

**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 Lucan to City Centre Scheme (hereafter referred to as the Proposed Scheme).

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

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

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

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

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

### 15.2 Methodology

#### 15.2.1 Introduction

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

##### 15.2.1.1 Defining Archaeology and Cultural Heritage

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

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

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 the relevant specialists in the EIAR team (Chapter 16 (Architectural Heritage), Chapter 17 (Landscape (Townscape) & Visual)). By identifying, recording and articulating these sensitive cultural heritage values, they can be considered, respected and protected in the context of change in the future.

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

#### **15.2.1.2 Approach**

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

By using different information sources and 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, 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 the present chapter and in Chapter 16 (Architectural Heritage).

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

Where cultural heritage assets are of interest from an archaeological, historical, or cultural interest, as well as from an architectural heritage perspective, these are assessed both in 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; and
- Appendix A15.4 – Relevant extracts from City and County Development Plans.

## 15.2.2 Study Area

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

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

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

## 15.2.3 Relevant Guidelines, Policy and Legislation

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

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports (hereafter referred-to as the EPA Guidelines);
- European Commission (2017). Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report;
- Heritage Act, 1995 (as amended);
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);
- ICOMOS (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, 1930 to 2014;

- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 (as amended);
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

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

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

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

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR. The SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP; pursuant to Section 12 of the National Monuments (Amendment) Act, as amended in 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DHLGH), which is available online (NMS 2021) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;
- The topographical files of the National Museum of Ireland (NMI) (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) Development Plan (2016 - 2022) (DCC 2016);
- South Dublin County Council (SDCC) Development Plan (2022 - 2028) (SDCC 2022);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- NIAH Building Survey and Garden Survey, DHLGH (NIAH 2020);
- Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009);
- Placenames Database of Ireland (Logainm 2020);
- Aerial imagery online: Google Earth 2001 to 2018 (Google Earth Pro 2001 to 2018), Bing 2013 (Bing 2020); Ordnance Survey Ireland (OSI) 1995, 2000, 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, Section 15.7).

##### **15.2.4.2 Field Survey**

A walkover survey was undertaken on 13 February 2020 along the extent of the Proposed Scheme, including offline elements. Recorded archaeological sites or monuments within the study area (and relevant monuments outside of it) were inspected. The survey took cognisance of upstanding industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) that are situated within or adjacent to the Proposed Scheme. It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

##### **15.2.4.3 Mapping**

The locations for all archaeological and cultural heritage assets identified in the course of the assessment have been mapped and are shown on Figure 15.1 in Volume 3 of this EIAR. The coordinates for each asset are provided

in Irish Transverse Mercator (ITM) in the inventory of archaeological and cultural heritage sites in Appendix A15.1 (Previous Archaeological Investigations in the Vicinity of the Proposed Scheme) in Volume 4 of this EIAR.

### 15.2.5 Appraisal Method for the Assessment of Impacts

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

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

**Table 15.1: Significance / Sensitivity Criteria**

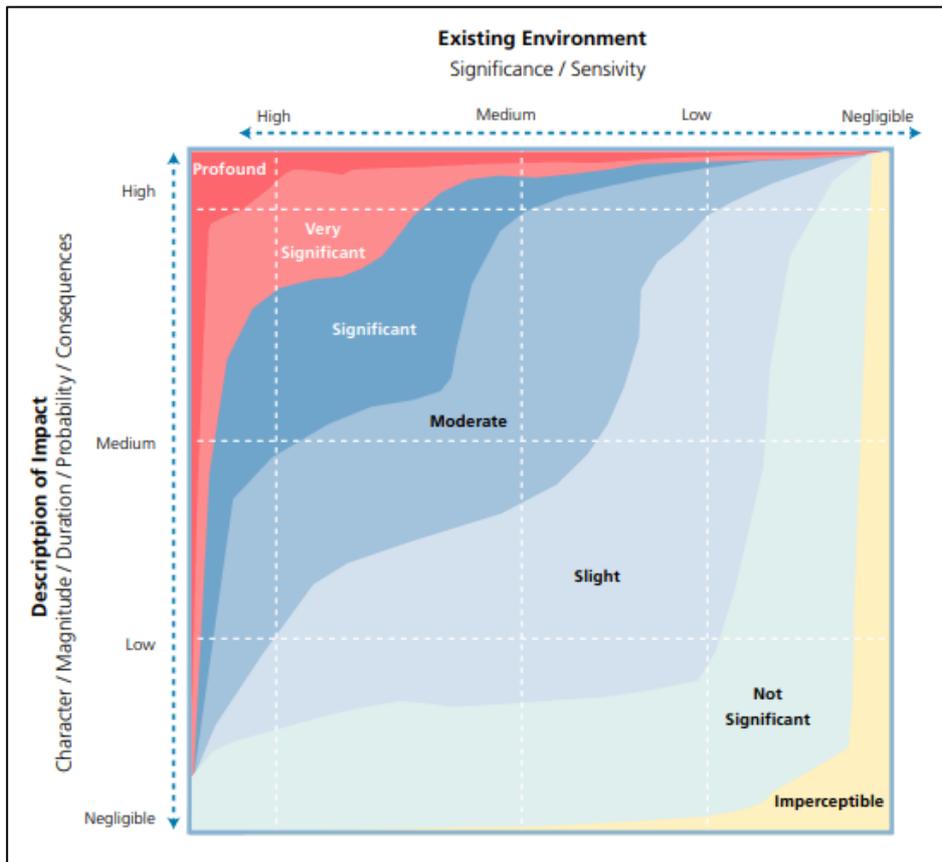
Sensitivity / Significance	Criteria
High	Sites of international significance: World Heritage Sites. National Monuments. Protected Structures (assessed by the NIAH to be of international and national importance), where these are also National Monuments. Undesignated archaeological and cultural heritage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

**Table 15.2: Magnitude of Impact Criteria**

Impact Magnitude	Criteria
High	These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development. A change such that the value of the asset is totally altered or destroyed, leading to a complete loss of character, integrity and data about the site.
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: Figure 3.4 Chart Showing Typical Classifications of the Significance of Effects, from the EPA Guidelines (EPA 2022).**

## **15.3 Baseline Environment**

### **15.3.1 Archaeological and Historical Background**

#### **15.3.1.1 The River Liffey Valley in the Prehistoric Period**

The Proposed Scheme will run eastwards from Ballyowen Road to the City Centre, along the N4 and R148 dual-carriageway roads, bypassing the historic village of Chapelizod. The proposed cycle track utilises parts of the old Lucan Road at Quarryvale and Palmerstown. The N4 road runs through the River Liffey valley, and though the modern urban and suburban landscape now masks the original topography, the river and its catchment area played a significant role in attracting human activity and settlement from the prehistoric period onwards.

The N4 road is said to follow an old routeway out of Dublin to the west (parts of the bypassed older road – the old Lucan Road – still survive in places), the *Slí Mór*, one of the five principal highways mentioned in the Annals of the Four Masters in the first century AD. Routeways in Ireland prior to the post-medieval period were more often rights of way rather than physical entities. This was not always the case, as evidenced by prehistoric wooden trackways that have been found in bogs. Routes tended to follow the line of least resistance, twisting and turning to avoid poorly drained areas and land that was easily overlooked, commonly following eskers (e.g. the gravel ridge along the south side of the River Liffey and further west in Esker townland). They may also have varied to some degree seasonally, as changing weather affected the condition of the pathway.

A variety of activities may have been carried out along the banks of the River Liffey and its tributary the River Camac, on the ridges above the valleys of both rivers, and in the woods that until the middle ages covered much of the land. The attraction of the valley to early settlers is borne out by the archaeological record – a habitation site with an associated stone axe and hollow flint scraper of Neolithic date are recorded in Diswellstown on the north side of the River Liffey, having been found during archaeological monitoring along the Northeastern Gas Pipeline project in 1983 (RMP DU017-010). In nearby Broomfield and Kellystown, there have been finds of polished stone axeheads (NMI 1974:90 and 1979:104), with another found south of the River Liffey in Yellow Walls townland (NMI 1975:90). These, along with flint scrapers and worked flint flakes from Broomfield townland (NMI 1966:42 and 1968:151-71), all point to land clearance and industry, including hide-preparation and tool-fabrication, in the valley of the River Liffey during the Neolithic period.

Subsequent Bronze Age occupation along the River Liffey valley is evidenced by finds of human skeletal material (RMP DU017-074) in proximity to a mound of probable prehistoric origin (RMP DU017-007) in the townland of Astagob, north of the River Liffey. It is also evidenced by records of imprecisely located pit and cist burials from the Castleknock and Palmerstown areas (NMI 1909:25, 1934:5958 to 1934:5992), and by a ring-barrow in Palmerstown (RMP DU017-025). The ring-barrow in Palmerstown is situated on a small hillock overlooking the River Liffey, one of a number of natural high ridges flanking the valley at this point. These would have provided attractive locations for visible monuments, such as the ring-barrow. A Neolithic Linkardstown-type burial (RMP DU018-007011) is recorded 1.5km to the east, in the Phoenix Park, where it would have been intervisible with the ring-barrow (Waddell 1998). This emphasises the potential importance of these elevated locations with their wide views over the valley corridor and the lands above. Further east along the valley, a Bronze Age pit-burial containing a tripartite Food Vessel (SMR DU018-112) was discovered in 2002 during archaeological testing at a large site south of St John's Road West, on the west side of Military Road (c. 145m south of the Proposed Scheme).

The identification of a burnt spread, which produced a number of sherds of prehistoric pottery and a flint flake in Quarryvale townland (Licence 96E0178ext; Excavations 1998), a fulacht fia in Fonthill (SMR DU017-081), and a small subcircular pit with a charcoal-rich fill in the northern part of Astagob townland (Licence 00E0043; Excavations 2000), all of which were found during archaeological monitoring, indicate the degree of prehistoric activity along the valley and the types of uses to which the valley was subjected.

#### **15.3.1.2 Settlement at Palmerstown and Chapelizod**

There is ample evidence for the continuation of settlement along the valley during the early medieval and medieval periods. Nucleated settlement appears to have been focused on Palmerstown and Chapelizod, with the surrounding areas remaining rural, though there is also evidence for dispersed settlement activity (e.g. the two castle sites to the west of the Liffey Valley shopping centre, RMP DU017-023 and DU017-067, a castle site at Woodville / Ballydowd, RMP DU017-006, and an enclosure site in Woodville, RMP DU017-097).

In Palmerstown, a ruined medieval church at the north end of Mill Lane (RMP DU017-026001, c. 470m north-east of the Proposed Scheme) has a doorway with inclined jambs, which indicates a pre-Norman origin for the church. Local folklore holds that the church was built by an 8<sup>th</sup> century AD Irish King, father to Isolde (Dúchas 2020). Other legends place Isolde's chapel, *Séipéal Isolde* in the nearby village of Chapelizod, giving the village its name (Joyce 1912). Little is known of this period in Palmerstown's history. The ecclesiastical associations continued into the medieval period, however, during which time (from at least the 12<sup>th</sup> century) the area was owned and operated as a grange (a large farmed estate) by the Hospital of St John the Baptist in Thomas Street. The hospital was founded by Ailfred Palmer (who gives his name to the parish and village of Palmerstown) and his wife in 1188 (O'Keefe 2012). Palmerstown Grange was considered one of the most valuable in Dublin. It is likely that a settlement grew up here during the medieval period, and there are late medieval references to a castle near the ruined church, as well as a mill and a kiln. Following the dissolution of the monasteries in the mid-16<sup>th</sup> century, Palmerstown was granted to Sir John Allen through the British Crown.

The village of Palmerstown developed in two distinct clusters, with one at the Lucan Road / Kennelsfort Road Lower junction and the other, older settlement (known as the 'Lower Town') at the end of Mill Lane on the edge of the River Liffey, close to the medieval church. Mill Lane took its name from the nearby complex of mills (Palmerstown Mills), which manufactured diverse materials in the 18<sup>th</sup> century and 19<sup>th</sup> century, including corn, flour, linen, flax, and oil. The complex also housed industries associated with the production of copper, lead, and iron, as well as a printing works (Lewis 1837). By the 19<sup>th</sup> century the complex included houses for labourers, a National School, and a ferry across the River Liffey (where the Mardyke Mills operated). Palmerstown House (now occupied by Stewarts Hospital) was built in the 1760s by John Hely-Hutchinson, Secretary of State and Provost of Trinity College Dublin), and its demesne covered much of the land between the two settlements.

At Chapelizod, there is rich archaeological material reflecting the existence of an early medieval settlement here prior to the arrival of the Anglo-Normans, with continued settlement throughout the medieval period. According to the Book of Howth, a chapel was founded here in AD 519, which it ascribes to the legendary Isolde, and gives rise to one of the place-name traditions, i.e. Chapel-Isolde becoming Chapelizod (Kissane 1994). The remains of a 10<sup>th</sup> century / 11<sup>th</sup> century millrace and dry-stone mill undercroft (RMP DU018-027005), as well as industrial furnaces and slag deposits, were identified during testing in the centre of the village, down-river of the later, medieval mill sites (Licence 00E0878) (Excavations 2002). Plot layouts were also identified which showed that the village was well settled and organised prior to the arrival of the Anglo-Normans.

Under the Anglo-Normans, the lands of Chapelizod were reserved as Crown property. In 1228 King Henry III granted the advowson to the prior of the Order of St John of Jerusalem at Kilmainham (i.e. the right to nominate a church living), indicating the existence of a church here in the early 13<sup>th</sup> century. After the dissolution of the monasteries, the church was granted to various lay owners and in 1597 Trinity College was granted some of its possessions (Ball 1906). The Civil Survey of 1654 records the church as then being a '*chaple in repayre*' (Simington 1945), but all that now survives of the medieval church is the 14<sup>th</sup> century stone tower (RMP DU018-027001). In addition to the church and graveyard, recorded elements of the medieval village (RMP DU018-027) include a millrace, a weir site, a bridge, town wall and armorial stone. Mid-13<sup>th</sup> century Exchequer Accounts refer to a weir at Chapelizod and the King's mills and houses in the manor of Chapelizod are mentioned around 1290, while the King's fishery is referred to in an early 14<sup>th</sup> century document (RMP DU018-027004, DU018-027005, DU018-027009) (Walsh 2004).

The Civil Survey describes Chapelizod as a small village containing '*chaff houses*' (i.e. thatched), as well as ten '*slated houses*', a stone quarry, a tuck mill, and a salmon fishing weir (Simington 1945). It also mentions a '*ffayre Mansion House*' with an orchard, two gardens and a grove of ash trees 'set for ornament' (Ibid.). According to Ball (1906), this was the 'Kings House', a brick building complete with an entrance gateway and courtyard, erected by Lord Valentia in the first half of the 17<sup>th</sup> century. There were some traces of the building up until the 19<sup>th</sup> century (Craig 1982), though excavations at the site in 1992 failed to identify any trace of the dwelling (Hayden 1992). Another 17<sup>th</sup> century house survives in the village however, at No. 39 Main Street (RMP DU018-028004). The two-storey square building has an armorial plaque on its north facade (RMP DU018-027008).

During the 17<sup>th</sup> century, linen manufacturing commenced in the village with artisans coming from Holland and France. On the recommendation of the Duke of Ormonde, who was appointed Viceroy of Ireland in 1662, the Linen Board established a bleaching yard for Leinster at Chapelizod, giving the factory a contract for the production of army linen, diaper, ticking, sailcloth and cordage. It was not the only textile operation. In 1671, for example, Colonel Lawrence obtained a grant of several houses and approximately 15 acres of land adjacent to the village, where he established a linen manufactory, including a bleaching green (Lewis 1837). By 1691 the linen industry established by the Duke at Chapelizod had failed, its growth possibly stunted by the Williamite Wars (DCC 2009).

Textiles continued to play an important role in the village, however, and in the 18<sup>th</sup> century a woollen processing mill and a silk production mill were established to replace the linen manufactory (McMahon and McCarthy 2009). Although the village had continued to prosper during the 18<sup>th</sup> century, it suffered a decline after the Act of the Union in 1801. Nonetheless, at the outset of the 19<sup>th</sup> century Lewis noted two fulling mills in Chapelizod, along with a woollen mill, an extensive corn and wash mill (succeeded by a large-scale flax mill), and a linen manufactory (Lewis 1837). In the mid-19<sup>th</sup> century William Dargan established a thread-spinning mill on the site of an earlier mill, but with the growing dominance of the northern counties in the linen industry, Dargan's enterprise began to lose money and the site was acquired by the Distiller's Company of Edinburgh who converted it to a distillery which became known as the Phoenix Park Distillery (McMahon and McCarthy 2009). After initial success, both domestic and abroad, the market for whiskey contracted during the 1920s due to the introduction of alcohol prohibition in the United States of America (Ibid.).

### **15.3.1.3 Early Medieval Kilmainham / Islandbridge – Ecclesiastical and Viking activity**

The Kilmainham / Islandbridge area is characterised by a gravel ridge that runs on an east / west axis, sloping down northwards to the River Liffey and southwards to the River Camac. This ridge, prior to land development in the 19<sup>th</sup> century, extended from the confluence of the two rivers at Heuston Bridge to the western edge of the War Memorial Park at Islandbridge, and was of considerable strategic importance in military offences against Dublin up to the time of the Anglo-Norman invasion. The ridge rose to a height of approximately 23m OD prior to 19<sup>th</sup> century and 20<sup>th</sup> century development, namely the construction of the railway line and Kingsbridge (now Heuston) station in the 1840s, the large-scale gravel quarrying associated with it, and the creation of the War Memorial Park in the 1930s (O'Brien 1998).

Archaeological evidence indicates that this area was occupied from as early as the Late Neolithic period when waterfront activity is recorded at Clancy Barracks (Licence 07E261) (Excavations 2007). The same site also yielded evidence for activity during the Bronze Age, Iron Age and into the medieval period. Further evidence for prehistoric occupation in the area comes from a Bronze Age cremation burial recorded to the north of the Royal Hospital Kilmainham (Licence 02E0067ext) (Excavations 2006).

Kilmainham, or Kilmannan, acquired its name from the 7<sup>th</sup> century monastery of *Cill Maighneann*, the church of St Maignenn. This monastery or ecclesiastical site was located on a ridge of high land along the southern bank of the River Liffey, which extended westward from its confluence with the River Camac to the War Memorial Gardens in Islandbridge (Kenny 1995). The original layout of the monastery is likely to have comprised a circular enclosure containing a church and burial ground, as was typical for ecclesiastical sites of the time. It was also common to have one or more outer enclosures, within which secular activities took place, as well as an associated holy well located outside the site (in this case, probably St John's Well to the north, which is marked on the first edition OS six-inch map).

The most likely location for the ecclesiastical site in Kilmainham (RMP DU018-020283) is in the vicinity of the graveyard known as Bully's Acre. The graveyard, which is located on the western boundary of the present grounds of the Royal Hospital Kilmainham (south of St John's Road West), was in use up until the 19<sup>th</sup> century. If so, this may be a rare example in the city of the continued use of an early medieval cemetery into the modern period (O'Brien 1998). Several pieces of cut stone of probable early medieval date are to be found in this cemetery, close to which are the remains of a decorated cross shaft of 9<sup>th</sup> century to 11<sup>th</sup> century date (RMP DU018-020284). The site of St John's Well was located to the north, though it was removed in the 19<sup>th</sup> century to make way for the railway line. The extent of the ecclesiastical settlement is unknown, but it is highly likely that there was (at the very least) associated activity in the area between the graveyard and the well (a burial was found in this area between the two in 1960, though its date is unknown; SMR DU018-302).

The widening of the South Circular Road in 1989 to 1991 along the west side of Bully's Acre led to the discovery of burials and a curving length of medieval ditch, thought to have enclosed the ecclesiastical site (Licence E000598; Section 15.3.4.4). The substantial size of the ditch may have afforded it a defensive role and finds from it suggest the presence of an ecclesiastical, as well as lay, community (Simpson 2004b).

The monastery prospered until the late 9<sup>th</sup> century when the Vikings are thought to have sailed up the River Liffey and captured Kilmainham, which would have been an attractive prospect because of its wealth and its strategic position above the river mouth and the ford of *Áth Cliath* (Kenny 1995). In AD 919, Niall Glundubh is reported to have led a combined force of Irish against Dublin at the ford of 'Kylmehanak' (possibly upstream of Sarah Bridge) where he lost his life (Ibid.). A century later, in 1013 to 1014, Brian Boru set up his headquarters at Kilmainham, and it was from here that he launched his successful military offences against the Norse settlers in Dublin. This

legendary Irish king is believed to have burned down whatever remained of the monastery before his final battle at Clontarf in 1014.

The lands along the gravel ridge on the south side of the River Liffey in the Islandbridge / Kilmainham area were the location of a significant Viking burial ground. To date, up to 90 Viking Age burials have been discovered in the area between the River Liffey and the River Camac (Clarke 2002). O'Brien (1998) has concluded that two Viking Age cemeteries existed concurrently in the Kilmainham / Islandbridge area. This study deduced that the railway and station works at the eastern end (Kilmainham) produced a minimum number of 17 burials, while at Islandbridge (War Memorial Gardens) a minimum of 18 burials were recovered (RMP DU018-020272) (O'Brien 1998). However, the discovery of a burial in 1960 closer to Bully's Acre on the ridge (SMR DU018-302) on the Proposed Scheme at St John's Road West, may indicate that the general breadth of the spread of burials is not only east-west but also north-south, suggesting a combination of concentrated and dispersed burial pattern. This fits in with Ó Floinn's suggestion of:

*'...grave fields that are strung out on both sides of the Liffey, some of which were located on the sites of earlier prehistoric or Early Christian cemeteries, and which, for the most part, are located close to water.'* (Ó Floinn 1998).

During the period from 1842 to 1848, a number of archaeological finds were found as a result of trench cutting for the Great Southern and Western Railway. Finds from this period, donated to the Royal Irish Academy, comprised 21 knife blades, some tools, two pairs of shears, two pincers or tongs, 12 shield-bosses, two axe heads, four spearheads, five swords, one sickle and miscellaneous iron objects. The find spots extended from Heuston Station, across St John's Road West, and into the grounds of the Royal Hospital Kilmainham. Numerous items of archaeological interest and burial sites have also been revealed in the War Memorial Gardens and along Con Colbert Road. Viking warrior burials (RMP DU018-020272) were found during quarrying in the 19<sup>th</sup> century and during the development of the Gardens in the 1930s, with further Viking activity found during works in the park grounds and on the adjacent Con Colbert Road in 1988 to 1989. The latter works were archaeologically monitored, with subsequent archaeological 'rescue' excavations by Patrick Healy and Dr E. O'Brien in 1988 and 1989. A number of truncated features, including pits and a ditch, were found and resolved at the time, and one yielded a Viking-period strap end (Licence E497; Simpson 2004a).

In 2008 the excavation of a trench for an electricity cable uncovered a Viking iron sword and spearhead in the War Memorial Gardens. Bone had also been visible in the trench and subsequent investigation by the NMI identified a heavily disturbed burial that appeared to have been oriented north-south (Licence 08E0693; Excavations 2008a). The artefacts were discovered on the edge of what was known as 'the great pit', a gravel pit that was in use in the 1860s. A number of Scandinavian furnished burials were discovered through gravel extraction at that time (Wilde 1866). Test excavation of a small pocket of land in the Gardens (alongside Con Colbert Road) established that the natural deposits form part of a gravel esker in the flood plain of the River Liffey and that there was some very limited evidence of early medieval activity in the form of several pits, along with very scattered remains of post-medieval material (Simpson 2010; Licence 10E0128). There was, however, no evidence for human burials at this particular location, disturbed or otherwise (Ibid.).

#### **15.3.1.4 Medieval Kilmainham / Islandbridge**

A major change in the control of the area occurred after the Anglo-Norman takeover of Dublin, when the lands around Kilmainham were granted to the Knights Hospitaller, augmented by further grants in the same locality by the local aristocracy (Kenny 1995). The Knights came to dominate the high lands along the western approaches to Dublin on both sides of the river. They established their priory (RMP DU018-020286) at Kilmainham, on the lands formerly occupied by the early medieval monastery. These lands remained in the possession of the Knights until the dissolution of the monasteries in the 16<sup>th</sup> century. The Knights themselves played an important role in the governance of the city and county with many leading government officials being members of the order (Ibid.). Kilmainham was the official residence of the Grand Prior of the Knights in Ireland and as such was both an administrative centre and an opulent residence for a leading figure in a powerful religious order. The Register of the Priory has survived and is preserved in the Bodleian Library at Oxford. It records the significant amounts of property owned and administered by the order in Dublin and its surrounds, as well as the expenditures for running the priory, which were considerable.

In the 15<sup>th</sup> century and 16<sup>th</sup> century the influence and holdings of the Knights Hospitaller at Kilmainham declined through a mix of mismanagement, family interests and the cessation of crusading. By the time of the dissolution of the monasteries, their holdings, which had stretched for two miles along the River Liffey at Kilmainham and Islandbridge, had shrunk considerably and the manor buildings were neglected. The officials who prepared the

extent of the manor after the property had been handed over to the State, recorded that the castle and associated buildings were '*in great decay*' (Kenny 1995).

#### **15.3.1.5 Post-Medieval Kilmainham / Islandbridge**

This area underwent substantial change from the 17<sup>th</sup> century onwards. Decades of rebellion and Cromwellian activity had resulted in an influx of people from troubled areas into Kilmainham (as with the city itself). By 1641 the area was occupied principally by an industrial populous, working the many mills along the River Camac. The extensive mills in the neighbourhood had assisted in the critical corn supply for the rebel army. Following the Restoration in the 1660s, stability initiated a period of growth for Kilmainham. The Duke of Ormonde originally instigated plans to enclose the lands of Inchicore, Islandbridge and Kilmainham as part of the Phoenix Park. His decision was reversed, however, when in the 1680s he established the Royal Hospital (RMP DU018-020285) near the ruinous medieval priory in Kilmainham, and the park was reduced to its present limits. Islandbridge at this time became the scene of a considerable amount of development and was renowned for its market gardens and nurseries.

By 1684, the Royal Hospital was being lived in, but work was not finally complete until the tower was added in 1701. The hospital dominated the area (as it does still), sitting atop a ridge which runs alongside the River Liffey at this point. The grounds of the hospital originally stretched down to the River Liffey, incorporating the area now occupied by Heuston Station and Clancy Barracks, and included an infirmary built in 1730 (Royal Hospital Infirmary, RMP DU018-020292, separated from the present grounds by Military Road). The hospital continued in use up to 1927, during most of which time it also provided the residence for the commander of the army in Ireland. In 1798, its strategic location was noted by Lieutenant General Vallancey, military surveyor or general of the English army in Ireland, who chose the location of the hospital as the best site available for conversion into a fortress or temporary citadel for transacting government business '*in case of a sudden insurrection in Dublin*' (De Courcy 1996). It was occupied again by British troops during the Easter Rising of 1916 and from 1927 the Garda Síochána used the hospital for some time.

The associated walled garden (RMP DU018-020528), which was laid out c. 1700, is square in plan and surrounded by limestone boundary walls. An 18<sup>th</sup> century garden pavilion building (RMP DU018-020255) is sited at the north end of the garden, adjacent to St John's Road West. It is thought to have been designed by Sir Edward Lovett Pearce, who was appointed overseer for the Royal Hospital in 1731. The grounds of the Royal Hospital also include Bully's Acre, to the north of which is a military cemetery known as the Privates and In-Pensioners graveyard for occupants of the Royal Hospital and for soldiers who died during the 1916 Rising. There is a limestone rubble wall that divides the earlier graveyard established in 1880 from the later one established in 1905 and in use until 1931. During road widening works in the 1960s, burials were exhumed and re-interred and a new wall erected to the north to replace the original rubble limestone boundary wall.

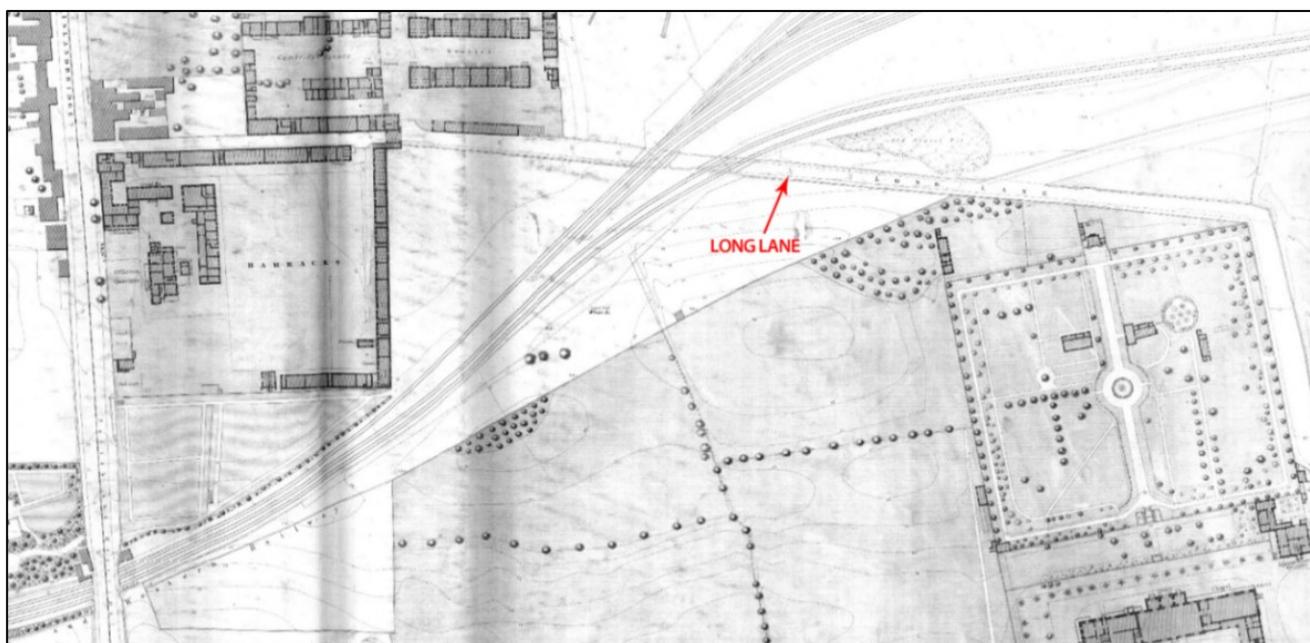
Military influence in the area was not restricted to the Royal Hospital. A large site formerly within its grounds was leased to the semi-autonomous Ordnance Board of the British Army in 1797; fears of a French invasion necessitated a larger place to stock its arsenal than Dublin Castle. The site subsequently became the Royal Artillery Barracks (later Clancy Barracks), connected to the Royal Hospital Kilmainham and the road along the south river bank by Long Lane and Military Road.

A second hospital, Dr Steevens' Hospital, was built in 1718 when Richard Steevens bequeathed his property to his twin sister Grizelda with instructions to fund a hospital for the poor and sick of Dublin (RMP DU018-020341; Dr Steevens' Hospital 2020). A board of trustees was established in 1717 and, despite having insufficient funds, work began immediately. The hospital, which was completed in the mid-1730s, continues the arcaded courtyard plan of the adjacent Royal Hospital Kilmainham and was designed by Thomas Burgh. Although now open to the street, the hospital was originally screened by boundary walls and there were buildings occupying the grounds immediately in front of it.

The advent of the railway in the mid-19<sup>th</sup> century significantly altered the character of the area. The construction of the Great Western and Southern Railway between 1844 and 1849 created a new transport corridor running east / north-east to the newly built Kingsbridge Terminus (Heuston Station). The section of railway line east / north-east of Inchicore would eventually be followed by Con Colbert Road, but was initially the boundary between Inchicore / Kilmainham and an area of open land alongside the river. The railway line ran beneath South Circular Road (SCR), traversing the original grounds of the Royal Hospital. The railway terminus, with its branch lines, goods sheds and passenger station, occupied a large portion of land along the south bank of the river, formerly in the possession of the Royal Hospital.

The construction of the railway heralded rapid development along its length, such as the expansive Inchicore Railway Works, which included new housing, schools and pubs for its workers. The Inchicore Works, which was established in 1846 to maintain and construct rolling stock for the Great Western and Southern Railway, was responsible for the transformation from rural landscape to an industrial village in the 19<sup>th</sup> century. Now the headquarters for mechanical engineering and rolling stock maintenance at Irish Rail, it is the largest engineering complex of its kind in Ireland.

The construction of the railway and its terminus also led to an expansion of the road network, as well as significant alterations to the existing road layout. St John's Road West (formerly St John's Road), for example, was built in the later 19<sup>th</sup> century to connect the SCR to the railway terminus (the road is not shown on the 1864 OS five-foot-plan, Image 15.2, but is depicted on the revised 1888 edition, Image 15.3). St John's Road West essentially replaced an earlier road (Long Lane), which had connected the Royal Artillery Barracks (Clancy Barracks) to the Royal Hospital and Military Road. It was traversed by the railway line but appeared to still function until the expansion of the rail terminus.



**Image 15.2: Ordnance Survey Five-Foot Plan, 1864, Showing Area East of South Circular Road Prior to the Construction of St John's Road West (UCD 2020)**

The 19<sup>th</sup> century was also a time that saw the creation of public utilities throughout the city, such as water, sewerage and lighting. The town gas supply was a major feature of Dublin's industrial progression in the 19<sup>th</sup> century. The lighting of streets had previously been by oil lamps, each individually refilled and lit, until the early 1820s when the Dublin Coal Gas Light Company, the Hibernian Gas Light Company and the Dublin Oil Gas Company were established, each operating its own separate mains. These were subsequently taken over by the United General Gas Company, which concentrated its production on a substantial site at Grand Canal Quay and Pearse Street. In 1835 the Alliance Gas Company was established at Sir John Rogerson's Quay, an act that confirmed the concentration of Dublin's gas production in a restricted area, close to the port facilities for the importation of coal. This was a practical consideration, as the gas was produced from the burning of fossil fuels, mainly coal. Although little survives of this phase of industrial history, a gas house is shown on the 1847 OS five-foot plan, the site of which lies beneath Con Colbert Road (DCIHR 18-10-025 in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

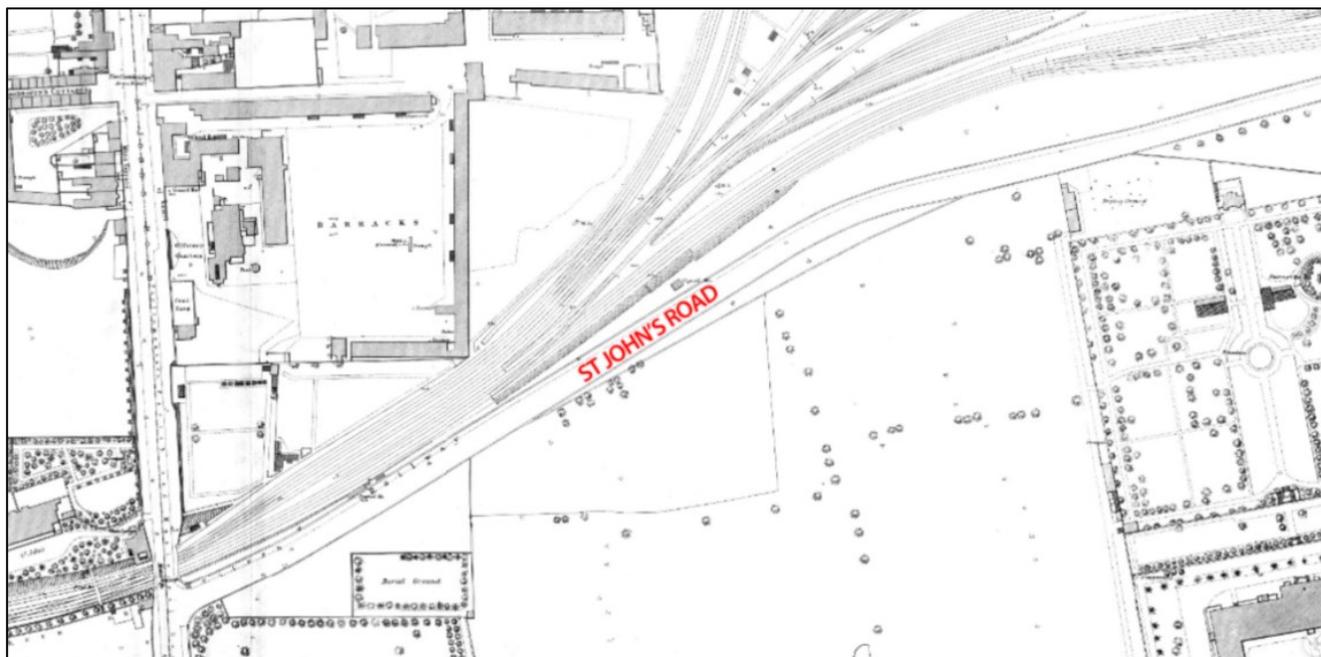


Image 15.3: Ordnance Survey Five-Foot Plan, 1888, Showing St John's Road West (UCD 2020)

## 15.3.2 Archaeological Heritage: N4 Junction 3 to M50 Junction 7 – N4 Lucan Road

### 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 no RMP / SMR sites within 50m of this section of the Proposed Scheme.

### 15.3.2.3 Topographical Files, National Museum of Ireland

No stray finds are recorded along or in the vicinity of this section of the Proposed Scheme.

### 15.3.2.4 Previous Archaeological Investigations

Very few investigations have been undertaken in the vicinity of this section of the Proposed Scheme and those that have found either nothing of archaeological interest or evidence for post-medieval cultivation (Appendix A15.1 (Previous Archaeological Investigations in the Vicinity of the Proposed Scheme) in Volume 4 of this EIAR).

### 15.3.2.5 Industrial Heritage

One industrial heritage site was identified along this section of the Proposed Scheme. The former route of the Dublin and Lucan Electric Railway is followed in part by the modern N4 road, for example at the Hermitage / Fonthill, the Old Lucan Road in Quarryvale and Palmerstown (see also Section 15.3.3.5), and the Chapelizod Bypass southeast of Palmerstown village (CBC0006AH001, Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 1 of 14 in Volume 3 of this EIAR). Although not visible, it is possible that the original tram and rail lines survive below the existing road surface. This section of the Proposed Scheme will lie outside of the Dublin City boundary and as such is not included in the DCIHR. The former Fonthill Power Station, which powered the lines, still stands on the north side of the N4 dual-carriageway (NIAH 11202012) (discussed in Chapter 16 (Architectural Heritage)).

**Table 15.4: Industrial Heritage Sites Within the Proposed Scheme: N4 Junction 3 to M50 Junction 7 Section**

ID No.	Name / Type	Townland / Street Address	ITM
CBC0006AH001	Tramway / Electric Railway (site of)	N4 Lucan Road (Ballydowd / Hermitage / Fonthill); Old Lucan Road (Fonthill, Quarryvale, Palmerstown); Chapelizod Bypass (Palmerstown Demesne, Red Cow Farm)	706003, 735339

### 15.3.2.6 Cultural Heritage

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 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) 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

New road construction (the modern N4 road and M50 motorway) and large-scale commercial and residential development, generally dominates the streetscape along this section of the Proposed Scheme. What little historic character survives is concentrated in the now-bypassed village of Quarryvale, on the Old Lucan Road, which would have provided a welcome stop along the busy coach road into Dublin.

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

No areas of archaeological potential or non-designated archaeological sites were identified along this section of the Proposed Scheme.

## 15.3.3 Archaeological Heritage: M50 Junction 7 to R148 Con Colbert Road – R148 Palmerstown bypass and Chapelizod bypass

### 15.3.3.1 National Monuments

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

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

There is only one RMP / SMR site within this section of the Proposed Scheme and no others within c. 50m. The site of a 16<sup>th</sup> century / 17<sup>th</sup> century house (RMP DU018-029, Figure 15.1 Sheet 11 of 14 in Volume 3 of this EIAR), located beneath the south carriageway of the Chapelizod Bypass. The Books of Reference to the Down Survey maps 1655 to 1656 mention the ruins of a brick house at Inchicore (Simington 1945). A house and formal gardens are depicted at this location (indicated as 'Inchigore') on Rocque's map of County Dublin in 1760, on the north side of the road from Chapelizod to Islandbridge. The first edition OS six-inch map names the dwelling as 'Inchicore House' and shows it set within demesne lands, with walled gardens situated at the roadside (as on Rocque's map; historic map extracts are contained in RMP DU018-029, Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

**Table 15.5: RMP / SMR Sites Within the Proposed Scheme: M50 Junction 7 to Con Colbert Road Section**

RMP/SMR No.	Name / Type	Townland / Street Address	ITM
DU018-029	House - 16 <sup>th</sup> century / 17 <sup>th</sup> century	Chapelizod Bypass	711473, 733930

### 15.3.3.3 Topographical Files, National Museum of Ireland

A Bronze ringed pin was found just off the Chapelizod Bypass, on the north-east side of Ballyfermot (NMI 1969:743), and Encrusted Urn sherds and Enlarged Food Vessel are recorded to Palmerstown Lower (NMI 1909:25, 1934:5958).

### 15.3.3.4 Previous Archaeological Investigations

Very few investigations have been undertaken in the vicinity of this section of the Proposed Scheme and those that have found either nothing of archaeological interest or evidence for post-medieval cultivation (Appendix A15.1 (Previous Archaeological Investigations in the Vicinity of the Proposed Scheme) in Volume 4 of this EIAR).

### 15.3.3.5 Industrial Heritage

The former route of the Dublin and Lucan Electric Railway is followed in part by the modern N4 road, for example at the Hermitage / Fonthill, the Old Lucan Road in Palmerstown and Quarryvale (see also Section 15.3.2.5), and the Chapelizod Bypass southeast of Palmerstown village (CBC0006AH001, Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 1 of 14 in Volume 3 of this EIAR). Although not visible, it is possible that the original tram and rail lines survive below the existing road surface. This section of the Proposed Scheme lies partly outside of the Dublin City boundary and as such the site is not included in the DCIHR.

In addition, two gravel pits are listed as separate entries in the DCIHR (18-09-023 and 18-09-024) though they actually formed part of one large gravel pit, depicted on the historic OS mapping (OS five-foot plan 1889 and 25-inch OS map 1906 to 1909; OSI 2020). Although of no archaeological value, the former presence of these sites, as well as that of another gravel pit recorded nearby, provides a record of the extractive industry that underpinned Dublin's expansion and development in the early modern period. A third gravel pit is recorded to the east of the Chapelizod Bypass.

**Table 15.6: Industrial Heritage Sites Within the Proposed Scheme: M50 Junction 7 to Con Colbert Road Section**

ID No.	Name / Type	Townland / Street Address	ITM
CBC0006AH001	Tramway / Electric Railway (site of)	N4 Lucan Road (Ballydowd / Hermitage / Fonthill); Old Lucan Road (Fonthill, Quarryvale, Palmerstown); Chapelizod Bypass (Palmerstown Demesne, Red Cow Farm)	706003, 735339
DCIHR 18-09-023	Gravel pit	Woodland between St Laurence Road and Chapelizod Bypass.	710410, 734044
DCIHR 18-09-024	Gravel pit	South of Chapelizod Bypass, in a wasteland site rear of The Steeples residential complex	710576, 733934

**Table 15.7: Industrial Heritage Sites Adjacent to the Proposed Scheme: M50 Junction 7 to Con Colbert Road Section**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-09-017	Gravel pit (site of)	Knockmaree Apartments, to east of Chapelizod Bypass	710129, 734222

### 15.3.3.6 Cultural Heritage

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).

### 15.3.3.7 Field Survey

A field survey was undertaken on 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) 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

New road construction (M50 motorway and Chapelizod Bypass), and large-scale commercial and residential development, generally dominates the streetscape along this section of the Proposed Scheme. What little historic

character survives is concentrated in in the now-bypassed village of Palmerstown, on the Old Lucan Road, which would have provided a welcome stop along the busy coach road into Dublin.

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

One area of archaeological potential was identified along this section of the Proposed Scheme. The site of a 16<sup>th</sup> century / 17<sup>th</sup> century house (RMP DU018-029) is recorded on the Chapelizod Bypass. Although this site lies beneath the existing road, the Chapelizod Bypass runs along a high embankment at this point and it is possible that features associated with it may survive below-ground, despite modern disturbances.

No non-designated archaeological sites were identified along this section of the Proposed Scheme.

### 15.3.4 Archaeological Heritage: R148 Con Colbert Road to City Centre – St John’s Road West

#### 15.3.4.1 National Monuments

There are no designated national monuments in close proximity to the Proposed Scheme. The nearest to this section is Kilmainham Gaol, located c. 150m south (RMP DU018-125, National Monument 675; Figure 15.1 Sheet 12 of 14 in Volume 3 of this EIAR). The monument is situated on Inchicore Road, separated from the Proposed Scheme by the railway line and by Kilmainham Square, a large commercial, hotel and residential development. None of the other recorded archaeological monuments or sites within 50m of the Proposed Scheme are designated as national monuments or have preservation orders.

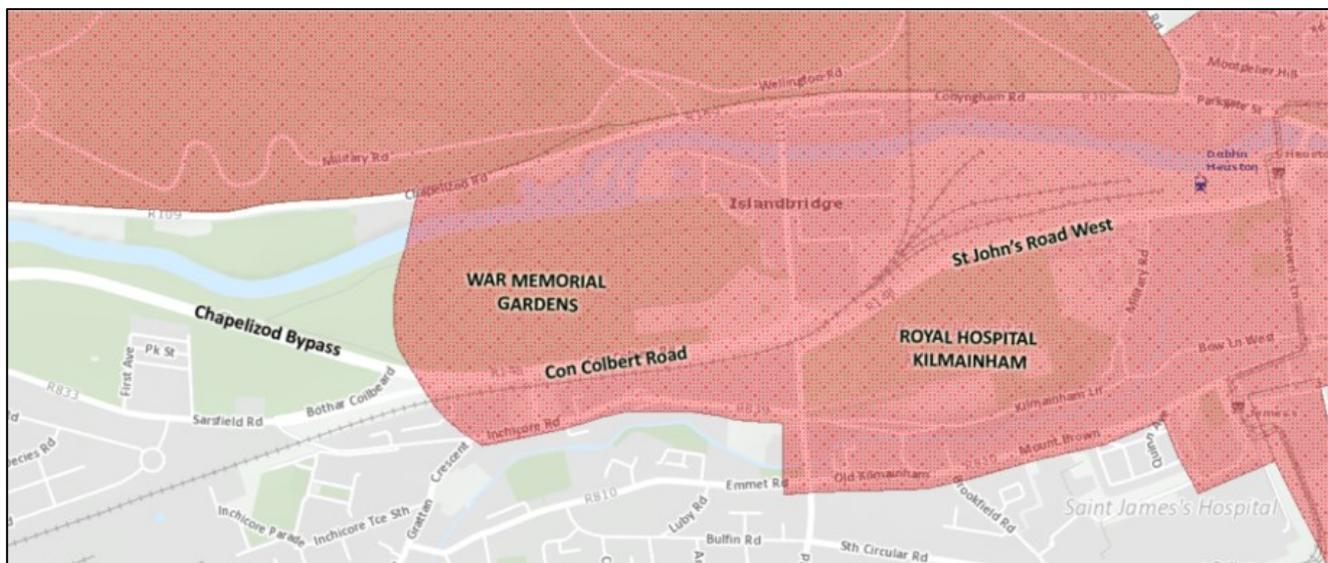
Bully’s Acre, which lies within the RMP ZAP for the Historic City of Dublin (DU018-020; Figure 15.1 Sheet 13 of 14 in Volume 3 of this EIAR), has been associated with burial for at least 1100 years. It is located adjacent to the Proposed Scheme, within the grounds of Royal Hospital Kilmainham, in its north-western corner, bounded by South Circular Road and St John’s Road West. While the site is not listed as a national monument, it should be considered a site of national importance. The significance of the site is, in brief, as follows:

- There is evidence that Bully’s Acre was the site of an enclosed early medieval ecclesiastical settlement (RMP DU018-020283). The remains of a high cross (9<sup>th</sup> century to 11<sup>th</sup> century AD; RMP DU018-020284) are located in the south-eastern quadrant of the burial ground, while the site of St John’s Well is located to the north (the well was removed in the 19<sup>th</sup> century to make way for the railway line). The extent of the ecclesiastical settlement is unknown, but it is highly likely that there was (at the very least) associated activity in the area between the graveyard and the well;
- Although the earliest surviving grave-slab in Bully’s Acre dates to the early 17<sup>th</sup> century, it is known that the graveyard was attached to (and used by) the medieval priory of the Knight’s Hospitallers of St John of Jerusalem (RMP DU018-020286), which lay close to or at the site of the Royal Hospital to the east;
- Folklore associated with Bully’s Acre holds that the dead from the Battle of Clontarf in AD 1014 were buried there;
- These lands once formed part of the Phoenix Park Demesne, which straddled both sides of the River Liffey until the late 17<sup>th</sup> century (a section of the original demesne wall still survives within the Royal Hospital of Kilmainham grounds); and
- The area of Bully’s Acre was considered common land and, as such, it was in use as a public cemetery for the city of Dublin from at least the 12<sup>th</sup> century. Notably, it was widely used by paupers, who would be buried in mass graves with no markers, a practice that continued into the 19<sup>th</sup> century. It was also used by respectable Catholics until the mid-19<sup>th</sup> century, as there was no Catholic burial ground in Dublin City following the Reformation in the mid-16<sup>th</sup> century. The graveyard was extended in the 19<sup>th</sup> century and early 20<sup>th</sup> century to the boundary with St John’s Road West, for use as a military cemetery.

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

This section of the Proposed Scheme will lie within the RMP ZAP for the Historic City of Dublin (RMP DU018-020; Image 15.4 and Figure 15.1 Sheet 12 to 14 of 14 in Volume 3 of this EIAR), along Con Colbert Road and St John’s Road West. The lands along the gravel ridge on the south side of the River Liffey in the Islandbridge / Kilmainham area, through which these two roads travel, were the location of a significant Viking burial ground. A large number of Viking burials and artefacts have been discovered in the lands alongside Con Colbert Road and

St John's Road West, in the War Memorial Gardens, in the grounds of Royal Hospital Kilmainham, and in the railway lands on the opposite side of the road. This area within the Historic City of Dublin ZAP is considered to be one of particularly high archaeological potential.



**Image 15.4: Map Showing the ZAP (in Red) for Dublin City, RMP DU018-020 (The Heritage Council 2020)**

There is also one RMP / SMR site recorded within the Proposed Scheme (Table 15.8), of which there is no surface trace. The site of a burial (SMR DU018-302, Figure 15.1 Sheet 13 of 14 in Volume 3 of this EIAR), thought to have been located on the north side of the South Circular Road / St John's Road West junction. In 1960 human skeletal remains were found during construction work at St John's Road West, in buff coloured soil below the road surface. The remains reportedly lay extended with the head to the east, at a depth of 0.46m (Cahill and Sikora 2011). It is possible that this burial is associated with the recorded ecclesiastical site at Bully's Acre (RMP DU018-020283) or that it represents another Viking burial, one of the many known from this area.

There are five RMP sites within c. 50m of the Proposed Scheme, four of which are recorded along the south side of St John's Road West, adjacent the Proposed Scheme where it will run through the ZAP for Dublin City (RMP DU018-020, Figure 15.1 Sheets 13 and 14 of 14 in Volume 3 of this EIAR) (Table 15.9). A 17<sup>th</sup> century / 18<sup>th</sup> century walled garden and an 18<sup>th</sup> century house / garden building (RMP DU018-020528, -020255) are situated just south of (and partly screened by) the boundary wall along St John's Road West. These are both set within the extensive grounds of, and are associated with, the 17<sup>th</sup> century Royal Hospital Kilmainham (RMP DU018-020285) (now housing the Irish Museum of Modern Art), the boundary to which runs along St John's Road West. At the east end of St John's Road West, opposite Heuston Station, is Dr Steevens' Hospital (RMP DU018-020341), the grounds of which open onto the road.

The fifth site is located in the War Memorial Gardens c. 31m north of the Proposed Scheme but relates to the numerous Viking burials that have been uncovered there (RMP DU018-020272, Figure 15.1 Sheet 12 of 14 in Volume 3 of this EIAR). As described in Section 15.3.1.3, lands along the gravel ridge on the south side of the River Liffey in the Islandbridge / Kilmainham area were the location of a significant Viking burial ground. The Proposed Scheme will run through this area, along Con Colbert Road and St John's Road West.

There is the potential at a further two recorded sites within the ZAP for Dublin City (RMP DU018-020) that associated features may extend into the Proposed Scheme (Table 15.10):

- The ecclesiastical site associated with the early medieval monastery at Kilmainham (RMP DU018-020283, Figure 15.1 Sheet 13 of 14 in Volume 3 of this EIAR) is located in Bully's Acre, within the grounds of the Royal Hospital of Kilmainham. Although the ZAP for the ecclesiastical site is located just over 50m south of the Proposed Scheme, the exact location and extents of the monastery are unknown and may have extended further northwards than the RMP location indicates. There is precedent for uncovering burials (both individual and mass graves) and other significant archaeological features (e.g. a substantial medieval ditch) within the burial grounds and in areas outside of them (Section 15.3.4.4); and

- A mill (unclassified) is recorded c. 65m south of the Proposed Scheme (RMP DU018-020477, Figure 15.1 Sheet 14 of 14 in Volume 3 of this EIAR). The location of the medieval mill is unknown, but an associated mill-race may run along the south side of St John's Road West, outside Dr Steevens' Hospital.

Another site, SMR DU018-112 in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR, is shown on the HEV just outside the 50m study area, with the ZAP extending into it (Figure 15.1 Sheet 14 of 14 in Volume 3 of this EIAR). This record relates to a Bronze Age pit-burial containing a tripartite Food Vessel which was discovered during archaeological testing in advance of development at a large site bounded by St John's Road West and Military Road (Licence 02E0067 discussed in Section 15.3.4.4). An examination of the excavation report (Walsh 2005), however, identified that the burial was found in a trench c. 175m south of St John's Road West and that the record location on the HEV is incorrect. Additional testing and monitoring throughout the development site took place in 2019, but nothing else of archaeological interest was found (Excavations 2020).

Entries relating to the RMP / SMR sites in Table 15.8 to Table 15.10 are contained in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

**Table 15.8: RMP / SMR Sites within the Proposed Scheme: Con Colbert Road to City Centre Section**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020	Dublin Historic City	Dublin City	715076, 733907
DU018-302	Burial	St John's Road West /South Circular Road junction)	712726, 733966

**Table 15.9: RMP / SMR Sites Within c.50m of the Proposed Scheme: Con Colbert Road to City Centre Section**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020272	Burial	War Memorial Gardens	712011, 733902
DU018-020255	House - 18th/19th century	Royal Hospital Kilmainham (St John's Road West)	713148, 734099
DU018-020528	Designed landscape feature	Royal Hospital Kilmainham (St John's Road West)	713164, 734025
DU018-020292	Hospital (Royal Hospital Infirmery)	Military Road	713510, 734125
DU018-020341	Hospital (Dr Steevens' Hospital)	St John's Road West	713715, 734155

**Table 15.10: RMP / SMR Sites in the Vicinity of the Proposed Scheme, Where Associated Features May Extend into the Proposed Scheme: Con Colbert Road to City Centre Section**

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020283	Ecclesiastical site	Bully's Acre, St John's Road West	712793, 733810
DU018-020477	Mill - unclassified	South of St John's Road West	713618, 734138

### 15.3.4.3 Topographical Files, National Museum of Ireland

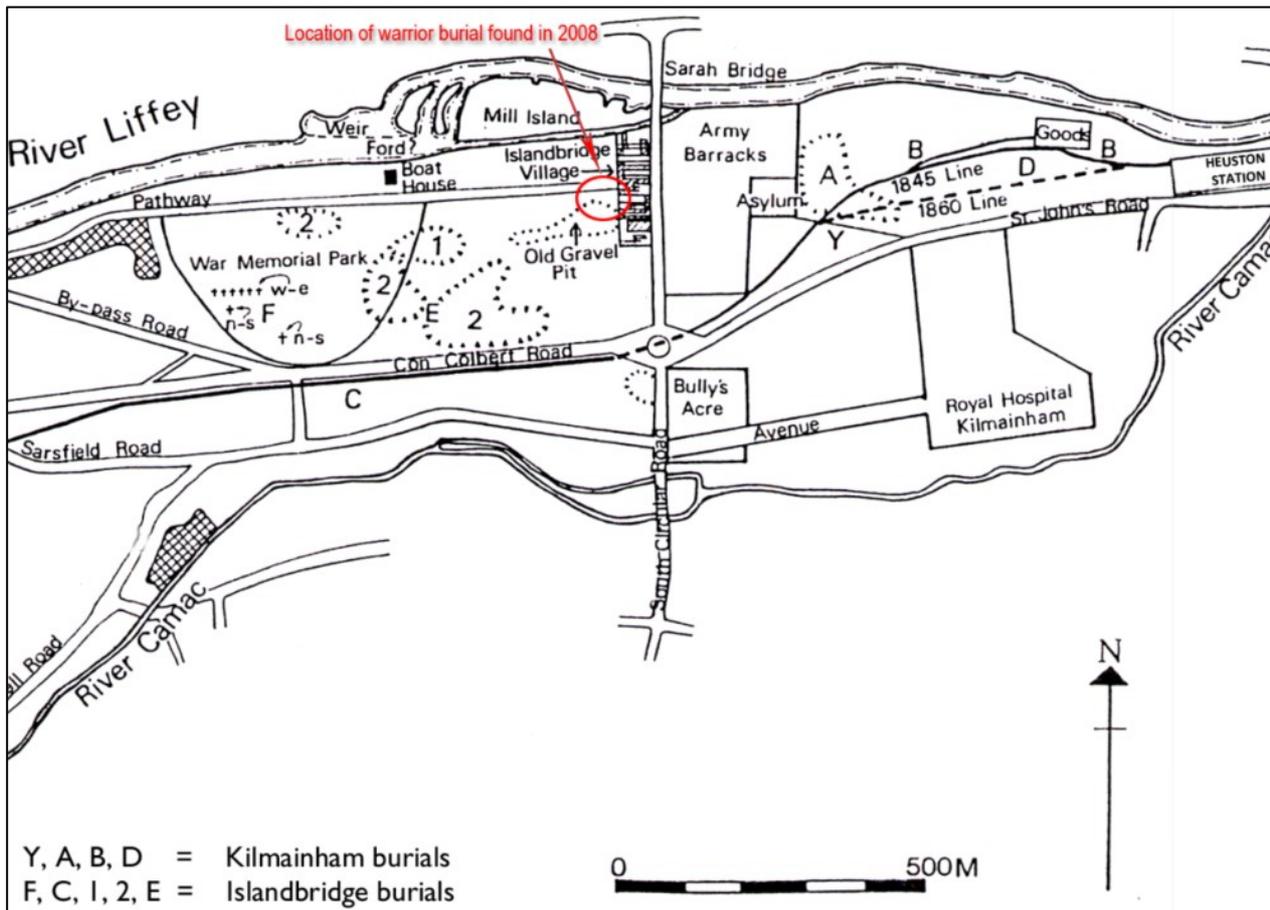
There is a considerable quantity of stray finds recorded in the Inchicore, Kilmainham and Islandbridge area, representing the large number of artefacts associated with the Viking burials.

### 15.3.4.4 Previous Archaeological Investigations

Previous investigations carried out in the vicinity of this section of the Proposed Scheme reveal evidence for activity from the prehistoric to the medieval periods. These investigations are listed in the table contained in Appendix A15.1 (Previous Archaeological Investigations in the Vicinity of the Proposed Scheme) in Volume 4 of this EIAR, with relevant investigations summarised here.

As noted previously, numerous Viking burials have been found in the War Memorial Gardens and in the lands now occupied by Heuston Station and its rail yards, with Viking artefacts also recovered from within the grounds of the Royal Hospital (Image 15.5). The burials were first uncovered during quarrying for (and the construction of) the railway in the 19<sup>th</sup> century and then again during the development of the War Memorial Gardens in the 1930s (RMP DU018-020272). More recently, a male Viking warrior was found in the north-east corner of the park, close to the river, thus linking the Kilmainham and Islandbridge burials (Sikora et al. 2011).

Other investigations in the War Memorial Gardens have identified early medieval / Viking activity, but no burials. Three archaeological 'rescue' campaigns were undertaken in 1988 and 1989 (Licence E000497) (Simpson 2004a), at which time a number of truncated features, including pits and a ditch, were found and resolved (one yielded a Viking-period strap end). Later testing of a small pocket of land within the Gardens, along Con Colbert Road, established that the natural deposits form part of a gravel esker in the flood plain of the River Liffey (Licence 10E128) (Simpson 2010). It revealed some evidence of early medieval activity, in the form of several pits, along with very scattered remains of post-medieval material. No human burials or evidence of any disturbed burials were found during the assessment.



**Image 15.5: Viking Burials in Kilmainham and Islandbridge Found in the 19<sup>th</sup> and early 20<sup>th</sup> Centuries, Showing Location of Burial Found in 2008 (after Simpson 2010)**

The widening of South Circular Road in 1989 to 1991 along the west side of Bully's Acre (a strip of land 80m by 8.5m) led to the discovery of burials in individual and mass graves, as well as a curving length of medieval ditch of mid-13<sup>th</sup> century / early 14<sup>th</sup> century date (Licence E000598) (Simpson 2004b). Human remains were also uncovered during monitoring of works within Bully's Acre in 2011 (Licence 11E0410) (Nelis 2012). The substantial size of the ditch at Bully's Acre suggests that it had a defensive role and may have enclosed the church (Simpson 2004b). Finds from the ditch are suggestive of an ecclesiastical presence (such as glazed tile) and there was also evidence for metal-working in the immediate vicinity. The large amount of pottery and butchered animal bone is another indicator of settlement in the immediate area (Ibid.).

Limited archaeological testing and probing within the later military cemetery (1905 to 1931) in 2008 confirmed that in some cases the rows of burials continue beyond the currently visible extent (Licence 08E0141) (Excavations 2008b). In addition, a burial was discovered in 1960 during construction work at St John's Road West (north-east side of the present interchange). The burial was intact, and the skeleton laid in an east / west orientation, suggesting a Christian burial (RMP DU018-302).

A Bronze Age pit-burial containing a tripartite Food Vessel was discovered in 2002 during archaeological testing in advance of development at a large site bounded by St John's Road West and Military Road (Licence 02E0067; SMR DU018-112) (Walsh 2005). There was no evidence of a cist or mound and the top of the pit was a mere 1.08m below present ground level. There was evidence for an earlier scarping of soils across the site, most likely at the time of the 19<sup>th</sup> century quarrying here. The finding of a prehistoric burial in an area that has seen

considerable urbanisation is significant, given the relative paucity of known prehistoric sites in the urban environment. The burial was found in a trench c. 175m south of St John's Road West and although no others were identified at the time, it was noted that the presence of further urn burials in the vicinity could not be ruled out (Walsh 2005). Additional testing and subsequent monitoring throughout the development site took place in 2019 (Licence 18E0173 and 18E0173ext.), but no archaeological features or deposits were exposed or identified, and no finds were recovered (Excavations 2020).

#### 15.3.4.5 Industrial Heritage

There is one industrial heritage site listed in the DCIHR (DCC 2003 to 2009) located within this section of the Proposed Scheme, a gas house (Table 15.11). Nothing survives above-ground of the gas house (DCIHR 18-10-025, Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 13 of 14 in Volume 3 of this EIAR) that once stood on the west side of the South Circular Road, which now lies beneath Con Colbert Road. Two additional industrial heritage sites are located adjacent to the Proposed Scheme, neither of which has an above-ground presence and which do not extend into the Proposed Scheme (Table 15.12).

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

**Table 15.11: Industrial Heritage Sites Within the Proposed Scheme: Con Colbert Road to City Centre Section**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-10-025	Gas House (site of)	Con Colbert Road	712657, 733920

**Table 15.12: Industrial Heritage Sites Adjacent to the Proposed Scheme: Con Colbert Road to City Centre Section**

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-10-035	Factory (Chocolate & Cocoa Factory) (site of)	Con Colbert Road	712571, 733853
DCIHR 18-10-070	Post Office & Factory Depot (site of)	St John's Road West	713368, 734121

#### 15.3.4.6 Cultural Heritage

There are a number of notable buildings and sites alongside this section of the Proposed Scheme which are of cultural heritage interest as well as being RMP sites, namely, Dr Steevens' Hospital and the Royal Hospital complex at Kilmainham, which includes Bully's Acre (Section 1.2.3 of Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Other examples, such as the National War Memorial Gardens and Heuston Station, are designated protected structures and are discussed in Chapter 16 (Architectural Heritage).

Directly opposite Heuston Station is the 18<sup>th</sup> century Dr Steevens' Hospital (RMP DU018-020341), an important early example of a public institutional building in the city, sited adjacent to other current or former hospital complexes (e.g. Royal Hospital Kilmainham, Royal Hospital Infirmary, St Patrick's Hospital).

The Royal Hospital complex is important in terms of its history and the archaeological sites it contains (RMP DU018-020255, DU018-020285, DU018-020286 and DU018-020528) but is also of interest from a cultural heritage perspective. Bully's Acre (RMP DU018-020283 and DU018-020284), which is located at the west end of the Royal Hospital's grounds, has been associated with burial for at least 1100 years and is important from an archaeological and historical perspective, as outlined in Section 15.3.4.1. It is also a significant site in terms of our cultural heritage, both on a local and national level, and incorporates three distinct burial grounds: Bully's Acre and two later, smaller military cemeteries immediately north of it, the Privates' and In-Pensioners' Graveyards (dating from 1905 to 1931 to the west and 1880 to 1905 to the east).

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 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) 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

There is considerable historic character along this section of the Proposed Scheme, where a number of sites of archaeological, historical and cultural heritage interest are clustered, including the 17<sup>th</sup> century Royal Hospital Kilmainham, the early 18<sup>th</sup> century Dr Steevens' Hospital, the 19<sup>th</sup> century Heuston Station and associated railway works and the War Memorial Gardens, which were designed in the 1930s. However, even in this area, the industrialisation and urbanisation of the landscape from the 19<sup>th</sup> century onwards have resulted in dramatic changes. New road construction (particularly the modern N4 road and Chapelizod Bypass), the realignment and widening of existing roads, and large-scale commercial and residential development, generally dominate the streetscape along the length of the Proposed Scheme.

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

This section of the Proposed Scheme will be located within the designated RMP ZAP for the Historic City of Dublin (DU018-020). The Kilmainham / Islandbridge area, through which this section of the Proposed Scheme travels, has significant archaeological potential. Archaeological discoveries from the 19<sup>th</sup> century onwards (including that of the burial noted above, DU018-302) indicate that two Viking Age cemeteries existed concurrently in the area between the River Liffey and River Camac. The spread of burials along the south bank of the River Liffey suggests that they were interred in large 'gravefields', the extent of which is not known. There is the potential that further burials survive beneath the existing road surfaces along Con Colbert Road and St John's Road West.

The archaeological potential along St John's Road West is heightened by the presence of the recorded early medieval ecclesiastical site at Bully's Acre (RMP DU018-020283). The extent of the ecclesiastical settlement is unknown, but it is highly likely that there was (at the very least) associated activity in the area between the graveyard and the site of St John's Well (vicinity of the present South Circular Road / St John's Road West junction). A Bronze Age pit-burial (SMR DU018-112) uncovered c. 145m south of St John's Road West, at Military Road, provides evidence that activity in this area was not restricted to the early medieval and later periods, and there is the possibility that similar sites may survive beneath the existing road surface.

There is evidence for milling activity during the medieval period in the vicinity of St John's Road West at Dr Steevens' Hospital (DU018-020477). Although the exact location of the mill is unknown, the millrace may have run adjacent to St John's Road West, along its south side. The millrace was fed by the River Camac, which is culverted beneath the existing road. The construction of St John's Road West in the 19<sup>th</sup> century, and that of its predecessor Military Road, is likely to have caused some disturbance to any surviving archaeological deposits. It is possible, however, that features associated with the mill may survive beneath the existing road surface.

There is precedent elsewhere within the ZAP for the Historic City of Dublin (DU018-020) for the survival of significant and well-preserved archaeological features and deposits at shallow depths beneath the existing road surface and pavement (e.g. at James' Street and Thomas Street (Giacometti and McGlade 2013)). Therefore, despite subsequent disturbance to possible deposits from later phases of development and the insertion of services along the existing roads, it is possible that archaeological features, including burials, may be revealed.

There is no visible above-ground trace of the non-designated archaeological site, a gas house (DCIHR 18-10-025, Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR), on Con Colbert Road.

### 15.3.5 Proposed Construction Compounds

#### 15.3.5.1 Construction Compound LU1a

Construction Compound (LU1a) is proposed in a small area on the north-east side of N4, between the Junction 2 slip-road and the Old Lucan Road interconnector, on the N4 Junction 3 to M50 Junction 7 section of the Proposed Scheme. It will be located adjacent to and south-east of a small roundabout. An existing local authority compound is located to the south-east, comprising a warehouse lot, with hard-standing, and overgrown grass / shrubs to either end. The compound site is likely to have been significantly disturbed during the junction construction. No features are depicted within the site on the historic mapping. The land was under agricultural fields from at least

the 18<sup>th</sup> century, until the development of the parkland around Fonthill House in the later 19<sup>th</sup> century. There are no known or recorded archaeological sites within or in the vicinity of the proposed compound area. The archaeological potential of this site is considered to be negligible.

#### **15.3.5.2 Construction Compound LU1b**

Construction Compound LU1b is located in the verge between the N4 road and the Old Lucan Road, a narrow strip of grass lined with trees and shrubs on the north side, and a low stone boundary wall at the roadside. The site lies within the Proposed Scheme boundary and has already been identified for the assembly of the new pedestrian bridge over to Liffey Valley Shopping Centre. This area is likely to have been significantly disturbed during the N4 dual carriageway construction. No features are depicted within the site on the historic mapping. The land was under agricultural fields from at least the 18<sup>th</sup> century. There are no known or recorded archaeological sites within or in the vicinity of the proposed compound area. The archaeological potential of this site is considered to be negligible.

#### **15.3.5.3 Construction Compound LU2**

Construction Compound (LU2) is proposed north of the R148 Palmerstown Bypass, on the M50 Junction 7 to Con Colbert Road section of the Proposed Scheme. This is a greenfield area planted with a single line trees in recent years (shown on aerial imagery prior to 2013 without trees). It functions as a verge for the R148 Palmerstown Bypass dual carriageway. It lies within the Proposed Scheme boundary and has been identified as an area for landscape improvement. No features are depicted within the site on the historic mapping. The land was under agricultural fields from at least the 18<sup>th</sup> century. The level surface of this greenfield area and its position alongside the dual-carriageway suggests a degree of ground disturbance in the past. Additional disturbance from the tree-planting will have further reduced any inherent greenfield archaeological potential. There are no known or recorded archaeological sites within or in the vicinity of the proposed compound area. The archaeological potential of this site is considered to be negligible.

#### **15.3.5.4 Construction Compound LU3**

Construction Compound (LU3) is within Liffey Gaels Park, a small park owned by Dublin City Council, located between R148 Chapelizod Bypass and R833 Sarsfield Road / Con Colbert Road, on the M50 Junction 7 to Con Colbert Road section of the Proposed Scheme. No features are depicted within the site on the historic mapping, with the land forming part of the parkland around Inchicore House in the 18<sup>th</sup> century / 19<sup>th</sup> century. Although Inchicore House was demolished in the 20<sup>th</sup> century, it is thought to have been the site of a 16<sup>th</sup> century / 17<sup>th</sup> century house (RMP DU018-029). The proposed compound location is c. 145m south-east of the ZAP and c. 165m south-east of the house depicted on the first edition OS six-inch map of 1843 (Image 15.6). Given the site type, the potential for the discovery of associated features within the proposed compound location is considered to be negligible. Nonetheless, as a greenfield area, which has remained relatively undeveloped, there is the potential that previously unknown archaeological features or deposits may be present below ground.



Image 15.6: Overlay of OS Six-Inch Map (1843) onto Modern Aerial Imagery (OSI 2020), Showing Location of Inchicore House (RMP DU018-029)

## 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;
- Road resurfacing works;
- Any excavations of soil, including landscaping works; and
- Any ground disturbance for utility works.

### 15.4.2 'Do Nothing' Scenario

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

### 15.4.3 Construction Phase

#### 15.4.3.1 N4 Junction 3 to M50 Junction 7

##### 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)

No recorded archaeological sites / monuments will be impacted by this section of the Proposed Scheme.

#### 15.4.3.1.1.3 Non-Designated Archaeological Sites

One non-designated archaeological heritage site was identified along this section of the Proposed Scheme. The former route of the Dublin & Lucan Electric Railway is followed in part by the modern N4 road, e.g. at the Hermitage / Fonthill and the Old Lucan Road in Quarryvale (CBC0006AH001). Although not visible, it is possible that the original tram and rail lines survive below the existing road surface. Ground-breaking works along the Old Lucan Road at Quarryvale (Chainage G150 to H295), for the proposed cycle track and traffic calming measures, will impact on any remains that survive below ground. The tramline site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

#### 15.4.3.1.2 Cultural Heritage

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).

#### 15.4.3.1.3 Summary of Impacts

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

**Table 15.13: Summary of Potential Construction Phase Impacts (N4 Junction 3 to M50 Junction 7 Section)**

Assessment Topic	Potential Impact
CBC0006AH001 Tramway	Negative, Slight, Permanent

#### 15.4.3.2 M50 Junction 7 to Con Colbert Road

##### 15.4.3.2.1.1 National Monuments

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

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

No recorded archaeological sites / monuments will be impacted by this section of the Proposed Scheme. No ground-breaking works are proposed at the site of a 16<sup>th</sup> century / 17<sup>th</sup> century house (RMP DU018-029) located beneath the south carriageway of the Chapelizod Bypass.

##### 15.4.3.2.1.3 Non-Designated Archaeological Sites

One non-designated archaeological heritage site was identified along this section of the Proposed Scheme. The former route of the Dublin & Lucan Electric Railway is followed in part by the modern N4 road and Old Lucan Road, continuing in this section of the Proposed Scheme along the Old Lucan Road in Palmerstown village and the R148 Palmerstown / Chapelizod Bypass south-east of the village (CBC0006AH001). Although not visible, it is possible that the original tram and rail lines survive below the existing road surface. Ground-breaking works along the Old Lucan Road at Palmerstown Village (Chainage J0 to K275 and L50), for the proposed cycle track and traffic calming measures, will impact on any remains that survive below ground. The tramline site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

#### 15.4.3.2.2 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).

### 15.4.3.2.3 Summary of Impacts

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

**Table 15.14: Summary of Predicted Construction Phase Impacts (M50 Junction 7 Section to Con Colbert Road)**

Assessment Topic	Potential Impact
CBC0006AH001 Tramway	Negative, Slight, Permanent

### 15.4.3.3 Con Colbert Road to City Centre

#### 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)

The recorded site of a burial (SMR DU018-302) is located within the Proposed Scheme, at the South Circular Road / St John's Road West junction. Although the site lies beneath the existing road and the burial was removed at the time of discovery, it is possible that sub-surface features associated with it may survive, including additional burials. Ground-breaking works at this location will impact on any associated remains that may survive below ground of the recorded archaeological site, or any associated features thereof. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the potential is for the discovery of human remains the potential impact is therefore Negative, Significant, Permanent.

The Proposed Scheme traverses the designated ZAP for the Historic City of Dublin (RMP DU018-020) where it travels along Con Colbert Road and St John's Road West. This is an area of particularly high archaeological potential and there is the potential that previously unknown archaeological sites or features may survive below ground within this zone. The presence of four recorded archaeological sites on or alongside these two roads (DU018-302, DU018-020283, DU018-020272, DU018-020477), along with other sites in the vicinity, heightens this potential considerably. There is precedent elsewhere within the ZAP for the Historic City of Dublin (RMP DU018-020) for the survival of significant and well preserved archaeological features and deposits at shallow depths beneath the existing road surface and pavement e.g. those found during archaeological monitoring of works for a Quality Bus Corridor at James' Street and Thomas Street (Giacometti and McGlade 2013). Therefore, despite subsequent disturbance to possible deposits from later phases of development and the insertion of services along the existing roads, it is possible that archaeological features, including burials, may be revealed within the Proposed Scheme. Ground-breaking works along Con Colbert Road and St John's Road West will impact on any previously unknown archaeological sites or features that survive below ground. The RMP ZAP has a medium sensitivity value and the magnitude of impact is medium; and as the potential is for the discovery of human remains within this part of the Historic City ZAP, the potential impact is therefore Negative, Significant, Permanent.

DU018-020272 (RMP), burial site recorded in the War Memorial Gardens. This relates to the known use of the ridge along the south bank of the River Liffey (including within the grounds of Heuston Station and Royal Hospital Kilmainham) as a burial area during the Viking period, with at least 90 burials known to date. The spread of burials suggests that they were interred in large 'gravefields', the extent of which is not known. The presence of another recorded burial (DU018-302) in this area, within the Proposed Scheme, is also significant, though it is not known whether it is Viking in origin. The Proposed Scheme runs through this area, along Con Colbert Road and St John's Road West, and there is the potential that further burials survive beneath the existing road surfaces. Ground-breaking works along Con Colbert Road, where it runs alongside the War Memorial Gardens, will impact on any additional burials / associated features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the potential is for the discovery of human remains the potential impact is therefore Negative, Significant, Permanent.

DU018-020283 (RMP), ecclesiastical site at Bully's Acre. The extent of the recorded early medieval ecclesiastical settlement is unknown, but it is highly likely that there was (at the very least) associated activity in the area between the graveyard and the site of St John's Well (vicinity of the present South Circular Road / St John's Road

West junction) (e.g. Burial DU018-302 was found in this area). Ground-breaking works along St John's Road West, where it runs adjacent to the RMP site, will impact on any associated features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the potential is for the discovery of human remains the potential impact is therefore Negative, Significant, Permanent.

There is evidence for milling activity during the medieval period in the vicinity of St John's Road West at Dr Steevens' Hospital (RMP DU018-020477). Although the exact location of the mill is unknown, the medieval millrace may have run adjacent to St John's Road West, along its south side. The millrace was fed by the River Camac, which is culverted beneath the existing road. The construction of St John's Road West in the 19th century, and that of its predecessor Military Road, is likely to have caused some disturbance to any surviving archaeological deposits. It is possible, however, that features associated with the mill may survive beneath the existing road surface. Ground-breaking works along St John's Road West, where it runs adjacent to the RMP site, will impact on any associated features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

The grounds of Dr Steevens' Hospital (RMP DU018-020341) at the east end of St John's Road West are open to the road and the 18<sup>th</sup> century building is an attractive and intrinsic element of the historic character of this area. The present open character of the landscaped grounds to the front of the building is a modern intervention, following the removal in the 20<sup>th</sup> century of the boundary walls and ancillary buildings that previously stood to the north. There will be a slight negative impact on the setting of Dr Steevens' Hospital as a result of the removal of a strip of land to the front of the landscaped grounds. The RMP site has a medium sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

No potential impact was identified from an archaeological or cultural heritage perspective in relation to the walled garden and 18<sup>th</sup> century / 19<sup>th</sup> century house within the grounds of the Royal Hospital Kilmainham (RMP DU018-020258 and DU018-020255), the Hospital and Religious House Knights Hospitallers (DU018-020285 and DU018-020286), and the nearby Royal Hospital Infirmary (RMP DU018-020341). With the exception of the Religious House Knights Hospitallers (RMP DU018-020286), of which there are no upstanding remains, these assets are also protected structures and are assessed in Chapter 16 (Architectural Heritage).

#### 15.4.3.3.1.3 Non-Designated Archaeological Sites

There is one non-designated archaeological site within the Proposed Scheme, the site of a 19<sup>th</sup> century gas house on Con Colbert Road (DCIHR 18-10-025). Although not visible above ground, there is every possibility that remains of this feature survive below the existing road surfaces. Ground-breaking works at this location will impact on any remains that survive. The gas house site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

#### 15.4.3.3.2 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).

#### 15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15.15, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.15: Summary of Potential Construction Phase Impacts (Con Colbert Road to City Centre Section)**

Assessment Topic	Potential Impact
RMP DU018-020, Dublin Historic City	Negative, Significant, Permanent
RMP DU018-020272, Burial	Negative, Significant, Permanent
DCIHR 18-10-025, Gas House (site of)	Negative, Slight, Permanent
SMR DU018-302, Burial (site of)	Negative, Significant, Permanent
RMP DU018-020283, Ecclesiastical site	Negative, Significant, Permanent
RMP DU018-020477, Mill - unclassified	Negative, Moderate, Permanent

Assessment Topic	Potential Impact
RMP DU018-020341, Dr Steevens' Hospital	Negative, Slight, Temporary

#### 15.4.3.4 Proposed Construction Compounds

##### 15.4.3.4.1 Archaeological Heritage

###### 15.4.3.4.1.1 National Monuments

No national monuments will be impacted by the proposed Construction Compound locations.

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

No RMP / SMR sites will be impacted by the Proposed Scheme. Proposed Construction Compound LU3 location is c. 55m east / south-east of the ZAP for RMP DU018-029, however, given the site type (a house), the potential for the discovery of associated features within the proposed compound location is considered to be negligible. There is no potential impact on the recorded site.

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

No non-designated archaeological sites will be impacted by the proposed Construction Compound locations.

###### 15.4.3.4.1.4 Greenfield Potential

As noted in Section 15.3.5, the proposed compound sites LU1a, LU1b and LU2 are considered to have negligible archaeological potential and as such there will be no impact on archaeological heritage.

The remaining greenfield sites proposed for temporary Construction Compound (LU3) does not have a significant level of archaeological potential, nonetheless it is possible that previously unknown archaeological features or deposits may be present below ground. The greenfield area has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact on any previously unknown archaeological features or deposits that are present within Construction Compound LU3 is Negative, Slight, Permanent.

##### 15.4.3.4.2 Cultural Heritage

No cultural heritage sites were identified for any of the proposed Construction Compound locations. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

##### 15.4.3.4.3 Summary of Impacts

The impacts are summarised in Table 15.16, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

**Table 15.16: Summary of Potential Construction Phase Impacts (Proposed Construction Compound Locations)**

Assessment Topic	Potential Impact
Construction Compound LU3	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. Archaeological monitoring will 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 have to be resolved to the satisfaction of the DHLGH and the NMI. The archaeologist will have the power to inspect all excavation to formation level for the proposed works and to temporarily halt the excavation work, if and as necessary. They will be given the power to ensure the temporary protection of any features of archaeological importance identified. The archaeologist will be afforded sufficient time and resources to record and remove any such features identified.

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

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

The appointed contractor will make provision 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 are made by the licence-eligible archaeologist on behalf of the client to the National Monuments Service at the DHLGH. In addition to a detailed method statement, the applications must include a letter from the client on client letterhead 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.

A construction schedule will be made available to the archaeologist, 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 where no excavation work is taking place during the Construction Phase. In this case, it will be necessary to inform the archaeologist/s as to when ground breaking works will recommence.

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

Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. 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 client's archaeologist and will be a matter for discussion between the client 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 the construction all machine traffic must be restricted as to avoid any newly revealed archaeological or cultural heritage sites and their environs. Materials management will be in operation to ensure no damage to a site of archaeological interest.

### 15.5.1.2 Cultural Heritage

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

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

### 15.5.1.3 N4 Junction 3 to M50 Junction 7

#### 15.5.1.3.1 Archaeological Heritage

Archaeological monitoring (as defined in section 15.5.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in section 15.4.1), along the route of the former Dublin & Lucan Electric Railway (CBC0006AH001) on the Old Lucan Road at Quarryvale (Chainage G150 to H295), where works are proposed for the cycle track.

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.

#### 15.5.1.3.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

#### 15.5.1.3.3 Summary Table

**Table 15.17: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (N4 Junction 3 to M50 Junction 7 Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation & Monitoring)	Predicted Impact (Post Mitigation & Monitoring)
CBC0006AH001 Tramway	Negative, Slight, Permanent	No significant impact

### 15.5.1.4 M50 Junction 7 to Con Colbert Road

#### 15.5.1.4.1 Archaeological Heritage

Archaeological monitoring (as defined in section 15.5.1) 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 location:

- Along the route of the former Dublin & Lucan Electric Railway (CBC0006AH001) on the Old Lucan Road at Palmerstown village (Chainage J0 to K275 and L50), where works are proposed for the cycle track.

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.

#### 15.5.1.4.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

#### 15.5.1.4.3 Summary Table

**Table 15.18: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (M50 Junction 7 Section to Con Colbert Road)**

Assessment Topic	Predicted Impact (Pre-Mitigation & Monitoring)	Predicted Impact (Post Mitigation & Monitoring)
CBC0006AH001 Tramway	Negative, Slight, Permanent	No significant impact

#### 15.5.1.5 Con Colbert Road to City Centre

##### 15.5.1.5.1 Archaeological Heritage

Archaeological monitoring (as defined in section 15.5.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in section 15.4.1), at the following locations:

- Within the designated ZAP for the Historic City of Dublin (DU018-020) along Con Colbert Road and St John's Road West, which is an area of particularly high archaeological potential associated with Viking, early medieval and medieval activity; and
- At the site of the 19<sup>th</sup> century gas house (DCIHR 18-10-025).

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.

The setting of Dr Steevens' Hospital (RMP DU018-020341) will be enhanced through public realm works, which will include a revised and improved boundary treatment at the front of the grounds (detailed in Chapter 17 (Landscape (Townscape) & Visual) and Chapter 16 (Architectural Heritage)). This will result in a Positive, Moderate, Long-term impact on the setting of the hospital.

No mitigation is required in relation to the walled garden and 18<sup>th</sup> century / 19<sup>th</sup> century house within the grounds of the Royal Hospital Kilmmainham (RMP DU018-020258 and DU018-020255), the Hospital and Religious House Knights Hospitallers (DU018-020285 and DU018-020286), and the nearby Royal Hospital Infirmary (RMP DU018-020341).

##### 15.5.1.5.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

##### 15.5.1.5.3 Summary Table

**Table 15.19: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Con Colbert Road to City Centre Section)**

Assessment Topic	Predicted Impact (Pre-Mitigation & Monitoring)	Predicted Impact (Post Mitigation & Monitoring)
RMP DU018-020, Dublin Historic City	Negative, Significant, Permanent	No significant impact
RMP DU018-020272, Burial	Negative, Significant, Permanent	No significant impact
DCIHR 18-10-025, Gas House (site of)	Negative, Slight, Permanent	No significant impact
SMR DU018-302, Burial (site of)	Negative, Significant, Permanent	No significant impact
RMP DU018-020283, Ecclesiastical site	Negative, Significant, Permanent	No significant impact
RMP DU018-020477, Mill - unclassified	Negative, Moderate, Permanent	No significant impact
RMP DU018-020341, Dr Steevens' Hospital	Negative, Slight, Temporary	Positive, Moderate, Long-term

### 15.5.1.6 Proposed Construction Compound Locations

#### 15.5.1.6.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) will take place at the preconstruction and early stages of construction, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1) for the temporary Construction Compound LU3. This will be undertaken in order to establish the presence or absence, as well as the nature and extent, of any archaeological deposits, features or sites that may be present within the land take of the Proposed Scheme, where ground investigation and earth-moving works are taking place.

#### 15.5.1.6.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

#### 15.5.1.6.3 Summary Table

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

Assessment Topic	Predicted Impact (Pre-Mitigation & Monitoring)	Predicted Impact (Post Mitigation & Monitoring)
Construction Compound LU3	Negative, Slight, Permanent	No significant impact

### 15.5.2 Operational Phase

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

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

No Operational Phase impacts were identified for the Proposed Scheme.

## 15.6 Residual Impacts

### 15.6.1 Construction Phase

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

One residual impact was identified, at Dr Steevens' Hospital. The setting of Dr Steevens' Hospital (RMP DU018-020341) will be enhanced through public realm works, which will include a revised and improved boundary treatment at the front of the grounds (detailed in Chapter 17 (Landscape (Townscape) & Visual) and Chapter 16 (Architectural Heritage)). It is considered that once the work is complete this will result in a Positive, Moderate, Long-term impact on the setting of the hospital.

### 15.6.2 Operational Phase

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

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

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