# Chapter 21
# Architectural Heritage

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# 21. ARCHITECTURAL HERITAGE

## 21.1 Introduction

This chapter has assessed the potential effects on Architectural Heritage arising from the DART+ Coastal North project ("the Proposed Development") during the Construction and Operational Phases based on the draft Railway Order, Chapter 4 (Description of Proposed Development) and Chapter 5 (Construction Strategy).

During the Operational Phase, the potential visual impacts associated with alterations to bridges and the installation of new OHLE infrastructure on character and setting and vistas of architectural heritage features and streetscapes have been assessed.

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

This assessment determines, from existing records and on-site observations, the nature of the architectural heritage resource within the footprint of the Proposed Development. The methodology was designed to provide a full understanding of the potential impact on architectural heritage assets and on the character of historic urban streetscapes and landscapes.

The assessment of Archaeology and Cultural Heritage is presented in Chapter 20 (Archaeology & Cultural Heritage).

## 21.2 Definitions

In order to assess and present the findings of this study, the following definitions are employed. Heritage is a broad term used to describe archaeological, architectural, artistic, technical, social, scientific, and cultural heritage features. The definitions of architectural heritage, archaeological heritage and cultural heritage are described in detail in the Sections 21.2.1 to 21.2.3.

### 21.2.1 Architectural Heritage

The architectural heritage includes buildings and structures, their contents and settings and designed landscapes and demesnes which are of artistic, technical, social scientific and cultural interest. The architectural heritage also includes street furniture, statuary, paving, and structures associates with the industrial heritage and vernacular heritage.

Architectural heritage generally applies to structures, buildings, streetscapes, or landscapes which postdate Anno Domini (AD) 1700 but can include structures of archaeological interest and structures which predate AD 1700.

Article 1 of the Convention for the Protection of the Architectural Heritage of Europe (also known as the Granada Convention) (Council of Europe 1985) defines architectural heritage as:

> *"Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social, or technical interest, including their fixtures and fittings;*
>
> *Groups of buildings: homogeneous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social, or technical interest which are sufficiently coherent to form topographically definable units; and*
>
> *Sites: the combined works of man and nature, being areas, which are partially built upon and sufficiently distinctive and homogeneous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social, or technical interest."*

Architectural heritage assets are a finite resource which individually display a high level of architectural, artistic, or technical craftsmanship and collectively contribute to the character and sense of place of our towns, villages and cities.

Nationally, sites of architectural heritage interest are subject to statutory protection. Section 10 (2)(f) and Section 51 of the Planning and Development Act 2000 (as amended) (hereafter referred to as the Planning and Development Act), place a statutory obligation on local authorities to include sites of architectural heritage in their development plans and objectives for the protection of structures, or parts of structures, which are of special architectural heritage interest. The principal mechanism for the protection of these structures is through their inclusion on the Record of Protected Structures (RPS) in the relevant city or county development plan.

Protected Structures are defined in Section 2 of the Planning and Development Act as:

> *"(a) a structure, or*
>
> *(b) a specified part of a structure, which is included in a Record of Protected Structures, and, where that record so indicates, includes any specified feature which is within the attendant grounds of the structure, and which would not otherwise be included in this definition."*

A structure is defined under Part I Section 2 (i) of the Planning and Development Act as:

> *"any building, structure, excavation, or other thing constructed or made on, in or under any land, or any part of a structure so defined, and in relation to a Protected Structure or proposed Protected Structure, includes:*
>
> *(i) the interior of the structure,*
> *(ii) the land lying within the curtilage of the structure,*
> *(iii) any other structures lying within that curtilage and their interiors, and*
> *(iv) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in subparagraph (i) or (iii);"*

Section 51 (i) of the Planning and Development Act defines Protected Structures as:

> *"Structures, or parts of structures, which form part of the architectural heritage, and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest."*

Where sites are designated or protected architectural heritage assets, they are addressed in this Chapter under Section 21.3.6.

The Planning and Development Act also introduced Architectural Conservation Areas (ACA). An ACA is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure or group of Protected Structures. A list of ACAs and objectives for ACAs are also contained in the relevant city or county development plans. ACAs are outlined in Section 21.3.7.

Architectural heritage may also be afforded protection under other county or city development plan objectives including Conservation Areas (CA) which are indicated in the Dublin City Council (DCC) Development Plan 2022 to 2028 (DCC 2022) zoning maps as Z8 and Z2 zonings or as red hatched areas or which may be protected under specific objectives for the protection of streetscapes, street furniture, paving treatments, and industrial heritage. Conservation Areas are addressed in Section 21.3.8. There is no equivalent Conservation Area within the study area for the Proposed Development under the Fingal County Development Plan (FCC 2023), the Meath County Development Plan 2021 to 2027 (MCC 2021), and Louth County Development Plan 2021 to 2027 (LCC 2021).

Architectural heritage assets may also be included in other official inventories. These inventories include, in respect of the study area for the Proposed Development, the National Inventory of Architectural Heritage (NIAH) Building and Garden Surveys for Dublin City (NIAH 2022a; NIAH 2022b) and the Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009, Carrig 2011). In considering additions to the RPS, local authorities have recourse to the NIAH which provides a source of guidance on the significance of buildings in their respective areas. While these inventories do not afford statutory protection in themselves, they do recognise the heritage value of individual heritage assets or landscapes and are used to identify heritage assets for protection. NIAH buildings or structures which have not been protected are dealt with under Section 21.3.9. Designed landscapes are addressed under Section 21.3.10. Upstanding industrial heritage sites are addressed under Section 21.3.11. Those sites which may survive below-ground are assessed in Chapter 20 (Archaeological and Cultural Heritage) as potential archaeological sites. Other buildings or structures of architectural heritage interest are addressed under Section 21.3.12 of this Chapter.

### 21.2.2 Archaeological Heritage

Archaeological heritage is dealt with in Chapter 20 (Archaeology and Cultural Heritage); however, archaeological heritage may also be of architectural interest. Where an archaeological site includes upstanding remains which are also of architectural interest, they are dealt with under Section 21.3.5 of this Chapter.

### 21.2.3 Cultural Heritage

Cultural heritage is dealt with in Chapter 20 (Archaeology and Cultural Heritage). Cultural heritage, which is closely related to architectural heritage, is defined in the Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Environmental Protection Agency (EPA) 2022) (hereafter referred to as the EPA Guidelines). It includes tangible heritage such as archaeology, architectural heritage, settlements, buildings, and structures and designed landscapes, in addition to placenames and intangible heritage such as folklore, traditions and traditional practices.

Cultural heritage also contributes to cultural identity and sense of place. Where cultural heritage assets are of interest from an archaeological, historical, or cultural interest perspective, these are assessed in Chapter 20 (Archaeology & Cultural Heritage). Those aspects of cultural heritage which are specifically of architectural interest, such as statuary and street furniture, are dealt with in Section 21.3.13 of this Chapter.

## 21.3 Legislation, Policy, and Guidance

The key legislation and guidance referenced in preparation of this EIAR is presented in Chapter 1 (Introduction). Legislation and guidance specific to Architectural Heritage is discussed further below.

### 21.3.1 Guidance

The assessment has been undertaken with regard to the relevant legislation, standards, and guidelines for EIA and architectural heritage including:

- Transport Infrastructure Ireland's (TII) Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII, 2021);
- NRA Architectural Guidelines (NRA, 2005);
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022);
- Draft Advice Notes for preparing Environmental Impact Statements (EPA 2015);
- Environmental Impact Assessment of Projects: Guidance on the Preparation of the Environmental Impacts Assessment Report (European Commission 2017); and
- Department of Housing Planning and Local Government (DHPLG) Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment (DHPLG 2018a).

### 21.3.2 Legislation

The assessment has also been undertaken with regard to the relevant legislation including:

- National Monuments Acts 1930 to 2014;
- Planning and Development Act (as amended);
- The Heritage Act, 1995 (as amended);
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- The Planning and Development Act Regulations 2001 (as amended);
- Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment;
- Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment;
- S.I. No. 296/2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018; and
- Circular Letter: PL 05/2018 Transposition into Planning Law of Directive 2014/52/EU (DHPLG 2018b).

### 21.3.3 Policy

In light of the legislative protection afforded to the architectural and landscape heritage resource, this assessment considers the various categories of special interest and significance as defined by the statutory architectural heritage guidelines. The architectural heritage assessment is guided by the provisions of the relevant statutory instruments and relevant guidelines for the protection of the architectural heritage including:

- The Dublin City Development Plan 2022 to 2028 (DCC 2022);
- The Fingal Development Plan 2023 to 2029 (FCC 2023);
- The Meath County Development Plan 2021 to 2027 (MCC 2021);
- The Louth County Development Plan 2021 to 2027 (LCC 2021);
- Local Area and Architectural Conservation Area Plans;
- Department of Arts, Heritage, and the Gaeltacht (DAHG) Architectural Heritage Protection: Guidelines for Planning Authorities (DAHG 2011a);
- Department of Arts, Heritage, Gaeltacht, and the Islands (DAHGI) Framework and Principles for the Protection of the Archaeological Heritage (DAHGI 1999);
- International Council of Monuments and Sites (ICOMOS) International Charters including:
- The Florence Charter on Historic Gardens (ICOMOS 1981);
- Charter for The Conservation of Historic Towns and Urban Areas, Washington Charter (ICOMOS United States 1987);
- Charter for the Protection and Management of Archaeological Heritage (ICOMOS Australia 1990);
- Charter on the Built Vernacular Heritage (ICOMOS 1999a);
- International Cultural Tourism Charter, Managing Tourism at Places of Heritage Significance (ICOMOS 1999b);
- Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas (ICOMOS 2005);
- Charter on Cultural Routes (ICOMOS 2008);
- The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites (also known as the 'Ename Charter') (ICOMOS Australia 2008);
- The Valetta Principles for the Safeguarding and Management of Historic Cities, Towns and Urban Areas (ICOMOS 2011);
- Principles for the Conservation of Industrial Heritage Sites, Structures, Areas, and Landscapes (also known as the Dublin Principles), ICOMOS and The International Committee for the Conservation of the Industrial Heritage (TICCIH) (ICOMOS and TICCIH 2011);
- Salalah Guidelines for the Management of Public Archaeological Sites, 2017 (ICOMOS 2017a);
- Document on Historic Urban Public Parks (ICOMOS 2017b);
- Convention for the Protection of the Architectural Heritage of Europe (hereafter referred to as the Granada Convention) (Council of Europe 1985);
- Green Paper on the Urban Environment (European Commission 1990);
- European Convention on the Protection of the Archaeological Heritage (revised) (Council of Europe 1992);
- European Landscape Convention (Council of Europe 2000); and
- Framework Convention on the Value of Cultural Heritage for Society (Council of Europe 2005).

In order to assess the potential impact of the Proposed Development the following sources were also consulted or reviewed:

- Project Ireland 2040 National Planning Framework (hereafter referred to as the NPF) (DHPLG 2018c); and
- The Eastern and Midlands Regional Assembly (EMRA) Regional Spatial and Economic Strategy (hereafter referred to as the RSES) 2019 to 2031 (EMRA 2019).

### 21.3.4 World Heritage Sites

UNESCO World Heritage Sites are architectural heritage sites of acknowledged International Importance or sites that contribute significantly to international research objectives. Sites of International Importance are of High sensitivity.

The Historic City of Dublin is on the UNESCO World Heritage tentative list (ref. 5523), which is an inventory of properties each state party intends to consider for nomination. The Georgian City Plan under consideration survives largely intact and is bounded to the north and south by the canals, to the west by the Phoenix Park, and to the east by the sea (Permanent Delegation of Ireland to the OECD and UNESCO 2010). Dublin City is considered under the headings of authenticity, integrity, and justification of its outstanding universal value. Though built on an earlier medieval settlement, still evident in the street pattern in the Liberties and north of the Liffey at Oxmantown and through the survival of medieval buildings such as Cathedrals, Churches, Dublin Castle and the City Walls, the significance of the streetscape and buildings is attributed to the development of Dublin after the Restoration in 1660, when the city became the second imperial capital, after London, of the British Empire. There was a major development and expansion in the Georgian period (1714 to 1830). Much of this development took place as part of the development of the Jervis and Gardiner Estates on the north side of the River Liffey and the Meath, Aungier and Fitzwilliam Estates on the south side, through the development of civic, institutional, and religious buildings, and through investment in infrastructure such as Dublin Port, the City Quays, Canals, Railways and Urban Realm works. This has given Dublin the institutional buildings, terraces and infrastructure, urban plan which substantially survives today. While the architectural set pieces and vistas established in this period reimagined the city on a grand scale, they tended to adapt rather than supplant the earlier medieval street pattern, retaining important sites, and were restricted by pre-existing settlement patterns and land ownership boundaries.

The Brú na Bóinne complex in County Meath is also a World Heritage Site (ref. 659). Bounded by a bend in the River Boyne, the prehistoric site of Brú na Bóinne is dominated by the three great burial mounds of Knowth, Newgrange and Dowth. This is Europe's largest and most important concentration of prehistoric megalithic art. Surrounded by about forty satellite passage graves, they constitute a funerary landscape recognised as having great ritual significance, subsequently attracting later monuments of the Iron Age, early Christian and medieval periods. It is however located over 5km west of the Proposed Development on the west side of the M1 motorway and the Boyne River and is outside the study area.

Dublin City Council's (DCC) policies relating to the World Heritage nomination can be found in the Dublin City Development Plan 2022 to 2028 (DCC 2022).

Policy BHA29 states that it is the policy of DCC:

> *"To support and pursue a World Heritage nomination for the Historic City of Dublin, in partnership with the Department of Housing, Heritage and Local Government."*

Meath County Council (MCC) policies relating to World Heritage Sites can be found in the Meath County Development Plan 2021 to 2027 (MCC 2021). Heritage Policy HER POL 6 states it is the policy of the Council:

> *"To protect the Outstanding Universal Value of the UNESCO World Heritage Site of Brú na Bóinne in accordance with the relevant guidelines and national legislation, so that its integrity, authenticity and significance are not adversely affected by inappropriate development or change."*

HER POL 8 states it is the policy of the Council:

> *"To ensure that development within the UNESCO World Heritage Site of Brú na Bóinne shall be subject to the Development Assessment Criteria and the Development Management Guidelines".*

HER OBJ 9 states it is the objective of the Council:

> *"To refer all planning applications within the UNESCO World Heritage Site of Brú na Bóinne to the Department of Culture, Heritage, and the Gaeltacht for comment. These comments will be considered in the assessment of all such planning applications."*

HER OBJ 11 states it is the objective of the Council:

> *"To protect the ridgelines which frame views within and from the UNESCO World Heritage Site of Brú na Bóinne from inappropriate or visually intrusive development."*

Louth County Council's (LCC) policies can be found in the Louth County Development Plan 2021 to 2027 (LCC 2021).

Policy Objective BHC 14 states:

> *"To work in partnership with Meath County Council, relevant agencies and the public to promote, understand, conserve and sustainably manage the UNESCO World Heritage Site of Brú na Bóinne to maintain its Outstanding Universal Value (OUV)."*

Policy Objective BHC 15 states:

> *"To ensure no development which might have significant deleterious impacts upon the character of the World Heritage Site is permitted."*

There are no World Heritage Sites currently in the Fingal County Council (FCC) area though the Fingal County Development Plan (FCC 2023) seeks the designation of the Dunsink Observatory as a World Heritage Site. The Dunsink Observatory is outside the study area.

### 21.3.5 Architectural Heritage Sites of Archaeological Significance

Although archaeological heritage is dealt with in Chapter 20, sites were identified in the receiving environment, which also form part of the architectural heritage. These include both above ground structures and designed landscapes and parks and includes associated recorded monuments which are included in the NIAH Garden Survey (NIAH 2022b).

Architectural heritage sites which are of archaeological significance are protected under the National Monuments Acts of 1930 to 2014. Archaeological sites which are also Protected Structures are also subject to statutory protection under the Planning and Development Act, 2000, as amended.

DCC's policies relating to Recorded and National Monuments can be found in The Dublin City Development Plan 2022 to 2028 (DCC 2022).

Policy BHA26 states that it is the policy of DCC:

> *"1. To protect and preserve Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994 which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (www.archaeology.ie).*
>
> *2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994.*
>
> *3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage, and Local Government.*
>
> *4. Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.*
>
> *5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.*
>
> *6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences."*

Policy BHAO19: Built Heritage and Archaeology, states that it is the policy of DCC:

> *"To provide for the protection, preservation, and promotion of built heritage, including architectural heritage, archaeological heritage, and underwater heritage, and support the in-situ presentation and interpretation of archaeological finds within new developments."*

FCC's policies relating to Recorded and National Monuments can be found in the Fingal County Development Plan (FCC 2023). Objective CH02 states that it is the policy of FCC to:

> *"Favour the preservation in situ or at a minimum preservation by record, of archaeological sites, monuments, features, or objects in their settings. In securing such preservation the Council will have regard to the advice and recommendations of the National Monuments Service of the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs."*

Objective CH03 states:

> *"Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process."*

Objective CH04 states:

> *"Encourage and promote the appropriate management and maintenance of the County's archaeological heritage, including historical burial grounds, in accordance with conservation principles and best practice guidelines."*

Objective CH05 states:

> *"Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage."*

Objective CH06 states:

> *"Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies."*

Objective CH07 states:

> *"Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature and is sited and designed appropriately."*

Objective CH08 states:

> *"Develop a policy in relation to the treatment of archaeological monuments within open space of developments."*

Objective CH09 states:

> *"Recognise the importance of archaeology or historic landscapes and the connectivity between sites, where it exists, in order to safeguard them from developments that would unduly sever or disrupt the relationship and/or inter-visibility between sites".*

Objective CH17 states:

> *"Support the growth of cultural tourism in the County, including the potential for niche heritage-based tourism products by facilitating the development of heritage events, infrastructure such as heritage trails, walkways and cycleways etc. and activities such as community excavation."*

Objective CH18 states:

> *"Manage the archaeological sites and monuments that Fingal County Council owns or is responsible for according to best practice and according to Conservation Plans where they exist."*

MCC's policies relating to Recorded and National Monuments can be found in the Meath County Development Plan 2021 to 2027 (MCC 2021).

HER POL 1 states it is the policy of the Council:

> *"To protect sites, monuments, places, areas, or objects of the following categories:*
>
> - *Sites and monuments included in the Sites and Monuments Record as maintained by the National Monuments Service of the Department of Culture, Heritage, and the Gaeltacht;*
> - *Monuments and places included in the Record of Monuments and Places as established under the National Monuments Acts;*
> - *Historic monuments and archaeological areas included in the Register of Historic Monuments as established under the National Monuments Acts;*
> - *National monuments subject to Preservation Orders under the National Monuments Acts and national monuments which are in the ownership or guardianship of the Minister for Culture, Heritage and the Gaeltacht or a local authority; and*
> - *Archaeological objects within the meaning of the National Monuments Acts; and Wrecks protected under the National Monuments Acts or otherwise included in the Shipwreck Inventory maintained by the National Monuments Service of the Department of Culture, Heritage, and the Gaeltacht."*

HER POL 3 states it is the policy of the Council:

> *"To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, for development in the vicinity of monuments or in areas of archaeological potential. Where there are upstanding remains, a visual impact assessment may be required."*

HER POL 4 states it is the policy of the Council:

> *"To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length; or developments in proximity to areas with a density of known archaeological monuments and history of discovery as identified by a suitably qualified archaeologist."*

HER POL 5 states it is the policy of the Council:

> *"To seek guidance from the National Museum of Ireland where an unrecorded archaeological object is discovered, or the National Monuments Service in the case of an unrecorded archaeological site."*

HER OBJ 2 states it is the objective of the Council:

> *"To ensure that development in the vicinity of a Recorded Monument or Zone of Archaeological Potential is sited and designed in a sensitive manner with a view to minimal detraction from the monument or its setting."*

HER OBJ 3 states it is the objective of the Council:

> *"To protect important archaeological landscapes from inappropriate development."*

HER OBJ 4 states it is an objective of the Council:

> *"To encourage the management and maintenance of the County's archaeological heritage, including historic burial grounds, in accordance with best conservation practice that considers the impact of climate change."*

LCC's policies relating to Recorded and National Monuments can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 1 state:

> *"To protect and enhance archaeological sites and monuments, underwater archaeology, and archaeological objects listed in the Record of Monuments and Places (RMP), and/or the Register of Historic Monuments and seek their preservation (i.e. presumption in favour of preservation in situ or in exceptional cases, at a minimum, preservation by record) through the planning process and having regard to the advice and recommendations of the National Monuments Service of the Department of Housing, Local Government and Heritage and the principles as set out in the 'Framework and Principles for the Protection of the Archaeological Heritage' (Department of Arts, Heritage, Gaeltacht and the Islands 1999)."*

Policy Objective BHC 6:

> *"To ensure any development, either above or below ground, adjacent to or in the immediate vicinity of a recorded monument or a Zone of Archaeological Potential (including formerly walled towns) shall not be detrimental to or detract from the character of the archaeological site or its setting and be sited and designed to protect the monument and its setting. Where upstanding remains exist, a visual impact assessment may be required."*

### 21.3.6 Protected Structures

The importance of the architectural heritage is enshrined in Part II, Section 10 of the Planning and Development Act, 2000, as amended, which places a statutory obligation on local authorities to include in their Development Plan objectives for the protection of structures, or parts of structures, which are of special interest. The principal mechanism for the protection of these structures is through their inclusion on the Record of Protected Structures (RPS).

DCC's policies relating to Protected Structures can be found in the Dublin City Development Plan 2022 to 2028 (DCC, 2022).

Policy BHA2 of the Dublin City Development Plan (DCC, 2022) states that it is the policy of DCC:

> *"That development will conserve and enhance Protected Structures and their curtilage and will:*
>
> *(a) Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage, and the Gaeltacht.*
>
> *(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.*
>
> *(c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.*
>
> *(d) Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials.*
>
> *(c) Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the Protected Structure.*
>
> *(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.*
>
> *(g) Ensure historic landscapes, gardens, and trees (in good condition) associated with Protected Structures are protected from inappropriate development."*

FCC's policies relating to Protected Structures can be found in the Fingal County Development Plan (FCC, 2023).

Objective CH20 states it is an objective of the Council to:

> *"Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure."*

Objective CH21 states:

> *"Seek that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or designed views or vistas from or to the structure is conserved."*

Objective CH25 states:

> *"Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services, and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high-quality design and/or use of screen planting."*

Objective CH26 states:

> *"Prevent the demolition or inappropriate alteration of Protected Structures."*

MCC's policies relating to Protected Structures can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021). HER POL 14 states it is a policy of the Council:

> *"To protect and conserve the architectural heritage of the County and seek to prevent the demolition or inappropriate alteration of Protected Structures."*

HER POL 15 states it is a policy of the Council:

> *"To encourage the conservation of Protected Structures, and where appropriate, the adaptive reuse of existing buildings and sites in a manner compatible with their character and significance. In certain cases, land use zoning restrictions may be relaxed in order to secure the conservation of the Protected Structure."*

HER POL 16 states it is a policy of the Council:

> *"To protect the setting of Protected Structures and to refuse permission for development within the curtilage or adjacent to a Protected Structure which would adversely impact on the character and special interest of the structure, where appropriate."*

HER POL 17 states it is a policy of the Council to:

> *"To require that all planning applications relating to Protected Structures contain the appropriate accompanying documentation in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any variation thereof, to enable the proper assessment of the proposed works."*

HER POL 18 states it is a policy of the Council to:

> *"To require that in the event of permission being granted for development within the curtilage of a Protected Structure, any works necessary for the survival of the structure and its re-use should be prioritised in the first phase of development."*

LCC's policies relating to Protected Structures can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 20 states:

> *"To ensure that any development, modification, alteration, or extension affecting a Protected Structure and / or its setting is sensitively sited and designed, is compatible with the special character and is appropriate in terms of the proposed scale, mass, density, layout, and materials of the Protected Structure."*

Policy Objective BHC 21:

> *"The form and structural integrity of the Protected Structure and its setting shall be retained and the relationship between the Protected Structure, its curtilage and any complex of adjoining buildings, designed landscape features, designed views or vistas from or to the structure shall be protected."*

Policy Objective BHC 22:

> *"To prohibit inappropriate development within the curtilage and/or attendant grounds of a Protected Structure. Any Proposed Development within the curtilage and/or attendant grounds must demonstrate that it is part of an overall strategy for the future conservation of the entire complex including the structures, demesne and/or attendant grounds."*

Policy Objective BHC 23:

> *"To require that all planning applications relating to Protected Structures contain the appropriate documentation as described in the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any subsequent guidelines, to enable a proper assessment of the proposed works and their impact on the structure or area."*

Policy Objective BHC 24:

> *"To require the retention of original features such as windows, doors, renders, roof coverings, and other significant features which contribute to the character of Protected Structures and encourage the reinstatement of appropriately detailed features which have been lost, to restore the character of Protected Structures as part of development proposals."*

Policy Objective BHC 25:

> *"To promote best conservation practice and the use of skilled specialist practitioners in the conservation of and for any works to Protected Structures."*

Policy Objective BHC 26:

> *"To encourage the retention, sympathetic reuse, and rehabilitation of Protected Structures and their settings where appropriate and where the proposal is compatible with their character and significance. In certain cases, development management guidelines may be relaxed in order to secure the conservation of the Protected Structure and architectural features of special interest."*

Policy Objective BHC 27:

> *"To permit the demolition or significant modification of a Protected Structure, only in exceptional circumstances."*

Policy Objective BHC 28:

> *"To ensure the protection of architectural features of special interest as part of any proposed re-development where there is conflict with other development plan requirements such as open space, car parking etc."*

### 21.3.7 Architectural Conservation Areas (ACAs)

An ACA is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific interest, or that contributes to the appreciation of a Protected Structure or group of Protected Structures.

DCC's policies relating to ACAs can be found in the Dublin City Development Plan 2022 to 2028 (DCC, 2022).

Policy BHA7 of the Dublin City Development Plan states that it is the policy of DCC:

> *"(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries, or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.*
>
> *(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.*
>
> *(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.*
>
> *(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving, and street furniture.*
>
> *(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.*
>
> *(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen, and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be*

*safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease."*

Policy BHA8 of the Dublin City Development Plan states that:

*"There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of the ACA except in exceptional circumstances where such loss would also contribute to a significant public benefit".*

FCC's policies relating to ACAs can be found in the Fingal County Development Plan (FCC 2023). Objective CH31 states that it is an objective of the Council to:

"*Produce, and review where necessary, detailed guidance for each Architectural Conservation Area in the form of Statements of Character that identify the specific special character of each area and give direction on works that would impact on this*."

Objective CH32 states:

*"Avoid the removal of structures and distinctive elements (such as boundary treatments, street furniture, paving and landscaping) that positively contribute to the character of an Architectural Conservation Area."*

MCC's policies relating to ACAs can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021).

HER POL 19 states it is the policy of the Council:

*"To protect the character of Architectural Conservation Areas in Meath."*

HER POL 20 states it is the policy of the Council:

*"To require that all development proposals within or contiguous to an ACA be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and are appropriately sited and designed with regard to the advice given in the Statements of Character for each area, where available."*

HER OBJ 17 states it is an objective of the Council:

*"To promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen, and craftsmen, with recognised conservation expertise, for works to Protected Structures or historic buildings in an Architectural Conservation Area."*

LCC's policies relating to ACAs can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 31:

*"To require that all development proposals within or affecting an Architectural Conservation Area preserve or enhance the character and appearance of that area, protect architectural features of special interest, and ensure that the design respects the character of the historic architecture in terms of height, scale, layout, and materials. All development proposals shall have regard to the Architectural Conservation Area objectives in Appendix 11, Volume 3 and objectives contained in applicable Character Appraisals where available."*

Policy Objective BHC 32:

> *"To retain any building within an Architectural Conservation Area which makes a positive contribution to the character or appearance of the area. Demolition of such structures, the removal of features and street furniture which contribute to the character of the area shall only be considered in exceptional circumstances. Applications for demolition shall be accompanied by a measured and photographic survey, condition report and architectural heritage assessment."*

Policy Objective BHC 33:

> *"To ensure any new service infrastructure (installed by the Local Authority or Public/Private Sector Utility Companies) shall not be located where it will be detrimental to the character of the Architectural Conservation Area."*

Policy Objective BHC 34:

> *"To ensure that the protection of architectural features of special interest within an Architectural Conservation Area are retained as part of any proposed re-development. In certain cases, development management guidelines may be relaxed in order to secure their conservation."*

Policy Objective BHC 35:

> *"To require that any development on the periphery of an Architectural Conservation Area does not detract from the existing character of the designated Architectural Conservation Area."*

Policy Objective BHC 37:

> *"To retain surviving medieval plots and street patterns in the Architectural Conservation Areas and other towns and villages where in evidence and in the course of development, to record and mark evidence of ancient boundaries and layouts etc."*

### 21.3.8 Conservation Areas

Conservation Areas are indicated in the Dublin City Council (DCC) Development Plan 2022 to 2028 (DCC, 2022) zoning maps as Z8 and Z2 zonings or as red hatched areas or may be protected under specific objectives for the protection of streetscapes, street furniture, paving treatments, and industrial heritage. While not to be confused with ACAs, they do afford some protection for the architectural heritage, specifically under Policy BHA9:

> *"To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:*
>
> *1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.*

*2. Re-instatement of missing architectural detail or important features.*

*3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.*

*4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.*

*6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.*

*Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications and will promote compatible uses which ensure future long-term viability."*

Policy BHA10 states:

*"There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit."*

There are no analogous Conservation Areas in the Fingal County Development Plan (FCC, 2023), the Meath County Development Plan 2021 to 2027 (MCC, 2021) and Louth County Development Plan 2021 to 2027 (LCC, 2021).

### 21.3.9 National Inventory of Architectural Heritage

The National Inventory of Architectural Heritage (NIAH) is a state initiative under the administration of the Department of Housing, Local Government and Heritage. It was established on a statutory basis under the provisions of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999. Its purpose is to identify, record, and evaluate the architectural heritage of Ireland, uniformly and consistently, as an aid in the protection and conservation of the architectural heritage.

The NIAH provides a source of guidance on the significance of buildings. The NIAH assesses buildings and structures for their architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest. Structures are then rated as being of International, National, Regional and Local significance. Structures which are considered to have insufficient architectural heritage significance are given a Record Only rating.

Inclusion within the NIAH in of itself does not confer statutory protection on buildings and structures of architectural heritage interest. Instead, buildings or structures which are given a Regional, National, or International rating in the County based inventories are recommended by the Minister to the relevant local authority for their consideration for inclusion on the RPS under Section 53 of the Planning and Development Act 2000.

DCC's policies relating to NIAH buildings and structures can be found in the Dublin City Development Plan 2022 to 2028 (DCC, 2022). Policy BHA4 of the Dublin City Development states:

> *"To have regard to the National Inventory of Architectural Heritage (NIAH) rating of a structure and any associated Ministerial Recommendation in the assessment of planning applications."*

Policy BHA5 states:

> "*That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011)*."

There are no specific objectives for NIAH structures in Volume 1, Chapter 10 of the Fingal County Development Plan (FCC, 2023), but Objective CH19 is of relevance. It states that it is the objective of the Council to:

> *"Review the Record of Protected Structures on an on-going basis and add structures of special interest as appropriate, including significant elements of industrial, maritime or vernacular heritage and any twentieth century structures of merit."*

Meath County Development Plan 2021 to 2027 (MCC, 2021) and the Louth County Development Plan 2021 to 2027 (LCC, 2021) do not contain policies or objectives which are specifically related to NIAH structures though they do contain policies and objectives for other buildings and structures of architectural heritage interest which are covered here in Section 21.3.12.

### 21.3.10 Designed Landscapes

These landscapes are shown as shaded 'demesne' landscapes or as having formally laid grounds on the first, second, third or fourth edition OS mapping (OSI 1843 to 1844, OSI 1847, OSI 1864 to 1890, OSI 1909 to 1911 and OSI 1940 to 1961) or are included in gazetteers (Bence Jones 1988, Craig, 1976, Dean 2016). A demesne was a parcel of land retained by a landlord farmer, for the use of the house. They were intended to represent a natural parkland setting for the house, a practice that became fashionable from the latter part of the 18th century. The landscapes, which can vary greatly in size, often possess specific features, such as long driveways, gate lodges, stately entrances, walled gardens, bodies of water and belts, avenues, and clumps of deciduous and specimen trees. Designed landscapes also include public parks, the Georgian squares of Dublin, garden cemeteries and nature reserves, where they are demonstrably manmade or designed landscapes.

DCC's policies relating to landscapes primarily relate to urban designed landscapes and can be found in the Dublin City Development Plan 2022 to 2028 (DCC 2022). Objective BHA2 states that it is the objective of DCC:

> *"That development will conserve and enhance Protected Structures and their curtilage and will: (g) Ensure historic landscapes, gardens and trees (in good condition) associated with Protected Structures are protected from inappropriate development."*

Policy BHA4 of the Dublin City Development states:

> *"To have regard to the National Inventory of Architectural Heritage (NIAH) [which includes the garden inventory] …and any associated Ministerial Recommendation in the assessment of planning applications.*"

Policy SC2 states that it is the policy of DCC:

> "*To develop the city's character by cherishing and enhancing Dublin's renowned streets, civic spaces, and squares*;" and
>
> "*To revitalise the north and south Georgian squares and their environs*."

FCC's policies relating to Designed Landscapes can be found in the Fingal County Development Plan (FCC, 2023). Objective CH21 states it is an objective of the Council to:

> *"Seek that the form and structural integrity of the Protected Structure is retained in a re-development and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or designed views or vistas from or to the structure is conserved."*

Objective CH45 states:

> *"Utilise existing surveys to identify and evaluate the surviving historic designed landscapes in Fingal and promote the conservation of their essential character, both built and natural."*

Objective CH46 states that FCC:

> *"Require that proposals for development within historic designed landscapes include an appraisal of the designed landscape (including an ecological assessment) prior to the initial design of any development, in order for this evaluation to inform the design which must be sensitive to and respect the built heritage elements and green space values of the site."*

Objective CH47 states:

> *"Ensure that development within Fingal along the perimeter of the Phoenix Park adheres to the Office of Public Works' (OPW), Phoenix Park Conservation Management Plan, does not have a detrimental impact on the Park, does not damage any of the built elements along its boundary, or interrupt any important vistas into or out of it."*

MCC's policies relating to Designed Landscapes can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021). HER OBJ 28 states it is the objective of the Council:

> "*To discourage development that would adversely affect the character, the principal components of, or the setting of historic parks, gardens and demesnes of heritage significance*."

HER OBJ 29 states it is the objective of the Council:

> *"To require that proposals for development in designated landscapes and demesnes include an appraisal of the landscape, designed views and vistas, including a tree survey, where relevant, in order to inform site appropriate design proposals."*

LCC's policies relating to Designed Landscapes can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 38 states:

> *"To ensure new development will not adversely affect the site, setting or views to and from historic gardens and designed landscapes of heritage significance."*

Policy Objective BHC 39:

> *"To require proposals for new development in designed landscapes and demesnes include an appraisal of the landscape, designed views and vistas, and an assessment of significant trees or groups of trees where appropriate, in order to inform site appropriate design proposals."*

Policy Objective BHC 40:

> *"To require that proposals for large scale developments within Designed Landscapes and Demesnes to utilise 3D Digital Survey Modelling tools or such other processes/tools acceptable to the Planning Authority, to demonstrate that the Proposed Development does not adversely affect the site or its setting."*

Policy Objective BHC 41:

> *"To have regard to the 'Architectural Heritage Protection Guidelines' (2011) and the 'Guidance Notes for the 'Appraisal of Historic Gardens, Demesnes, Estates and their Settings' (2006) in the appraisal and description of Historic Gardens and Designed Landscapes, and any subsequent Guidelines."*

### 21.3.11 Industrial Heritage Sites

In addition to the structures noted above included in the RMP, RPS and NIAH, sites of Industrial heritage significance may be included in the Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009) and other county industrial heritage inventories. Inclusion in the record in and of itself does not confer protection to the sites, but it recognises their potential historic, industrial, architectural, or archaeological interest.

DCC's policies relating to Industrial heritage can be found in the Dublin City Development Plan 2022 to 2028 (DCC, 2022). Objective BHAO8 states that it is the objective of DCC:

> *"To identify and protect further sites of industrial heritage; to categorise, prioritise and, where appropriate, add to the RPS."*

Policy BHA12 states that it is the policy of DCC:

> *"To promote an awareness of Dublin's industrial, military and maritime, canal-side (including lockkeepers' dwellings, locks, and graving docks), rail, and rural (vernacular) heritage."*

Policy BHA16 states that it is the policy of DCC:

> *"To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans and the assessment of planning applications. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City."*

Policy BHA17 states that it is the policy of DCC:

> *"To support and promote a strategy for the protection and restoration of the industrial heritage of the city's waterways, canals and rivers, including retaining features such as walls, weirs, millraces, and the graving dock structures at Ringsend."*

Policy BHA26 states that it is the policy of DCC:

> *"4. Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record (DCIHR), will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged."*

FCC's policies relating to industrial heritage can be found in the Fingal County Development Plan (FCC, 2023). Objective CH19 states it is an objective of the Council to:

> *"Review the Record of Protected Structures on an on-going basis and add structures of special interest as appropriate, including significant elements of industrial, maritime or vernacular heritage and any twentieth century structures of merit.*"

MCC's policies relating to industrial heritage can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021). HER POL 24 states it is the policy of the Council:

> *"To encourage appropriate change of use and reuse of industrial heritage structures provided such a change does not seriously impact on the intrinsic character of the structure and that all works are carried out in accordance with best conservation practice, subject to compliance with normal planning criteria."*

HER POL 25 states it is the policy of the Council:

> *"To protect and enhance the built and natural heritage of the Royal Canal and Boyne Navigation and associated structures and to ensure, in as far as practically possible, that development which may impact on these structures and their setting be sensitively designed with regard to their character and setting. Development of the project will be subject to the outcome of the Appropriate Assessment process."*

HER OBJ 26 states it is the objective of the Council:

> *"To require an architectural / archaeological assessment, as appropriate, which references the Meath Industrial Heritage Survey and other relevant sources, for all Proposed Developments on industrial heritage structures or sites."*

HER OBJ 27 states it is the objective of the Council:

> *"To carry out Phase 2 of the Industrial Heritage Survey which will comprise a field survey and assessment of surviving structures and sites and consider (if appropriate) proposing them for addition to the Record of Protected Structures."*

Louth County Development Plan 2021 to 2027 (LCC, 2021) does not contain policies or objectives which are specifically related to industrial heritage though they do contain policies and objectives for other buildings and structures of architectural heritage interest which are covered here in Section 21.3.12.

### 21.3.12 Other Architectural Heritage Sites

In addition to the structures included in the SMR, the RMP, the RPS, NIAH, vernacular and industrial heritage inventories, other structures or groups of structures were identified within the Proposed Development study area which, while they are not included in existing inventories, are of architectural, historical, vernacular, or industrial interest. DCC's policies relating to other buildings or structures of architectural heritage interest can be found in the Dublin City Development Plan 2022 to 2028 (DCC, 2022). Policy BHA6 states that it is the policy of DCC:

> *"That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report this it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011)."*

Policy BHA11 states that it is the policy of DCC:

> *"(a) To retain, where appropriate, and encourage the rehabilitation and suitable adaptive reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape, in preference to their demolition and redevelopment.*
>
> *(b) Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts (including signage and associated features), pub fronts and other significant features.*
>
> *(c) Ensure that appropriate materials are used to carry out any repairs to the historic fabric."*

Policy BHA15 states that it is the policy of DCC:

> *"(a) To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised.*
>
> *(b) To encourage the retention and reinstatement of internal and external features, that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures, and fittings (including furniture and art work), considered worthy of retention."*

Objective BHAO6 states that it is the objective of DCC:

> *"To identify and protect exemplar buildings of the twentieth century; to categorise, prioritise, and, where appropriate, add to the Record of Protected Structures (RPS); to produce guidelines and offer advice for protection and appropriate refurbishment of such structures."*

FCC's policies relating to other buildings or structures of architectural heritage interest can be found in Volume 1, Chapter 10 of the Fingal County Development Plan (FCC, 2023). Objective CH19 states it is an objective of the Council to:

> *"Review the Record of Protected Structures on an on-going basis and add structures of special interest as appropriate, including significant elements of industrial, maritime or vernacular heritage and any twentieth century structures of merit."*

Objective CH33 states:

> "*Promote the sympathetic maintenance, adaptation and re-use of the historic building stock and encourage the retention of the original fabric such as wall renders, roof coverings… and other significant features of historic buildings, whether protected or not*."

Objective CH34 states:

> *"Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Fingal and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into re-developments*."

Objective CH37 states:

> "*Seek the retention, appreciation and appropriate revitalisation of the historic building stock and vernacular heritage of Fingal in both the towns and rural areas of the County by deterring the replacement of good quality older buildings with modern structures and by protecting (through the use of Architectural Conservation Areas and the Record of Public Structures and in the normal course of Development Management) these buildings where they contribute to the character of an area or town and/or where they are rare examples of a structure type*."

MCC's policies relating to other buildings or structures of architectural heritage interest can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021). HER POL 21 states it is the policy of the Council:

> *"To encourage the retention, sympathetic maintenance, and sustainable re-use of historic buildings, including vernacular dwellings or farm buildings and the retention of historic streetscape character, fabric, detail, and features."*

HER POL 22 states it is the policy of the Council:

> *"Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Meath and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into re-developments."*

HER POL 23 states it is the policy of the Council:

> *"To actively promote the retention and restoration of thatched dwellings as a key component of the built heritage of the County."*

HER OBJ 23 states it is the objective of the Council:

> *"To ensure that conversions or extensions of traditional buildings or the provision of new adjoining buildings, are sensitively designed and do not detract from the character of the historic building."*

HER OBJ 25 states it is the objective of the Council:

> *"To carry out a survey of Land Commission dwellings over the life of the Development Plan, to acknowledge their contribution to the building stock of the County, as appropriate."*

LCC's policies relating to other buildings or structures of architectural heritage interest can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 2 states that it is an objective of the Council:

> *"To protect the built heritage assets of the county and ensure they are managed and preserved in a manner that does not adversely impact on the intrinsic value of these assets whilst supporting economic renewal and sustainable development."*

Policy Objective BHC 42:

> "*To promote, where feasible, the protection, retention, sympathetic maintenance and appropriate revitalisation and use of the vernacular-built heritage, including thatched cottages and other structures in both urban and rural areas, which contribute to the streetscape and landscape character and deter the demolition of these structures*."

Policy Objective BHC 44:

> *"To encourage the re-use and adaption of existing historic buildings in a manner compatible with their character."*

### 21.3.13 Street Furniture

Historic street furniture, paving and surface treatments contribute significantly to the character of the streetscapes in the study area. They are protected under the policies and objectives of the Dublin City Development Plan 2022 to 2028 (DCC, 2022). With regard to Historic Ground Surfaces, Street Furniture and Public Realm, Policy BHA18 states that it is the policy of DCC:

> *"(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts, and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character,*

*having regard to the national Advice Series on Paving: The Conservation of Historic Ground Surfaces (2015).*

*(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved, or reintroduced (Appendix 6), and to update and review these schedules during the period of this development plan."*

With regard to Historic Street Furniture and the RPS, Policy BHA19 states that it is the policy of DCC:

*"To maintain a schedule of features in the public realm identified for protection in Appendix 6 whilst also having regard to recommendations for additions to the RPS made by the Minister for such structures under Section 53 of the Planning and Development Act, 2000 (as amended)."*

With regard to Ghost Heritage Signs, Policy BHA20 states that it is the policy of DCC:

*"To seek the retention and maintenance of heritage signs and advertising through the city, where appropriate*."

FCC's policies relating to street furniture of architectural heritage interest can be found in the Fingal County Development Plan (FCC, 2023). Objective CH35 states that it is the objective of the Council to:

*"Require that proposed infrastructural and public utility works within Fingal do not remove historic street furniture such as limestone or granite kerbs, cobblestones, cast-iron post boxes, water pumps, milestones and street lighting, except where an exceptional need has been clearly established."*

MCC's policies relating to street furniture of architectural heritage interest can be found in the Meath County Development Plan 2021 to 2027 (MCC, 2021). HER OBJ 16 states it is the objective of the Council:

*"To identify and retain good examples of historic street furniture, e.g., cast-iron post boxes, water pumps, light fixtures and signage, as appropriate."*

HER OBJ 22 states it is the objective of the Council:

*"To avoid the demolition of structures and the removal of features and street furniture which contribute to the character of an ACA. The Council will require that any planning application for demolition or alteration within an ACA be accompanied by a measured and photographic survey, condition report and architectural heritage assessment."*

LCC's policies relating to street furniture of architectural heritage interest can be found in the Louth County Development Plan 2021 to 2027 (LCC, 2021). Policy Objective BHC 32 states that it is an objective of the Council:

*"To retain any building within an Architectural Conservation Area which makes a positive contribution to the character or appearance of the area… the removal of features and street furniture which contribute to the character of the area shall only be considered in exceptional*

*circumstances. Applications for demolition shall be accompanied by a measured and photographic survey, condition report and architectural heritage assessment*."

Policy Objective BHC 43:

*"To maintain and refurbish stone kerbs and paving stones where feasible and where new kerbs are necessary, ensure they are of a high quality and in character with the existing*."

## 21.4 Methodology

The assessment determines, as far as reasonably possible from existing records, the nature, extent, and significance of the historic environment / architectural heritage resource in and within the vicinity of the Proposed Development using appropriate methods of study (Historic England, 2015). These comprised a desk study of published and unpublished documentary and cartographic sources, supported by field inspections followed by mapping of the assets and determining the impact of the Proposed Development.

Both Historic England and Historic Environment Scotland guidelines (Historic England 2008, 2015, 2017, 2019, Historic Environment Scotland 2005, 2016, 2020) refer to the Chartered Institute for Archaeologists (CIfA) for what a desk-based assessment should consist of. The Standards and Guidance for Historic Environment Desk-Based Assessment (CIfA, 2014), state that a desk-based assessment consists of an analysis of existing written, graphic, photographic, and electronic information in order to identify the likely heritage assets, their significance, and the character of the study area, including appropriate consideration of the settings of heritage assets. Similarly, Section 5.1.3 of the TII Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII, 2021), states:

"*The Cultural Heritage Professional shall outline the scope of the CHIA, including their proposed sources of information, fieldwork and any specialist surveys/assessments required to establish the Cultural Heritage baseline and assess impacts, in the relevant Phase/Stage Working Paper. The proposed methodology should be focused and tailored in scope and scale to meet the requirements of the Project and the Project Management Guidelines Phase/Stage. The information gathered will be used to prepare the Cultural Heritage Dataset (CHD) that shall be used throughout the assessment"*.

Section 6.3.1 states:

*"A Constraints Study shall be carried out by the Cultural Heritage Professional to establish the initial baseline for the assessment. The scope of this study and the format of deliverables shall be set out in the Working Paper for approval by the TII-assigned Project Archaeologist prior to commencement. The focus of the Constraints Study shall be identifying and mapping the significant Cultural Heritage Receptors within the project Study Area based on publicly available information. The level of detail shall be proportionate to this stage and to the nature and scale of the Project."*

Section 5.2.1 states:

*"The sources of information to be consulted during the desktop study shall be proportionate to the Phase/Stage and shall include both statutory and non-statutory heritage lists, archives (national and local), publications, and other readily accessible sources."*

The National Roads Authority (NRA) Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (hereafter referred to as the NRA Architectural Guidelines) (NRA, 2005a) states that the architectural heritage consultant will need to consult all available sources of architectural heritage information as part of the desk study including County Development Plans, existing architectural and archaeological inventories such as the RPS, Record of Monuments and Places (RMP) and NIAH, the Irish Architectural Archive and where NIAH or RPS information is incomplete or unavailable, the architectural heritage consultant will need to rely on other existing documented records including books, published articles, historic maps and aerial photographs of the study area.

The study involved detailed interrogation of the archaeological, historical, and architectural nature of the baseline environment of the Proposed Development. This comprises information from the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites, the Record of Monuments and Places (RMP) (Dúchas 1996, 1997, 1998), Sites and Monuments Record (SMR) (National Monuments Service (NMS, 2022a and 2022b), as National Monuments in state care, guardianship or subject to Preservation Orders (NMS 2009a, 2009b, 2009c, and 2019; NMS 2019), the Dublin City Development Plan 2022 to 2028 (DCC, 2022), the Fingal County Development Plan 2023 to 2029 (FCC, 2023), the Meath County Development Plan 2021 to 2027 (MCC 2021), and Louth County Development Plan 2021 to 2027 (LCC, 2021) including the Record of Protected Structures (RPS) and Architectural Conservation Areas (ACA), the NIAH Building and Garden Surveys (NIAH 2022a; NIAH, 2022b, 2022c) and the Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009). Cartographic and aerial photographs of the study area were also consulted (OSI 2022a; UCD 2022; Google 2022). More detailed information was obtained from local historical, architectural, and documentary records. A full list of the publications which were consulted is included in the Section 21.10.

Field inspections were carried out along the length of the Proposed Development on 2 October 2022 and 23 and 31 January 2023 with the aim of identifying any known architectural heritage sites and previously unrecorded features.

This leads to the following:

- Determining the nature and significance of known architectural heritage sites that may be affected by the Proposed Development;
- Determining the impact upon the setting of known architectural heritage sites in the surrounding area; and
- Identifying mitigation measures based upon the results of the above research.

The evaluation of impacts upon the extant architectural heritage undertaken to complete the architectural heritage assessment presented in this Chapter is based on a number of distinct actions which enabled the potential significance and sensitivity of the built environment to be established. These allowed the likely and significant impacts to be determined, and mitigation measures to be proposed as appropriate.

### 21.4.1 Study Area

Based on the TII Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII, 2021), the NRA Guidelines (NRA, 2005a) and the NRA Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes (hereafter referred to as the NRA Archaeological Guidelines) (NRA, 2005b), the study area for architectural heritage was defined as an area extending 50m in all directions from the Proposed Development boundary. Architectural heritage features or receptors within the corridor were then identified first in the desk-based study and then through field surveys.

The NRA Architectural Guidelines also state that the consultant should use professional judgment in deciding where the 'study corridor' should be extended in respect of the chosen route to take into account features beyond the 50m limit which may be directly or indirectly impacted by the Proposed Development. The study area, therefore, includes demesne landscapes and parks whose principal features are located outside of the study area, but whose historic or current boundaries or settings extend into the study area. It can also include ACAs, Conservation Areas, garden cemeteries, and groups or complexes of institutional, religious, industrial, or residential buildings where there is likely to be a direct physical impact on the architectural heritage features or an indirect visual impact.

The study area also includes the junctions of roads and streets which will converge on, or lead off from, the Proposed Development where there may be a direct impact resulting from public realm, landscaping, paving or road works to the junction. These works may have a direct impact on architectural heritage features such as historic street furniture or surface treatments, or where there may be a visual impact on the setting, streetscape, or vistas of Protected Structures, CAs and ACAs, designed landscapes, or other architectural heritage features.

### 21.4.2 Survey Methodology

A detailed evaluation of the architectural heritage resources took place. Research has been undertaken in three phases:

I. Desk-based study including review of all available relevant and published and unpublished documentary archaeological, architectural, historical, and cartographic sources. The desk study involved detailed analysis of the architectural and historical background of the Proposed Development study area. This comprised analysis of information from the RMP (Dúchas, 1996, 1997, 1998), SMR (NMS, 2022 and 2022b) and National Monuments in state care, guardianship or subject to Preservation Orders for County Dublin, Meath and Louth (NMS 2009a, 2009b, 2009c, and 2019); the Dublin City, Fingal, Meath and Louth County Development Plans (DCC 2022 FCC, 2023, MCC, 2021, LCC, 2021); the NIAH Building and Garden Surveys (NIAH, 2022a and 2022b); the DCIHR (DCC, 2003 to 2009), cartographic records and aerial photographs of the study area held by the Ordnance Survey of Ireland (OSI, 2022a and OSI 2022b), Trinity College Dublin (TCD, 2022) Pre-Ordinance Survey maps (Petty 1656 to 1658, Rocque 1760, 1773, Taylor and Skinner 1777, Taylor 1816, Duncan 1821), University College Dublin (UCD, 2022), Royal Irish Academy (Clarke, 2002, Goodbody, 2014, and Lennon & Simms 2008, McHugh 2019, 2020), Lewis (Lewis 1837), Williams (Williams 1994) and Google Maps including Google street view (Google, 2022). More detailed information was obtained from local historical, architectural, and documentary records. These were assessed either from the Irish Architectural Archive (IAA, 2022a and IAA, 2022b), Archiseek (Archiseek 2022am 2022b, 2022c), the National Library (NLI, 2022),

the National Archive (NAI, 2022), National Folklore Archive (National Folklore Archive, 2022), the Valuations Office (Griffith 1854, VO 2022), the Archives of the Irish Railway Record Society (IRRS, 2022), the Military Archive (IDF, 2022), and the local studies collections in Dublin Public Libraries, Dublin City Archives, Fingal, Meath and Louth Local Studies and Archives and from online resources.

II. As mentioned previously, field inspections were carried out along the Proposed Development on 2 October 2022 and 23 and 31 January 2023 with the aim of identifying any known architectural heritage sites and previously unrecorded features and within the footprint of the Proposed Development; and

III. The locations for all architectural assets identified in the course of the assessment from a number of sources have been mapped and are shown on Figure 21.1 in Volume 3A of this EIAR. This includes the following assets (and the typical format in which they appear):

- RMP/SMR sites - (e.g., RMP DU005-017001-);
- Record of Protected Structures – (DCC RPS 880);
- National Inventory of Architectural Heritage (NIAH) – (e.g., NIAH 50120157);
- NIAH Garden Survey – (e.g., NIAH 2533); and
- Other Structures of Architectural Heritage Interest – (BH, OBB, UBB).

### 21.4.3 Assessment Methodology

This assessment methodology has regard to the EPA Guidelines assessment criteria (EPA, 2022), the NRA Architectural Guidelines (NRA, 2005a), TII's 'Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII, 2021), and the NRA Archaeological Guidelines (NRA, 2005b). In undertaking this assessment, regard was also had to other relevant assessments including archaeology and cultural heritage and landscape and visual, which are outlined in Chapter 20 (Archaeology & Cultural heritage) and Chapter 15 (Landscape & Visual Amenity), respectively. The impact assessment was carried out by:

- Determining and rating the sensitivity of baseline features within the baseline environment;
- A review of the Proposed Development drawings, in order to identify the locations of potential impacts both direct and indirect; and
- Determining the nature, magnitude, duration, and extent of these impacts.

Architectural heritage buildings, features and landscapes are a non-renewable resource, and such assets are generally considered to be location sensitive. In this context, any change to their environment either directly through construction activity or indirectly could adversely affect these sites, their settings, or vistas of these sites.

### 21.4.4 Appraisal Method for the Assessment of Sensitivity

In accordance with EPA guidelines (EPA 2022), the context, character, significance, and sensitivity of each architectural heritage asset requires evaluation, and the significance of the impact is then determined by considering the significance/sensitivity of the asset and the predicted magnitude of the impact. In accordance with TII's Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII 2021), the NRA Architectural Guidelines (NRA 2005a) and the NRA Archaeological Guidelines (NRA 2005b), the significance criteria used to evaluate an architectural heritage building, feature, streetscape, or landscape takes into account the character

and integrity of the asset and any available data regarding it. This can be ascertained by looking at the following criteria cited in the NRA Archaeological Guidelines:

- The existing status (level of protection);
- Condition or preservation;
- Documentation or historical significance;
- Group value;
- Rarity;
- Visibility in the landscape; and
- Fragility or vulnerability.

While these criteria contribute to the significance of a feature they should not be treated as definitive. These criteria are indicators which contribute to a wider judgement based on the individual circumstances of these architectural heritage assets.

### Table 21-1 Explanation of Heritage Asset Assessment Criteria Significance

| Criteria | Explanation |
|---|---|
| **Existing Status** | The level of statutory protection associated with an architectural heritage building or asset is an important consideration. Other non-statutory designations such NIAH or industrial heritage designations are also factored. |
| **Condition/ Preservation/ Integrity** | The survival of an architectural heritage building, or asset is an important consideration and should be assessed in relation to its present condition and surviving features. Well-preserved sites should be highlighted, this assessment can only be based on a field inspection. |
| **Documentation/ Data** | The significance of an architectural heritage building, or asset may be enhanced by the existence of records of previous investigations or contemporary documentation supported by written evidence or historic maps. Sites with a definite historical association or an example of a notable event or person should be highlighted. |
| **Group Value/ Character** | The value of a single architectural heritage building, or asset may be greatly enhanced by its association with related buildings or structures or with buildings from different periods which indicate continuity of settlement in any specific area. In some cases, it may be preferable to protect the complete group, including associated and adjacent land, rather than to protect buildings or structures within that group. |
| **Rarity/ Character** | The rarity of some architectural heritage building types can be a central factor affecting response strategies for development, whatever the condition of the individual feature. It is important to recognize sites that have a limited distribution. |
| **Visibility in the Landscape/ Character/ Integrity** | Architectural heritage buildings or assets that are highly visible in the landscape or streetscape and may be the focus of a vista contribute to the amenity and character of an area have a heightened physical presence. The inter-visibility between architectural heritage buildings may also be explored in this category. |
| **Fragility/ Vulnerability/ Integrity** | It is important to assess the level of threat to an architectural heritage buildings or assets from erosion, natural degradation, agricultural activity, land clearance, neglect, careless treatment, or development. |
| **Amenity Value/ Character** | Regard should be taken of the existing and potential amenity value of an archaeological / architectural heritage asset. |
| **Existing Status** | The level of statutory protection associated with an architectural heritage building or asset is an important consideration. Other non-statutory designations such NIAH or industrial heritage designations are also factored. |
| **Condition/ Preservation/ Integrity** | The survival of an architectural heritage building, or asset is an important consideration and should be assessed in relation to its present condition and surviving features. Well-preserved sites should be highlighted, this assessment can only be based on a field inspection. |

In assessing the significance of architectural heritage buildings, or structures, designed landscapes, demesne and formal gardens and parks, regard was also had to the criteria set out in the NIAH Handbook (NIAH 2021) and the NIAH Garden Survey Project Methodology (NIAH 2022c). These were of particular relevance when assessing undesignated architectural heritage buildings, structures, or sites. An evaluation of the sensitivity of each architectural heritage site was undertaken on a four-point scale of high, medium, low, and negligible based on professional judgement and guided by the criteria presented in Table 21-2. These criteria were developed based on the guidelines, policy and legislation identified in Section 21.3.

### Table 21-2 Criteria to Inform the Assessment of Sensitivity of Architectural Heritage Sites

| Sensitivity | Criteria |
|---|---|
| **High** | • World Heritage Sites (including Nominated Sites).<br>• National Monuments in the State's ownership or guardianship or subject to preservation orders or temporary preservation orders.<br>• Recorded Monuments which based on one or more of the characteristics of Existing Status, Condition/Preservation, Documentation/Historical Significance, Group Value, Rarity, Visibility in the Landscape, Fragility/Vulnerability and Amenity Value; are in the professional judgement of the architectural heritage specialist of International or National Importance.<br>• Protected Structures assessed by the NIAH to be of International or National Importance or Protected Structures which while not assessed by the NIAH based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist.<br>• Are of sufficient architectural heritage importance to be to be considered in an international context and are exceptional and be compared to and contrasted with the finest architectural heritage in other countries OR make a significant contribution to the architectural heritage of Ireland and be considered to be of great architectural heritage significance in an Irish context.<br>• ACAs which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist<br>• are of sufficient architectural heritage importance to be to be considered in an international context and are exceptional and be compared to and contrasted with the finest architectural heritage in other countries OR make a significant contribution to the architectural heritage of Ireland and be considered to be of great architectural heritage significance in an Irish context OR contribute to the appreciation of Protected Structures assessed to be of High sensitivity.<br>• Previously unrecorded architectural heritage sites which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist are of sufficient architectural heritage importance to be to be considered in an international context and are exceptional and be compared to and contrasted with the finest architectural heritage in other countries OR make a significant contribution to the architectural heritage of Ireland and be considered to be of great architectural heritage significance in an Irish context.<br>• Designed landscapes with outstanding or high artistic, historic, horticultural, architectural, archaeological, scenic interest. |
| **Medium** | • Protected Structures assessed by the NIAH to be of Regional Importance or Protected Structures which while not assessed by the NIAH based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist make a significant contribution to the architectural heritage to the region in which they are located.<br>• Recorded Monuments which based on one or more of the characteristics of Existing Status, Condition/Preservation, Documentation/Historical Significance, Group Value, Rarity, Visibility in the Landscape, Fragility/Vulnerability and Amenity Value in the professional judgement of the architectural heritage specialist are of Regional Importance |

| Sensitivity | Criteria |
|---|---|
| | • Architectural Conservation Areas which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist make significant contribution to the architectural heritage of their region OR contribute to the appreciation of Protected Structures assessed to be of Medium Sensitivity.<br>• Previously unrecorded architectural heritage sites which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist make a significant contribution to the architectural heritage of their region.<br>• Designed landscapes with good artistic, historic, horticultural, architectural, archaeological, scenic interest.<br>• Previously unrecorded architectural heritage sites which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist make a significant contribution to the architectural heritage of local area in which they are located, and which retain much of their historic fabric and character. |
| **Low** | • Architectural heritage sites assessed by the NIAH to be of Local Importance.<br>• Previously unrecorded architectural heritage sites which based on their Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social or Technical interest in the professional judgement of the architectural heritage specialist, contribute to the architectural heritage of local area in which they are located.<br>• Designed landscapes with limited artistic, historic, horticultural, architectural, archaeological, scenic interest. |
| **Negligible** | • Architectural heritage sites assessed by the NIAH to be of Record Only importance.<br>• Previously unrecorded architectural heritage sites or designed landscapes with limited Architectural, Historical, horticultural, Archaeological, Artistic, Cultural, Scientific, Social or Technical or scenic interest or where their heritage interest has been significantly compromised. |

#### *21.4.4.1 Types of Impacts*

Potential impacts on the baseline architectural heritage environment can be classified in three categories:

- Direct physical impacts;
- Indirect physical impacts; and
- Visual impacts or impacts on setting or surroundings of the architectural heritage asset (i.e., the surroundings in which a heritage asset can be experienced (Historic England 2017).

Direct physical impacts are impacts resulting from the design of the Proposed Development. Typically, these activities are related to construction works, and in this case, include the removal or alteration of features including property boundaries and items of street furniture.

Indirect physical impacts describe processes, triggered by development activity, that lead to the degradation of architectural heritage assets, and include the potential for damage of sensitive fabric inside or on the Proposed Development boundary. Other environmental factors such as noise, light or air quality can be relevant in some cases.

Visual impacts or impacts on the setting of architectural heritage sites are associated with changes to the character of the landscape that arise from the insertion of the Proposed Development into the existing context in such a way that it affects (positively or negatively) the heritage significance of the architectural heritage site. Such impacts may be encountered at all stages in the life cycle of a development, but they are only likely to be considered significant during the Operational Phase of

the Proposed Development. See also Chapter 15 (Landscape & Visual Amenity) which assesses the potential for visual impact.

The types of likely impacts are described using the terminology presented in Table 3.4 of the EPA Guidelines (EPA, 2022), which is also included in Table 21-1:

- Cumulative Impact: The addition of many small impacts to create one larger, more significant, impact;
- Do Nothing Impact: The environment as it would be in the future should no development of any kind be carried out;
- Indeterminable Impact: When the full consequences of a change in the environment cannot be described;
- Irreversible Impact: When the character, distinctiveness, diversity, or reproductive capacity of an environment is permanently lost;
- Residual Impact: The degree of environmental change that will occur after the proposed mitigation measures have taken impact;
- 'Worst-case' Impact: The impacts arising from a development in the case where mitigation measures substantially fail; and
- Indirect or Secondary Impacts: Impacts arise off site or are caused by other parties that are not under the control of the development. Impacts which are caused by the interaction of impacts, or by associated or off-site projects.

#### *21.4.4.2 Quality of Impacts*

The quality of likely impacts were described using the terminology presented in Table 3.3 of the EPA Guidelines. Impacts on the architectural heritage are assessed in terms of their quality (i.e., positive, negative, neutral):

- Negative Impact: A change that will detract from, reduces the quality of, diminishes the architectural or landscape character and amenities of, permanently alters or removes an architectural heritage feature from the landscape;
- Neutral Impact: A change that does not affect the architectural heritage, no effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error; and
- Positive Impact: A change which protects or enhances quality of the architectural heritage environment or improves the architectural heritage feature, its setting or the landscape character and amenities.

#### *21.4.4.3 Duration of Impacts*

Impacts on the architectural heritage resource may be encountered at all stages in the life cycle of a development from construction to decommissioning but they are only likely to be considered significant during the Construction Phase and the Operational Phase of the development. The extent of effects describes the size of the area, the number of sites, and the proportion of sites affected by an effect. The context describes whether the extent, duration, or frequency will conform or contrast with established baseline conditions. Table 21-3 outlines the duration of effects. Temporary effects lasting from one year or less will often be less concerning than long-term and permanent effects, depending on their severity.

**Table 21-3 Duration and Frequency of Effects**

| Duration | Description |
|---|---|
| Momentary | Effects lasting from seconds to minutes |
| Brief | Effects lasting less than a day |
| Temporary | Effects lasting less than one year |
| Short-term | Effects lasting one to seven years |
| Medium-term | Effects lasting seven to fifteen years |
| Long-term | Effects lasting fifteen to sixty years |
| Permanent | Effects lasting over sixty years |

#### *21.4.4.4 Magnitude of Impact*

When assessing the impact magnitude, the following criteria need to be considered:

- Extent – size, scale, and spatial distributions of the impact;
- Duration – period of time over which the impact will occur;
- Frequency – how often the impact will occur; and
- Context – how will the extent, duration, and frequency contrast with the accepted baseline conditions (see Table 21-1).

The description of impact also included an assessment of magnitude of impact without mitigation. This was assessed on a four-point scale of High, Medium, Low and Negligible, to align with the EPA Guidelines (EPA, 2022), as outlined in Table 21-4.

**Table 21-4 Magnitude of Impact on Architectural Heritage Sites**

| Magnitude | | Description |
|---|---|---|
| Negative | High | Complete loss or damage to the characteristics or interests of an architectural heritage site or a designed landscape such that its sensitivity is completely obliterated. Such impacts are more than likely to be permanent. |
| | Medium | Loss or damage to the characteristics or interests of an architectural heritage site or a designed landscape such that its sensitivity is substantially altered. Such impacts are likely to be permanent. |
| | Low | Minor loss or damage to the characteristics or interests of an architectural heritage site or a designed landscape such that its sensitivity is slightly altered. Such impacts may be permanent but may also be reversible and temporary or short term in duration. |
| | Negligible | Very minor loss or damage to the characteristics or interests of an architectural heritage site or a designed landscape site such that its sensitivity is not noticeably altered. Such impacts may be permanent but are more than likely to be reversible and temporary or short term in duration. |
| Positive | Negligible | Very minor benefits or positive additions to the characteristics or interests of an architectural heritage site or a designed landscape (for example through improvements or restoration) such that its sensitivity is not noticeably altered. Such impacts may be permanent but are more than likely to be reversible and temporary or short term in duration. |
| | Low | Minor benefits or positive additions to the characteristics or interests of an architectural heritage site or a designed landscape (for example through improvements or restoration) such that its sensitivity is slightly altered. Such impacts may be permanent but may also be reversible and temporary or short term in duration. |

| Magnitude | | Description |
|---|---|---|
| | Medium | Significant benefits or positive additions to the characteristics or interests of an architectural heritage site or a designed landscape (for example through improvements or restoration) such that its sensitivity is substantially altered. Such impacts are likely to be permanent. |
| | High | Very Significant benefits or positive additions to the characteristics or interests of an architectural heritage site or a designed landscape (for example through improvements or restoration) such that its sensitivity is substantially altered. Such impacts are likely to be permanent. |

### *21.4.4.5 Significance of Impact*

The significance of impact without mitigation was determined as a combination of the sensitivity of an architectural heritage site or a designed landscape and the magnitude of impact. The impact significance was then assessed on a seven-point scale of Profound, Very Significant, Significant, Moderate, Slight, Not Significant, and Imperceptible using professional judgement informed by the matrix illustrated in Image 21-1.

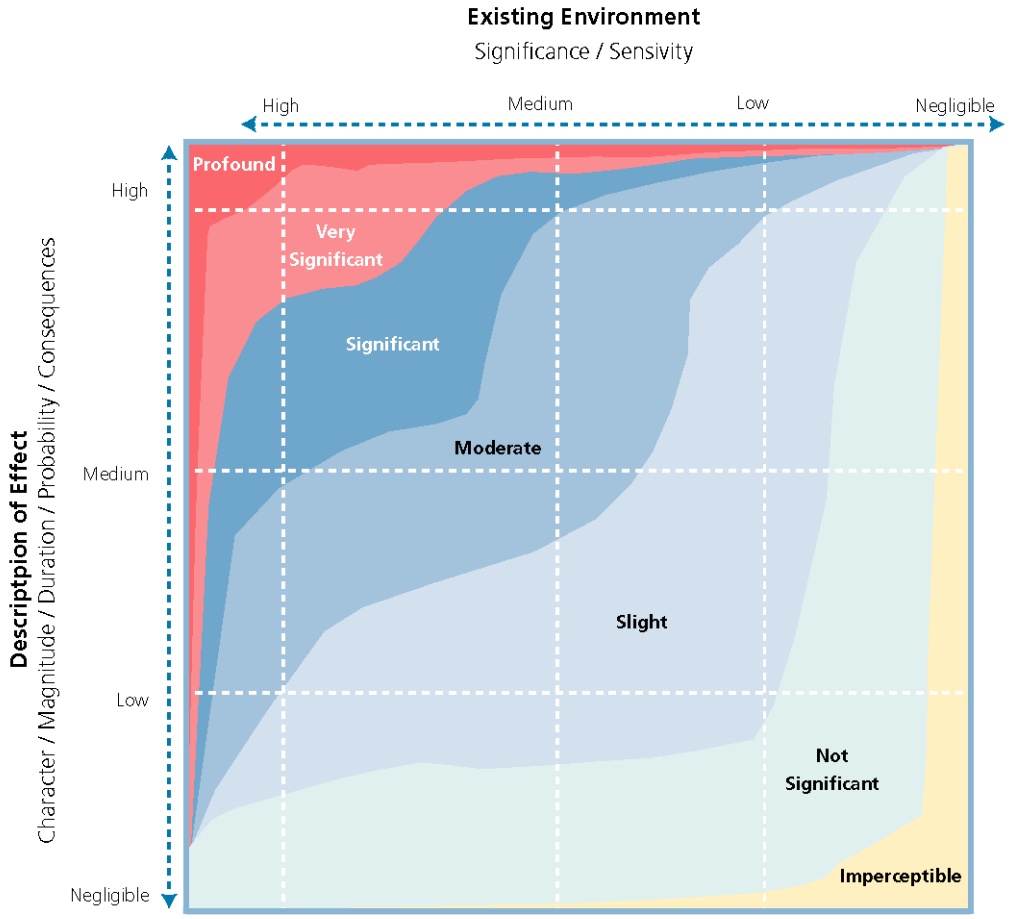


**Image 21-1 Matrix to Inform the Assessment of Impact Significance (EPA, 2022)**

**Table 21-5 Significance of Impacts (from EPA 2022, Table 3.3)**

| Characteristic | Description |
|---|---|
| Imperceptible | An effect capable of measurement but without significant or noticeable consequences. |
| Not Significant | An effect which causes noticeable changes in the character of the architectural heritage feature, landscape, or visual environment but without significant consequences. |
| Slight | An effect which causes noticeable changes in the character of the architectural heritage feature, landscape, or streetscape without affecting its sensitivities. This is where the changes are not significant or where they do not directly impact or affect an architectural heritage feature, landscape, or streetscape within or adjoining the development site. |
| Moderate | A moderate effect arises where a change to the site is proposed, which although noticeable, is not such that the architectural heritage or landscape integrity of the site is compromised, where it is reversible or where the change can be mitigated by either by protection or preservation in situ or by reinstatement. It may also be an effect that alters the character of the landscape or visual environment in a manner that is consistent with existing and emerging baseline trends. |
| Significant | An effect which, by its character, magnitude, duration, or intensity alters an important or sensitive aspect of the architectural heritage feature, landscape, or streetscape. An impact like this would be where part of a site would be permanently impacted upon, leading to a loss of character, integrity and data about the architectural heritage feature, landscape, or streetscape. |
| Very Significant | An effect which, by its character, magnitude, duration, or intensity significantly alters most of a sensitive aspect of the architectural heritage feature, landscape, or streetscape. |
| Profound | An effect which obliterates sensitive characteristics. This Applies where mitigation would be unlikely to remove adverse effects. It is reserved for adverse, negative effects only. These effects arise when an architectural heritage or landscape feature is completely and irreversibly destroyed by a Proposed Development. |

Appropriate mitigation was then identified and the residual magnitude of impact and residual significance of impact (i.e., the magnitude of impact and significance of impact with mitigation in place) assessed. The results are presented in Section 21.8.

### 21.4.5 Consultation

The EPA Guidelines (EPA 2022) recommend that consultation with the planning authority and relevant stakeholders should be carried out in advance of proposed works to ensure that agreement is reached in the approach to architectural heritage features including buildings, Protected Structures located in architectural conservation areas.

Consultation has been carried out with representatives from the relevant planning authorities on 7 October 2022, 8 November 2022 and 7 March 2023. Feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process has been incorporated, where appropriate.

### 21.4.6 Difficulties Encountered / Limitations

No limitations to assessment were encountered.

## 21.5 Receiving Environment

This section describes the structures that are of architectural heritage significance within the five main geographical areas (Zones A to E) as described in Chapter 4 (Description of the Proposed Development). The pre-historic, early historic, and medieval development of the baseline environment are dealt with in Chapter 20 (Archaeological and Cultural Heritage). The periods in relation to the architectural heritage of the baseline environment are described further below.

### 21.5.1 Overview of study area

The present railway line between Dublin and Drogheda was built by the Dublin and Drogheda Railway (D&D Railway) and reached Drogheda from Dublin in 1844 (Casey 2005). The Howth Branch was completed by May 1847, with Howth Junction & Donaghmede Station opened on 30 October 1848. The D&D Railway eventually extended to link Dublin and Belfast, with the completion of the Boyne crossing in 1855, merging to form the Great Northern Railway of Ireland (GNR(I)) in 1876. It has been operated by Iarnród Éireann since 1987. While some of the old line has been replaced over the years, the route has been in operation since the mid nineteenth century.

There are station buildings at Drogheda, Laytown, Gormanston, Balbriggan, Skerries, Rush and Lusk, Donabate, and Malahide, which are of significance for reasons including their architectural, artistic, technical, and industrial heritage interest. Structures of note within the station complexes include the station buildings, station master's houses, train sheds and warehouses, turntables, signal boxes and water towers. These features have various designations, with all included in one or more of the following inventories: NIAH, RPS and Industrial Heritage Records.

There are viaducts at Drogheda, Laytown, Gormanston, Balbriggan, Rogerstown and Malahide which are Protected Structures. The Boyne Viaduct may be the most significant structure on the route in architectural and technical terms. It is 526m long, located to the north of Drogheda McBride Station. The structure is comprised of 18 spans, with a three-span lattice truss of 168.75 m total length and repeating masonry arches 20.8m long. The original structure was designed by Sir John McNeill and opened in 1855. The three spans over the river were replaced in 1932, with iron trusses, designed by G.B. Howden. The Boyne Viaduct has a number of designations (NIAH, RPS and Industrial Heritage). Due to its impressive height, the bridge is described as an 'awesome presence' on the Drogheda skyline (NIAH 2021).

There are seven bridges along the railway line which are designated as Protected Structures. They are at Balbriggan, Tankardstown, Skerries, Donabate, Kilcrea, Malahide and Clongriffin. In addition to these structures, there are other bridge structures and crossings, along the line which are of architectural interest, but which are not included in any existing inventories.

The historic landscape character through which the railway traverses includes the historic towns and settlements of Drogheda, Laytown, Balbriggan, Donabate and Malahide. All of these settlements feature buildings which are included in the NIAH and RPS. There are two designated Architectural Conservation Areas (ACAs) in the vicinity of Drogheda MacBride Station: at Ship Street and at Railway Terrace, and the historic core of Malahide is also an ACA. There is an ACA in Laytown, encompassing Victoria Terrace, but it is remote from the railway line.

There are also historic landscapes and gardens which were established prior to the construction of the railway line. The most substantial and significant surviving landscapes are Ardgillan and Malahide Castle Demesnes, which are also designated ACAs. Newbridge Demesne is another substantial historic landscape which is relatively intact, while Hampton Demesne has been diminished in modern times.

### 21.5.2 Architectural Heritage Features

This section contains a summary of the architectural heritage assets in the receiving environment of the Proposed Development within each of the five main geographic areas (Zones A to E). Architectural Heritage Features are identified using existing designations where available, from the RMP (Dúchas 1996, 1997, 1998), SMR (NMS 2022a and 2022b), National Monument numbers for National Monuments in state care or guardianship and Preservation Order numbers for monuments subject to Preservation Orders for County Dublin, Meath and Louth (NMS 2009a, 2009b, 2009c, and 2019 and 2019), the RPS number within the relevant City and County Development Plans including the Dublin City Development Plan 2022 to 2028 (DCC 2022), the Fingal County Development Plan (FCC 2023), the Meath County Development Plan 2021 to 2027 (MCC 2021), the Louth County Development Plan 2021 to 2027 (LCC 2021) and the NIAH Building and Garden Surveys (NIAH 2022a; NIAH 2022b).

Where a feature is included in two or more of these lists, the highest designation has been used here to refer to it. A national monument or a recorded monument, for example, Cloghran Church (DU014-009001), which is also a Protected Structure, will be referred to using the RMP identifier and, as appropriate National Monument number or Preservation Order number (rather than the DCC RPS or NIAH references) in the ID column of the Tables below.

Where features are identified which are not included in any existing inventories, they are given an OBB, UBB number or are as named.

The locations for all architectural heritage assets identified in the course of the assessment from a number of sources have been mapped and in Volume 3 of this EIAR. This includes the following assets (and the typical format in which they appear):

- RMP/SMR sites - (e.g., RMP DU005-017001);
- Record of Protected Structures – (e.g., DCC RPS 880);
- National Inventory of Architectural Heritage (NIAH) – (e.g., NIAH 50120157);
- NIAH Garden Survey – (e.g., NIAH 2533); and
- Other Structures of Architectural Heritage Interest – (e.g., BH, OBB, UBB).

Where available, descriptions and appraisals from the NIAH have been relied upon and are summarised in the tables for each section of the Proposed Development. Where new features are identified which are not included in existing inventories, their significance has been assessed using the methodology contained in the NIAH Handbook (NIAH 2021).

There are many features of architectural heritage interest within the Proposed Development study area. Those which are Protected Structures in the Louth, Meath, Fingal, or Dublin City Development Plans, those which are listed by the NIAH and those included in the Dublin City Industrial Heritage Record are included in the tables below from south to north according to project zoning.

#### *21.5.2.1 Zone A: North of Connolly Station to Howth Junction & Donaghmede Station*

Zone A lies wholly within the Dublin City Council local authority area.

The present railway line from Connolly station to Howth Junction was built by the Dublin and Drogheda Railway (D&D Railway) in the early 1840s and lies with the Dublin City Administrative Area (Casey 2005). The Howth Branch was completed by May 1847, with Howth Junction & Donaghmede Station opened on 30 October 1848.

There are 19 built heritage features (BH sites) that are of architectural heritage significance noted within Zone A. Table 21-6 presents these features in a summary table with relevant references to protections, significance, and sensitivity of each feature.

**Table 21-6 Architectural Heritage Features In Zone A (Dublin City)**

| BH no. | Description | Protected Structure | NIAH Reference | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-1 | Great Northern (Dublin and Drogheda) Railway. Railway line laid down in 1840s but since largely replaced | | | DCIHR 15_10_001 | Local, Low sensitivity |
| BH-2 | Piers and wing walls to railway bridge, built c.1844 to Bridge, East Wall Road | Located in a conservation area | | UBB3<br>DCIHR 180802501 | Regional, Medium sensitivity |
| BH-3 | 48 to 52 East Wall Road and 2-16 West Road. Terraces of late 19th or early 20th century houses | | | | Regional, Medium sensitivity |
| BH-4 | Bridge (rail/river Tolka), Depot on Clontarf Road | | | DCIHR 18_08_029_01 | Regional, Medium sensitivity |
| BH-5 | Bridge, Clontarf Road, twin-arch cut-stone railway bridge built 1844-5 inclusive of stone embankment walls | DCC RPS 880 | NIAH 50120157 | UBB5 | Regional, Medium sensitivity |
| BH-6 | Howth Road Mixed National School | | NIAH 50120136 | | Regional, Medium sensitivity |
| BH-7 | 1 to 4 Clontarf Road. Terrace of late 19th century houses | | | | Regional, Medium sensitivity |
| BH-8 | 87 to 93 (odd numbers only) Howth Road, a row of mid 20th century houses | | | | Local, Low sensitivity |
| BH-9 | Bridge, built c.1844<br>Howth Road, Clontarf | | NIAH 50030281 | UBB6<br>DCIHR 18_04_008_01 | Regional, Medium sensitivity |

| BH no. | Description | Protected Structure | NIAH Reference | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-10 | Railway station and master's house, Howth Road, Clontarf, built c. 1880 | | NIAH 50030277, 50030283 | DCIHR 18_04_009_01 | Regional, Medium sensitivity |
| BH-11 | Bridge, built c. 1844<br>Collins Avenue East | | | OBB10<br>DCIHR 19_01_005_01 | Regional, Medium sensitivity |
| BH-12 | Bridge, built c. 1844<br>Killester Station | | | OBB11<br>DCIHR 19_01_004_01 | Regional, Medium sensitivity |
| BH-13 | Bridge, Venetian Hall, Howth Road | | | OBB12<br>DCIHR 19_01_003_01 | Regional, Medium sensitivity |
| BH-14 | Naniken Bridge north of Brookwood Avenue | | | OBB12A<br>DCIHR | Local, Low sensitivity |
| BH-15 | Bridge piers, built c. 1844, Harmonstown Station | | | OBB13<br>DCIHR 15_13_002_01 | Regional, Medium sensitivity |
| BH-16 | Bridge over the Santry River, built 1844 | Conservation Area | | UBB15<br>DCIHR 15_13_004_01 | Regional, Medium sensitivity |
| BH-17 | Raheny Station built 1844, Station Road Raheny | | NIAH 50030068 | DCIHR 15_13_006_01 | Regional, Medium sensitivity |
| BH-18 | Bridge on the 25-inch map largely replaced | | | OBB16 | Local, Low sensitivity |
| BH-19 | National School, built 1875, 42A Station Road, Raheny | DCC RPS 8703 | NIAH 50030067 | | Regional, Medium sensitivity |

#### *21.5.2.2 Zone B Howth Junction & Donaghmede Station to Malahide Viaduct*

Zone B lies wholly within the Fingal County Council local authority area.

The site of Howth Junction & Donaghmede Station was at the boundary of Donaghmede demesne prior to the construction of the Dublin and Drogheda (D&D) Railway in 1840-4. A demesne was a parcel of land retained by a landlord farmer, for the use of the house. They provided a natural parkland setting for the house. The landscapes vary greatly in size, and often possessed features, such as long driveways, gate lodges, stately entrances, walled gardens, bodies of water and belts, avenues, and clumps of deciduous and specimen trees. The boundaries tended to be planted and sometimes walled to screen the internal landscapes. The Donaghmede demesne is included in the NIAH's Garden Survey (NIAH 2516). As represented on Griffith's Valuation maps, surveyed c.1850, the landscape comprised of a house set in a large parkland with outbuildings, walled gardens, summer house and gate lodge. The eastern part of the demesne was more formally laid out, with the western boundary already impacted by the railway as shown on the map. The historic landscape associated with Donaghmede House was much reduced by 1907, as indicated on the Ordnance

Survey maps from this date. The house was in ruins c.1930 as indicated on the Cassini six inch maps and has since been demolished. The NIAH Garden Survey notes that the historic landscape is completely covered in residential development.

The Howth Branch of the D&D Railway was completed by May 1847, with Howth Junction & Donaghmede Station opened on 30 October 1848. The D&D would eventually extend to link Dublin to Belfast with the completion of the Boyne crossing in 1855, merging to form the Great Northern Railway of Ireland (GNR(I)) in 1876, and operated by Iarnród Éireann since 1987.

The original station building at Howth Junction & Donaghmede Station has been replaced with modern structures, though some historic walls remain along the train line on the west side at Carndonagh Lawns. There was a brick signal box, to the south of the station building which has been removed. A former station master's house survives further to the south, in poor or derelict condition. The building is of interest for architectural, artistic, and social reasons, though it is not included in the NIAH or RPS.

No other features of built-heritage interest have been identified as part of the preliminary desk-based baseline review of the study area at Howth Junction Station.

The site of Clongriffin Station was open fields, prior to the construction of the Dublin and Drogheda (D&D) Railway 1840-4. Following the construction of the railway, the lands remained in agricultural use until the implementation of the Northern Fringe Development plan began in 2005. Clongriffin Station was built under the Plan, designed by Iarnród Éireann Architects and opened in 2010. It comprises four platforms and features an elevated concourse.

Few features of built-heritage interest have been identified near Clongriffin Station. The only feature of note is BH-24, a bridge over the Mayne River which is included in the RPS (FCC RPS 0919, UBB19). There are no NIAH structures, and the area is not included in an Architectural Conservation Area or a Conservation Area.

One designed landscape was identified to the east of the station. This is the landscape associated with the now demolished Stapolin House, which was situated approximately 450m to the east of Clongriffin Station. The house included a small demesne landscape which is included in the NIAH's Garden Survey (NIAH 2534). As shown on the first edition Ordnance Survey maps surveyed c.1847, Stapolin House was set in parkland, with outbuildings and walled gardens to the rear or north, and an entrance with gate lodge to the south, approaching the house via a long, tree-lined avenue. The boundary of the designed landscape was approximately 300m to the east of the modern Clongriffin Station. The remains of the house were demolished under the Baldoyle Stapolin Local Area Plan, 2013, though features of the historic landscape are retained within the modern development.

Malahide has been the focus for settlement activity for thousands of years, as evidenced by the Mesolithic and Neolithic flint scatters in the wider area. The village itself was based around a Viking landing point, which survived from the eighth century until the arrival of the Anglo-Normans.

The village continued as a fishing port and was also the site of several silk and poplin mills. The building of the Dublin to Drogheda railway viaduct in Malahide in 1844 was largely responsible for the decline and eventual disappearance of the fishing fleet (Bennett 2005). Rocque's 1760 map of Dublin shows the estuary's oyster beds, which were removed by the railway viaduct less than a hundred years later. The Dublin and Drogheda Railway began operating in 1844 and there were

stations at Balbriggan (Fingal Industrial Heritage Site (FIHS) 0040), Skerries (FIHS0223), Rush and Lusk (FIHS0353), Donabate (FIHS0671), Malahide (FIHS0656) and Portmarnock (FIHS0627) within Fingal. Both Balbriggan and Malahide stations were designed by George Papworth.

There are a number of structures associated with the railway, in the vicinity of the area proposed for regrading and railway works, which are of architectural heritage interest. These include the Malahide or Broadmeadow viaduct to the north (a Protected Structure - FCC RPS 0420), the railway bridge on Bissets Strand (a Protected Structure of Regional Importance for reasons of architectural, social, and technical interest (FCC RPS 0423, NIAH 11344015)), and Malahide Station (a Protected Structure of Regional Importance for reasons of architectural, artistic, social and technical interest (FCC RPS 0388, NIAH 11344008-9 11344041)).

The Malahide viaduct was originally built in timber and replaced with an iron and masonry structure in 1860. Repairs were required in the 1930s and again in the 1960s when the iron structures were replaced with concrete. Following a partial collapse in 2009, pier strengthening, and riverbed restoration were carried out. The viaduct is a Protected Structure. It is not included in the NIAH but is of Regional Importance for reasons of architectural and technical interest.

The railway bridge on Bissets Strand is a single arch limestone bridge comprising coursed snecked limestone. It is a Protected Structure which is also included in the NIAH where it is rated of Regional Importance for reasons of architectural, social, and technical interest.

Malahide Railway Station is a nine-bay station building, with a central projecting porch, faced in yellow brick. The platform canopy, cast-iron pedestrian bridge, detached waiting room and house are also of interest. The station is a Protected Structure and is included in the NIAH where it is rated of Regional Importance for reasons of architectural, artistic, and social interest. There is a signal box within the station complex, which is also listed in the NIAH, where it is rated of Regional Importance for reasons of architectural, artistic, social, and technical interest.

The Malahide Viaduct is a Protected Structure under Fingal County Council's Development Plan (FCC RPS 0420). The original structure, erected in 1844, was first altered in 1860, with much of the superstructure replaced in subsequent years. Substantial reconstruction took place after the 2009 collapse, including replacing two spans and one of the original piers. Despite the alterations, the majority of the piers are original to the structure, and the viaduct remains of architectural and technical interest.

The lands to the south of Corballis Cottages were in open agricultural use, prior to the construction of the Dublin and Drogheda Railway which opened on 24 May 1844. A user worked level crossing (XB001) was established by 1907, to access the land on the east of the tracks as noted on the Ordnance Survey maps from this date. Following the construction of the railway, the area remained in agricultural use.

No additional buildings or features of architectural heritage interest have been noted, as part of the desk-top baseline review.

There are 26 features (BH sites) that are of architectural heritage significance noted within Zone B. Table 21-7 presents these features in a summary table with relevant references to protections, significance, and sensitivity of each feature.

## Table 21-7 Architectural Heritage Features in Zone B (Fingal)

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-20 | Great Northern Railway (Dublin and Drogheda Railway), largely replaced | | | DCIHR 15_10_001 | Local, Low sensitivity |
| BH-21 | Howth Junction Station (demolished and re-built) | | | DCIHR 15_14_004 | Local, Low sensitivity |
| BH-22 | Former Signalman's House, Howth Junction | FCC RPS 0788 | | DCIHR 15_14_005 | Regional, Medium sensitivity |
| BH-23 | Great Northern Railway – Howth Line, largely replaced | | | DCIHR G.N.R. | Local, Low sensitivity |
| BH-24 | Mayne River Cattle Pass | FCC RPS 0919 | | UBB19 | Regional, Medium sensitivity |
| BH-25 | Underpass at Moyne Road | | | UBB20 | Local, Low sensitivity |
| BH-26 | Moyne Cottage Moyne Road Dublin 13 D13 P7F3 | | | | Local, Low sensitivity |
| BH-27 | Bridge at Drumnigh. Bridge evident on the first OS map | | | OBB21 | Regional, Medium sensitivity |
| BH-28 | Underpass at The Old Road Portmarnock | | | UBB23 | Local, Low sensitivity |
| BH-29 | Memosa, The Old Road Portmarnock Co. Dublin D13 XR23 | | | | Local, Low sensitivity |
| BH-30 | Culvert over river at the rear of Portmarnock Race track. Evident on first OS | | | UBB24 | Regional, Medium sensitivity |
| BH-31 | Portmarnock | ACA | | | Regional, Medium sensitivity |
| BH-32 | Beechwood House, Portmarnock, Co. Dublin | | NIAH 2533 | | Regional, Medium sensitivity |
| BH-33 | Underpass at the R124. Evident on first OS | | | UBB25 | Regional, Medium sensitivity |
| BH-34 | The Grange Malahide Co. Dublin K36 DY67. Evident on First OS As Grange House | | | | Regional, Medium sensitivity |
| BH-35 | Bridgeside, Back Road, Malahide Co. Dublin K36 T660. Evident on the 4th edition OS | | | | Local, Low sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-36 | Gate lodge to Malahide demesne<br>Evident on the 4th edition OS | | | | Local, Low sensitivity |
| BH-37 | Malahide Castle demesne containing Malahide Castle, Abbey and outbuildings | FCC RPS 0383 to 0384, ACA | NIAH 2514, 11344019 to 11344023 | | Regional, Medium sensitivity |
| BH-38 | The Bawn & St Sylvester's Villas | ACA | | | Regional, Medium sensitivity |
| BH-39 | 1 to 7 Castle Terrace, Dublin Road, Malahide, Co. Dublin | FCC RPS 0391 to 0397 | | | Regional, Medium sensitivity |
| BH-40 | Bridge, Malahide Road. Bridge in this location on first OS | | | OBB27 | Regional, Medium sensitivity |
| BH-41 | Malahide Station, Signal Box, Gates, and Railings | FCC RPS 0388 | NIAH 11344008-9 11344041 | | Regional, Medium sensitivity |
| BH-42 | Former Station Master's House, Malahide | FCC RPS 0387 | | | Regional, Medium sensitivity |
| BH-43 | Malahide Historic Core | ACA | | | Regional, Medium sensitivity |
| BH-44 | Malahide Railway Bridge (Bissets Strand) | FCC RPS 0423 | NIAH 11344015 | UBB29 | Regional, Medium sensitivity |
| BH-45 | Malahide Viaduct | FCC RPS 0420 | | UBB30 | Regional, Medium sensitivity |

#### *21.5.2.3 Zone C: Malahide Viaduct to south of Gormanston Station*

Zone C lies wholly within the Fingal County Council local authority area.

There is a railway bridge (UBB32) to the north of the Malahide Viaduct, on Corballis Road, at Kilcrea townland which is also included in Fingal County Council's Record of Protected Structures (FCC RPS 0502). This structure is also included in the NIAH where it is rated of Regional Importance for reasons of architectural and technical interest (NIAH 11336027). The Malahide Historic Core Architectural Conservation Area is to the south of the Malahide Viaduct (approximately 600m away).

No other features of built-heritage interest have been identified as part of the desk-based baseline review. The area is not included in an Architectural Conservation Area or a Conservation Area.

Donabate Cemetery, which is at the east of the proposed site, was established c.1850. The associated RC T-Plan Chapel is now in use as a parish hall. It is included in Fingal County Council's Record of Protected Structures (FCC RPS 861). It is not included in the NIAH, though the Cemetery is included (Reference NIAH 11336016). The cemetery is rated of Regional Importance by the NIAH for reasons of artistic and social interest.

Smyth's public house, which is to the south of the Proposed Development is also included in Fingal County Council's Record of Protected Structures (FCC RPS 509). It is also included in the NIAH (NIAH 11336022) where it is rated of Regional Importance for reasons of architectural interest.

Donabate Railway Station with signal box, (FCC RPS 511) and Donabate Station Master's House (FCC RPS 510) are included in Fingal County Council's Record of Protected Structures. They are also included in the NIAH where they are rated of Regional Importance for reasons of architectural, artistic, social, and technical interest.

A single arch limestone railway bridge to the south of the station is also included in the NIAH (NIAH 11336014). It is rated of Regional Importance for reasons of architectural and technical interest.

There was a late-eighteenth century linear settlement of cottages lining both sides of the road from Main Street to Ballisk Commons.

There are buildings and features to the south of the road, and within the vicinity of the Proposed Development, which may be associated with this early settlement, which would be of architectural heritage value. These include one structure included in Fingal County Council's Record of Protected Structures (FCC RPS 514). This is a thatched cottage, described as a late 18th or early 19th century three-bay single-storey thatched dwelling. The building is also included in the NIAH (Reference NIAH 11329015), where it is rated of Regional Importance for reasons of architectural, social, and technical interest.

While many of the other buildings along this road appear to be modern replacements, there are some which correspond to the footprints shown on the 1907 Ordnance Survey maps for Donabate, which was called Ballisk at that time.

There are historic property boundaries indicated on the first edition Ordnance Survey maps for the proposed site, corresponding to the modern site boundaries.

The overpass appears to have been largely reconstructed in modern times.

There appear to be some historic cottages marked Ballisk Common on the 1907 OS map, the remains of which survive. They are of Local Importance.

There was a signal post to the north of the proposed site, and a Goods Shed to the south, both of which appear to have been demolished in the late 20th century.

Newbridge Demesne is designated as an Architectural Conservation Area, it is located to the west of the train line, approximately 150m away at the nearest point.

The Rogerstown Viaduct (UBB36) is a Protected Structure (FCC RPS 0516) spanning the tidal causeway at the Rogerstown Estuary. It comprises original mid-nineteenth century dressed stone abutments and piers with a replacement modern deck and railed parapets. Despite modern alterations, the viaduct retains original fabric, and is of architectural and technical interest.

Rogerstown Pier is located approximately 700m to the north west of the viaduct. It is included in the NIAH, where it is rated of Regional Importance for reasons of social and technical interest. Beaverstown House (FCC RPS 515) is a Protected Structure situated approximately 900m to the south east, and there is a cluster of buildings at Rogerstown House (NIAH 11329017) approximately 1.2km to the north east.

Rush and Lusk Station and signal box are included in Fingal County Council's Record of Protected Structures (FCC RPS 288). They are also listed in the NIAH (NIAH 11323018 and 11323017) where they are rated of Regional Importance for reasons of architectural, artistic, and technical interest. The NIAH also lists the Station Master's House, but this building appears to have been demolished subsequent to its inclusion in the Inventory.

The historic station building is obscured by the road bridge and existing mature trees. The historic railway bridge appears to have been rebuilt in recent times.

There are no Protected Structures and no NIAH structures within the vicinity of the proposed substation sites at Skerries.

A designed landscape associated with Hacketstown House is included in the NIAH Garden Survey. The demesne as indicated on the 1837 Ordnance Survey maps was badly impacted by the construction of the railway line which cut off the lands to the east of the line. These are now in use as a Golf Club, which was opened as a 9-hole course in 1905 and was extended to 18 holes in 1971.

The club house is on the site of the original club house but appears to be modern. There are stone walls surrounding the course, and along Golf Links Road, which are of architectural interest.

There are buildings on the site of the historic Hacketstown House, but they are not protected or included in the NIAH. There is also an enclosure which corresponds with a walled garden shown on the 1837 OS map of the site.

There was a gate lodge on the east side of the bridge. Aerial photographs suggest that there are remains of this structure surviving.

For the purposes of this assessment, landscape features associated with the Hacketstown House demesne are assumed to be of Regional Importance for reasons of architectural interest.

There is a road bridge over the tracks at Golf Links Road. The parapet walls appear to be modern limestone.

For the purposes of this assessment, the bridge is assumed to be of Local Importance for reasons of architectural interest.

There is a complex of farm buildings to the east side of the Golf Links Road Railway Bridge. The cottages on the west side of the complex correspond to buildings shown on the first edition OS map surveyed c.1837. It is of Regional Importance for reasons of architectural and social interest.

The railway bridge (UBB53) over Barnageeragh Road is included in Fingal County Council's Record of Protected Structures (FCC RPS 879). It is described as a mid-nineteenth century single-arch limestone railway bridge over the road. There are rubble faced retaining walls on approach to the bridge which are also of architectural heritage interest.

To the east of the bridge there is a vernacular farm complex, which is included in Fingal County Council's Record of Protected Structures (FCC RPS 882). It is described as a Late 18th or early 19th century traditional farmhouse and courtyard farm complex (date stone of 1790).

There is a mound to the east of the farm, which is both a Protected Structure and a Recorded Monument. These structures are screened from the railway by the steep topography.

There is a clustered settlement to the southeast of Barnageeragh Bridge, which now includes a number of buildings in use as a garden centre (Flower Power). The settlement cluster appears on the first edition OS maps and is likely to date from c.1800. The structures (BH- 88) and buildings are not included in the Record of Protected Structures, or the NIAH but there appear to be surviving houses, cottages, farm buildings, boundary walls and gates which are of architectural and social interest. They are of Regional Importance.

Ardgillan Demesne is an historic designed landscape which is designated as an Architectural Conservation Area. It is included in the NIAH Garden Survey (NIAH 2194). It is located to the east of the Proposed Development, 250m away at the closest point. It is screened from the railway line by dense and mature planting.

Balbriggan Railway Bridge (UBB61) is included in Fingal County Council's Record of Protected Structures (FCC RPS 0012). It is described as a mid-nineteenth century single-arch stone railway bridge over laneway to the north of Bremore Castle. The bridge is also included in the NIAH where it is rated of Regional Importance for reasons of architectural and technical interest.

To the south of the railway bridge there are two further Protected Structures, both of which are also included in the RMP. They are St. Molaga's Church and graveyard (FCC RPS 0013) and Bremore Castle (FCC RPS 0014). These sites are not included in the NIAH. They are of Regional Importance for reasons of architectural, archaeological, and social interest.

There is a road bridge to the north of Balbriggan Bridge in Bremore townland. It is not protected or included in the NIAH. The parapet walls are limestone with some modern and historic masonry. The bridge is of Regional Importance.

Balbriggan Viaduct is a Protected Structure (FCC RPS 0036) which is also included in the NIAH (NIAH 11305021), where it is rated of Regional Importance for reasons of architectural, social, and technical interest. It is described therein as an eleven-arch limestone railway viaduct over harbour, built 1843-4 and renovated c.1990 when footpaths were added, and iron railings were replaced. W. Dargan is noted as the builder, and Sir John MacNeill engineer.

A lifeboat station was housed within an arch below the viaduct in 1889. This structure is also included in Fingal County Council's Record of Protected Structures (FCC RPS 0035) and in the NIAH where it is rated of Regional Importance for reasons of architectural, historical, artistic, and historical interest.

There are a large number of historic structures within the vicinity of the viaduct, associated with Balbriggan Harbour to the northeast, and with Balbriggan Historic Town Core to the southwest.

Balbriggan Harbour and light house, to the east of the viaduct, were built c.1760. They are also included in the RPS (FCC RPS 0038 and FCC RPS 0037) and are rated of Regional interest by the NIAH for reasons of architectural, social, and technical interest. Balbriggan Historic Town Centre is a designated Architectural Conservation Area.

There are 73 features (BH sites) that are of architectural heritage significance noted within Zone C. Table 21-8 presents these features in a summary table with relevant references to protections, significance, and the sensitivity of each feature.

### Table 21-8 Architectural Heritage Features in Zone C (Fingal)

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-46 | Donabate | | | Historic Landscape Character Area | Regional, Medium sensitivity |
| BH-47 | Railway Bridge over River Pill Kilcrea Townland evident on first OS. Significantly altered in modern times | | | UBB31 | Local, Low sensitivity |
| BH-48 | Railway Bridge, Coast Road L6165. Historic structure evident on first OS. Significantly altered in modern times | FCC RPS 0502 | NIAH 11336027 | UBB32 | Regional, Medium sensitivity |
| BH-49 | Newbridge House Demesne encompassing House, lodges and outbuildings Vicarage, St. Patrick's Church of Ireland Church | FCC RPS 0494 to 0495, 0506 to 0508. 0862, 0863 ACA | NIAH 2193, 11329001, 11329002, 11329005, 11336001, 113360011, 113360013 | | Regional, Medium sensitivity |
| BH-50 | Prospect House Donabate Co. Dublin K36 DC42. Evident On first OS | | | | Regional, Medium sensitivity |
| BH-51 | Smyth's Public House, Hearse Road, Corballis, Donabate, Co. Dublin | FCC RPS 0509 | | | Regional, Medium sensitivity |
| BH-52 | Donabate Railway Bridge (Bremore) | FCC RPS 0876 | NIAH 11336014 | OBB33 | Regional, Medium sensitivity |
| BH-53 | Donabate Parish Hall and Cemetery | FCC RPS 0861 | NIAH 11336016 | | Regional, Medium sensitivity |
| BH-54 | Donabate Railway Station | FCC RPS 0511 | NIAH 11336015 | | Regional, Medium sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-55 | Donabate Station Master' House | FCC RPS 0510 | NIAH 11336018 | | Regional, Medium sensitivity |
| BH-56 | Donabate Railway Station Signal Box | | NIAH 11336011 | | Regional, Medium sensitivity |
| BH-57 | The Cottage Ballisk Donabate Co. Dublin, K36 RC41, On 25" OS | | | | Regional, Medium sensitivity |
| BH-58 | Bridge, Ballisk Donabate. Appears on first OS | | | UBB34 | Regional, Medium sensitivity |
| BH-59 | Culvert Eden Grove Donabate. On 25' OS Map | | | | Local, Low sensitivity |
| BH-60 | Bridge at Beaverstown Golf Club, Beaverstown Rd. Historic structure evident on first OS. Significantly altered in modern times | | | OBB35 | Local, Low sensitivity |
| BH-61 | Rogerstown Viaduct | FCC RPS 0516 | | UBB36 | Regional, Medium sensitivity |
| BH-62 | Rogerstown Rail Bridge | FCC RPS 286 | | UBB37 | Regional, Medium sensitivity |
| BH-63 | Rogerstown House demesne | | NIAH 11329017 | | Regional, Medium sensitivity |
| BH-64 | Rogerstown Lane Road Bridge | FCC RPS 287 | | OBB38 | Regional, Medium sensitivity |
| BH-65 | Rush and Lusk Station Master's House (demolished and replaced by car park) | | NIAH 11323016 | | Regional, Medium sensitivity |
| BH-66 | Rush and Lusk Railway Station and Signal Box | FCC RPS 288 | NIAH 11323017-8 | | Regional, Medium sensitivity |
| BH-67 | Bridge at Rush and Lusk Railway Station. Historic structure evident on first OS. Significantly altered in modern times | | | OBB39 | Local, Low sensitivity |
| BH-68 | Culvert at Effelstown. Shown on 25" map | | | UBB40 | Local, Low sensitivity |
| BH-69 | Bridge at Horestown Road Lusk Co. Dublin. Historic structure | | | OBB41 | Local, Low sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| | evident on first OS. Significantly altered in modern times | | | | |
| BH-70 | Culvert at Horestown. Extant on first OS | | | UBB41A | Regional, Medium sensitivity |
| BH-71 | Road Bridge Tyrrelstown | FCC RPS 292 | | OBB44 | Regional, Medium sensitivity |
| BH-72 | Culvert at Tyrrelstown. Extant on first OS | | | UBB44A | Regional, Medium sensitivity |
| BH-73 | Bridge at Featherbed Lane Ballykea, Tyrrelstown Big. Historic structure evident on 25' map. Significantly altered in modern times | | | OBB45 | Regional, Medium sensitivity |
| BH-74 | Culvert Ballykea, Shown on 25' map | | | UBB45A | Local, Low sensitivity |
| BH-75 | Culvert Ballykea, Extant on first OS | | | UBB45B | Regional, Medium sensitivity |
| BH-76 | Road Bridge L1285 Road, Ballykea, Loughshinny | FCC RPS 0246 | | OBB46 | Regional, Medium sensitivity |
| BH-77 | Bridge at Drumlattery, Piercetown, Skerries. The bridge is an historic structure. Shown on 25' map | | | OBB47 | Regional, Medium sensitivity |
| BH-78 | Culvert at Piercetown | | | UBB47A | Local, Low sensitivity |
| BH-79 | Underpass at Hackettstown. Extant on first OS | | | UBB48 | Regional, Medium sensitivity |
| BH-80 | Hacketstown Demesne | | | | Regional, Medium sensitivity |
| BH-81 | Bridge at Skerries Golf Club Hacketstown Skerries. The bridge appears to have been an historic structure which is significantly altered | | | OBB49 | Local, Low sensitivity |
| BH-82 | Skerries Railway Bridge | FCC RPS 0231 | NIAH 11311037 | UBB50 | Regional, Medium sensitivity |
| BH-83 | Skerries, Station Master's House | FCC RPS 0192 | NIAH 11311035 | | Regional, Medium sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-84 | Skerries Railway Station | FCC RPS 0191 | NIAH 11311036 | | Regional, Medium sensitivity |
| BH-85 | Skerries Railway footbridge | | | OBB51A | Local, Low sensitivity |
| BH-86 | Railway Bridges Barnageeragh Road, Skerries | FCC RPS 0879, FCC RPS 0880 | | UBB53 | Regional, Medium sensitivity |
| BH-87 | Barnageeragh cairn | FCC RPS 178<br>RMP DU005-017001- | | | Regional, Medium sensitivity |
| BH-88 | Farm buildings and boundary walls Barnageeragh Skerries Co. Dublin. Extant on first OS | | | | Regional, Medium sensitivity |
| BH-89 | Balbriggan | | | Historic Landscape Characterisation | Regional, Medium sensitivity |
| BH-90 | Barnageeragh Farm Kilmainham Townland Skerries Co. Dublin K34 XE82. Extant on first OS | | | | Regional, Medium sensitivity |
| BH-91 | Ladies' Stairs. The bridge is on the site of an historic structure, but appears to have been significantly altered in modern times | | | OBB54 | Local, Low sensitivity |
| BH-92 | Ardgillan Castle Demesne | FCC RPS 0094 and 0881 | NIAH 2194, 11310001 | Architectural Conservation Area | Regional, Medium sensitivity |
| BH-93 | Culvert, Skerries Road Balbriggan. Extant on the 25" OS Map | | | UBB54B | Local, Low sensitivity |
| BH-94 | Bridge over the R127 Skerries Rd Balbriggan. The bridge appears to have been an historic structure which is significantly altered | | | OBB55 | Local, Low sensitivity |
| BH-95 | Walls at Croom House | | | | Regional, Medium sensitivity |
| BH-96 | Croom House, Seapoint Lane, Balbriggan | FCC RPS 0053 | NIAH 11305026 | | Regional, Medium sensitivity |
| BH-97 | Wall at St. George's Church, Church Street, Balbriggan, Co. Dublin | | | | Regional, Medium sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-98 | St. George's Church Street, Balbriggan, Co. Dublin | FCC RPS 0052 | NIAH 11305023 | | Regional, Medium sensitivity |
| BH-99 | Rectory Church Street, Balbriggan, Co. Dublin | | NIAH 11305022 | | Regional, Medium sensitivity |
| BH-100 | Balbriggan Town Core | ACA | | | Regional, Medium sensitivity |
| BH-101 | Balbriggan Railway Viaduct | FCC RPS 0036 | NIAH 11305021 | UBB56 | Regional, Medium sensitivity |
| BH-102 | Balbriggan Railway footbridge | | | OBB57A | Local, Low sensitivity |
| BH-103 | RNLI Lifeboat Station, Balbriggan | FCC RPS 0035 | NIAH 11305020 | | Regional, Medium sensitivity |
| BH-104 | Balbriggan Station Master's House | FCC RPS 0031 | NIAH 11305002 | | Regional, Medium sensitivity |
| BH-105 | Balbriggan Railway Station | FCC RPS 0030 | NIAH 11305001 | | Regional, Medium sensitivity |
| BH-106 | Underpass, Convent Lane. Extant on the 25" OS Map | | | UBB58 | Regional, Medium sensitivity |
| BH-107 | Marian House, Convent Lane, Balbriggan | FCC RPS 0028 | NIAH 11305006 | | Regional, Medium sensitivity |
| BH-108 | Chimney of Sea Mills Factory, Bath Road, Tankardstown | FCC RPS 0019 | NIAH 11305008 | | Regional, Medium sensitivity |
| BH-109 | Underpass, Bath Road. Extant on the 25" OS Map | | | UBB59 | Regional, Medium sensitivity |
| BH-110 | Railway Bridge, Bremore, Tankardstown, Balbriggan | FCC RPS 0876 | | UBB60 | Regional, Medium sensitivity |
| BH-111 | Railway Bridge off Drogheda Road (R132), Bremore, Balbriggan, Co. Dublin | FCC RPS 0012 | NIAH 11304001 | UBB61 | Regional, Medium sensitivity |
| BH-112 | Bridge, Bell's Lane, Balbriggan. The bridge is an historic structure. Shown on 25' map. Significantly altered | | | OBB62 | Local, Low sensitivity |

| BH no. | Description | Protected Structure | NIAH | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-113 | Culvert to the south of Lowther lodge/Lowtherstone. Extant on the 25" OS Map | | | UBB62A, UBB62B | Regional, Medium sensitivity |
| BH-114 | Lowther Lodge/ Lowtherstone | | | | Regional, Medium sensitivity |
| BH-115 | Lowther lodge/Lowtherstone Walled garden. on first OS | | | | Regional, Medium sensitivity |
| BH-116 | Bridge at Lowther lodge/ Lowtherstone. The bridge is an historic structure. Shown on 25' map. Significantly altered | | | OBB63 | Local, Low sensitivity |
| BH-117 | Knocknaggan Bridge/ Underpass, Extant on first OS | | | UBB64 | Regional, Medium sensitivity |
| BH-118 | Gormanston Viaduct (Knocknaggan) Fingal section | FCC RPS 0001 | | UBB65 | Regional, Medium sensitivity |

#### *21.5.2.4 Zone D: South of Gormanston Station (Fingal border) to Louth/Meath border (Meath County)*

Zone D lies wholly within Meath County Council local authority area.

There are no Protected Structures or NIAH structures within the vicinity of the proposed Gormanston substation. There is a road bridge over the tracks whose parapet walls are constructed in modern concrete blocks. It is of Local Importance for reasons of architectural and technical interest.

There are two farm complexes noted to the west of the road bridge. At both locations there are buildings which appear on the first OS map, with further buildings added before the 1907 revision was surveyed. The complex to the south is marked Irishtown House on the 1907 OS map. There are surviving houses, farm buildings and historic boundary treatments at these locations. They are assumed to be of Regional Importance for reasons of architectural and social interest.

Gormanston Viaduct (UBB65) is a Protected Structure listed in both the Fingal and Meath County Council Records of Protected Structures (FCC RPS 001 and MH028-114). The wrought iron structure replaced the original timber c.1880. The bridge is of architectural and technical interest.

Knocknagin Lodge is situated approximately 200m to the southwest of the viaduct. It is included in the NIAH where it is rated of Regional Importance for reasons of architectural, social, and technical interest. The cottage may have served as a gate lodge to Knocknagin House, which is situated a further 170m south of the lodge. The house dates from the mid seventeenth century and is included in Fingal County Council's Record of Protected Structures (FCC RPS 002). It is rated of National Importance by the NIAH for reasons of architectural, artistic ad social interest.

There are no Protected Structures or NIAH structures within the vicinity of the proposed Laytown substation. No other features of architectural heritage interest were identified through the desk-based analysis of the site.

Laytown Viaduct (UBB72) is a Protected Structure listed in Meath County Council's Record of Protected Structures (MH028-303). It is included in the NIAH where it is rated of Regional Importance for reasons of architectural and technical interest. It is described therein as a multiple-span cast iron railway bridge build 1896-7 by Cleveland Bridge & Engineering Co. Ltd.

The current bridge is the third on the site, replacing an iron bridge built in 1859, which replaced the original timber structure erected in 1844. The NIAH notes that the viaduct makes a dramatic and notable contribution to the streetscape of Laytown and dominates the surrounding landscape.

There is a strong relationship between the Laytown Viaduct and Laytown Station, which is also included in Meath County Council's Record of Protected Structures (MH028-302). The Laytown Station is located approximately 250m north of the viaduct. It is included in the NIAH where it is rated of Regional Importance for reasons of architectural and technical interest.

The historic core of Laytown, which is located to the northeast of the viaduct, has seen substantial expansion and development in modern times. A vernacular house located approximately 185m to the northeast of the viaduct, and which was part of the historic settlement is included in the RPS. This is Off-Shore Bookmakers (M028-304). Alverno Hotel, situated just to the north of the bookmakers is also protected (MH028-305). The Coast Tavern is a modern Public House which has been included in the NIAH, for reasons of architectural, social, and technical interest. It is located approximately 245m to the northeast of the viaduct.

There are 20 features (BH sites) that are of architectural heritage significance noted within Zone D. Table 21-9 presents these features in a summary table with relevant references to protections, significance, and sensitivity of each feature.

### Table 21-9 Architectural Heritage Features in Zone D (Meath)

| BH no. | Description | Protected Structure Reference | NIAH Building Survey Reference | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-119 | Gormanston Viaduct (Knocknaggan) Meath section | MH028-114 | | UBB65 | Regional, Medium sensitivity |
| BH-120 | Bridge, Gormanston Railway Station. Extant on 25" OS Map. significantly altered in modern times | | | OBB66 | Local, Low sensitivity |
| BH-121 | Gormanston Railway Station, Station Master's House, and Warehouse | | NIAH 14322016-8 | | Regional, Medium sensitivity |
| BH-122 | Bridge and culvert, Cocks Lane, Irishtown, Gormanston. Extant on 25" OS Map. Significantly altered in modern times | | | UBB67, UBB66A | Local, Low sensitivity |

| BH no. | Description | Protected Structure Reference | NIAH Building Survey Reference | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-123 | Bridge, Irishtown, Gormanston, Extant on 25" OS Map | | | OBB68 | Local, Low sensitivity |
| BH-124 | Culvert, Mosney. Adjoins Holy Well | Me028-063 | | UBB69 UBB70A | Local, Low sensitivity |
| BH-125 | Bridge At Mosney House Demesne | | | UBB70 | Regional, Medium sensitivity |
| BH-126 | Mosney House Demesne. Armorial Plaque (Present Location) | Me028-012002- | NIAH 5128 | | Regional, Medium sensitivity |
| BH-127 | Bridge/Culvert, Briarleas | | | UBB71 | Local, Low sensitivity |
| BH-128 | Riverbank Cottages, Laytown | | | | Local, Low sensitivity |
| BH-129 | Laytown Viaduct | MH028-303 | NIAH 14402801 | UBB72 | Regional, Medium sensitivity |
| BH-130 | Bridge Station Road Laytown | | | UBB73 | Local, Low sensitivity |
| BH-131 | Laytown, Station Master's House | MH028-302 | NIAH 14319001 | | Regional, Medium sensitivity |
| BH-132 | Laytown Station | | NIAH 14319001 | | Regional, Medium sensitivity |
| BH-133 | Laytown Station bridge | | | OBB74A | Local, Low sensitivity |
| BH-134 | Culvert off Ardmore Avenue, Sevitsland. Extant on first OS | | | UBB75B | Regional, Medium sensitivity |
| BH-135 | L5615 Pilltown Road. Extant on 25" OS Map, significantly altered in modern times | | | UBB76, UBB76A | Local, Low sensitivity |
| BH-136 | Overpass, Colp East. Significantly altered in modern times | | | OBB77 | Local, Low sensitivity |
| BH-137 | Overpass and culvert Colp Road | | | OBB78, UBB78A | Local, Low sensitivity |
| BH-138 | Boyne Valley Country Club, Stameen House Demesne | | | | Regional, Medium sensitivity |

### *21.5.2.5 Zone E Drogheda MacBride Station and surrounds (Louth County)*

Zone E lies wholly within the Louth County Council local authority area.

The Dublin and Drogheda Railway, which was formed in 1835, and granted parliamentary permission in 1836, reached Drogheda in 1844. The original station was to the south of the existing (at Buckley's Sidings) and was in operation until the completion of the first Boyne Viaduct in 1855. Prior to this, passengers travelling north had to disembark, and cross the Boyne by carriage to Newfoundwell Platform on the north side of the estuary. The replacement viaduct is a Protected Structure which is rated of National Importance by the NIAH for reasons of architectural, artistic, historical, and social interest.

Drogheda MacBride Station is a Protected Structure (LCC RPS DB-055). The listing applies to "Station buildings including engine shed, turntable c.1845, water tower and cast-iron water tank" and notes this railway station retains a great deal of its original fabric and is a well composed architectural set piece.

Five additional structures in the station complex are also included in the Record of Protected Structures. These are: Engine Shed LCC RPS DB-395, Water Tower LCC RPS DB-397, Parcel Office LCC RPS DB-396, Boiler House LCC RPS DB-398 and a toilet block LCC RPS DB-399. All of these structures are also included in the NIAH where they are rated of Regional Importance for reasons of architectural, technical, and social interest. The NIAH notes the high-quality workmanship in stone and brick detailing, developments in railway architecture as evidenced in the buildings and the sensitivity of modern interventions.

Historic map analysis suggests that the station layout has been altered on a number of occasions, resulting in a complex site, of multi-layered morphology.

Notably the 1870 OS map of Drogheda show two goods sheds (the larger of which is now demolished) to the south of and in front of the station building. A turntable held a prominent position in front of the engine shed, with more turn tables noted at the entrance to the goods shed and inside. A number of signal posts and boxes are shown and there was a watch house on the east side of the station. There was a footbridge on the east side of the station building, and a long carriage house to the north of the down platform. There was also a platform on the Navan Line. Stone bridges are marked crossing the Dublin Road and Railway Terrace (Drogheda Independent 2006).

A number of buildings and sites of interest are also noted around the station including the Union Workhouse and Fever Hospital to the west, Gardens marked St. James's and Weirhope to the north and Railway Terrace to the South which is within an ACA.

The Boyne Viaduct (UBB82) is a Protected Structure, included in Louth County Council's Record of Protected Structures (RPS DB 176, 184). It is also included in the NIAH where it is rated of National Importance for reasons of architectural, artistic, historical, and technical interest. It is described by the NIAH as an eighteen-span limestone and iron railway over river bridge, dated 1855. Fifteen round-headed stone arches, three north of the river, twelve to the south, three-span wrought-iron bolted girder trussed sections crossing the river with a segmental-arched central section. The viaduct has channelled limestone piers surmounting abutments to either side of trussed steel spans, and sandstone plaques to east and west elevations of piers, with inscription "Belfast and Dublin Junction Railway 1855". The Viaduct was designed by Sir John MacNeill to link Belfast to Dublin.

The three spans over the river were replaced in 1932 with iron trusses by the "Motherwell Bridge Engineering Company". Due to its height and scale, the Boyne Valley Viaduct dominates Drogheda.

To the north of the viaduct, there are a number of houses of note which are included in the Louth County Council's Record of Protected Structures and rated of Regional Importance by the NIAH. These include a terrace of four houses along Cord Road which were built c.1840 (RPS DB-016-019), Boyne Villa (RPS DB-342) on North Strand, and Boyne Cottage (RPS DB-341) on Greenhills Road.

To the south of the viaduct, six buildings in Drogheda MacBride Station are recognised as Protected Structures (RPS 055, 396, 397, 398, 399).

There are 9 features (BH sites) that are of architectural heritage significance noted within Zone E. Table 21-10 presents these features in a summary table with relevant references to protections, significance, and sensitivity of each feature.

### Table 21-10 Architectural Heritage Features In Zone E (Louth County)

| BH no. | Description | Protected Structure | NIAH Reference | Other References | Significance and Sensitivity |
|---|---|---|---|---|---|
| BH-139 | Underpass and culvert at Cairnscourt, Stameen, Extant on 25" OS Map | | | UBB79, UBB79B | Local, Low sensitivity |
| BH-140 | Newtown Lodge. Extant on first OS | | | | Regional, Medium sensitivity |
| BH-141 | Newtown Bridges McGrath's Lane | | | OBB80, OBB80A, OBB80B | Regional, Medium sensitivity |
| BH-142 | Chanticleer, Newtown, Drogheda | | | | Local, Low sensitivity |
| BH-143 | Railway Terrace, Drogheda | ACA | | | Regional, Medium sensitivity |
| BH-144 | Bridge, Dublin Road Drogheda. 19th century piers and 20th century steel deck | | | UBK1 | Regional, Medium sensitivity |
| BH-145 | Ship Street, Drogheda | ACA | | | Regional, Medium sensitivity |
| BH-146 | Drogheda Station (Various Buildings) | DB 055, 396-9 | NIAH 13902401-6 | OBB81 | Regional, Medium sensitivity |
| BH-147 | Boyne Valley Viaduct | DB 176, 184 | NIAH 13620012 | UBB82 | National, High sensitivity |

## 21.6 Description of Potential Impacts

This section presents potential impacts that may occur due to the Proposed Development, in the absence of mitigation. This informs the need for mitigation and/or monitoring to be proposed (refer to Section 21.7 for proposed mitigation measures). Predicted significant 'residual' impacts following the implementation of any proposed mitigation are presented in Section 21.8.

### 21.6.1 'Do Nothing' Scenario

In the Do-Nothing scenario, the Proposed Development would not be implemented and there would be no adverse effect on architectural heritage structures, buildings, boundary walls, street furniture and surfaces. The maintenance of the existing Protected Structures within the railway corridor would continue to be maintained in use with no implications for architectural heritage. Most of the architectural heritage features identified in this study are outside the site of the Proposed Development and their future existence would not be affected by a decision to do nothing. Such features as have been identified within the Proposed Development boundary would remain in place. The predicted impact in the 'Do Nothing' scenario is Neutral.

### 21.6.2 Construction Phase

Direct Construction Phase impacts are anticipated where the Proposed Development requires alteration to sensitive fabric including demolition or alterations to historic bridges to facilitate the installation of new OHLE infrastructure. Where historic fabric is required to be removed, repositioned, or irreversibly altered, in the absence of appropriate mitigation it is anticipated that the duration of impact will be permanent.

Indirect physical Construction Phase impacts are anticipated where sensitive buildings, boundaries or features provide a physical boundary to the Proposed Development, or where they are located within the Proposed Development boundary. There is potential for damage of sensitive fabric during construction. It is anticipated that the duration of the indirect physical Construction Phase impacts will be temporary.

Indirect visual impacts are anticipated where construction activities will adversely impact on the setting of the identified sites, buildings, and features. It is anticipated that the duration of the Construction Phase visual impacts will be temporary. See also Chapter 15 (Landscape & Visual Amenity) which assesses the potential for visual impact.

The identified Construction Phase impacts are described and assessed below. No Very Significant or Profound impacts are predicted as a result of the Proposed Development. Where Moderate or Significant Negative impacts are identified, appropriate mitigation is identified in Section 21.7

#### *21.6.2.1 Direct Impacts*

Direct impacts during the Construction Phase are identified as described below.

The works associated with the Clongriffin Turnback require a new loop line to be installed to the east of the existing tracks. This new East Loop extends approximately 500m north of Clongriffin Station before connecting in with the Main Lines. The East Loop over the Mayne River will require a new bridge adjacent to BH-24 (UBB19-UBB19A) to cross the river and adjacent path. The existing railway bridge (UBB19-UBB19A) at this location comprises a twin masonry arch structure with a dividing wall between the arches. Either side of UBB19, the existing railway is supported on earthwork embankments. The river Mayne passes beneath the northern arch, with the southern arch providing dry passage for what was previously referred to as cattle passage. The bridge is flanked by masonry wingwalls which splay out from the main bridge to retain the railway embankment. The bridge is listed as a protected structure in Fingal County Council's Development Plan 2023-2029 (FCC RPS 0919). The proposed bridge will directly adjoin the existing and comprises a low profiled reinforced concrete arch structure, with single 17.5 m span. The arch will include spandrel walls that run parallel

to the alignment of the tracks. The substructure will comprise reinforced concrete abutments supported on piled foundations. The bridge is set back from the existing structure in plan so as to provide a clear differentiation between the new and existing bridges. The abutments are also set back so as to span the existing wingwalls. The profile of the arch is set in elevation such that it provides an efficient technical solution while also preventing the new structure from obscuring the existing arch barrels. The existing rail embankment will be widened to support the proposed tracks and will be constructed using earthworks engineering fill materials. The direct impact is on the embankment rather than the stone bridge structure itself and this is visually demonstrated in photomontage viewpoint CL2. The magnitude of impact is medium. The potential Construction Phase impact is **Direct, Negative, Moderate, Long term**.

OHLE support works are to be carried out on the Malahide Viaduct (BH-45), a Protected Structure of medium sensitivity. The present deck of the bridge is a 20th century replacement constructed of concrete, with the most recent spans having been constructed in 2009. The direct impacts will be on the concrete deck only. The magnitude of impact on the deck is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Parapet modifications are proposed at OBB35 at Beaverstown Golf Club (BH-60). The bridge is shown on 19th century OS maps, it has been significantly altered and is of low sensitivity. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

OHLE support works are to be carried out on UBB36, Rogerstown Viaduct (BH-61), a Protected Structure of medium sensitivity. The deck of the bridge has previously been replaced with a concrete structure. Direct impacts will be on the deck. The end piers, which are of heritage interest will also require alteration to facilitate the OHLE masts. The parapet will be rebuilt, as visually demonstrated in photomontage viewpoints R1 and R2. The magnitude of impact is high. The potential Construction Phase impact is **Direct, Negative, Significant, Long term**.

Parapet modifications are proposed at the OBB38, Rogerstown Lane Road Bridge (BH-64), a Protected Structure (FCC RPS 287) of medium sensitivity. The final design of the parapet modification has been reached in consultation with the planning authority Conservation Officer, to ensure a conservation led solution. The solution comprises curved stainless-steel posts attached to the outer face of the bridge parapets with posts spaced further apart at 2m centres as visually demonstrated in photomontage viewpoints RL1. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Parapet modifications are proposed on OBB41 at Horestown Road, Lusk Co. Dublin (BH-69). The bridge is of low sensitivity. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Parapet modifications are proposed at OBB46, at the Road Bridge L1285 Road, Ballykea, Loughshinny (BH-76) a Protected Structure of medium sensitivity. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Parapet modifications are proposed at OBB47, at Drumlattery, Piercetown, Skerries (BH-77). The bridge is medium sensitivity. The final design of the parapet modifications followed consultation with the planning authority Conservation Officer, to ensure a conservation led solution. The solution comprises stainless steel posts installed in concrete footings in front of the bridge parapet. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Parapet modifications are proposed at OBB49 at Skerries Golf Club, in Hacketstown, Skerries (BH-81). The bridge is an historic structure which has been significantly altered. The bridge is of low sensitivity. The magnitude is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

A new substation (north Skerries) is proposed at Barnageeragh (BH-88). As part of the works, a gate is to be provided/included to allow the landowner access to an existing storage area. In order to allow for appropriate turning circles as part of access to the substation from Barnageeragh Road a section of the wall will need to be removed during construction. The affected wall is of coursed rubble and is a field boundary associated with the small early 19th century settlement at Barnageeragh (BH-88). The wall is of medium sensitivity. The magnitude of the impact of its removal and replacement is high. The potential Construction Phase impact is **Direct, Negative, Significant, Long term**.

Modifications are proposed to OBB55 (bridge over the R127) at Skerries Rd Balbriggan (BH-94). The bridge is an historic structure which has been significantly altered and is of low sensitivity. Track lowering is also proposed to the east of the station The magnitude of impact is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

Modifications are proposed to the bridge at Gormanston Railway Station (BH-120, OBB66). The bridge is an historic structure which has been significantly altered and is of low sensitivity. The magnitude of impact is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

OHLE support works are proposed on UBB72, Laytown Railway Viaduct (BH-129), a Protected Structure of medium sensitivity. It is proposed to extend the girders on the deck and to add struts to provide more support to the OHLE masts, as visually demonstrated in photomontage viewpoints L1, L2 and L3. Most of the direct impact will be on the girders to the deck which are modern. Only where the struts are proposed is there a likely impact on the 19th century bridge piers. The magnitude of impact on the bridge is medium. The potential Construction Phase impact is **Direct, Negative, Moderate, Long term**.

Modifications are proposed to OBB78, Overpass Colp Road (BH-137). The bridge is an historic structure which has been significantly altered and is of low sensitivity. The magnitude of impact is low. The potential Construction Phase impact is **Direct, Negative, Slight, Long term**.

It is proposed to remove and replace OBB80/OBB80A/OBB80B (BH-141) which are of architectural heritage interest as they are noted on historic maps. The removal and replacement of OBB80/OBB80A/OBB80B, as visually demonstrated in photomontage viewpoint D1, is to facilitate sufficient overhead clearance for the extended OHLE to Drogheda. They are of medium sensitivity. The magnitude of the impact of their removal and replacement is high. The potential Construction Phase impact is **Direct, Negative, Significant, Long term**.

It is proposed to replace the deck of the underbridge UBK1 with a wider structure on the Dublin Road in Drogheda (BH-144), as visually demonstrated in photomontage viewpoints D6 and D7. The deck is a 20th century steel structure on 19th century pier abutments. The pier abutments will also be modified or extended southward to allow space for the new platform as part of the works. The pier abutments are of architectural heritage interest and noted on historic maps. The pier abutments are of medium sensitivity. The magnitude of impact on the bridge is medium. The potential Construction Phase impact is **Direct, Negative, Moderate, Long term**.

The canopy over the south platform at Drogheda Station (BH-146, DB 055, 396-9) is to be altered to accommodate the proposed OHLE. This will involve the shortening of the iron trusses which are part of the historic fabric of the canopy and will have a negative impact, the magnitude of which is medium. The potential Construction Phase impact is **Direct, Negative, Moderate, Long term**.

#### *21.6.2.2 Indirect Impacts*

Indirect physical Construction Phase impacts are anticipated in all locations where a Protected Structure fronts onto, shares a boundary with, or is within the Proposed Development boundary. There is potential for accidental damage of sensitive fabric during construction. There will also be a temporary negative visual impact from the construction works. The magnitude of impact would be low to medium.

A Construction Compound is proposed to the north and south of the underbridge UBB19, Mayne River Cattle Pass (BH-24), a Protected Structure of medium sensitivity. A new bridge is also proposed to the east of the underbridge UBB19 as detailed above. There is potential for damage to the bridge during construction, the magnitude of which is medium. The potential Construction Phase impact is **Indirect, Negative, Moderate, Temporary**.

A Construction Compound is proposed adjacent to UBB29, Malahide Railway Bridge, Bissets Strand, (BH-44), a Protected Structure of medium sensitivity. No works are proposed to the bridge or the station but there is potential for damage to the bridge during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

OHLE support works are to be carried out on the UBB30, Malahide Viaduct (BH-45), a Protected Structure of medium sensitivity. The deck of the bridge has been previously replaced with a concrete structure so that the direct impacts will be on the deck rather than the stone piers. There is potential for damage to the piers during the works the magnitude of which is medium. The potential Construction Phase impact is **Indirect, Negative, Moderate, Temporary**.

A Construction Compound is proposed at Donabate Railway station (BH-54) which is of medium sensitivity. No works are proposed to the station but there is potential for damage during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

A Construction Compound is proposed at UBB36, Rogerstown Viaduct (BH-61), a Protected Structure of medium sensitivity. There is potential for damage to the bridge during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight Temporary**.

Modifications are proposed to the pedestrian footbridge (OBB39) in Rush & Lusk Station (BH-67). The footbridge in not of architectural heritage interest. Track lowering and a Construction Compound is also proposed to the east of the station There is potential for damage to the station buildings during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

Track lowering and a Construction Compound are proposed in the vicinity of OBB44, Road Bridge Tyrrelstown (BH-71) a Protected Structure of medium sensitivity. There is potential for damage during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

A Construction Compound is proposed at OBB49, Bridge at Skerries Golf Club Hacketstown Skerries (BH-81). The bridge is of low sensitivity. There is potential for damage to the bridge during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

Modifications are proposed to the OBB51A, a pedestrian footbridge in Skerries Station (BH-85). The footbridge in not of architectural heritage interest. A Construction Compound is also proposed to the north east of the station. There is potential for damage to the station buildings during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

Modifications are proposed to OBB54, a pedestrian footbridge known as the Ladies' Stairs (BH-91). The footbridge is on the site of a historic structure but appears to have been significantly altered in modern times. In of itself it is low sensitivity, but it is beside Ardgillan Castle demesne (FCC RPS 0094 and 0881), which is protected, part of an ACA and is of medium sensitivity. There is potential for damage to demesne features during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

OHLE support works are proposed on UBB56, Balbriggan Railway Viaduct (BH-101), a Protected Structure of medium sensitivity. The existing walkway width is measured as 1.5 m over the length of the bridge. The modern walkways will be replaced and widened locally in four locations on both sides of the railway tracks to accommodate the placement of the OHLE mast on the walkway surface and to cater for a more accessible passage. The walkway of the bridge has previously been replaced with a concrete structure and is not of historic interest but sits above the historic structure of the Viaduct. A Construction Compound is also proposed at UBB56, Balbriggan Railway Viaduct (BH-101). There is potential for damage to the historic structure during construction, the magnitude of impact of which is medium. The potential Construction Phase impact is **Indirect, Negative, Moderate, Temporary**.

Modifications are proposed to OBB57A, a pedestrian footbridge (BH-105) in Balbriggan Station (BH-102). The footbridge in not of architectural heritage interest. There is potential for damage to the station buildings during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

A Construction Compound is proposed at Gormanston Railway Station (BH-120) which is of medium sensitivity. No works are proposed to the station but there is potential for damage during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

A Construction Compound is proposed at UBB72, Laytown Railway Viaduct (BH-129), which is of medium sensitivity. There is potential for damage during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

Modifications are proposed to OBB74A, a pedestrian footbridge in Laytown Station (BH-133). The footbridge in not of architectural heritage interest. A Construction Compound is also proposed to the north west of the station. There is potential for damage to the station buildings during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

A Construction Compound is proposed at. OBB78, south of the Overpass Colp Road (BH-137) which is of low sensitivity. There is potential for damage to the station buildings during construction the magnitude of which is low. The potential Construction Phase impact is **Indirect, Negative, Slight, Temporary**.

It is proposed to replace the deck of the Bridge UBK1 (BH-144) with a wider structure on the Dublin Road Drogheda. The deck is a 20th century steel structure or low sensitivity but rests on 19th century pier abutments which are of architectural heritage interest and noted on historic maps. The piers are of medium sensitivity. There is potential for indirect damage to the bridge structure and retained abutments during the replacement of the deck and pier abutments during the Construction Phase the magnitude of which is medium. The potential Construction Phase impact is **Indirect, Negative, Moderate, Temporary**.

Works are proposed to replace OBB81, the pedestrian footbridge in Drogheda MacBride Station (BH-146). It is also proposed to alter the canopy on the south platform. The erection of OHLE infrastructure, excavation and stabling works and construction compounds in the grounds all have the potential to indirectly impact the station buildings, particularly the station building and the stairs to the bridge, the magnitude of which is medium. The potential Construction Phase impact is **Indirect, Negative, Moderate, Temporary**.

Table 21-11 presents a summary of the potential Construction Phase impacts from the Proposed Development.

### Table 21-11 Summary of Potential Construction Phase Impacts

| Zone | BH no. | Assessment Topic | Feature Sensitivity | Impact Magnitude | Potential Impact |
|---|---|---|---|---|---|
| Zone B | BH-24 | Mayne River Cattle Pass (FCC RPS 0919, UBB19), | Medium | Medium | Direct, Negative, Moderate, Long term |
| | BH-24 | Mayne River Cattle Pass (FCC RPS 0919, UBB19), | Medium | Low | Indirect, Negative, Moderate, Temporary |
| | BH-44 | Malahide Railway Bridge (Bissets Strand) (FCC RPS 0423, UBB29) | Medium | Low | Indirect, Negative, Slight Temporary |
| Zone C | BH-45 | Malahide Viaduct (FCC RPS 0420, UBB30) | Medium | Low | Direct, Negative, Slight, Long term |
| | BH-45 | Malahide Viaduct (FCC RPS 0420, UBB30) | Medium | Medium | Indirect, Negative, Moderate and Temporary |
| | BH-54 | Donabate Railway Station (FCC RPS 0511) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-60 | Bridge to Beaverstown Golf Club (OBB35) | Low | Low | Direct, Negative, Slight, Long term |
| | BH-61 | Rogerstown Viaduct (FCC RPS 0516, UBB36) | Medium | High | Direct, Negative, Significant Long term. |
| | BH-61 | Rogerstown Viaduct (FCC RPS 0516, UBB36) | Medium | Low | Indirect, Negative, Slight Temporary |

| Zone | BH no. | Assessment Topic | Feature Sensitivity | Impact Magnitude | Potential Impact |
|---|---|---|---|---|---|
| | BH-64 | Rogerstown Lane Road Bridge (FCC RPS 287, OBB38) | Medium | Low | Direct, Negative, Slight, Long term |
| | BH-66 | Pedestrian footbridge (OBB38A) in Rush Station (FCC RPS 288) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-69 | Bridge at Horestown Road Lusk Co. Dublin (OBB41) | Low | Low | Direct, Negative, Slight, Long term |
| | BH-71 | Road Bridge Tyrrelstown (FCC RPS 292, OBB44) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-76 | Road Bridge L1285 Road, Ballykea, Loughshinny (FCC RPS 0246, OBB46) | Medium | Low | Direct, Negative, Slight, Long term |
| | BH-77 | Bridge at Drumlattery, Piercetown, Skerries (OBB47) | Medium | Low | Direct, Negative, Slight, Long term |
| | BH-81 | Bridge at Skerries Golf Club Hacketstown Skerries (OBB49) | Low | Low | Direct, Negative, Slight, Long term |
| | BH-81 | Bridge at Skerries Golf Club Hacketstown Skerries (OBB49) | Low | Low | Indirect, Negative, Slight Temporary |
| | BH-85 | Pedestrian footbridge (OBB51A) in Skerries station (FCC RPS 0191) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH - 88 | Farm buildings and boundary walls Barnageeragh Skerries Co. Dublin | Medium | High | Direct, Negative, Significant, Long term |
| | BH-91 | Pedestrian footbridge known as the Ladies' Stairs (OBB54) Ardgillan Castle demesne (FCC RPS 0094 and 0881) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-94 | Bridge over the R127 Skerries Road Balbriggan (OBB55) | Low | Low | Direct, Negative, Slight, Long term |
| | BH-101 | Balbriggan Railway Viaduct (FCC RPS 0036, UBB56) | Medium | Medium | Indirect, Negative, Moderate, Temporary |
| | BH-105 | Pedestrian footbridge (OBB57A) in Balbriggan station (FCC RPS 0030) | Medium | Low | Indirect, Negative, Slight, Temporary |
| Zone D | BH-120 | Bridge, Gormanston Railway Station (OBB66) | Low | Low | Direct, Negative, Slight, Long term |
| Zone D | BH-120 | Gormanston Railway Station (NIAH 14322016-8) | Medium | Low | Indirect, Negative, Slight, Temporary |
| Zone D | BH-129 | Laytown Railway Viaduct (MH028-303, UBB72) | Medium | Medium | Direct, Negative, Moderate, Long term. |
| | BH-129 | Laytown Railway Viaduct (MH028-303, UBB72) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-133 | Pedestrian footbridge (OBB74A) in Laytown station (MH028-302) | Medium | Low | Indirect, Negative, Slight Temporary |
| | BH-137 | Overpass Colp Road (OBB78). | Low | Low | Direct, Negative, Slight, Long term |

| Zone | BH no. | Assessment Topic | Feature Sensitivity | Impact Magnitude | Potential Impact |
|---|---|---|---|---|---|
| | BH-137 | Overpass Colp Road (OBB78). | Low | Low | Indirect, Negative, Slight, Temporary |
| Zone E | BH-141 | Newtown Bridges McGrath's Lane (OBB80, OBB80A, OBB80B) | Medium | High | Direct, Negative, Significant, Long term. |
| | BH-144 | Dublin Road Bridge (UBK1) | Medium | Medium | Direct, Negative, Moderate, Long term |
| | BH-144 | Dublin Road Bridge (UBK1) | Medium | Medium | Indirect, Negative, Moderate Temporary |
| | BH-146 | Canopy in Drogheda MacBride Station (DB 055, 396-9) | Medium | Medium | Direct, Negative, Moderate, Long term |
| | BH-146 | Pedestrian footbridge (OBB81) in Drogheda MacBride Station (DB 055, 396-9) | Medium | Medium | Indirect, Negative, Moderate Temporary |

### 21.6.3 Potential Operational Impacts

The characteristics of the Proposed Development of particular relevance to the architectural heritage assessment during the Operational Phase, are the visual impact of alterations to architectural heritage features, proposed new bridges and OHLE infrastructure, which will have a visual impact on the settings of sensitive features and sites.

#### *21.6.3.1 Direct Impacts*

No direct impacts are predicted.

#### *21.6.3.2 Indirect Impacts*

The works associated with the Clongriffin Turnback require a new loop line to be installed to the east of the existing tracks. The East Loop over the Mayne River will require a new bridge adjacent to BH-24 (UBB19-UBB19A) to cross the river and adjacent path. The existing railway bridge (UBB19-UBB19A) at this location comprises a twin masonry arch structure with a dividing wall between the arches. The bridge is listed as a protected structure in Fingal County Council's Development Plan 2023-2029 (FCC RPS 0919). The proposed bridge will directly adjoin the existing and comprises a low profiled reinforced concrete arch structure, with single 17.5 m span, as visually displayed in photomontage viewpoint CL02. The arch will include spandrel walls that run parallel to the alignment of the tracks. The substructure will comprise reinforced concrete abutments supported on piled foundations. The bridge will be set back from the existing structure in plan so as to provide a clear differentiation between the new and existing bridges during the operational phase. The profile of the arch is set in elevation such that it provides an efficient technical solution while also preventing the new structure from obscuring the existing arch barrels. The existing bridge will still be partly obscured by the proposed bridge but will be legible. The magnitude is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected in the vicinity of UBB30, Malahide Viaduct (BH-45) a Protected Structure of medium sensitivity. There is potential for a negative visual impact on the Viaduct during operation, the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected in the vicinity of Donabate Railway station (BH-56) a Protected Structure of medium sensitivity, as visually displayed in photomontage viewpoint D03. There is potential for a negative visual impact on the station during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected in the vicinity of UBB36, Rogerstown Viaduct (BH-61) a Protected Structure of medium sensitivity, as visually displayed in photomontage viewpoint R1 and R2. There will also be a visual impact from the reconstructed wing walls during operation. Various treatments for the reconstructed portions of the wing walls were considered including stone clad walls. Consultation with FCC (who were concerned with the visual appearance of using stone cladding, given it rarely fits well with the existing historic stone masonry) led to the final design solution, which comprises a plain concrete finish to the wing walls. This solution is restrained and is manifestly a new intervention that ties in sympathetically with the retained historic stone abutment structure on which it will sit. The magnitude of impact is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected in the vicinity of Rush & Lusk Station (BH-66) a Protected Structure of medium sensitivity. There is potential for a negative visual impact on the station during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected in the vicinity of Skerries Station (BH-85) a Protected Structure of medium sensitivity. There is potential for a negative visual impact on the station during operation the magnitude of which is low. The potential Operation Phase impact is **Indirect, Negative, Slight, Long term**.

A new substation (north Skerries) is proposed at Barnageeragh. A gate is to be provided to allow continued access to an existing storage yard, thus altering the appearance of the boundary in the Operational Phase. The affected wall is of coursed rubble and is a field boundary associated with the small early 19th century settlement at Barnageeragh (BH-88). The wall is of medium sensitivity. The masonry from the removed section is to be salvaged for repair and conservation works to the retained portions of the wall. As the boundary wall is currently in very poor condition, this is a conservation gain and will have a positive visual impact. The magnitude of the visual impact of the boundary is medium. The potential Operation Phase impact is **Indirect, Positive, Moderate, Long term**.

There are proposed modifications to OBB54, the pedestrian footbridge known as the Ladies' Stairs (BH-91). The footbridge is on the site of an historic structure but appears to have been significantly altered in modern times. In of itself it is low sensitivity but is beside Ardgillan Castle demesne (FCC RPS 0094 and 0881) which is protected, part of an ACA and is of medium sensitivity. There is potential for a negative visual impact during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts will be erected on UBB56, Balbriggan Railway Viaduct (BH-101), a Protected Structure of medium sensitivity, as visually presented in photomontage viewpoint B2 and B3. The existing walkway width is measured as 1.5 m over the length of the bridge. The modern walkways will be replaced and widened locally in four locations, two locations on each side of the railway tracks. This is to accommodate the placement of the OHLE mast on the walkway surface and to cater for a more accessible passage. FCC indicated that it was concerned that this would result in an overhang of the walkway over the existing pier capping stones to the viaduct as it would have a negative visual impact on the viaduct during the Operational Phase. The proposed design has been devised to minimise visual impact on the piers and the viaduct as a whole. The new walkways will be 1.5m in width for most of their length, similar to the existing width along the length of the Viaduct. The walkway still needs to be widened locally to accommodate the OHLE post, but the proposed design is such that the wider sections are discrete and will not overhang the existing piers noticeably. There is potential for a negative visual impact on the Viaduct during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

There are proposed OHLE wires and masts and modifications to OBB57A, the pedestrian footbridge (BH-105) in Balbriggan station. The footbridge is low sensitivity but is beside Balbriggan Railway Station (FCC RPS 0030) which is protected and of medium sensitivity. There is potential for a negative visual impact on the station during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Proposed OHLE wires and masts and supporting struts will be erected on UBB72, Laytown Railway Viaduct (BH-129), a Protected Structure of medium sensitivity. The struts will be painted to blend in with the existing piers. There is potential for a negative visual impact on the Viaduct during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

OHLE wires and masts and modifications to OBB74A, a pedestrian footbridge (BH-133), are proposed in Laytown Station (MH028-302) which is of medium sensitivity. There is potential for a negative visual impact on the station during operation the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

Works are proposed to replace OBB81, the pedestrian footbridge in Drogheda MacBride Station (BH-146). It is also proposed to alter the canopy on the south platform. The erection of OHLE infrastructure all have the potential to visually impact the station buildings, particularly the station building and the stairs to the bridge, the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

The proposed removal of OBB80/OBB80A/OBB80B Newtown Bridges McGrath's Lane (BH-141) will have a negative visual impact on Drogheda MacBride Station (BH-146), the magnitude of which is low. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

The proposed replacement of the deck of the Bridge UBK1 with a wider structure on the Dublin Road Drogheda (BH-144) will have a negative visual impact on Drogheda MacBride Station (BH-146), the magnitude of which is low. The 19th century pier abutments which are of architectural heritage interest and noted on historic maps, are of medium sensitivity. The potential Operational Phase impact is **Indirect, Negative, Slight, Long term**.

## Table 21-12 Summary of Potential Operational Phase Impacts

| Zone | BH no. | Assessment Topic | Feature Sensitivity | Impact Magnitude | Potential Impact |
|---|---|---|---|---|---|
| Zone B | BH-24 | Mayne River Cattle Pass (FCC RPS 0919, UBB19), | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-45 | Malahide Viaduct (FCC RPS 0420, UBB30) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-56 | Donabate Railway station (FCC RPS 0511) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-61 | Rogerstown Viaduct (FCC RPS 0516, UBB36) | Medium | Low | Indirect, Negative, Slight, Long term |
| Zone C | BH-66 | Rush & Lusk Station (FCC RPS 288) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-85 | Skerries station (FCC RPS 0191) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-88 | Boundary walls Barnageeragh Skerries Co. Dublin | Medium | Medium | Indirect, positive Moderate, Long term |
| | BH-91 | Ladies' Stairs (OBB54)<br>Ardgillan Castle demesne (FCC RPS 0094 and 0881) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-101 | Balbriggan Railway Viaduct (FCC RPS 0036, UBB56) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-105 | Footbridge (OBB57A) in Balbriggan Station (FCC RPS 0030) | Medium | Low | Indirect, Negative, Slight, Long term |
| Zone D | BH-129 | Laytown Railway Viaduct (MH028-303, UBB72) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-133 | Pedestrian footbridge (OBB74A) in Laytown Station (MH028-302) | Medium | Low | Indirect, Negative, Slight, Long term |
| Zone E | BH-146 | Pedestrian footbridge (OBB81) in Drogheda MacBride Station (DB 055, 396-9) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-141 | Newtown Bridges McGrath's Lane (OBB80, OBB80A, OBB80B) in Drogheda MacBride Station (DB 055, 396-9) | Medium | Low | Indirect, Negative, Slight, Long term |
| | BH-144 | Bridge, Dublin Road (UBK1) in Drogheda MacBride Station (DB 055, 396-9) | Medium | Low | Indirect, Negative, Slight, Long term |

## 21.7 Mitigation Measures

### 21.7.1 Construction Phase

Proposed mitigation measures for architectural heritage features are outlined below and detailed in Appendix A21.1 in Volume 4 of this EIAR. The methodology has been prepared in accordance with the Architectural Heritage Protection: Guidelines for Planning Authorities (DEHLG 2011). A summary of Construction Phase impacts following the implementation of mitigation measures is provided in Table 21-13.

#### *21.7.1.1 Direct Impacts*

Five locations were identified where the Proposed Development would directly impact on sensitive architectural heritage fabric and where there will be a moderate impact in the unmitigated case.

The works associated with the Clongriffin Turnback require a new loop line to be installed to the east of the existing tracks. The East Loop over the Mayne River will require a new bridge adjacent to BH-24 (UBB19-UBB19A) to cross the river and adjacent path. The existing railway bridge (UBB19-UBB19A) at this location comprises a twin masonry arch structure with a dividing wall between the arches. The bridge is listed as a protected structure in Fingal County Council's Development Plan 2023-2029 (FCC RPS 0919). The proposed bridge will directly adjoin the existing and comprises a low profiled reinforced concrete arch structure. The direct impact is on the embankment rather than the stone bridge structure. The pre-mitigation Construction Phase impact is **Direct, Negative, Moderate, Long term**. Mitigation includes recording the existing fabric in position prior to the works. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee works in the vicinity of the masonry bridge. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is **Direct, Negative, Slight, Long term**.

OHLE support works are to be carried out on UBB36, Rogerstown Viaduct (BH-61), a Protected Structure of medium sensitivity. The deck of the bridge has previously been replaced with a concrete structure. Direct impacts will be on the deck. The end piers, which are of heritage interest will also require alteration to facilitate the OHLE masts. The pre-mitigation Construction Phase impact is **Direct, Negative, Significant, Long term**. Mitigation includes recording the existing fabric in position prior to the works. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The masonry is to be salvaged for repair and conservation works on the scheme. Following engagement with the planning authority Conservation Officer, an approach was agreed whereby adjustment to the existing bridge wingwalls will re-use the existing coping stones and the existing block stone masonry will be cut and re-used as facia stones to dress the new concrete support structure. The parapet will thus be rebuilt but retain historic masonry. The architectural heritage specialist will oversee any taking down, labelling and storage the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is **Direct, Negative, Slight, Long term**.

A new substation (north Skerries) is proposed at Barnageeragh. An access gate is proposed which will result in the removal of a section of walling associated with the small early 19th century

settlement at Barnageeragh (BH-88). The pre-mitigation Construction Phase impact is **Direct, Negative, Significant, Long term**. The present wall is in poor condition. The proposed Mitigation includes recording the existing fabric in position prior to the works. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. Following the creation of the 20m gate, the wall on either side of the gate shall be repaired. The masonry from the removed section is to be salvaged for repair and conservation works to the retained portions of the wall. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from high to low. The predicted post mitigation impact is **Direct, Negative, Slight, Long term**.

OHLE support works are to be carried out on the UBB56, Balbriggan Railway Viaduct (BH-101), a Protected Structure of medium sensitivity. The pre-mitigation Construction Phase impact is Direct, Negative, Moderate, Long term. Mitigation includes recording the existing fabric in position prior to the works and labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is **Direct, Negative, Slight, Long term**.

OHLE support works are to be carried out on the UBB72, Laytown Railway Viaduct (BH-129), a Protected Structure of medium sensitivity. The pre-mitigation Construction Phase impact is **Direct, Negative, Moderate, Long term**. Mitigation includes recording the existing fabric in position prior to the works and labelling the affected fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking down and reinstatement of the affected fabric. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is **Direct, Negative, Slight, Long term**.

It is proposed to remove and replace OBB80/OBB80A/OBB80B (BH-141) which are of architectural heritage interest as they are noted on historic maps. The pre-mitigation Construction Phase impact is **Direct, Negative, Significant, Long term**. Because there is limited scope for mitigation where bridges are being removed in their entirety, the magnitude of impact remains high. The residual impact is **Direct, Negative, Significant, Long term.**

The canopy over the south platform Drogheda MacBride Station (BH-146) is to be altered to accommodate the proposed overhead wires. The pre-mitigation Construction Phase impact is **Direct, Negative, Moderate, Long term**. Mitigation includes recording the existing fabric in position prior to the works and labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking down and reinstatement of the affected masonry. The modification will involve conservation works which will also address the current poor condition of the canopy and will have a positive impact. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR. The predicted post mitigation impact is **Direct, Positive, Moderate, Long term**.

### *21.7.1.2 Indirect Impacts*

Indirect physical Construction Phase impacts are anticipated where there is potential for damage to be caused to sensitive fabric associated with Protected Structures, inside or on the boundary of the Proposed Development, during the Construction Phase.

A Construction Compound is proposed to the North and south of the UBB19, Mayne River Cattle Pass (BH-24), a Protected Structure of medium sensitivity. A new bridge is also proposed to the east There is potential for damage to the bridge during construction. The pre-mitigation Construction Phase impact is **Indirect, Negative, Moderate, and Temporary**. Mitigation to offset the risk of damage will include recording, protection, and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR, reducing the magnitude of the risk from Medium to Low. The predicted residual Construction Phase Impact is **Indirect, Negative, Slight and Temporary**.

OHLE support works are to be carried out on the UBB30, Malahide Viaduct (BH-45), a Protected Structure of medium sensitivity. There is potential for damage to the piers during the works the magnitude of which is medium. The pre-mitigation Construction Phase impact is **Indirect, Negative, Moderate, and Temporary**. Mitigation to offset the risk of damage will include recording, protection, and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR, reducing the magnitude of the risk from Medium to Low. The predicted residual Construction Phase Impact is **Indirect, Negative, Slight and Temporary**.

A construction compound is proposed at UBB56, Balbriggan Railway Viaduct (BH-105), Which is of medium sensitivity. There is potential for damage to the bridge during construction. The pre-mitigation Construction Phase impact is **Indirect, Negative, Moderate, and Temporary**. Mitigation to offset the risk of damage will include recording, protection, and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR, reducing the magnitude of the risk from Medium to Low. The predicted residual Construction Phase Impact is **Indirect, Negative, Slight and Temporary**.

It is proposed to replace the deck of the Bridge UBK1 with a wider structure on the Dublin Road Drogheda (BH-144) in order to facilitate the new platform, stabling line and turnback facility. The deck is a 20th century steel structure of low sensitivity but rests on 19th century pier abutments which are of architectural heritage interest and noted on historic maps. The pier abutments are of medium sensitivity. The pier abutments will also be modified or extended southward to allow space for the new platform as part of the works. There is potential for damage to the pier abutments during the Construction Phase. The pre-mitigation Construction Phase impact is **Indirect, Negative, Moderate, Long term**. The design of the new bridge abutments will be sympathetic to the existing abutments to ensure that the bridge design has less of a visual impact on the bridge and station. Mitigation to offset the risk of damage will also include recording, protection, and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. Recording, overseeing of

protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR, reducing the magnitude of the risk from Medium to Low. The predicted residual Construction Phase Impact is **Indirect, Negative, Slight and Temporary**.

Works are proposed to replace OBB81, a pedestrian footbridge (BH-146), in Drogheda MacBride Station (DB 055, 396-9). It is also proposed to alter the canopy on the south platform. The erection of OHLE infrastructure, excavation, and stabling works and Construction Compounds in the grounds of the Station all have the potential to indirectly impact the station buildings, particularly the station building and the stairs to the bridge. The pre-mitigation Construction Phase impact is **Indirect, Negative, Moderate, Temporary**. Mitigation to offset the risk of damage will include recording, protection, and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A21.1 in Volume 4 of this EIAR, reducing the magnitude of the risk from Medium to Low. The predicted residual Construction Phase Impact is **Indirect, Negative, Slight, Temporary**.

#### *21.7.1.3 Predicted Construction Impacts*

Table 21-13 presents a summary of the predicted impacts post mitigation and monitoring.

**Table 21-13 Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures**

| Zone | BH no. | Assessment Topic | Predicted Impact (Pre-Mitigation and Monitoring) | Predicted Impact (Post Mitigation and Monitoring) |
|---|---|---|---|---|
| Zone C | BH-24 | Mayne River Cattle Pass (FCC RPS 0919, UBB19) | Direct, Negative, Moderate, Long term | Direct, Negative, Slight, Long term |
| | BH-24 | Mayne River Cattle Pass (FCC RPS 0919, UBB19) | Indirect, Negative, moderate, Temporary | Indirect, Negative, Slight, Temporary |
| | BH-45 | Malahide Viaduct (FCC RPS 0420, UBB30) | Indirect, Negative, Moderate and Temporary | Indirect, Negative, Slight, Temporary |
| | BH-61 | Rogerstown Viaduct (FCC RPS 0516, UBB36) | Direct, Negative, Significant Long term. | Direct, Negative, Slight, Long term |
| | BH-88 | Farm buildings and boundary walls Barnageeragh Skerries Co. Dublin | Direct, Negative, Significant, Long term | Direct, Negative, slight, Long term |
| | BH-101 | Balbriggan Railway Viaduct (FCC RPS 0036, UBB56) | Direct, Negative, Moderate, Long term. | Direct, Negative, Slight, Long term |
| | BH-101 | Balbriggan Railway Viaduct (FCC RPS 0036, UBB56) | Indirect, Negative, Moderate, Temporary | Indirect, Negative, Slight, Temporary |
| Zone D | BH-129 | Laytown Railway Viaduct (MH028-303, UBB72) | Direct, Negative, Moderate, Long term. | Direct, Negative, Slight, Long term |
| Zone E | BH-141 | Newtown Bridges McGrath's Lane (OBB80, OBB80A, OBB80B) | Direct, Negative, Significant, Long term. | Direct, Negative, Significant, Long term |
| | BH-144 | Dublin Road Bridge (UBK1) | Direct, Negative, Moderate, Long term | Direct, Negative, Slight, Long term |

| Zone | BH no. | Assessment Topic | Predicted Impact (Pre-Mitigation and Monitoring) | Predicted Impact (Post Mitigation and Monitoring) |
|---|---|---|---|---|
| | BH-144 | Dublin Road Bridge (UBK1) | Indirect, Negative, Moderate Temporary | Indirect, Negative, Slight, Temporary |
| | BH-146 | Canopy in Drogheda MacBride Station (DB 055, 396-9) | Direct, Negative, Moderate, Long term | Direct, Positive, Moderate, Long term |
| | BH-146 | Pedestrian footbridge (OBB81) in Drogheda MacBride Station (DB 055, 396-9) | Indirect, Negative, Moderate Temporary | Indirect, Negative, Slight, Temporary |

### 21.7.2 Operational Phase

The mitigation measures for the Operational Phase are proposed to mitigate the Significant and Moderate indirect Operational Phase impacts of the Proposed Development. Those which will have a Slight, Not Significant or Negligible impact do not require mitigation as they do not significantly detract from the adjoining architectural heritage assets.

Considering the measures that have been inherently included in the design of the Proposed Development to reduce or to avoid impacting on the settings of the identified sites, buildings and features, all pre-mitigation impacts during the Operational Phase are Slight or Not Significant and therefore no mitigation measures are required during the Operational Phase.

There are no significant impacts predicted during the Operational Phase of the Proposed Development.

## 21.8 Residual Effects

Residual effects are described in the EPA Guidelines as "*the final predicted or intended effects which occur after the proposed mitigation measures have been implemented*" (EPA, 2022). This section reports any residual significant effects that are predicted following the implementation of the mitigation measures described in Section 21.7.

### 21.8.1 Construction Phase

It is anticipated that there will be significant residual impacts at one location as a result of the Construction Phase of the Proposed Development. These are noted in Table 21-14.

#### *21.8.1.1 Direct Impacts*

Because there is limited scope for mitigation where bridges are being removed, there will be a residual negative impact on Newtown Bridges McGrath's Lane (OBB80/OBB80A/OBB80B) the magnitude of which is high. The residual impact is Direct, Negative, Significant, Long term. Table 21-14 presents the residual impacts predicted during the Construction Phase.

**Table 21-14 Construction Phase Residual Impacts**

| Zone | BH no. | Assessment Topic | Predicted Residual Impact |
|---|---|---|---|
| Zone E | BH-141 | Newtown Bridges McGrath's Lane (OBB80, OBB80A, OBB80B) | Direct, Negative, Significant, Long term |

### 21.8.2 Operational Phase

There are no significant negative residual impacts anticipated during the Operational Phase of the Proposed Development.

## 21.9 Cumulative Effects

The cumulative assessment is undertaken separately in Chapter 26 (Cumulative Effects) of this EIAR.

## 21.10 References

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