tramway on Glasnevin Hill and Botanic Road (DCIHR 18-03-041).

The enclosure site (CBC0304AH013; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) was revealed through archaeological investigation on the Home Farm football pitch on R108 St. Mobhi Road. An area of temporary land acquisition as part of the Proposed Scheme will affect the western edge of this site. The undesignated site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The River Tolka and its banks (CBC0304AH003; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) are an area of particular archaeological potential related to the tradition of fording the watercourse at this location, probably from at least as early as the 6<sup>th</sup> century. Activity related to this practice and earlier bridges at the site of Glasnevin Bridge may survive beneath the surface. There is also the potential to reveal evidence of milling from the early medieval to the post-medieval period, and it would not be unusual to reveal prehistoric artefacts or burnt mounds in such a location. A structure was also noted within this area on the first edition OS six-inch map where St. Mobhi Drive is now located (OSI 2020), and features related to this building may survive beneath the surface. Subsurface features in this area may survive and may be affected by any ground-breaking works at this location. The undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The house sites comprise of a former terrace (CBC0304AH004; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) which was demolished in c. 1928 in advance of the construction of St. Mobhi Road. They were identified on historic mapping and are now within the road take of the existing R108 St. Mobhi Road. While there is no above ground trace, subsurface features may survive and may 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Fairfield House and lodge (CBC0304AH005; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) was demolished in c. 1928 in advance of the construction of St. Mobhi Road. They were identified on historic mapping and are now within the road take of the existing R108 St. Mobhi Road. While there is no above ground trace, subsurface features may survive and may 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The tramway (DCIHR 18-03-041; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) of the Numbers 19 and 20 services ran along Glasnevin Hill and Botanic Road. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and have the potential to be affected by any ground-breaking works in these locations. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.3.2 Cultural Heritage

There are also two cable markers within this section of the Proposed Scheme (CBC0304CH001, CBC0304CH002). These are small, attractive concrete markers stamped with the Post and Telegraphs Service logo (P&T) which probably date to the mid-20<sup>th</sup> century.

The cable marker (CBC0304CH001; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR) is located on a footpath on R108 Botanic Road. Proposed poured concrete pavements at this location will impact this feature. The cable marker 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 cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

The cable marker (CBC0304CH002; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) is located flush with a property wall. Proposed poured concrete pavements at this location will impact this feature. The cable marker 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 cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15.19, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.19: Summary of Potential Construction Phase Impacts (St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner Section)**

Assessment Topic	Potential Impact
DU018-005, Ecclesiastical site (site of)	Negative, Moderate, Permanent
DU018-005001, Ecclesiastical site (site of)	Negative, Moderate, Permanent
DU018-005004, Burial ground (site of)	Negative, Moderate, Permanent
DU018-005011, Settlement cluster (site of)	Negative, Moderate, Permanent
DU018-005003, House – 18 <sup>th</sup> / 19 <sup>th</sup> century (site of)	No potential impact
DU018-005006, Burial ground (site of)	Negative, Moderate, Permanent
DU018-005010, Burial (site of)	Negative, Moderate, Permanent
DU018-005009, Castle – motte (site of)	Negative, Slight, Permanent
DU018-009, House – indeterminate date (site of)	No potential impact
CBC0304AH013, Enclosure (site of)	Negative, Moderate, Permanent
CBC0304AH003, River Tolka	Negative, Moderate, Permanent
CBC0304AH004, Houses (site of)	Negative, Slight, Permanent
CBC0304AH005, Fairfield House and lodge	Negative, Slight, Permanent
DCIHR 18-03-041, Tramway	Negative, Slight, Permanent
CBC0304CH001, Cable marker	Negative, Slight, Temporary
CBC0304CH002, Cable marker	Negative, Slight, Temporary

#### 15.4.3.4 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

##### 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

There are eight non-designated archaeological sites within this section of the Proposed Scheme. They are the site of a tramway (DCIHR 18-07-027), former terraced housing (CBC0304AH006, CBC0304AH007), an area of archaeological potential (CBC0304AH008), Cross Guns Quay and the Royal Canal Bank (DCIHR 18-03-001), the infilled former Broadstone Branch of the Royal Canal (DCIHR 18-07-030) and the sites of two former bridges (DCIHR 18-07-033, DCIHR 18-07-034).

The tramway (DCIHR 18-07-027; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) of the Number 19 and Number 20 services continued from Botanic Road along Prospect Road, Phibsborough Road and North Circular Road. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and have the potential to be affected by any ground-breaking works in these locations. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Former terraced houses (CBC0304AH006; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) were demolished in the 20<sup>th</sup> century to construct Prospect Way. It was identified from historic mapping and are now located within the existing road take. While there is no above ground trace, subsurface features may survive and may 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Another terrace of housing (CBC0304AH007; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) was also demolished in the 20<sup>th</sup> century in order to widen Prospect Road. These sites were identified from historic mapping and are now located within the existing road take. It was identified from historic mapping and are now located within the existing road take. While there is no above ground trace, subsurface features may survive and may 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The area of archaeological potential (CBC0304AH008; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR) is a small segment of waste ground adjacent to Broadstone Terminus which will be converted to a garden. This land would originally have been associated with Royal Canal House before it was demolished to make way for the construction of the railway station. It is possible that features related to the house or the railway terminus survive beneath the surface and may 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Cross Guns Quay and Royal Canal Bank (DCIHR 18-03-001; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) are respectively located to the north and south of the Royal Canal to the west of Cross Guns Bridge. The walls of Cross Guns Bridge splay outwards along the edges of the Royal Canal and simple grass verges define the edge of the Royal Canal, with footpaths on the northern side of the Royal Canal leading to a platform on the north bank. A proposed cycle / pedestrian bridge will be located across the Royal Canal, and as a result, there will be works to the edges of the canal. The non-designated archaeological site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The Broadstone Branch of the Royal Canal (DCIHR 18-07-030; Figure 15.1 (Sheet 7 and Sheet 8 of 16) in Volume 3 of this EIAR) ran from Cross Guns Quay in Phibsborough along the Royal Canal Bank, under North Circular Road at Blaquiery Bridge and through Broadstone Park to terminate at Broadstone. Much of the potential impact to the infilled canal will be along the former tow path, but the western edge of this feature appears to be within the Proposed Scheme, and the full width of the former canal will be impacted at Phibsboro Library. The non-designated archaeological site has a medium sensitivity value, and the magnitude of impact is medium to high depending on the level of construction along this linear feature. Therefore, the potential impact will be Negative, Moderate to Significant and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Blaquiery Bridge (DCIHR 18-07-033; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) provided access across the Royal Canal at North Circular Road. One upstanding section of stone wall would have been attached to the southern parapet of Blaquiery Bridge, and further traces of this structure may survive beneath the surface and may be affected by any ground-breaking works at this location. The non-designated archaeological site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

An unnamed bridge (DCIHR 18-07-034; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) provided access across the Royal Canal to the north of Geraldine Street. Traces of this structure may survive beneath the surface and may 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 will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.4.2 Cultural Heritage

Cultural heritage features comprise a garden containing memorials (CBC0304CH003), a railway tunnel (NIAH 50060112), a cable marker (CBC0304CH004), a commemorative plaque (CBC0304CH005) and a garden (CBC0304CH006).

A small, landscaped garden area at Hart's Corner is the site of a cluster of memorials to local residents (CBC0304CH003; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR). These features are of modern date, but

add character to the area and indicate a cultural tradition of remembering prominent locals. These features 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. The cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

The Proposed Scheme will cross over the railway tunnel (NIAH 50060112; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR). This feature may be affected by any ground-breaking works at this location. The cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A cable marker (CBC0304CH004; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) is flush with a property wall on R108 Phibsborough Road. 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 installation of a poured concrete footpath will impact this feature. The cable marker 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 cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

A 1916 memorial plaque (CBC0304CH005; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) is set into the ground at the junction of R108 Phibsborough Road and R101 North Circular Road. The installation of new stone paving will impact this feature. The memorial plaque 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 cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

A small garden at Phibsboro Library, named Riverrun, was designed with a Joycean theme to celebrate the UNESCO designation of Dublin as a City of Literature (CBC0304CH006; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR). The proposed North Circular Road Underpass at this location will impact this feature. The cultural heritage feature has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Temporary (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.4.3 Summary of Impacts

The impacts are summarised in Table 15.20, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.20: Summary of Potential Construction Phase Impacts (Prospect Road, Phibsborough Road from Hart's Corner to Western Way Section)**

Assessment Topic	Potential Impact
DCIHR 18-07-027; Tramway (site of)	Negative, Slight, Permanent
CBC0304AH006; Houses (site of)	Negative, Slight, Permanent
CBC0304AH007; Houses (site of)	Negative, Slight, Permanent
CBC0304AH008; Area of archaeological potential	Negative, Slight, Permanent
DCIHR 18-03-001; Cross Guns Quay and Royal Canal Bank - Royal Canal	Negative, Moderate, Permanent
DCIHR 18-07-030; Royal Canal – Broadstone Branch (site of)	Negative, Moderate to Significant, Permanent
DCIHR 18-07-033; Blaquiere Bridge (site of)	Negative, Moderate, Permanent
DCIHR 18-07-034; Bridge (site of)	Negative, Moderate, Permanent
CBC0304CH003; Hart's Corner memorials	Negative, Slight, Temporary
NIAH 50060112; MGWR tunnel	Negative, Moderate, Permanent
CBC0304CH004; Cable marker	Negative, Slight, Temporary
CBC0304CH005; Memorial plaque	Negative, Slight, Temporary
CBC0304CH006; Garden	Negative, Moderate, Temporary

### 15.4.3.5 Constitution Hill and Church Street to Arran Quay

#### 15.4.3.5.1 Archaeological Heritage

##### 15.4.3.5.1.1 National Monuments

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

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

There are 28 RMP / SMR sites along this section of the Proposed Scheme. They comprise the ZAP for the Historic City of Dublin (RMP DU018-020), and a further 27 RMP / SMR sites located within this ZAP which date from the Bronze Age to the post-medieval period. Church Street was widened in the 20<sup>th</sup> century, and the historic width of this street, which was in use from at least the 11<sup>th</sup> century, is not known. It is therefore possible that features related to the recorded archaeological sites adjacent to this street have the potential to extend into the Proposed Scheme boundary where the street may have been widened.

The Proposed Scheme will enter the ZAP for the Historic City of Dublin (RMP DU018-020; Figure 15.1 (Sheet 9, Sheet 10, Sheet 11 and Sheet 12 of 16) in Volume 3 of this EIAR) at Constitution Hill. In addition to medieval and post-medieval activity in this area, historic mapping shows that Constitution Hill, Church Street, King Street North and Coleraine Street were all widened in the 20<sup>th</sup> century, with Ormond Square West only being constructed in the 20<sup>th</sup> century. This required the demolition of earlier structures, and it is possible that remains of these features survive below the surface within the Proposed Scheme. Any subsurface features have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium as only a small part of the extensive Historic City ZAP will be affected. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

One site, a habitation site on Church Street (SMR DU018-020833; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR), is recorded in the wrong location on the HEV (NMS 2020) and is a duplication of another record (SMR DU018-020833). The Archaeological Survey of Ireland have been notified. Therefore, there will be no potential impact as a result of the Proposed Scheme.

The correct record for the habitation site (SMR DU018-020613; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) is located on the west side of Church Street where the street was widened in the 20<sup>th</sup> century. It is therefore possible that features associated with this site extend into the Proposed Scheme boundary and have the potential to 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 will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of an enclosure (RMP DU018-020567) is recorded on the west side of Church Street, but has since been made redundant and incorporated into the main record of St. Michan's Church (RMP DU018-020084). This portion of Church Street was widened in the 20<sup>th</sup> century and it is therefore possible that features associated with this site extend into the Proposed Scheme boundary and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

St. Michan's Church (RMP DU018-020084; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) is located on the west side of Church Street. The ZAP for this site extends into the Proposed Scheme boundary, and archaeological investigations have indicated that the original enclosure to this site would have extended beyond Mary's Lane. It is therefore possible that previously unknown features associated with this site extend into the Proposed Scheme and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A further eight sites are associated with St. Michan's, comprising a collection of wall monuments and graveslabs (RMP DU018-346, DU018-347, DU018-349, DU018-350, DU018-351, DU018-352, DU018-353, DU018-354). No impact is anticipated for these monuments as they are either located within the church or within the church yard where no work associated with the Proposed Scheme or interventions are proposed.

The site of a burnt mound (SMR DU018-134; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was discovered through archaeological investigations on Hammond Lane along the original tide mark. It is currently depicted at the incorrect location on the HEV (NMS 2020) and was in fact discovered in the plot to the north of Hammond Lane (ITM 714825, 734307). Excavation of this site was completed, and while it indicates the potential for further prehistoric features along the ancient tide mark, there will be no potential impact on this site as a result of the Proposed Scheme as the site has been previously excavated and removed.

A riverine revetment (SMR DU018-135; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was discovered through archaeological investigations running parallel to Hammond Lane, with a Type 1 Hiberno-Norse house on the north of this feature facing Church Street. While some of the riverine defences wrapped around this house, it is possible that others continued east into the Proposed Scheme boundary and have the potential to 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 will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A medieval mill site (RMP DU018-020569; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was discovered through archaeological investigations on the south side of Hammond Lane. The millrace continued beyond the limit of excavation towards the Proposed Scheme boundary where any remaining features will be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of a 13<sup>th</sup> century building (RMP DU018-020590; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was discovered through archaeological investigations on Church Street adjacent to the Four Courts. While no evidence was found that it continued west beyond the limit of excavation towards the Proposed Scheme, the ZAP for this site extends into the Proposed Scheme and it is in an area of Church Street which was widened in the 20<sup>th</sup> century. It is therefore possible that associated features survive beneath the surface within the Proposed Scheme and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of a watercourse which may have operated as a millrace (RMP DU018-020589; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was discovered through archaeological investigations on Church Street adjacent to the Four Courts. It continued west beyond the limit of excavation towards the Proposed Scheme boundary and it is possible that the western extent of this site survives beneath the surface within the Proposed Scheme boundary and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of a building associated with the King's Inns is recorded at the Four Courts (SMR DU018-020770; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). It is in an area of Church Street which was widened in the 20<sup>th</sup> century. It is therefore possible that associated features survive beneath the surface within the Proposed Scheme and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The 13<sup>th</sup> century Dominican priory of St. Saviour's (RMP DU018-020050; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was located where the Four Courts now stand. It is in an area of Church Street which was widened in the 20<sup>th</sup> century. It is therefore possible that associated features survive beneath the surface within the Proposed Scheme and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A courthouse (RMP DU018-020466; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was located at the former site of the King's Inns where the Four Courts now stand. It is in an area of Church Street which was widened in the 20<sup>th</sup> century. It is therefore possible that associated features survive beneath the surface within the Proposed Scheme boundary and will be affected by any ground-breaking works at this location. The RMP site

has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A chapel (RMP DU018-020064; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was located approximately beside the north end of Father Matthew Bridge within the Proposed Scheme boundary. Subsurface features may survive which have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A mill (RMP DU018-020236; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was located approximately beside the north end of Father Matthew Bridge at the junction with Inns Quay adjacent to the Proposed Scheme. Subsurface features may extend into the Proposed Scheme boundary which have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The original quay (RMP DU018-020459; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) would have begun development at least in the 13<sup>th</sup> century in front of St. Saviours'. Revetments and reclamation deposits of medieval and post-medieval date are likely to survive within the Proposed Scheme boundary on Church Street and Charles Street West and have the potential to be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The 11<sup>th</sup> century 'Ostman's Bridge' (RMP DU018-020042; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) and a succession of other bridges stood on the site of Father Matthew Bridge. Subsurface features related to these bridges may extend into the Proposed Scheme boundary at the most southern end of Church Street and may be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The River Bradogue (RMP DU018-020566; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was revealed through archaeological investigation at Ball's Lane / Halston Street. The ZAP for this site extends into the Proposed Scheme boundary. It would also have crossed King Street North and may be culverted underground within the Proposed Scheme boundary along that street and may be affected by any ground-breaking works at that location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A 12<sup>th</sup> / 13<sup>th</sup> century habitation site (SMR DU018-020605; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was revealed through archaeological investigation at the Presentation Convent on George's Hill. The ZAP for this site extends into the Proposed Scheme boundary where subsurface features may remain and may be affected by any ground-breaking works at that location. The SMR site has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The Cistercian Abbey of St. Mary is located on the northern bank of the River Liffey between Capel Street and Arran Street East. The site is a national monument (RMP DU018-020048 and national monument reference 401). A portion of the western precinct wall of St. Mary's Abbey (SMR DU018-343; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) was revealed through archaeological investigation at the Daisy Market off Arran Street East, to the east of the Quiet Street Treatment proposed for St. Michan's Street. The wall is located 78m from the application area. The Proposed Scheme is outside this newly revealed wall which defines the precinct of St. Mary's Abbey, therefore there will be no potential impact to this feature.

#### 15.4.3.5.1.3 Non-Designated Archaeological Sites

There are three non-designated archaeological sites along this section of the Proposed Scheme. They are the site of Foster Aqueduct on Constitution Hill (DCIHR 18-07-038), the culverted watercourse of the River Bradogue (CBC0304AH009) and a former tramway (DCIHR 18-11-002).

Part of the Foster Aqueduct (DCIHR 18-07-038; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR) is still upstanding, and subsurface remains of this feature were revealed and preserved underground in the course of the Luas works which has the potential to be affected by any ground-breaking works at that location. The undesignated archaeological site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The River Bradogue (RMP DU018-020566; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) is recorded as a point on Ball's Lane / Halston Street. However, the Proposed Scheme will intersect with this river course at a second location on Constitution Hill, where it was culverted, probably in the 1790s, for the creation of Broadstone Harbour (CBC0304AH009; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR), and which has the potential to be affected by any ground-breaking works at that location. The undesignated archaeological site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The tramway (DCIHR 18-11-002; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR) of the Number 24 service ran along Inns Quay where the quay will meet the end of the Proposed Scheme at Church Street and Charles Street, possibly within the Proposed Scheme boundary at Church Street. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and have the potential to be affected by any ground-breaking works at this location. The undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.5.1.4 Cultural Heritage

One cultural heritage feature is located along this section of the Proposed Scheme. It is a small public garden on Church Street / Brunswick Street North (CBC0304CH008; Figure 15.1 (Sheet 9 of 16) in Volume 3 of this EIAR). While the garden is located outside of the Proposed Scheme boundary, its border which is defined by a low brick wall is along the boundary of the Proposed Scheme. There are no proposed works in this area. The undesignated archaeological site has a medium sensitivity value and the magnitude of impact is none. Therefore, there will be no potential impact (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.5.1.5 Summary of Impacts

The impacts are summarised in Table 15.21, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.21: Summary of Potential Construction Phase Impacts (Constitution Hill and Church Street to Arran Quay Section)**

Assessment Topic	Potential Impact
DU018-020, Historic City of Dublin	Negative, Moderate, Permanent
DU018-020833, Habitation site (site of)	No potential impact
DU018-020613, Habitation site (site of)	Negative, Moderate, Permanent
DU018-020567, Enclosure / redundant record (site of)	Negative, Moderate, Permanent
DU018-020084, St. Michan's Church	Negative, Moderate, Permanent
DU018-346, Wall monument	No potential impact
DU018-347, Graveslab	No potential impact
DU018-348, Graveslab	No potential impact
DU018-349, Graveslab	No potential impact
DU018-350, Graveslab	No potential impact
DU018-351, Wall monument	No potential impact
DU018-352, Wall monument	No potential impact
DU018-353, Graveslab	No potential impact
DU018-354, Graveslab	No potential impact
DU018-134, Burnt mound (site of)	No potential impact
DU018-135, Riverine revetment (site of)	Negative, Moderate, Permanent
DU018-020569, Mill (site of)	Negative, Moderate, Permanent
DU018-020590, Building (site of)	Negative, Moderate, Permanent
DU018-020589, Watercourse (site of)	Negative, Moderate, Permanent
DU018-020770, Building (site of)	Negative, Moderate, Permanent
DU018-020050, Religious house – Dominican friars (site of)	Negative, Moderate, Permanent
DU018-020466, Courthouse (site of)	Negative, Moderate, Permanent
DU018-020064, Chapel (site of)	Negative, Moderate, Permanent
DU018-020236, Mill – unclassified (site of)	Negative, Moderate, Permanent
DU018-020459, Quay (site of)	Negative, Moderate, Permanent
DU018-020042, Bridge (site of)	Negative, Moderate, Permanent
DU018-020566, Watercourse – River Bradogue (site of)	Negative, Moderate, Permanent
DU018-020605, Habitation site (site of)	Negative, Slight, Permanent
DU018-343, Precinct wall of St. Mary's Abbey	No potential impact
DCIHR 18-07-038, Foster Aqueduct (site of)	Negative, Moderate, Permanent
CBC0304AH009, River Bradogue (site of)	Negative, Moderate, Permanent
DCIHR 18-11-002, Tramway (site of)	Negative, Slight, Permanent
CBC0304CH008, Public garden	No potential impact

#### 15.4.3.6 Finglas Road from St. Margaret's Road to Wellmount Road

##### 15.4.3.6.1 Archaeological Heritage

##### 15.4.3.6.1.1 National Monuments

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

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

There are 10 RMP / SMR sites located along this section of the Proposed Scheme. This includes the ZAP for the Historic Town of Finglas, as depicted on the published RMP maps (RMP DU014-066; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) (Dúchas The Heritage Service 1998). The other nine monuments are within this ZAP, comprising of two redundant records (SMR DU014-066007, DU014-066013; bridge, ecclesiastical enclosure), the town defences at King William's Rampart (SMR DU014-066008), the site of a maypole (SMR DU014-066012), St. Canice's Church (SMR DU014-066009), a high cross (SMR DU014-066010), two graveslabs (SMR DU014-066015, DU014-066017) and a graveyard (SMR DU014-066017).

The Historic Town of Finglas (RMP DU014-066; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) developed around the ecclesiastical settlement founded by St. Canice. This record has been replaced by several discrete records comprising features from early medieval to post-medieval date. Although the Proposed Scheme will follow the Finglas Road (Finglas Bypass) which was constructed in the 1990s through this area, subsurface features may survive within this ZAP and may be affected by any ground-breaking works at that location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent.

An ecclesiastical enclosure (SMR DU014-066013; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR (shown on the map as the extent of the ZAP) defined the monastic settlement of Finglas. It has been redesignated as a redundant record. Archaeological investigations have revealed evidence of this feature where it will cross the Proposed Scheme boundary, north of Mellows Road. Further evidence of the south side of the town was revealed at the site of the Spanish Convent. The curve of Main Street and Church Street may reflect a second inner enclosure. Subsurface evidence of this site may survive and may be affected by any ground-breaking works at that location. The SMR site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

King William's Rampart (RMP DU014-066008; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) is an upstanding portion of the town defences of Finglas. A fence and high stone wall separate the existing road from the upstanding rampart. There will be no potential impact as the Proposed Scheme will not traverse this linear earthwork.

A bridge site (RMP DU014-066007; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) in Finglas has been redesignated as a redundant record. It was a stone bridge over the River Fionn Glas. No trace is visible and the Finglas Road may have eradicated all trace of it, but subsurface features may survive and may be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The site of a maypole (SMR DU014-066012; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) is recorded on Main Street, Finglas, although the current coordinates are incorrect and this site is slightly further from the Proposed Scheme boundary than is depicted on the HEV (NMS 2020) at present. There will be no potential impact as the site is located outside the application area for the Proposed Scheme.

The medieval parish church of St. Canice's (RMP DU014-066009; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) is located on Church Street. The ZAP of this site extends into the Proposed Scheme boundary, but the church itself is set back from the street behind a stone wall. Therefore, there will be no potential impact as a result of the Construction Phase of the Proposed Scheme. Two graveslabs (SMR DU014-066015; DU014-066016; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) are located inside the church of St. Canice's (RMP DU014-066009) and no impact is anticipated as the church will not be affected by the Proposed Scheme. A high cross (RMP DU014-066010; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) is located in the south-east corner of the graveyard of St. Canice's (RMP DU014-066017). There will be no potential impact to this high cross, as no works are proposed in this area.

The graveyard of St. Canice's (SMR DU014-066017; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) is surrounded by a stone wall, but the original extent of the early medieval burial ground may have been larger. The Proposed Scheme at this location comprises Finglas Road which was constructed in the 1990s. It is possible that remains of the original burial ground have survived previous construction works and have the potential to 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 will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.6.1.3 Non-Designated Archaeological Sites

There are two non-designated archaeological sites along this section of the Proposed Scheme. They are an area of archaeological potential (CBC0304AH010) and a quarry (DCIHR 14-14-011).

The area of archaeological potential (CBC0304AH010; Figure 15.1 (Sheet 11 of 16) in Volume 3 of this EIAR) refers to an enclosing ditch which was revealed during excavations in advance of the construction of Finglas Road (Licence 94E0010) (Halpin *et al.* 1996). Although located outside of the ZAP of Finglas (RMP DU014-066), the ditch followed the line projected for the ecclesiastical enclosure of the monastic site at Finglas (Swan 1985). Later quarrying was evident within the ditch, and historical mapping shows that quarrying was practiced in much of the Proposed Scheme boundary, north of Finglas. The DCIHR (DCC 2003 to 2009) also records two quarries in this area (DCIHR 14-10-001, DCIHR 14-14-013). It is possible that evidence of the ditch and quarrying activity survived the construction of Finglas Road and have the potential to be affected by any ground-breaking works at this location. The non-designated archaeological site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

The quarry (DCIHR 14-14-011; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) was recorded on the DCIHR (DCC 2003 to 2009) within Finglas itself. Evidence of quarrying activity may survive within the Proposed Scheme and may be affected 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 will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.6.2 Cultural Heritage

There are no cultural heritage sites along this section of the Proposed Scheme.

#### 15.4.3.6.3 Summary of Impacts

The impacts are summarised in Table 15.22, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.22: Summary of Potential Construction Phase Impacts (Finglas Road from St. Margaret Road to Wellmount Road Section)**

Assessment Topic	Potential Impact
DU014-066, Historic town	Negative, Moderate, Permanent
DU014-066013, Redundant record / Ecclesiastical enclosure	Negative, Moderate, Permanent
DU014-066008, Town defences	No potential impact
DU014-066007, Redundant record / Bridge (site of)	Negative, Slight, Permanent
DU014-066012, Maypole (site of)	No potential impact
DU014-066009, St. Canice's Church	No potential impact
DU014-066010, High Cross	No potential impact
DU014-066015, DU014-066016, Graveslabs	No potential impact
DU014-066017, Graveyard	Negative, Moderate, Permanent
CBC0304AH010, Area of archaeological potential	Negative, Moderate, Permanent
DCIHR 14-14-011, Quarry	Negative, Slight, Permanent

### 15.4.3.7 Finglas Road from Wellmount Road to Ballyboggan Road

#### 15.4.3.7.1 Archaeological Heritage

##### 15.4.3.7.1.1 National Monuments

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

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

There are three RMP / SMR sites located along this section of the Proposed Scheme. They comprise a possible mound site (RMP DU014-077), a mill site (RMP DU018-001) and a bridge site (RMP DU018-002).

The mound site (RMP DU014-077; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR) was identified on aerial photography in an area which has since been developed. It has been reclassified as a redundant record, but the original ZAP of this site extended into the Proposed Scheme boundary. Subsurface features related to this monument may survive within the Proposed Scheme boundary and may be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A mill site (RMP DU018-001; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR), dating to at least the 17<sup>th</sup> century, is located on the bank of the River Tolka. The 1837 OS 6-inch map (OSI 2020) shows a paper mill probably on the site of this 17<sup>th</sup> century mill, with some of the associated buildings located within the Proposed Scheme. Subsurface features related to this site may survive within the Proposed Scheme boundary and may be affected by ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

A bridge site (RMP DU018-002; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR), dating to at least the 17<sup>th</sup> century, is located on the site of the present Tolka Bridge. Although not visible at ground level, subsurface features related to this site may survive within the Proposed Scheme boundary and may be affected by ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

##### 15.4.3.7.1.3 Non-Designated Archaeological Sites

There are two non-designated archaeological sites along this section of the Proposed Scheme comprising of a former demesne landscape (CBC0304AH011) and the site of Finglas Bridge (DCIHR 18-02-032).

The demesne landscape of the former Farnham House (CBC0304AH011; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR) was located on the south side of Finglas, and part of Finglas Road travels through this former demesne. Paths and landscape features associated with Farnham House may survive within the Proposed Scheme boundary and may be affected by ground-breaking works at this location. The undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Finglas Bridge (DCIHR 18-02-032; Figure 15.1 (Sheet 14 of 16) in Volume 3 of this EIAR) crossed the River Fionn Glas and has now been replaced by a late 20<sup>th</sup> century concrete bridge. Subsurface features of the original structure may survive within the Proposed Scheme boundary and may be affected by ground-breaking works at this location. The undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.7.2 Cultural Heritage

There are no cultural heritage sites along this section of the Proposed Scheme.

#### 15.4.3.7.3 Summary of Impacts

The impacts are summarised in Table 15.23, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.23: Summary of Potential Construction Phase Impacts (Finglas Road from Wellmount Road to Ballyboggan Road Section)**

Assessment Topic	Potential Impact
DU014-077, Redundant record / mound (site of)	Negative, Slight, Permanent
DU018-001, Mill (site of)	Negative, Slight, Permanent
DU018-002, Bridge (site of)	Negative, Moderate, Permanent
CBC0304AH011, Demesne landscape (site of)	Negative, Slight, Permanent
DCIHR 18-02-032, Finglas Bridge (Site of)	Negative, Slight, Permanent

#### 15.4.3.8 Finglas Road from Ballyboggan Road to Hart's Corner

##### 15.4.3.8.1 Archaeological Heritage

###### 15.4.3.8.1.1 National Monuments

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

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

No RMP or SMR sites will be impacted along this section of the Proposed Scheme.

###### 15.4.3.8.1.3 Non-Designated Archaeological Sites

There is one non-designated archaeological site along this section of the Proposed Scheme, an area of archaeological potential in a public park in Claremont Lawn on Finglas Road (CBC0304AH012; Figure 15.1 (Sheet 16 of 16) in Volume 3 of this EIAR). The Proposed Scheme will traverse the northern edge of the park area at Claremont Lawns. Although no features are indicated on historic maps, it is possible that unknown archaeological features survive beneath the grass lawns and have the potential to be affected by ground-breaking works at this location. The undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

##### 15.4.3.8.2 Cultural Heritage

One cultural heritage feature, a commemorative plaque (CBC0304CH011; Figure 15.1 (Sheet 16 of 16) in Volume 3 of this EIAR) is located along this section of the Proposed Scheme. The plaque is located on the railings that define the park, and it commemorates the planting of Oriental Plane trees. The Proposed Scheme will extend into the park at this location close to the site of the plaque, but no potential impact is anticipated.

##### 15.4.3.8.3 Summary of Impacts

The impacts are summarised in Table 15.24, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.24: Summary of Potential Construction Phase Impacts (Finglas Road from Ballyboggan Road to Hart's Corner Section)**

Assessment Topic	Potential Impact
CBC0304AH012, Area of archaeological potential	Negative, Slight, Permanent
CBC0304CH011, Plaque	No potential impact

### 15.4.3.9 Proposed Construction Compound Locations

#### 15.4.3.9.1 Archaeological Heritage

Construction Compound B2 will be located on St. Mobhi Drive, partly on the public road and partly on the footpath (which will be temporarily closed). There is no anticipated impact on archaeological heritage as a result of Construction Compound B2.

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

Construction Compound B3 will be located within the ZAP for the Historic City of Dublin (RMP DU018-020; Figure 15.1 (Sheet 10 of 16) in Volume 3 of this EIAR). There are no recorded monuments in this area, but a row of terraced housing was depicted at this location facing Church Street on Rocque's map of 1756 (Ferguson 1998). Subsurface features related to the post-medieval development of this area may survive within the boundary of the area where it is proposed to locate Construction Compound B3. This Construction Compound will be established on the existing yard level and no impact to below ground remains are anticipated at this location. This area has a medium sensitivity value and the magnitude of impact is none. Therefore, there will be no potential impact during the Construction Phase (Appendix A15.3 in Volume 4 of this EIAR).

There are no RMP / SMR sites within or in close proximity to any of the other proposed Construction Compounds.

##### 15.4.3.9.1.2 Non-Designated Archaeological Sites

There are non-designated archaeological sites in two of the six proposed Construction Compound locations.

Construction Compound B1 will be located on the site of a former road (CBC0304AH014; Figure 15.1 (Sheet 1 of 16) in Volume 3 of this EIAR). This road was removed in the 1990s, and aerial photography from 1995 to the present day shows a sequence of surface treatment and grass growth. It is possible that traces of this road survive beneath the surface and has the potential to be affected by ground-breaking works at this location. This undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Construction Compound F1 will be located on the site of a cluster of buildings (CBC0304AH015; Figure 15.1 (Sheet 11 of 16) in Volume 3 of this EIAR) which were depicted on the 25-inch OS map (OSI 2020) adjacent to the Bachelor's Stream that functioned as a townland boundary. Although extensive groundworks have been undertaken previously at this location, subsurface features related to the buildings and townland boundary may survive and may be affected by ground-breaking works at this location. This undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

Construction Compound F2 will be located in a green area that was formerly located on the Finglas Road (as shown on the 25-inch OS map) (OSI 2020) in the townland of Fingal East. While the area has experienced disturbance, it is now an area of parkland. This undesignated archaeological site has a low sensitivity value and the magnitude of impact is low considering it is a greenfield area. Therefore, the potential impact will be Negative, Slight and Permanent.

Construction Compound F3 (CBC0304AH012) (Figure 15.1 (Sheet 16 of 16) in Volume 3 of this EIAR) will be located in an area which historically functioned as farmland in the townland of Slutsend or Westfarm before its conversion to a public park. There is no record of archaeological investigations in this area and it is possible that subsurface features may survive which have the potential to be affected by any ground-breaking works at this location. This undesignated archaeological site has a low sensitivity value and the magnitude of impact is medium considering it is a greenfield area. Therefore, the potential impact will be Negative, Slight and Permanent (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.4.3.9.2 Cultural Heritage

No features of cultural heritage interest will be affected by the location of the Construction Compounds for the Proposed Scheme.

#### 15.4.3.9.3 Summary of Impacts

The impacts are summarised in Table 15.24, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.25: Summary of Potential Construction Phase Impacts (Proposed Construction Compound Locations)**

Assessment Topic	Potential Impact
Construction Compound B1 (CBC0304AH014, Road (site of))	Negative, Slight, Permanent
Construction Compound B2 (St Mobhi Drive)	No anticipated impact
Construction Compound B3 (DU018-020, Historic City)	No anticipated impact
Construction Compound F1 (CBC0304AH015, Buildings (site of))	Negative, Slight, Permanent
Construction Compound F2 (CBC0304AH 016, greenfield potential)	Negative, Slight, Permanent
Construction Compound F3 (CBC0304AH012, greenfield potential)	Negative, Slight, Permanent

#### 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 administrating 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 authority 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 authority to ensure the temporary protection of any features of archaeological importance identified having conferred with the NTA. 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 will be 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 cellars, coal cellars and / or basements.

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 licenses / consents required to conduct the work, and to supervise and direct the archaeological measures associated with the Proposed Scheme.

Licence applications will be made by the licence-eligible archaeologist on behalf of the client to the NMS 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.

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 client 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 down time when 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. If it is not possible for the construction works to avoid the material, full excavation will be recommended. The extent and duration of excavation will be advised by the 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.

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 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 protected in accordance with the methodology for works affecting sensitive and historic fabric (as outlined in Appendix A16.3 in Volume 4 of this EIAR).

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 Ballymun Road from St. Margaret's Road to Griffith Avenue

##### 15.5.1.3.1 Archaeological Heritage

There are no national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

Archaeological monitoring under licence (as defined in Section 15.5.1.1) 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 areas of archaeological potential identified in Table 15.2, namely within the designated ZAP of Stormanstown House (RMP DU014-067001; DU014-067002); and
- At all undesignated archaeological heritage sites identified from historic mapping and the DCIHR (DCC 2003 to 2009), as listed in Table 15.2.

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

There are no potential impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

#### 15.5.1.3.3 Summary Table

**Table 15.26: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Ballymun Road from St. Margaret Road to Griffith Avenue Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU014-067001, House 16 <sup>th</sup> / 17 <sup>th</sup> century (site of)	Negative, Slight, Permanent	None
DU014-067002, House 16 <sup>th</sup> / 17 <sup>th</sup> century (site of)	Negative, Slight, Permanent	None
DCIHR 14-15-003, Bridge (site of)	No potential impact	None
CBC0304AH001, Lodge (site of)	Negative, Slight, Permanent	None
CBC0304AH002, Walnut Grove House (site of)	Negative, Slight, Permanent	None

#### 15.5.1.4 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

##### 15.5.1.4.1 Archaeological Heritage

There are no national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

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 areas of archaeological potential identified in Table 15.19, namely within the designated ZAP of the ecclesiastical site of Glasnevin (RMP DU018-005) as depicted in the RMP maps (Dúchas The Heritage Service 1998) and illustrated in Figure 15.1 (Sheet 5 and Sheet 6 of 16) in Volume 3 of this EIAR, which encompasses a further five RMP / SMR sites; and
- At all undesignated archaeological heritage sites identified from historic mapping and the DCIHR (DCC 2003 to 2009) listed in Table 15.19.

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.

Given the results of previous geophysical survey and archaeological testing at the newly discovered enclosure site (CBC0304AH013; Figure 15.1 (Sheet 6 of 16) in Volume 3 of this EIAR), archaeological investigation in consultation with the DHLGH and the NTA will be required within the land take for the retaining wall on R108 St Mobhi Road, prior to works.

At RMP DU018-009, the residence of Thomas Tickell, there is no potential impact as it has been demonstrated that the site is incorrectly located on the HEV (NMS 2020). The Archaeological Survey of Ireland have been notified. No further mitigation measures are required.

#### 15.5.1.4.2 Cultural Heritage

The cable markers (CBC0304CH001, CBC0304CH002; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) 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 the methodology for works affecting sensitive and historic fabric (as outlined in Appendix A16.3 in Volume 4 of this EIAR). The cable markers will be returned to their current settings and as close as possible to their current locations, following the completion of the construction works.

#### 15.5.1.4.3 Summary Table

**Table 15.27: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-005, Ecclesiastical site (site of)	Negative, Moderate, Permanent	None
DU018-005001, Ecclesiastical site (site of)	Negative, Moderate, Permanent	None
DU018-005004, Burial ground (site of)	Negative, Moderate, Permanent	None
DU018-005011, Settlement cluster (site of)	Negative, Moderate, Permanent	None
DU018-005003, House – 18 <sup>th</sup> / 19 <sup>th</sup> century (site of)	No potential impact	None
DU018-005006, Burial ground (site of)	Negative, Moderate, Permanent	None
DU018-005010, Burial (site of)	Negative, Moderate, Permanent	None
DU018-005009, Castle – motte (site of)	Negative, Slight, Permanent	None
CBC0304AH013, Enclosure site	Negative, Moderate, Permanent	None
CBC0304AH003, River Tolka	Negative, Moderate, Permanent	None
CBC0304AH004, Houses (site of)	Negative, Slight, Permanent	None
CBC0304AH005, Fairfield House and lodge	Negative, Slight, Permanent	None
DU018-009, House – indeterminate date (site of)	No potential impact	None
DCIHR 18-03-041, Tramway	Negative, Slight, Permanent	None
CBC0304CH001, Cable marker	Negative, Slight, Temporary	None
CBC0304CH002, Cable marker	Negative, Slight, Temporary	None

#### 15.5.1.5 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

##### 15.5.1.5.1 Archaeological Heritage

There are no national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

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 from historic mapping and the DCIHR (DCC 2003-2009) listed in Table 15.20; and
- At Cross Guns Railway Tunnel in Phibsborough (MGWR) (NIAH 50060112; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR).

Archaeological investigations, followed by recording and excavation will take place at the following areas:

- Along the course of the infilled Broadstone Branch of the Royal Canal (DCIHR 18-07-030), the site of Blaquiery Bridge (DCIHR 18-07-033) and the unnamed bridge at the junction with Geraldine Street (DCIHR 18-07-034); and

- At the Royal Canal along Cross Guns Quay (DCIHR 18-03-001), where a 2m high graded ramp is required for the newly proposed cycle / pedestrian bridge over the Royal Canal to Royal Canal Bank, recording of the construction excavation process will take place on the south side of the Royal Canal bank in the vicinity of the proposed ramp and on the north side of the Royal Canal where works will take place along its edge.

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

Cultural heritage features (in the form of memorials and cable markers) will, if necessary, be moved for the duration of the works and subsequently reinstated (in their original position or as close to it as possible). This will apply to the Hart's Corner memorials (CBC0304CH003), cable marker (CBC0304CH004), memorial plaque (CBC0304CH005) and Irish Volunteers monument (NIAH 50060268).

The memorials at Hart's Corner (CBC0304CH003; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR), the cable marker (CBC0304CH004; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) and the memorial plaque (CBC0304CH005; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) will be protected from any adverse impacts during construction works and, if necessary for their protection, they will be removed under archaeological supervision and stored at a secure location approved by the statutory authorities. This work will be undertaken in accordance with the methodology for works affecting sensitive and historic fabric (as outlined in Appendix A16.3 in Volume 4 of this EIAR). They will be returned to their current settings and as close as possible to their current locations following completion of the construction works.

Works at the railway tunnel (NIAH 50060112; Figure 15.1 (Sheet 7 of 16) in Volume 3 of this EIAR) will be subject to archaeological monitoring.

Structural features associated with the 'River Run' garden (CBC0304CH006; Figure 15.1 (Sheet 8 of 16) in Volume 3 of this EIAR) will be removed for their protection, under archaeological supervision, in advance of construction. This will be undertaken in accordance with Appendix A16.3 in Volume 4 of this EIAR. They will be returned to the landscaped area following completion of the works. It is proposed that the existing 'River Run' garden will be removed and replaced by a wider urban realm development providing further opportunities for literary events, readings and gatherings. It is anticipated that post-mitigation there will be a Positive, Moderate and Long Term impact as a result of improved urban realm works that will incorporate and reinstate the 'River Run' garden.

### 15.5.1.5.3 Summary Table

**Table 15.28: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Prospect Road, Phibsborough Road from Hart's Corner to Western Way Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DCIHR 18-07-027; Tramway (site of)	Negative, Slight, Permanent	None
CBC0304AH006; Houses (site of)	Negative, Slight, Permanent	None
CBC0304AH007; Houses (site of)	Negative, Slight, Permanent	None
CBC0304AH008; Area of archaeological potential	Negative, Slight, Permanent	None
DCIHR 18-03-001; Cross Guns Quay, Royal Canal – Royal Canal Bank	Negative, Moderate, Permanent	None
DCIHR 18-07-030; Royal Canal – Broadstone Branch (site of)	Negative, Moderate to Significant, Permanent	None
DCIHR 18-07-033; Blaquiere Bridge (site of)	Negative, Moderate, Permanent	None
DCIHR 18-07-034; Bridge (site of)	Negative, Moderate, Permanent	None
CBC0304CH003; Hart's Corner memorials	Negative, Slight, Temporary	None
NIAH 50060112; MGWR tunnel	Negative, Moderate, Permanent	None
CBC0304CH004; Cable marker	Negative, Slight, Temporary	None
CBC0304CH005; Memorial plaque	Negative, Slight, Temporary	None
CBC0304CH006; Garden	Negative, Moderate, Temporary.	Positive, Moderate, Long-Term

### 15.5.1.6 Constitution Hill and Church Street to Arran Quay

#### 15.5.1.6.1 Archaeological Heritage

There is no impact to national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

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 areas of archaeological potential identified in Table 15.21, namely within the designated ZAP for the Historic City of Dublin (RMP DU018-020) as depicted in the RMP maps (Dúchas The Heritage Service 1998) and illustrated in Figure 15.1 (Sheet 9, Sheet 10, Sheet 11 and Sheet 12 of 16) in Volume 3 of this EIAR, which encompasses all other recorded RMP / SMR sites within this section of the Proposed Scheme; and
- At all undesignated archaeological heritage sites identified from historic mapping and the DCIHR (DCC 2003 to 2009) listed in Table 15.21.

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

Potential impacts will be ameliorated through mitigation measures that will be designed and undertaken to protect features of a cultural heritage interest.

### 15.5.1.6.3 Summary Table

**Table 15.29: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Constitution Hill and Church Street to Arran Quay Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-020, Historic City of Dublin	Negative, Moderate, Permanent	None
DU018-020833, Habitation site (site of)	No potential impact	None
DU018-020613, Habitation site (site of)	Negative, Moderate, Permanent	None
DU018-020567, Enclosure / redundant record (site of)	Negative, Moderate, Permanent	None
DU018-020084, St. Michan's Church	Negative, Moderate, Permanent	None
DU018-346, Wall monument	No potential impact	None
DU018-347, Graveslab	No potential impact	None
DU018-348, Graveslab	No potential impact	None
DU018-349, Graveslab	No potential impact	None
DU018-350, Graveslab	No potential impact	None
DU018-351, Wall monument	No potential impact	None
DU018-352, Wall monument	No potential impact	None
DU018-353, Graveslab	No potential impact	None
DU018-354, Graveslab	No potential impact	None
DU018-134, Burnt mound (site of)	No potential impact	None
DU018-135, Riverine revetment (site of)	Negative, Moderate, Permanent	None
DU018-020569, Mill (site of)	Negative, Moderate, Permanent	None
DU018-020590, Building (site of)	Negative, Moderate Permanent	None
DU018-020589, Watercourse (site of)	Negative, Moderate, Permanent	None
DU018-020770, Building (site of)	Negative, Moderate, Permanent	None
DU018-020050, Religious house – Dominican friars (site of)	Negative, Moderate, Permanent	None
DU018-020466, Courthouse (site of)	Negative, Moderate, Permanent	None
DU018-020064, Chapel (site of)	Negative, Moderate, Permanent	None
DU018-020236, Mill – unclassified (site of)	Negative, Moderate, Permanent	None
DU018-020459, Quay (site of)	Negative, Moderate, Permanent	None
DU018-020042, Bridge (site of)	Negative, Moderate, Permanent	None
DU018-020566, Watercourse – River Bradogue (site of)	Negative, Moderate, Permanent	None
DU018-020605, Habitation site (site of)	Negative, Slight, Permanent	None
DU018-343, Precinct wall of St. Mary's Abbey	No potential impact	None
DCIHR 18-07-038, Foster Aqueduct (site of)	Negative, Moderate, Permanent	None
CBC0304AH009, River Bradogue (site of)	Negative, Moderate, Permanent	None
DCIHR 18-11-002, Tramway (site of)	Negative, Slight, Permanent	None
CBC0304CH008, Public garden	No potential impact	None

### 15.5.1.7 Finglas Road from St. Margaret's Road to Wellmount Road

#### 15.5.1.7.1 Archaeological Heritage

There will be no impact to national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

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 areas of archaeological potential identified in Table 15.22, namely within the designated ZAP for the Historic Town of Finglas as depicted in the RMP maps (Dúchas The Heritage Service 1998) and illustrated in Figure 15.1 in Volume 3 of this EIAR, which encompasses a further nine RMP / SMR sites; and
- At all undesignated archaeological heritage sites identified from historic mapping and the DCIHR (DCC 2003 to 2009) listed in Table 15.22.

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.

A small corner garden area and a path leading to St. Canice's Church are proposed at the junction of the R135 Finglas Road and Church Street which will create a positive impact on the setting of St. Canice's Church and graveyard in Finglas (RMP DU014-066009; SMR DU014-066017; Figure 15.1 (Sheet 12 of 16) in Volume 3 of this EIAR). The RMP site has a medium sensitivity value and the magnitude of impact is low. Therefore, the potential impact to St. Canice's following this measure will be Positive, Slight and Long-Term (Appendix A15.3 in Volume 4 of this EIAR).

#### 15.5.1.7.2 Cultural Heritage

There are no potential impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

#### 15.5.1.7.3 Summary Table

**Table 15.30: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Finglas Road from St. Margaret Road to Wellmount Road Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU014-066, Historic town	Negative, Moderate, Permanent	None
DU014-066013, Redundant record / Ecclesiastical enclosure	Negative, Moderate, Permanent	None
DU014-066008, Town defences	No potential impact	None
DU014-066007, Redundant record / Bridge (site of)	Negative, Slight, Permanent	None
DU014-066012, Maypole (site of)	No potential impact	None
DU014-066009, St. Canice's Church	No potential impact	Positive, Slight, Long-term
DU014-066010, High Cross	No potential impact	None
DU014-066015, DU014-066016, Graveslabs	No potential impact	None
DU014-066017, Graveyard	Negative, Moderate, Permanent	Positive, Slight, Long-term
CBC0304AH010, Area of archaeological potential	Negative, Moderate, Permanent	None
DCIHR 14-14-011, Quarry	Negative, Slight, Permanent	None

#### 15.5.1.8 Finglas Road from Wellmount Road to Ballyboggan Road

##### 15.5.1.8.1 Archaeological Heritage

There are no national monuments along this section of the Proposed Scheme that will be impacted and therefore no mitigation measures are required.

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 areas of archaeological potential identified in Table 15.23, namely the site of a former possible mound (RMP DU014-077), a mill site (RMP DU018-001) and a bridge site (RMP DU018-022); and
- At all undesignated archaeological heritage sites identified from historic mapping and the DCIHR (DCC 2003-2009) listed in Table 15.23.

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.

#### 15.5.1.8.2 Cultural Heritage

There are no potential impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

#### 15.5.1.8.3 Summary Table

**Table 15.31: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Finglas Road from Wellmount Road to Ballyboggan Road Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU014-077, Redundant record / mound (site of)	Negative, Slight, Permanent	None
DU018-001, Mill (site of)	Negative, Slight, Permanent	None
DU018-002, Bridge (site of)	Negative, Moderate, Permanent	None
CBC0304AH011, Demesne landscape (site of)	Negative, Slight, Permanent	None
DCIHR 18-02-032, Finglas Bridge (Site of)	Negative, Slight, Permanent	None

#### 15.5.1.9 Finglas Road from Ballyboggan Road to Hart's Corner

##### 15.5.1.9.1 Archaeological Heritage

There are no national monuments along this section of the Proposed Scheme that will be impacted and therefore no mitigation measures are required.

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 area of archaeological potential (CBC0304AH012) listed in Table 15.24.

It is in this area 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.

##### 15.5.1.9.2 Cultural Heritage

There are no potential impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

##### 15.5.1.9.3 Summary Table

**Table 15.32: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Finglas Road from Ballyboggan Road to Hart's Corner Section)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0304AH012 Area of archaeological potential	Negative, Slight, Permanent	None

### 15.5.1.10 Proposed Construction Compound Locations

#### 15.5.1.10.1 Archaeological Heritage

The programme of archaeological monitoring for the Proposed Scheme will include the greenfield sites proposed for temporary Construction Compounds.

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 sites and areas of archaeological potential identified for proposed Construction Compound B1, Construction Compound B3 and Construction Compound F1, and / or proposed ancillary works; and
- In all areas of greenfield potential on sites proposed for Construction Compound F2 and Construction Compound F3, and ancillary works.

#### 15.5.1.10.2 Summary Table

**Table 15.33: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Proposed Construction Compound Locations)**

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
Compound B1(CBC0304AH014, Road (site of))	Negative, Slight, Permanent	None
Compound B2 (St Mobhi Drive, located in the road and on the footpath)	No impact anticipated	None
Compound B3 (DU018-020, Historic City)	No impact anticipated	None
Compound F1 (CBC0304AH015, Buildings (site of))	Negative, Slight, Permanent	None
Compound F2 (CBC0304AH016, Greenfield potential)	Negative, Slight, Permanent	None
Compound F3 (CBC0304AH012, Greenfield potential)	Negative, Slight, Permanent	None

### 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 and no mitigation measures are required.

## 15.6 Residual Impacts

No significant residual impacts have been identified either in the Construction or Operational Phase 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 as a result of the Construction Phase of the Proposed Scheme.

### **15.6.2 Operational Phase**

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

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