14 Cultural Heritage

14.1 Introduction

14.1.1 This chapter presents the Principal Assessment of the likely significant effects of the Proposed Order on the cultural heritage environmental factor, including archaeology, historic buildings and historic landscapes. The Principal Assessment compares the 2029 Permitted Operation (32 mppa) and the 2029 Proposed Operation (40 mppa) operational conditions in accordance with the project-wide assessment framework described in Chapter 5: Methodology.

14.1.2 As detailed in Chapter 4: Proposed Order of the EIAR, the Proposed Order seeks to amend the existing passenger capacity conditions of 32 mppa to 40 mppa and does not involve new physical infrastructure. However, increased passenger numbers may affect heritage assets through changes in aircraft activity and associated operational characteristics. Accordingly, a proportionate assessment has been undertaken to assess the likely significant effects of the 2029 Proposed Order on heritage assets.

14.1.3 The chapter was written by David Kilner, BA (Hons), MSc, Associate Director in AECOM's Environment and Sustainability team with 24 years' experience in heritage impact assessment in Ireland. David has provided Heritage consultation to the North Runway, Underpass and Cargo Relocation projects at Dublin Airport. He prepared cultural heritage desk-based assessments for proposed developments at the Doncaster/Sheffield Airport in Yorkshire and the East Midlands Airport Complex in Leicestershire.

14.1.4 The built heritage assessment was carried out by Dr Gillian Scott BSc, PhD. Gillian is a Technical Director of Built Heritage in AECOM with 20 years' experience in heritage impact assessment. Gillian has provided Built Heritage consultation to several major infrastructure and energy projects including HS2 Hybrid Bill, Nationally Significant Infrastructure Projects in relation to overhead line infrastructure, solar farms and carbon capture power stations.

14.1.5 All land within daa's ownership at Dublin Airport that is the subject of the Proposed Order is referred to collectively as the Dublin Airport Site. For descriptive purposes, the operational airport is divided into sectors, as described in Chapter 2: Site and Surroundings.

14.2 Legislation, Policy and Guidance

14.2.1 This chapter has been prepared in accordance with all relevant national legislation, policies and guidelines as detailed below.

Legislation

14.2.2 This assessment has been informed by legislation relating to cultural heritage:

- Dublin Airport (Passenger Capacity) Act 2026[1]
- Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 (most provisions have been commenced, with the National Monuments Act 1930, as amended remaining in force)[2]
- National Monuments Acts (1930 – 2004)[3]
- The Heritage Act 1995[4]
- National Heritage Plan (2002)[5]
- Planning and Development Act 2024[6]

[1] Government of Ireland, (2026). Dublin Airport (Passenger Capacity) Act 2026. Available at:https://www.gov.ie/en/department-of-transport/publications/dublin-airport-passenger-capacity-bill-2026/
[2] Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023, https://www.archaeology.ie/advice-and-support/legislation/
[3] National Monuments Service, National Monuments Acts, https://www.archaeology.ie/publications-forms-legislation/legislation
[4] Irish Statute Book, Heritage Act (1995), https://www.irishstatutebook.ie/eli/1995/act/4/enacted/en/print.html
[5] Department of Arts, Heritage, Gaeltacht and the Islands, National Heritage Plan, 2002, https://www.clarelibrary.ie/eolas/coclare/heritage/pdfs/national%20heritage%20plan.pdf
[6] Planning and Development Act, 2024, https://www.gov.ie/en/department-of-housing-local-government-and-heritage/campaigns/planning-and-development-act-2024/

- Planning and Development Regulations 2001 (as amended)[7]

14.2.3 National Policy for the protection of archaeological heritage is based on the Historic and Archaeological Heritage Act, which amends the existing National Monuments Act. This Act is intended to replace the previous registration systems and designations under the National Monuments Act, introducing a new single Register of Monuments, and the introduction of prescribed monuments, which aim to strengthen the legal protection afforded to archaeological sites, ensuring that archaeological sites are protected without the need for formal designation or registration. It has not yet been fully implemented leaving the National Monuments Acts, as amended, in force[3].

14.2.4 The National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage has specific responsibilities for the identification and protection of the archaeological heritage, which are outlined in 'Frameworks and Principles for the Protection of the Archaeological Heritage' (1999)[8].

14.2.5 The importance of the built heritage is enshrined in the Planning and Development Act, 2024, which places a statutory obligation on local authorities to include the protection of structures, or parts of structures, which are of special interest in the objectives of their Development Plans[6]. The principal mechanism for the protection of these structures is through their inclusion in a Record of Protected Structures (RPS). This list provides recognition of the structure's importance, provides protection from adverse impacts and ensures that future changes to the structure are controlled and managed through the development control process. In considering additions to the RPS local authorities have recourse to the National Inventory of Architectural Heritage (NIAH), which provides a source of guidance on the significance of buildings in their respective areas[9].

14.2.6 The Planning and Development Act 2024 provides that all Development Plans must include objectives for preserving the character of Architectural Conservation Areas (ACAs). An ACA is a place, area, group of structures or townscape of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest, or which contribute to the appreciation of protected structures. In these areas, the protection of the architectural heritage is best achieved by controlling and guiding change on a wider scale than the individual structure, to retain the overall architectural or historic character of an area[6].

Policy

14.2.7 The following planning policy was considered in developing the methodology and scope of the assessment:

- Fingal Development Plan 2023 – 2029[10]
- Fingal Development Plan 2023 – 2029 Record of Protected Structures[11]
- Dublin Airport Local Area Plan[12]

Guidance

14.2.8 The following guidance on assessment of heritage impacts was also used to inform the methodology:

- Department of Arts, Heritage and the Gaeltacht, 2004, Frameworks and Principles for the Protection of the Archaeological Heritage[13]
- Department of Arts, Heritage and the Gaeltacht, 2011, Architectural Heritage Protection Guidelines for Planning Authorities Department of Arts, Heritage and the Gaeltacht[14]

[7] Planning and Development Regulations 2001-2023, https://assets.gov.ie/135619/1ef55833-465c-48da-afc0-592a164fdd1d.pdf
[8] Framework and Principles for the Protection of the Archaeological Heritage - National Monuments Service. Available at: https://www.archaeology.ie/collections-and-publications/publications/framework-and-principles-for-the-protection-of-the-archaeological-heritage/
[9] National Inventory of Architectural Heritage. Available at: https://www.gov.ie/en/department-of-culture-communications-and-sport/services/national-inventory-of-architectural-heritage/
[10] Fingal County Council, Fingal Development Plan, (2023) https://www.fingal.ie/development-plan
[11] Fingal County Council, Fingal Development Plan, Appendix 5, Record of Protected Structures and ACA's (2023), https://consult.fingal.ie/en/consultation/draft-fingal-county-development-plan-2023-2029/chapter/appendix-5-record-protected-structures-and-acas
[12] Dublin Airport Local Area Plan 2019 (dublin-airport-lap-2020-1.pdf)
[13] Department of Arts, Heritage, and the Gaeltacht, Framework and Principles for the Protection of the Archaeological Heritage, https://www.archaeology.ie/sites/default/files/media/publications/framework-and-principles-for-protection-of-archaeological-heritage.pdf
[14] Department of Arts, Heritage and the Gaeltacht 2011 Architectural Heritage Protection Guidelines for Planning Authorities (2011) https://www.tiipublications.ie/downloads/SRM/12-Archaeology-Planning-Guidelines-2005.pdf

- Department of Arts, Heritage and the Gaeltacht, 2024, National Inventory of Architectural Heritage Handbook[15]
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland (TII), June 2017[16]
- Transport Infrastructure Ireland (TII) (2024) Guidelines for Cultural Heritage Impact Assessment of TII Projects[17]
- Environmental Protection Agency (EPA) (2022) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EIAR)[18]

14.3 Assessment Methodology

Study Area

14.3.1 A study area extending 200 m from the Dublin Airport Site has been adopted. This extent reflects the nature of the Proposed Order, which is limited to operational changes within the existing airport boundary and does not involve physical works. The Proposed Order does not involve physical works within the daa site either. Accordingly, significant effects on cultural heritage assets beyond 200 m are not anticipated. In addition, a 200 m study area is considered appropriate for the assessment of effects on the setting of non-designated cultural heritage assets, given the developed character of the surrounding environment.

Desk Studies and Site Surveys

14.3.2 Site walkover surveys were undertaken in 2024 to verify the findings of the desk-based assessment and inform the cultural heritage baseline. The objectives of the survey were to:

- evaluate the archaeological potential of the Dublin Airport Site;
- record the condition of visible cultural heritage assets and identify any previously unrecorded features; and
- inform the need for any further survey, investigation or mitigation, where appropriate.

14.3.3 In addition, an assessment of the setting of designated heritage assets (National Monuments, Protected Structures and Architectural Conservation Areas) was undertaken within a wider study area extending up to 1 km from the Dublin Airport Site. Assets were selected on the basis of their potential intervisibility with the Dublin Airport Site, taking account of topography, existing vegetation and the built environment. An initial desktop assessment, including a review of Google Street View imagery, was supplemented by a targeted site visit undertaken in 2024.

14.3.4 The desk-based assessment, informed by professional judgement, was used to identify heritage assets with the potential to experience effects from the Proposed Order. That judgement considered the nature and significance of each asset, its location and setting, the nature of the potential change associated with the Proposed Order, and whether a credible pathway for effect was present. Where assets were subject to multiple statutory designations, each asset was recorded once under the designation considered most appropriate for the purposes of the assessment. The identified assets then formed the basis of the field assessment, during which their current condition, context and setting were verified.

14.3.5 Following the field assessment, heritage assets were screened to identify those with the potential to experience likely significant effects. Designated heritage assets considered potentially sensitive to the Proposed Order were visited from publicly accessible locations where practicable. Assets were screened out where they had been substantially redeveloped, where intervening development or vegetation prevented any meaningful relationship with the Dublin Airport Site, or where there was no credible

[15]NIAH Handbook Edition July 2025, Available at: https://www.buildingsofireland.ie/app/uploads/2025/08/NIAH-Handbook-Edition-July-2025.pdf
[16]TII, Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland (2017) https://www.tii.ie/news/archaeology/code-of-practice/TII-Code-of-Practice.pdf#:~:text=The%20purpose%20of%20this%20Code%20is%20to%20provide,of%20principles%20and%20actions%20agreed%20by%20both%20parties
[17] TII Guidelines for Cultural Heritage Impact Assessment of TII Projects (2024) https://www.tiipublications.ie/library/PE-ARC-02009-01.pdf
[18] EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EIAR) (2022) https://www.epa.ie/publications/monitoring--assessment/assessment/guidelines-on-the-information-to-be-contained-in-environmental-impact-assessment-reports-eiar.php

pathway for effects arising from the Proposed Order. Following this process, 12 heritage assets were identified for detailed assessment in this chapter and are shown on Figure 14-1.

14.3.6 The baseline has also been informed by relevant previous studies undertaken within the Dublin Airport Site. These include a holistic appraisal and conservation strategy for the Protected Structures and other buildings of historic interest on the daa estate, prepared by de Blacam and Meagher and SOM (Dublin Airport Historical & Protected Structures Dublin Airport Infrastructure Application September 2024), and archaeological geophysical surveys undertaken by Archaeological Management Solutions within the townlands of Toberbunny and Commons (Sector H) and Huntstown and Pickardstown (Sector J).

Assessment Approach

14.3.7 The assessment has been undertaken in accordance with the following methodology and Environmental Protection Agency (EPA) Guidelines:

- Establishment of the baseline conditions, including identification and assessment of the receiving environment and receptor sensitivity;
- Identification of the potential impacts, and assessment of the magnitude of potential effects, and their significance;
- Consideration of mitigation measures; and
- Assessment of residual effects.

14.3.8 There is no formal methodology for undertaking impact assessment for cultural heritage in Ireland. The methodology used in this assessment therefore draws on the policy and guidance cited above, current best practice and professional judgement. Professional judgement is applied in evaluating the significance of heritage assets, the nature and magnitude of the potential impact, and the resulting significance of effect, having regard to the asset's heritage value, setting, sensitivity to change and the characteristics of the Proposed Order. The methodology applies the EPA Guidelines by considering heritage value alongside the magnitude of impact to determine whether a significant effect on cultural heritage assets would arise (refer to Table 14-1, Table 14-2 and Plate 14-1).

14.3.9 A heritage asset is defined as a monument, building, group of buildings or sites, which are the combined works of nature and man constituting the historic or built environment (World Heritage Convention, 1972). A heritage asset's value is not solely expressed through any designated status but can also be exhibited through a series of values or special interests. These include architectural, historical, artistic, archaeological, cultural, scientific, social or technical interests. Each heritage asset is assessed on an individual basis and considers regional variations and the individual qualities of the asset being assessed.

Value of Heritage Assets

14.3.10 Taking these criteria into account, each identified heritage asset is assigned a heritage value in accordance with a five-point scale, as set out in Table 14-1.

Table 14-1 Criteria Determining the Value of Heritage Assets

Heritage Value	Criteria
International/High	World Heritage Sites. Protected Structures deemed to be of very high importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Structures and Designed Landscapes recorded by the NIAH. Building and Garden Survey with an International Rating.
National/High	National Monuments. Recorded Monuments deemed to be of high importance using legislation, EPA guidelines, TII Significance Criteria and professional judgement. Protected Structures deemed to be of high importance using legislation, EPA guidelines, National Inventory of Architectural Heritage (NIAH) rating criteria and professional judgement. Structures recorded by the NIAH Building Survey with a National Rating or deemed to be of high importance using legislation, EPA guidance, NIAH rating criteria and professional judgement. Designed landscapes recorded by the NIAH Garden survey with main features substantially present and deemed to be of high importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Architectural Conservation Areas containing structures and/or designed landscapes of predominantly national importance.

Heritage Value	Criteria
	Undesignated archaeological remains which are rare or complex in nature, and deemed to be of high importance using legislation, EPA guidelines, TII Significance Criteria and professional judgement.
Regional/Medium	Recorded Monuments deemed to be of medium importance using legislation, EPA guidelines, TII Significance Criteria and professional judgement. Protected Structures deemed to be of medium importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Structures recorded by the NIAH Building Survey with a Regional Rating or deemed to be of medium importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Designed landscapes recorded by the NIAH garden survey with main features substantially present and deemed to be of medium importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Architectural Conservation Areas containing structures and/or designed landscapes of predominantly regional importance. Undesignated architectural heritage assets which are deemed to be of medium importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Undesignated archaeological remains which are neither particularly common nor uncommon, and/or of moderate complexity, and deemed to be of medium importance using legislation, EPA guidelines, TII Significance Criteria and professional judgement.
Local/Low	Structures recorded by the NIAH Building Survey with a Local or Record Only Rating or deemed to be of low importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Designed landscapes recorded by the NIAH garden survey with only peripheral features surviving, and deemed to be of low importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Townland Boundary Features. Undesignated architectural heritage assets which are deemed to be of low importance using legislation, EPA guidelines, NIAH rating criteria and professional judgement. Undesignated archaeological features which are particularly common or in poor condition, and deemed to be of low importance using legislation, EPA guidelines, TII Significance Criteria and professional judgement. Parks / Gardens / Demesnes recorded by the NIAH Garden Survey which have poor historic legibility.
Negligible	Locations/ original locations of heritage assets marked on Ordnance Survey (OS) maps such as architectural fragments, boundary stones but no longer extant or moved to other locations (museum etc). 19th-20th century civic locations such as police stations, schools, reservoirs, churches marked on OS maps in areas now redeveloped. Single findspots of medieval / post medieval coins as very limited potential for further archaeological discoveries in these locations.

Identification of Potential Effects

14.3.11 Having established the heritage value of each heritage asset, the magnitude of any effect arising from the Proposed Order is then assessed. Potential effects are identified by comparing the 2029 Permitted Operation (32 mppa) with the 2029 Proposed Operation (40 mppa). As both operational conditions are assessed for the same future year and against the same Future Receiving Environment and other baseline assumptions, the comparison identifies the change in effects on heritage assets associated with the 2029 Proposed Operation relative to the 2029 Permitted Operation. Although the Proposed Order does not involve any new infrastructure, operational changes associated with dust deposition and noise have the potential to affect heritage assets. Accordingly, this assessment has been informed by the findings of Chapter 7: Air Quality and Chapter 8: Non-Aircraft Noise and Vibration.

14.3.12 There are no construction related activities associated with the Proposed Order and, therefore, no construction effects are assessed.

14.3.13 The quality of an effect can be reported on a three-point scale:

- Positive / beneficial – a change which improves the quality or the special interests of the asset, for example the removal of an element of the surrounding setting which detracts from the appreciation of an asset
- Neutral – a change which does not affect the quality or special interests of the asset
- Negative / adverse – a change which reduces the quality or special interest of the asset, for example the removal of a below-ground archaeological deposit through construction

14.3.14 The extent and context can be assessed by the following two descriptions:

- Extent – the description of the size of the area and number of assets affected by the effect
- Context – the description of whether the extent, duration, or frequency will conform or contrast with established baseline conditions relating to an asset

14.3.15 The probability can be described by the following two points:

- Likely effects – these are effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented
- Unlikely effects – these are effects than can reasonably be not expected to occur because of the planned project if all mitigation measures are properly implemented

14.3.16 The duration can be defined by the following criteria:

- Momentary effect – lasting from seconds to minutes
- Brief effect – lasting for a day or less
- Temporary effect – lasting for one year or less
- Short-term effect – lasting one to seven years
- Medium-term effect – lasting seven to fifteen years
- Long-term effect – lasting fifteen to sixty years

14.3.17 Effects can also be identified as permanent (i.e., lasting over sixty years) or reversible effect (i.e., can be reversed through remediation or restoration). Another consideration is the frequency of the effect, including how often the effect will occur; once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly or annually.

14.3.18 The following impact descriptors have been derived from the EPA Guidelines, as outlined in Chapter 5: Methodology. The impact on the setting of an asset is also considered. Applying these criteria the magnitude of impact can be assigned by reference to a four-point scale (Table 14-2).

Table 14-2 Factors Determining the Magnitude of Impact

Magnitude of Impact	Description
High	Change such that the special interests or qualities of the asset are totally altered or destroyed. Comprehensive change to setting affecting heritage value of asset, resulting in a serious loss in our ability to understand and appreciate the asset.
Medium	Change such that the special interests or qualities of the asset are affected. Noticeably different change to setting affecting heritage value, resulting in erosion in our ability to understand and appreciate the asset.
Low	Change such that the special interests or qualities of the asset are slightly affected. Slight change to setting affecting significance resulting in a change in our ability to understand and appreciate the asset.
Negligible	Minimal change to the asset that has little effect on its special interests or qualities. Does not affect our ability to understand and appreciate the asset.

Source: EPA 2022

Significance of Effect

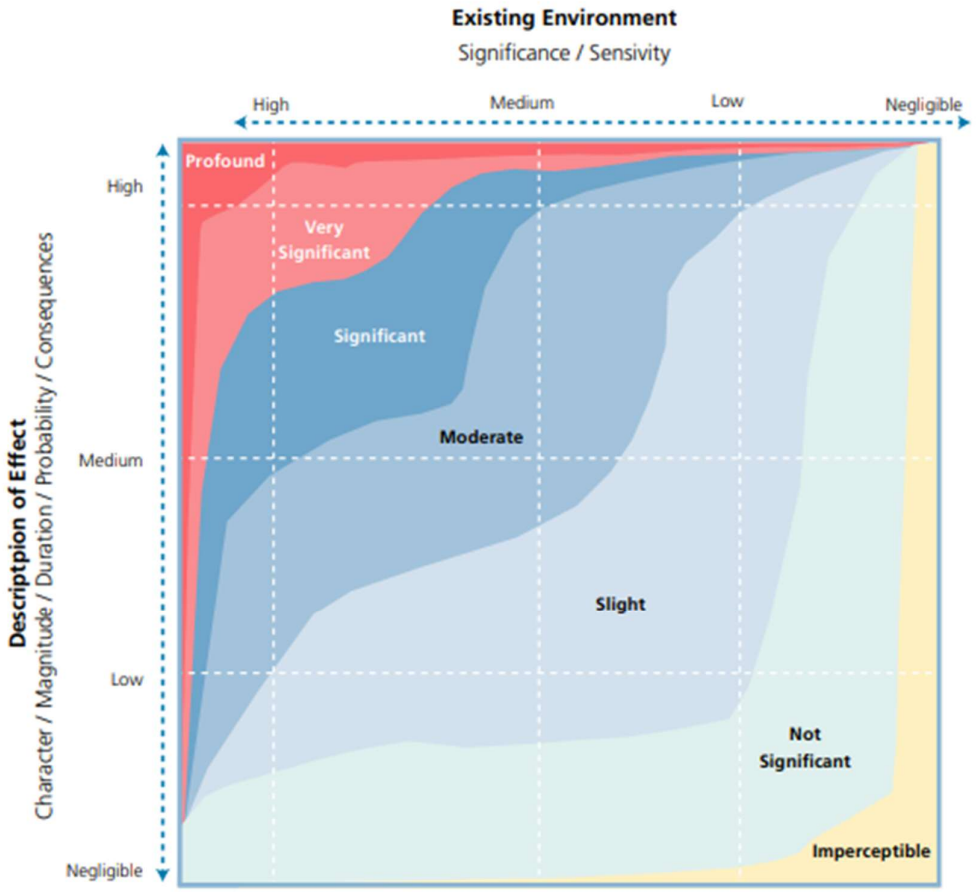
14.3.19 The classification and significance of effects have been evaluated with reference to definitive standards, accepted criteria and relevant legislation where available. Where effects cannot be quantified, a qualitative assessment is undertaken using professional judgement. That judgement considers the significance and sensitivity of the heritage asset, the nature, scale, duration and reversibility of the potential impact, the contribution of setting where relevant, and the extent to which the Proposed Order would alter the asset or the way in which its significance is experienced or understood. Where uncertainty exists, this is identified and taken into account in determining the significance of effect.

14.3.20 The magnitude of effect is judged on a seven-point scale as illustrated in Plate 14-1:

- Profound effect – an effect which obliterates the sensitive characteristics (special interest or qualities) of an asset

- Very significant effect – an effect which by its character, magnitude, duration or intensity significantly alters most of the sensitive aspect (special interests or qualities) of an asset
- Significant effect – an effect, which by its character, magnitude, duration or intensity, alters the sensitive aspects (special interests or qualities) of an asset
- Moderate effect – a change which alters the character (or special qualities) of an asset in a manner that is consistent with existing and emerging baseline trends
- Slight effect – an effect which causes a noticeable change in the character of the asset without affecting its sensitivities (special interests or qualities)
- Not significant – an effect which causes noticeable changes in the character of the asset but without significant consequences
- Imperceptible – An effect capable of measurement but without significant consequences

Plate 14-1: Chart Showing Typical Classifications of the Significance of Effects



(Source: EPA 2022)

14.3.21 Plate 14-1, above, indicates how the magnitude of the impact and the sensitivity of the receptor interact to determine the resulting environmental effect. In general, impacts having a large magnitude and/or affecting important or sensitive receptors are likely to lead to significant effects.

14.3.22 Effects found to be 'profound', 'very significant' or 'significant' are deemed to be significant, whilst effects found to be 'moderate', 'slight', 'not significant' or 'imperceptible' are considered not significant. Once a significant effect has been identified, additional mitigation may be used to offset or compensate for any significant adverse effects, or to enhance positive effects. Re-assessing the significance of the effect after applying additional mitigation allows the level of residual effect to be assessed.

Application of the Assessment Framework

14.3.23 As set out in Chapter 5: Methodology, the Principal Assessment compares the 2029 Permitted Operation (32 mppa) with the 2029 Proposed Operation (40 mppa). Both operational conditions are assessed for the same future year and against the same Future Receiving Environment and other baseline assumptions. The comparison therefore identifies the change in environmental effects on cultural heritage associated with the 2029 Proposed Operation relative to the 2029 Permitted Operation. This comparison provides the basis for identifying likely significant effects, determining any additional mitigation measures and reporting residual effects.

14.3.24 Supporting Assessments have not been undertaken for Cultural Heritage because the Principal Assessment provides a sufficient basis for identifying and determining the likely significant effects of the Proposed Order on Heritage Assets. Additional comparisons would not materially assist interpretation of the assessment due to the operational nature of the Proposed Order and the absence of physical changes to the receiving environment.

Limitations and Assumptions

14.3.25 The Principal Assessment is based on currently available desk-based information at the time of writing including previous archaeological surveys. The previous surveys are considered relevant, robust and representative. Given the nature of the Proposed Order which comprises no physical works, no additional fieldwork has been undertaken as part of the assessment.

14.4 Current State of the Environment

14.4.1 This section describes the current state of the cultural heritage environment within and surrounding the Dublin Airport Site. The baseline is presented by sector and identifies the archaeological, architectural and historic landscape resource, together with its current condition and archaeological potential, where relevant.

Sector A

14.4.2 Historic cartographic sources show Sector A as comprising fields until they were incorporated into the airport. It now comprises runways, taxiways and associated airport infrastructure built upon the previous greenspace. Outside the made ground there are grassed areas where remains could continue to exist, however these areas are also likely to have been disturbed during the construction of the runways and taxiways, or by construction of services, so the potential is low19.

14.4.3 Three recorded heritage assets are located within Sector A (Figure 14-1). These are HA5 enclosure (DU014-008), HA8 house (DU014-040), and HA29 ring fort (DU011-046). The HA5 enclosure (DU014-008) and HA8 house (DU014-040) are located in close proximity to one another at the west end of the South Runway (10R/28L). The HA5 enclosure (DU014-008) is not marked on Ordnance Survey (OS) map sheets. It appeared as a circular single ditched enclosure with a diameter of 35 m in an area of low-lying pasture on an aerial photograph taken in 1971. This asset may be a levelled ringfort dating to the Early Medieval period. The location is now under the South Runway (10R/28L) and the asset has been disturbed or removed entirely.

14.4.4 The HA8 house (DU014-040) was located 190 m southwest of the HA5 enclosure (DU014-008). This building is shown on the Down Survey map (1655 – 1656) as a dwelling near where Harristown House was located. The Civil Survey (1654 – 1656) described the house as being a ruined stone building[20] and it is now under the South Runway (10R/28L). This asset has been disturbed or removed entirely.

14.4.5 The location of the HA29 ring fort (DU011-046) is located at the north boundary of the airport with the Naul Road. It was labelled 'fort' on the 1837 OS map. It was partly demolished in 1822 and cleared away in 1873. The location was occupied by a halting site, but the area has now been incorporated into an extension to the recently constructed North Runway (10L/28R) at Dublin Airport. There are no visible remains of this asset.

[19] In AECOM's experience most archaeological features are typically found less than 1m below ground level. Some features, such as ditches and walls can be deeper, sometimes 2-3m below ground level. Remains can be encountered at deeper levels still, for example within wetland or areas that historically have been infilled, but this is rare. Thus, the potential for survival of remains is considered low and they are unlikely to exist undisturbed.
[20] Simington (1945) The Civil Survey AD1654-56 Vol VII County of Dublin, Dublin The Stationery Office

14.4.6 Additionally, there are two assets recorded within 200 m of the boundaries of Sector A. The first is located 138m to the southwest of the South Runway (10R/28L) and comprises the cropmark of a HA10 ring ditch (DU014-098) which appears on an aerial photograph (GB89. L.02). The location comprises level tillage and there are no visible remains of the ring ditch on the ground.

14.4.7 The second asset is a HA1 ring fort (DU011-043) which is located on level grassland 145 m to the north of Sector A. It formerly comprised a platform type ring fort measuring 50 m in diameter with a waterlogged external fosse. The ring fort has been disturbed in its south-eastern quadrant by works associated with the airport while there are no visible remains of the rest of the monument at ground level. The remainder is visible as a crop mark on aerial photography.

14.4.8 Extensive archaeological work was conducted as part of the North Runway project[21]. The work took the form of geophysical survey carried out across 46 fields; archaeological testing of two sites (CHS2/Site C, CHS6/Site D) and five sections of townland boundaries; the monitoring of 88 trial pits, five soakaways and boreholes.

14.4.9 Four extensive archaeological sites (A, B, C, J) and six potential archaeological sites (D, E, F, G, H, I) were identified within the study area. These are evidence of an extensive archaeological landscape with evidence of activity apparently centred on the early medieval period. These sites comprised:

- Site A – Archaeological complex located at Pickardstown on Landside comprising large sub oval enclosure 62 m x 49 m with internal subdivisions and associated field system to the northwest and a parallel boundary/road c. 216 m in length to the south. Evidence of occupation and habitation were identified at Site A comprising pits, kilns, a metalled surface, gullies / linear features and the remnants of a possible internal structure. Radiocarbon dating placed the site to the 6th-7th century AD.
- Site B – Located at Pickardstown on Landside. Comprises a circular enclosure c.56 m N-S x 43 m E-W and possible associated field system and kiln.
- Site C – Located at Barberstown on Landside comprising a rectangular ditched enclosure /field system 17 m by 28 m and metalled roadway. Various phases of activity were identified, the earliest of which was radiocarbon dated from 7th-10th century with another from the 10th-12th century AD. The ditches also contained a significant amount of pottery dating from the 12th-15th century AD which would suggest they were in use over an extended period.
- Site J – Located at Forest Little on Airside. Archaeological complex comprising a bi-vallate oval enclosure c.80 m x 50 m with an inner ditch measuring c.33 m in diameter.
- Site D – Located at Barberstown on Landside comprising an isolated linear ditch feature 2m in width and 0.54 m deep, rich in charcoal with frequent burnt bone, occasional unburnt bone and a piece of flint. Three iron knife fragments and eight sherds of 12th/13th-century Dublin-type fabrics were also recovered. Radiocarbon dating of the lower fill of the ditch returned dates of 7th-9th century AD while the later pottery recovered suggested that the ditch was originally dug during the Early Medieval period then was reused during the medieval.
- Site E – Located at Dunbro on Landside comprising the suspected former building/dwelling & burnt/fired remains c.40 m by 20 m with potential burnt/fired remains at the interior. Investigation found Site E as being non-archaeological in nature.
- Site F – Located at Kingstown on Landside comprising trends suggesting a possible plough damaged enclosure measuring 29 m x 19.7 m. Investigation found Site F as being non-archaeological in nature.
- Site G – Located at Dunbro on Landside comprising possible pit/linear remains 28 m x 23 m. Investigation found Site G as being non-archaeological in nature.
- Site H – Located at Pickardstown on Landside comprising possible burnt fired material, fulacht fia 29 m x 18 m. This Site will be discussed in more detail in relation to Sector J.
- Site I – Located at Pickardstown on Landside comprising possible enclosure linear/pit remains 60 m x 46 m. This Site will be discussed in more detail in relation to Sector J.

14.4.10 The geophysical survey also identified a number of other isolated trends throughout the survey area that may derive from land-use, modern ferrous and natural soil/geological variation. However, it was noted that an archaeological derivation could not be discounted.

[21] Courtney Deery Consultancy (2016) North Runway Project Archaeological Impact Assessment Report Fingal Co Co Planning Register Reference Number: F04A/1755 An Bord Pleanála Reference Number: PL 06F.217429 in response to ABP Condition 29 on behalf of Dublin Airport Authority plc

14.4.11 The archaeological investigation also comprised invasive trenching across townland boundaries to determine construction and date. Five trenches were excavated across the boundaries between the townlands of Kingstown and Barberstown, Barberstown and Pickardstown and Pickardstown and Dunbro. The townland boundaries were found to be generally uniform in nature comprising ditches approximately 3 m wide and 2 m deep. The exception to this was the boundary between the townlands of Kingstown and Barberstown which had a roughly coursed rubble stone wall on its east side with a corresponding ditch to west. This was interpreted as a former property boundary which demarcated lands associated with Barberstown House to the north of the Naul Road.

14.4.12 Archaeological mitigation measures for the North Runway (10L/28R) comprised the following:

- Archaeological sites (Sites A, B, C and J) – it was recommended that strategic exploratory investigation immediately preceding excavation of Sites A, B and J is carried out to establish their nature, survival and below ground extent. This was completed as part of the archaeological works.
- Potential Archaeological sites (Sites E, F, G, H and I) – these required testing to determine whether they were archaeological in nature. In the event of the discovery of archaeological features in these areas, the proposed resolution was archaeological excavation and recording. Each site was archaeologically excavated and the area, then, released to the contractor.
- Townland Boundaries – It was recommended that, prior to the removal of the townland boundaries, a photographic survey of the length of each boundary was taken, with measurements and written description as a record of the past. It was also recommended that the stonewall forming the eastern side of the Kingstown/Barberstown townland boundary was also recorded. While the testing revealed little in relation to date of the boundaries their removal was monitored and recorded.
- Greenfield Areas – there was potential that other isolated sites may have lain undiscovered beneath the topsoil despite the results of the geophysical survey. It was therefore recommended that immediately prior to the topsoil stripping each of the greenfield locations be subject to intensive mechanical centreline and offset test trenching, which was to be set out to incorporate any of the geophysical survey anomalies of unknown potential. In fields where no geophysical survey anomalies were identified, archaeological testing in advance of the topsoil stripping was carried out. In Greenfield Areas where it was not possible to undertake test excavation, monitoring of any earthmoving groundworks was carried out. A range of archaeological materials were identified during this monitoring, as detailed in paragraph 14.4.13. These archaeological remains were fully investigated, recorded and the areas in which they occurred were fully archaeologically resolved prior to construction works progressing.

14.4.13 The archaeological works revealed eleven possible sites (Sites 1-11) which were identified within the townland of Barberstown to the northwest of the airport. Further archaeological examination revealed seven of these 11 sites to be of archaeological significance. These seven sites are listed below:

- Site 1 exposed five ditches, ten field drains, six pits, a possible kiln, five post-holes and two spreads. It is likely that the ditches and drains represented the remains of a series of features associated with agricultural activity during the early medieval/medieval period.
- Site 3 exposed a large trough and 3 small pits. The trough contained large amounts of charcoal and some burnt stone and was likely associated with burnt mound activity (fulacht fiadh). Although fulachtaí fiadh are typically dated to the Bronze Age exceptions do occur and this included the trough at Site 3 which was dated to the Neolithic period (Cal 3330-3230 BC/Cal 3180-3160 BC/ Cal 3120-2900 BC). It was initially assumed that the three pits were associated with the trough. However, a radiocarbon date obtained from the fill of one of the pits proved it was significantly later in date and dated to the Late Neolithic period (Cal 2840-2810 BC/Cal 2680-2480 BC). This may suggest that this site was continually reused and revisited over an extended period but utilized for the same purpose.
- Site 6 exposed a single pit which was filled with a grey silty clay. It appeared to be an isolated feature and its function remains unclear.
- Site 7 identified three ditches, seven pits, six agricultural furrows, three field drains and one spread. These were typical of the features exposed on many of the sites identified as a result of this scheme (ditches, drains, pits). They were indicative of successive phases of early medieval activity and were largely associated with agricultural activity.
- Site 8 identified seven ditches, two kilns, four pits, a possible well and four field drains. The ditches were all associated with drainage or field boundaries and represented successive phase of use (three of the ditch features had a recut). Radiocarbon dates recovered from Site 8 gave dates in the 6th/7th century AD and the 9th-11th century AD. It is likely that occupation of this site

was, however, continuous from the at least the 6th to the 11th century AD, as a continued presence during this period can be identified on neighbouring sites.
- Two features were identified at Site 9, a field drain and a single pit.
- Site 11 exposed two pits, a spread, and a field drain.

14.4.14 The North Runway (10L/28R) has now been constructed with all archaeological works and mitigation completed. The heritage assets outlined have been investigated to the satisfaction of the National Monuments Service.

Sector B

14.4.15 There are no recorded heritage assets within Sector B (Figure 14-1). Historic cartographic sources show Sector B as comprising fields until they were incorporated into the airport. Sector B now comprises the airport infrastructure of the North Apron and Pier 1, with all previous greenspaces built upon.

14.4.16 Four unrecorded heritage assets are located within Sector B with all associated with the development of the airport (Figure 14-1). These are HA46 the North Terminal Building, HA47 and 48 Hangars Nos. 1 & 2 and associated offices and HA49 the old fire station. The oldest of these is HA47 Hangar 1 which dates to 1938-9 and is contemporary with the construction of the airport.

14.4.17 HA47 Hangar 1 was erected under the direction of Desmond FitzGerald and T.J. Byrne along with the expertise of Graham Dawbarn who had designed Birmingham Airport[22]. Form followed function in the design of the hangar although it has become unsuitable for contemporary airport use over the years. Its significance lies in its impressive scale supported by trusses although the structures has been much altered and has fallen into a poor state of repair. Likewise, the brick and concrete office accommodation to the east of the hangars is functional in character with the most significant surviving element being helical staircases that stand on the external elevations[23]. It is of local significance forming part of the original airport design associated with HA14 the Old Central Terminal Building (hereafter OCTB) (RPS 612). The setting relationship between the hangar and the OCTB has, however, been largely severed by the construction of HA46 the North Terminal Building and the Skybridge.

14.4.18 HA49 Hangar 2 was added to the east of Hangar 1 in the early 1950s. It adopted a different geometric alignment to the original 1930s hangars and was the first deviation from the designed landscaping alignment associated with HA14 the OCTB (RPS 612). It comprised a flat roofed steel framed structure designed to accommodate aircraft. A single storey projecting bay runs the full length of its south elevation. The building's scale, appearance and former function contribute to its character and local significance as an example of the continued expansion and development of the airport throughout the 20th century. This significance is set against its being a detracting feature of the setting of HA14 the OCTB (RPS612) whereby its construction did not respect the original design intention of the OTCB's landscaped setting. Further hangars were constructed to the east of this building in the 1960s, along with the construction of the first pier to the south and Skybridge House. These developments further encroached upon the original setting of HA14 the OCTB (RPS 612).

14.4.19 The North Terminal Building, with its concrete construction and the international style, was designed by Leo Mary Carroll. It was built to accommodate arrivals from the transatlantic air service. As with the adjacent HA14 1937 OCTB (RPS 612) in Sector C, HA46 the North Terminal Building was designed to portray Ireland as a modern, forward-thinking and attractive destination to travellers arriving at the airport. This contrasted with other state buildings of the period as Ireland, at this time, was otherwise largely conservative and heavily influenced by religious bodies, which mostly favoured more conservative, historicist, architecture[24].

14.4.20 HA46 the North Terminal Building has a deep folded sculptural roof form above seven bays with large expanses of fenestration that deliberately frame airside views of the HA14 1937 OCTB (RPS 612) and HA48 No.2[25]. The interior of the North Terminal Building included terrazzo tiled floors and curved staircases. The building has been modified with accretions added to its exterior and it was replaced by Terminal 1 in 1972. Since then, it has been used as office accommodation with its interior sub-divided with partitions. The terrazzo tiled floors and curved staircases are still apparent. The building is of regional importance.

[22] Howley Hayes Architects, Dublin Airport North Apron. Architectural Heritage & Visual Impact Assessment (2020).
[23] Ibid.
[24] Ibid
[25] Ibid.

14.4.21 HA49 the old fire station is the most recent of the unrecorded heritage assets in Sector B. It is located at the northwest corner of the brick and concrete office accommodation at the east of the hangars. It comprises a modern two-storey, flat roofed structure. The fire station is of local heritage significance as part of the expansion of the airport in the mid-20th century.

Sector C

14.4.22 There is one recorded heritage asset within Sector C, HA14 the Old Central Terminal Building (OCTB) (RPS 612) (Figure 14-1). Sector C is shown as comprising fields on historic cartographic sources. These fields now comprise airport infrastructure, including aircraft stands, Pier 2 and Pier 3, with all previous greenspaces built upon. In addition to the recorded heritage asset, there is also one unrecorded heritage asset, comprising HA50 Collinstown House.

14.4.23 The recorded heritage asset is the OCTB which consists of the HA14 1937 OCTB (RPS 612) which is a detached multiple-bay four-storey terminal building built in the International Modern style in 1937 and part of the main airport building. It is also recorded on the National Inventory of Architectural Heritage (NIAH) where it is noted as (NIAH 11349006). It has a curved plan with repeated bands of horizontal glazing, cantilevered terraces and promenades on the western façade overlooking the airfield. The curved building with its tiered floors was designed to echo the lines of a great ocean liner deliberately designed to portray an image of a modern, forward-thinking and attractive destination to recently arrived air travellers whilst also giving Ireland an international presence that would attract foreign visitors and investors[26]. As such, it was an important symbol of the new independent Irish State that drew praise from the architectural press of Ireland and the United Kingdom.

14.4.24 By the late 1950s, the OCTB was incapable of handling growing passenger numbers, so the new HA46 North Terminal Building was opened in June 1959. Originally, it had been planned that this building would handle all US and European flights, but instead it became the arrivals area for all passengers. By the 1960s, new departure gate piers were added adjacent to the old terminal to cope with larger aircraft.

14.4.25 Despite this, the OCTB could no longer cope with passenger demand, and a new terminal building (Terminal 1) was opened in 1972. The OCTB is still partially used for daily passenger operations and many of the internal design features of the building have been retained as a reminder of those early days of aviation[27]. It is of national significance.

14.4.26 As an original airport feature, the HA14 1937 OCTB (RPS 612) (OCTB) was directly associated with HA47 Hangar 1 and later with HA46 the North Terminal Building in Sector B. These buildings would have formed the settings for one another and as previously mentioned, HA46 the North Terminal Building was deliberately designed to respect the HA14 1937 OCTB (RPS 612). These settings have since been denuded by subsequent airport development different in architectural style to that adopted for the first two phases of building at the airport. The heritage assets are, now, subsumed within the wider airport. In particular, the HA14 1937 OCTB (RPS 612) and HA46 North Terminal Building are located within an area defined by the more recent Pier A and Skybridge which extend south and west respectively into airside. This severs their visual connection to HA47 Hangar 1 northeast.

14.4.27 HA50 Collinstown House was constructed in 1958 on the northern façade of a pre-existing hangar. Since the hangar was constructed in alignment with the landscaped design of HA14 the OCTB (RPS 612), this building, adjoining it, also reflected that alignment, and its design, as a modernist structure with its principal façade facing towards HA14 the OCTB (RPS 612) also respected and reflected the design of the original 1937 terminal. The structure is of three stories with a long glazed northern façade. It featured a toilet block at right angles to the main wing that wrapped around the existing hanger and a feature staircase at the east end where the upper portions cantilevered out of the ground floor with glazed reveals to display the staircase.

14.4.28 In the 1970s, when Terminal 1 was constructed, the hangar it adjoined was demolished, but Collinstown House was retained. The entrance ramp leading to the arrivals area of the new terminal ran very close to the building's southern side and as Terminal 1 gradually expanded northward, the building now adjoins Terminal 1 and has remained in operational use. A small carpark and new entranceway have been created in the former gap between it and the access ramp. When the Skybridge was constructed in the early 2000s it purposefully avoided demolishing the building, but it runs only metres away meaning that

[26] Howley Hayes Architects, Dublin Airport North Apron. Architectural Heritage & Visual Impact Assessment (2020).
[27] daa, Dublin Airport's History & Passenger Profile (n.d) https://www.dublinairport.com/corporate/dublin-airport-vision/history-and-passenger-profile Accessed 27/04/2023

the former relationship between this building HA14 the OCTB (RPS 612) has been severed. The building is of local significance forming part of a group of modernist buildings built around HA14 the OCTB (RPS 612).

Sector D

14.4.29 Infrastructure associated with the South Apron and Pier 4 fully occupy the footprint of Sector D with no undeveloped ground present.

14.4.30 There are two heritage assets recorded within Sector D (Figure 14-1). These are HA15 Corballis House (NIAH 11349002) and its surrounding planned landscape (NIAH 2398). HA15 Corballis House (NIAH 11349002) consisted of a detached seven-bay, two-storey house on an irregular plan with three canted bays to the left side and a two-storey return to the rear. Archaeological investigations were carried out at the house in 2006 in advance of the construction of Terminal 2.

14.4.31 These investigations revealed that the original Corballis Cottage dating to the 17th century was contained within the late 18th / early 19th century house. The earlier building appeared to be a simple rectangular stone structure which corresponded with the structure shown on the 17th century Down Survey map [28].

14.4.32 Further investigations took place in 2008 after planning permission had been granted for the new terminal[29]. Standing building analysis was undertaken in coordination with a conservation architect and specialist contractors who were involved in salvaging and removing the building's architectural features such as window surrounds; plaster niches; doors, door surrounds and fanlights; stairway balusters, newel posts and rails and Victorian encaustic tiles. Once all this work was complete, the building was demolished in a phased manner to allow further archaeological analysis during the process. Finally, following demolition and the removal of the standing structure, excavation of the remaining interior area not previously accessible was undertaken.

14.4.33 These investigations revealed the earliest phase of Corballis is likely to have been built shortly after 1641/2. It incorporated reused medieval stone *ope* surrounds, probably from HA6 Corballis Castle (DU014-011), into its shallow foundations and wall fabric. At that time the building consisted of a single-storey, west-facing, 3-bay stone cottage with a thatched, gabled roof and a single chimney. The building was doubled in size with an extension to the south later in the 17th century.

14.4.34 In 1706 Thomas Wilkinson acquired Corballis and he added an upper storey to the building. At the same time, the surrounding planned landscape (NIAH 2398) was started with a well-drained front garden and flanking decorative garden parterres. The building was further lengthened during the 1720s with an extension and cellar to the north. During the 1760s, the house was further enlarged to the east, and the front of the building was moved to the new Georgian proportioned western façade with central arched doorway and fanlight. A terraced cobblestone patio was laid before it and a new avenue approach landscaped through the grounds.

14.4.35 Towards the end of the 18th century, Sir Henry and Lady Elizabeth Wilkinson added half-octagon bows to each side of the south façade. Windows were systematically repositioned and enlarged, in proportion to the revised building dimensions. The central arched doorway in the southern façade was also replaced with a large window. The interior plasterwork of Corballis House was renewed and new decorative plaster niches were built inside one of the upper-storey bay rooms. The basic floor plan of the house remained unchanged until 2008 when the house was demolished as part of the Terminal 2 groundworks.

14.4.36 Corballis House (NIAH 2398) planned landscape is now under Dublin Airport and there are no visible features of this asset as shown on historic cartographic sources.

Sector E

14.4.37 This sector includes the South Apron and the Cargo Terminals comprising existing airport infrastructure to the north with the majority comprising grassed areas (Figure 14-1). The planned landscape of Corballis House (NIAH 2398) formerly extended into this. There are no visible features associated with this planned landscape with this feature under Dublin Airport.

[28] O'Donovan, E, Corballis House, Corballis, Dublin in (Bennett, I Ed) excavations.ie Database of Irish Excavation Reports (2010)
[29] Fraser, W, Ballystruan, Dublin in (Bennett, I Ed) excavations.ie Database of Irish Excavation Reports (2009)

14.4.38 Historic cartographic sources show Sector E as comprising fields until the majority of this sector was incorporated into the airport and now comprises infrastructure. Greenspace is still extant at the south, and this has reasonably high potential to contain unrecorded archaeological remains.

14.4.39 Sector E is located within the townlands of Commons, Corballis and Cloghran. These townlands were delineated by physical boundaries as marked on historic cartographic evidence with Cloghran and Corballis; and Corballis and Cloghran separated by the Cuckoo Stream. Cloghran and Commons are shown as separated by a field boundary while the western extent of Sector E is formed by the boundary between Commons and Collinstown.

14.4.40 The boundary between Commons and Cloghran has now been completely removed as incorporation of this area into the airport grounds. The boundary between Commons and Collinstown to the west, is shown on historic Ordnance Survey mapping to comprise a road leading north from the Swords Road. The Swords Road is still extant although the road leading north is, now, within the airport grounds forming part of its infrastructure. This road appears well maintained and there are no visible signs that it is marks the historic boundary between two townlands.

14.4.41 The boundary between the townland of Corballis and Commons; and Corballis and Cloghran is formed by the Cuckoo Stream which flows west to east across the northern extent of Sector E. This stream is shown on historic Ordnance Survey mapping as undulating at east and very straight to the west suggesting that it has been channelised in this section. The Cuckoo Stream still largely follows the same alignment as shown on the historic mapping although the section to the east has now also been straightened. The site visit in June 2024 noted that the stream has been heavily modified with maintained banks, revetting and culverts and deepening very apparent in most sections. The ground on either bank of the stream also appears disturbed.

Sector F

14.4.42 Historic cartographic sources show Sector F as comprising fields until they were incorporated into the airport. Sector F now comprises airport infrastructure, including the Ground Transportation Centre and the two Multi-Storey Car Parks, with all previous greenspaces built upon.

14.4.43 There is one Protected Structure located within Sector F (Figure 14-1). HA16 Church of Our Lady Queen of Heaven (RPS 864) is located within the main airport complex to the north of Terminal 1. It consists of a detached multiple-bay Roman Catholic church which was built in 1964 with a concrete bell tower and landscaped entrance courtyard to the west. It is one of the first modernist churches in Dublin and is also recorded as NIAH 11349001. It is of regional heritage significance.

14.4.44 The former location of HA6 Corballis Castle (DU014-011) is under airport buildings 93m southeast of Terminal 2 within Sector F. This asset was a medieval tower house which is marked on the 1837 OS map as ‘Corballis Castle, in ruins’. The tower house is believed to have been razed in late 1641 or early 1642 by the forces of the Duke of Ormond in retaliation for the castle’s occupant provisioning Confederate troops who were besieging Drogheda at that time.

14.4.45 Dressed stone from the tower house was used in the construction of the mid-17th century vernacular cottage at Corballis House. Archaeological monitoring of groundworks was carried out within the vicinity of Corballis Castle during the construction of Terminal 2 in 2007 and early 2008[30]. While the basal remains of a post-medieval ditch were identified, no archaeology was uncovered.

14.4.46 HA6 Corballis Castle (DU014-011) was formerly located within the planned landscape of Corballis House (NIAH 2398). There are no visible features associated with this planned landscape with this feature under Dublin Airport.

Sector G

14.4.47 The location of Sector G is shown as fields on historic cartographic sources although it is now completely covered by car parking infrastructure associated with the airport. There is no surviving greenspace within Sector G.

14.4.48 There are no recorded heritage assets within Sector G although one previous archaeological investigation has taken place within this sector (Figure 14-1). This was in 2007 when testing, on the basis of geophysical survey followed by the monitoring of topsoil-stripping, was undertaken in advance

[30] Fraser, W, Dublin Airport Terminal, Corballis Dublin in (Bennett, I Ed) excavations.ie Database of Irish Excavation Reports (2007)

of the construction of the Eastlands Consolidation Compound[31]. The development site covered c. 9.45ha and is located north of the Cuckoo Stream, east of Dublin Airport and west of the M1 and Airport Road. Prior to development it consisted of four fields with intervening field boundaries. No significant archaeology was identified.

Sector H

14.4.49 Historic cartographic evidence indicates Sector H comprised of fields. These fields are all sub-rectangular in layout with straight field boundaries. The exception to this is the field within the northeast corner where the east boundary 'kinks' into the east. Later map editions show this 'kink' as part of a stream running south from the Cuckoo Stream before running northwest. The location is still largely under grass being currently occupied by playing fields and the ALSAA sports facility and its associated pitches and golf course. The eastern extent comprises a modern graveyard and a disturbed area where drainage has recently been constructed. This disturbance includes a gravel access track leading east from the ALSAA lands whilst metalled surfaces have been created at the entrance to the fields forming the east of Sector H and the ground surfaces within these fields shows disturbance from rutting from vehicle tracks.

14.4.50 HA7, a holy well (DU014-023) is located within the northwest of Sector H (Figure 14-1). The site consists of an unenclosed pool located behind Toberbunny Lodge close to the Cuckoo Stream. It was said to be a station well, but it is no longer venerated[32] and has been incorporated into a golf course.

14.4.51 The presence of the holy well suggests religious activity within the area dating prior to the medieval period. This is reinforced by the surrounding townland name - Toberbunny which translates as the Milk Well. The establishment of townlands pre-dates the Anglo-Norman invasion during the 12th century so Toberbunny suggests that the well was in existence prior to this.

14.4.52 An archaeological geophysical survey was undertaken within Sector H under detection licence 19R0232 within the area of the playing fields to the east of the R132[33]. This survey took place between the 14th and 22nd November 2019 over nine hectares of land which are part of the ALSAA sports facility and includes two playing fields. The geophysical survey was commissioned to inform on a previous scheme design which saw a logistics park located within the area currently occupied by the playing fields. Of these, only the northeast extent of the survey area is located within the current scheme boundaries. This is the southwest extent of PE10 Staff Car Park North.

14.4.53 Intrusive archaeological testing was not possible given the nature of the current site use as playing fields, so non-invasive survey techniques were employed. The playing fields consist of improved ground containing imported spoils and drainage that can impact a standard geophysical survey, so a combined methodology was employed consisting of a detailed magnetometer and electromagnetic apparent magnetic susceptibility / magnetic resistivity. The objectives of the geophysical survey were:

- To clarify the archaeological potential of the two survey areas where detailed magnetometer and electromagnetic survey are required
- To establish the presence / absence of archaeological anomalies within the survey areas, and to define their extent and, where possible, characterise the anomalies / features
- To inform the assessment of impacts and mitigation sections of the cultural heritage chapter

14.4.54 The geophysical survey detected linear anomalies which corresponded with relict field boundaries shown on the historic OS map sheets. Related land drains were also detected running parallel and perpendicular to the present or relict boundaries. Evidence for cultivation activity was also detected with plough furrows present in all survey areas though more intensive to the east.

14.4.55 The survey also recorded anomalies associated with modern disturbance relating to the construction of the sports pitches. These anomalies were located around the goal posts and covered benches. A wide zone of high resistivity within the centre of the survey area was interpreted as either geological in origin or associated with a stony deposit which could be anthropogenic.

[31] Fraser, W Eastlands Compound, Dublin Airport, Toberbunny / Stockhole Dublin in (Bennett, I Ed) excavations.ie Database of Irish Excavation Reports (2007)
[32] O'Danachair, C, The Holy Wells of County Dublin Reportorium novum: Dublin Diocesan Historical Record Vol 11 No.1, 233–5, (1958).
[33] Earthsound Geophysics, Proposed Eastlands Logistic Park, Dublin Airport, Toberbunny Co. Dublin. Archaeological Geophysical Survey. Detection licence No. 19R0232, (2019).

14.4.56 Each of the survey techniques also uncovered anomalies which may represent archaeological features. These include arcing ditches which could represent settlement activity in the form of enclosing ditches or prehistoric funerary activity in the form of ring ditches. Several possible pits and stone lined pits were also detected as well as possible boundary ditches. These, too, could be related to past settlement or funerary activity and would be consistent with recorded archaeological discoveries within the study area. This would need to be verified through invasive archaeological testing.

14.4.57 Two subsequent archaeological geophysical surveys were completed in 2024. These surveys were completed by Archaeological Management Solutions under detection licence 24R0241. The Study Areas consisted of two areas measuring 4.53 hectares [34], [35] in total.

14.4.58 The surveys comprised detailed magnetometry which revealed that Area 1 has been heavily disturbed in the creation of football pitches and a golf course although poorly drained greenfield areas are also present[36]. This disturbance included modern activity in the form of pipes, near surface ferrous material, potential golf course features and imported soils. Despite this modern disturbance, a small number of potential archaeological features were also detected including commonly identified pit features and three linear anomalies representing a historic field boundary (shown on historic OS mapping) and two possible ditch features (labelled 02 and 03 in the survey). 02 measures 19.5 m long by 1.4 m wide while 03 measures 24 m long by 1.5 m wide. Both 02 and 03 are orientated approximately north to south and were located at the southern boundary of Area 1.

14.4.59 As with Area 1, modern activity in the form of pipes, near surface ferrous material, potential golf course features and imported soils was detected within Area 2 although some potential archaeological activity in the form of commonly identified pit features, areas of burning and several linear anomalies, representing a historic field boundary and possible ditch features were noted[37].

14.4.60 Two historic field boundaries were detected within the Study Area in the form of positive linear anomalies 01 and 12 while further linear and curvilinear features were represented by anomalies 02, 04 and 11. These were indicative of likely ditch features. Two possible areas of burning were identified in the form of anomalies 06 and 10. 02 measured 27m long by 1.5m wide, 04 measured 96.6m long by 2m wide and 11 measured 15m long by 1.5m wide. 06 and 10 are areas of burning which could suggest an archaeological provenance such as a hearth, a burnt mound, a burnt spread, a furnace, a kiln or a charcoal spread. However, the report cautions that these areas may also be the result of modern bonfires.

Sector I

14.4.61 Historic Cartographic sources show Sector I as rural apart from the adjacent HA9 Boot Inn (DU014-090) up until after the construction of the airport. Airport expansion has seen this sector incorporated under infrastructure including the west apron with much of its entire footprint developed. The exception to this is the northern extent of Sector I which comprises a sub-triangular area of ground located between the R108 and the airport. This area appears to have undergone some disturbance during the construction of the North Runway (10L/28R) but remains under grass with some derelict modern buildings present. The original alignment of the R108 crosses north through the grassed area.

14.4.62 There are no recorded heritage assets within Sector I although one recorded asset is located within an excluded area in Sector I (Figure 14-1). This is the HA9 Boot Inn (DU014-090) which is located to the immediate west of the airport at Pickardstown. It consists of a two-storey, four bay building dating to post 1700.

14.4.63 Another unrecorded heritage asset was noted within the excluded area during the site visit. This is the remains of a HA45 stone wall with a water pump located directly opposite the Boot Inn. This wall is a feature attraction and includes a plaque detailing a short history of the former building which was an 18th century coaching inn and one of a chain of taverns along the old coach road between Dublin and Drogheda. It closed its doors in 1954 however the monument, which was funded by Aer Rianta, was

[34] Archaeological Management Solutions (2024) Archaeological Geophysical Survey at DAA Eastlands (Area 1), Toberbunny, Co. Dublin.
[35] Archaeological Management Solutions (2024) Archaeological Geophysical Survey at DAA Eastlands (Area 2), Toberbunny, Co. Dublin
[36] Archaeological Management Solutions (2024) Archaeological Geophysical Survey at DAA Eastlands (Area 1), Toberbunny, Co. Dublin.
[37] Archaeological Management Solutions (2024) Archaeological Geophysical Survey at DAA Eastlands (Area 2), Toberbunny, Co. Dublin

erected in 1990 to commemorate the Tavern[38]. The monument originally lay within the footprint of the North Runway (10L/28R) development.

14.4.64 Mitigation measures were agreed with the Fingal County Council's conservation officer whereby a new Forrest Tavern Monument was erected at the current site opposite the Boot Inn. The metal rings and water pump are salvaged from the original monument. Given these conditions, while the monument is not *in situ*, it does inform the public of the history of the area and has been assessed as a heritage asset.

Sector J

14.4.65 Whilst there are no recorded heritage assets within Sector J, archaeological investigations associated with the construction of the North Runway (10L/28R) uncovered Site H within Sector J and Site I located adjacent to the northeast (Figure 14-1). Geophysical survey within Site H noted two possible *fulachtaí fia* sites in Pickardstown townland. The anomalies at Site H present as distinct areas of magnetic disturbance identified along the southern boundary of the field. These have been interpreted as burnt mounds dating to the Bronze Age. These anomalies have not been investigated and remain in situ within Sector J.

14.4.66 Site I was located in Pickardstown townland to the northeast of Sector J and was excavated in 2017. It comprised pits, drains, and a metalled surface, as well as two burnt spreads with an associated trough. The trough most likely represents the ploughed-out remains of a *fulacht fia*. These are typically Bronze Age in date, though insufficient charcoal was recovered for dating. This feature is consistent with the anomalies detected in Site H.

14.4.67 All of the pits at Site I contained fragments of animal bone and were likely the remains of agricultural activities associated with the large enclosure sites identified at Sites A and B adjacent to the northwest although their function remains undetermined. Three of the pits were radiocarbon dated to the 7th/8th century AD which would be contemporary with the enclosure sites.

14.4.68 The remaining features at Site I comprised drains, gullies and a metalled surface which were dated to the post-medieval period and were probably associated with and contemporary with activities carried out at the nearby Pickardstown House which is now demolished.

14.4.69 Further archaeological work was completed in 2024. This work comprised an archaeological geophysical survey completed by Archaeological Management Solutions under detection licence 24R0305. The survey comprised magnetometry across 27.5 hectares subdivided into four fields. Responses to the survey were good although interference was experienced from boundary fences, pylons, potential green waste and signals from the nearby Dublin Airport[39]. Modern activity in the form of imported soils and land improvement was also detected as were a number of historic field boundaries and potential evidence of shallow digging or sand/gravel extraction were noted.

14.4.70 Potential archaeological features were also noted within the survey area particularly within Field 3. The most significant and distinct feature identified consists of a large, sub-rectangular enclosure, measuring 46m north to south and 50m east to west located within the southeast of Field 3. Several internal features were noted within the enclosure in the form of pit-type features and potential ditch features. A second, annular enclosure was detected to the northwest, measuring 15m in diameter. It has been interpreted as a hut site or ring ditch. A third potential enclosing element is located directly north of these features, consisting of a weakly magnetic, penannular anomaly 34m in diameter.

14.4.71 Within the northern portion of Field 3, a fourth weakly magnetic, annular anomaly was identified. This measures 12m in diameter and potentially represents a further ring ditch or hut site, possibly associated with potential ditch features in the form of weakly magnetic, curvilinear anomalies located directly to the east. A final weakly magnetic, sub-rectangular anomaly was identified within the southern portion of Field 1, directly north of Field 3. It measures 15.5m in diameter and was interpreted as ditch features or a potential structure. Commonly identified pit-type features were also identified across the Study Area. While the nature of these features is currently unknown, they are likely consistent with the types of archaeological remains uncovered during investigations associated with the construction of the North Runway.

[38] daa Forrest Tavern Monument (2017) https://www.dublinairport.com/corporate/north-runway/latest-news/2019/05/31/forrest-tavern-monument-update Accessed 27/04/2023
[39] Archaeological Management Solutions (2024) Archaeological Geophysical Survey at Apron 7, North Runway, Huntstown and Pickardstown, Co. Dublin.

14.4.72 Historic cartographic evidence shows this Sector as comprising fields to the west of the Dunbro Road although the northeast extent of the site encroaches on the grounds of Pickardstown House including the house itself. The fields are all sub-rectangular with very straight sub-divisions. The exception to this is an undulating field boundary that cuts across the centre. This field boundary forms the division between the townlands of Huntstown / Pickardstown and Dunbro Little / Pickardstown. Sector J also incorporates the boundary between the townlands of Dunbro Little and Huntstown. The field boundaries forming the south extent of the fields are shown on later cartographic sources as drainage ditches suggesting that the surrounding ground is wet. Sector J still comprises fields although some disturbance associated with the North Runway (10L/28R) construction has occurred.

14.4.73 Further examination of the townland boundaries took place as part of a revised site visit in June 2024. The boundary separating the townlands of Pickardstown and Huntstown is orientated northeast to southwest with extant remains formed by a hedge lined stream. The stream sits within a ditch with a low hedge lined earthen bank on the northern bank. These do not appear to be maintained with the ditch mostly overgrown. The townland boundary (and stream) originally continued northeast before turning 90 degrees to run south along the boundary with the R109 before turning 90 degrees to run under the R109 and continue east into the lands now occupied by Dublin Airport.

14.4.74 The line of the stream within the east of Sector J has been modernised and it now runs to the southeast following the southern boundary of a domestic property located to the immediate north. The former line of the field boundary previously formed the northern boundary of this property although this has now been removed by groundworks associated with the realignment of the R109 as part of the construction of the North Runway (10L/28R).

14.4.75 The realigned stream turns 90 degrees and continues south along the eastern boundary of the field with the R109. It rejoins the line of the townland boundary on this section with the stream running along the base of a 'U'-shaped ditch. A post and wire fence is located along the western bank of the stream. The stream and townland boundary turn sharply to the east continuing under the R109 via a culvert constructed with coursed granite blocks. The townland boundary originally extended within the lands now occupied by Dublin Airport although any upstanding remains have since been removed. The section of townland boundary within Section J represents the only upstanding part of this historic landscape feature still extant.

14.4.76 The boundary between the townlands of Huntstown and Dunbro forms southwest boundary of PE4 New Apron 7. This boundary is formed by a water filled ditch with a hedge along the outer (western) bank. This boundary is straight and has been modified from the early 19th century where it is shown on historic Ordnance Survey mapping as extending towards the southeast. The current field and townland boundary are orientated north to south with the ditch wide and obviously maintained with small spoil heaps evident along the eastern bank. The line of the townland boundary continues south outside the boundaries of PE4 South Apron.

Sector K

14.4.77 There is one heritage asset partially located within the boundaries of Sector K (Figure 14-1). This is the planned landscape of Castle Mount (NIAH 5726) which was the grounds associated with the protected structure HA24 Castlemoate House (RPS 611) 210m to the northwest of the proposed staff car park at Cloghran. The landscape is shown on the 1837 OS map sheet, although its landscape setting has been diminished by piecemeal developments over the course of the 20th century most notably the construction of the road to the east side which removed its driveway and gate lodge and installed a large shelterbelt of trees within its grounds.

14.4.78 HA24 Castlemoate House (RPS 611) is a five bay, two-storey house without offices and gates located 8m to the north of the location of Sector K. The house was enlarged in 1877 to plans by the architect William Stirling[40]. It is considered of regional architectural heritage importance. It is currently used as an airport training facility by Dublin International Aviation Training Academy (DIATA) while the former outbuildings are occupied by An Garda Siochana.

14.4.79 Historic cartographic sources show Sector K as comprising the grounds of Castle Mount (NIAH 5726) and Castlemoate House (RPS 611) clearly marked facing east towards the Swords Road junction with Stockhole Lane. The footprint of the house differs from the current layout with a west to east return shown on the south side of the building. Two further large buildings are marked to the east abutting the

[40] Dictionary of Irish Architects 1720 -1740. Irish Architectural Archive (https://www.dia.ie/)

Swords Road at the entrance to the Castlemoate House. A formal garden is located immediately to the south and three large sub-rectangular fields to the northwest, west and southwest.

14.4.80 The area of Sector K is now partially developed with car parking constructed within its southern extent. The northern extent has been disturbed by modern groundworks. The site visit in June 2024 noted that construction work was ongoing at this location associated with laying Apron 5H drainage with a compound occupying the northern extent and topsoil stripped ground to the south. Only one area of the original planned landscape remains. This comprises former hedge lines with some open space although this has been disturbed with topsoil stripped from the surface.

Current Management Measures

14.4.81 Existing measures for the management of archaeological and architectural heritage within the Dublin Airport Site are set out in Section 9.8 of the Dublin Airport Local Area Plan (2020). This identifies the recorded heritage assets and establishes objectives for their protection and conservation in the context of future development and change.

14.5 Future Receiving Environment

14.5.1 This section considers the evolution of the Cultural Heritage baseline from the current receiving environment to the Principal Assessment year, 2029.

Sector A

14.5.2 The evolution of the environmental baseline to 2029 within Sector A would see no change to the heritage baseline. This Sector has three Heritage Assets recorded within it – HA5 enclosure (DU014-008), HA8 house (DU014-040), and HA29 ring fort (DU011-046). These are not expected to be affected by any developments in the foreseeable future as no development is planned in this location. Additionally, unrecorded archaeological assets have been uncovered during construction works associated with the North Runway (10L/28R). These assets have been removed through archaeological excavation (see 14.4.13).

Sector B

14.5.3 The evolution of the environmental baseline to 2029 within Sector B would see no change to the heritage baseline. While this sector has no recorded heritage assets within its boundaries which has been fully developed as part of the airport, several airport buildings can be considered as unrecorded heritage assets. These are HA46 the North Terminal Building, HA47 and HA48 Hangars Nos. 1 & 2 and associated offices and HA49 the old fire station. These buildings are expected to remain *in situ* to 2029.

Sector C

14.5.4 The evolution of the environmental baseline to 2029 within Sector C would see no change to the heritage baseline. The HA14 1937 terminal building (RPS 612) is a protected structure and an active part of the airport infrastructure. The surrounding area has been fully developed as part of the airport.

Sector D

14.5.5 The evolution of the environmental baseline to 2029 within Sector D would see no change to the heritage baseline. There are two heritage assets recorded within Sector D. These are HA15 Corballis House (NIAH 11349002) and its surrounding planned landscape (NIAH 2398). There are no remains of these assets which have been subsumed by the airport infrastructure.

Sector E

14.5.6 The evolution of the environmental baseline to 2029 within Sector E would see no change to the heritage baseline. There are no remains of the recorded asset (the planned landscape of Corballis House (NIAH 2398) which have been subsumed by the airport infrastructure. There is greenspace within Sector E which could contain unrecorded archaeological remains; however, this greenspace will remain unchanged to 2029.

14.5.7 There would be no further changes to the townland boundaries of Commons, Corballis and Cloghran. These townlands were delineated by physical boundaries- the Cuckoo Stream and road which have been heavily modified by airport developments.

Sector F

14.5.8 The evolution of the environmental baseline to 2029 within Sector F would see no change to the heritage baseline. The HA16 Church of Our Lady Queen of Heaven (RPS 864) is a Protected Structure and an active part of the airport infrastructure while HA6 Corballis Castle (DU014-011) and the planned landscape of Corballis House (NIAH 2398) have been subsumed by airport infrastructure and no longer exist.

Sector G

14.5.9 The evolution of the environmental baseline to 2029 within Sector G would see no change to the heritage baseline. This area has no recorded heritage assets within its boundaries which has been fully developed as part of the airport.

Sector H

14.5.10 The evolution of the environmental baseline to 2029 within Sector H would see no change to the heritage baseline. HA7 holy well (DU014-023) is located within Sector H and archaeological geophysical surveys have indicated the possibility of unrecorded archaeological assets. These are located within greenspace currently used for leisure and farming. This greenspace will remain unchanged to 2029.

Sector I

14.5.11 The evolution of the environmental baseline to 2029 within Sector I would see no change to the heritage baseline. There are no heritage assets within its boundaries with the HA9 Boot Inn (DU014-090) and HA45 Forrest Tavern Monument located adjacent. The footprint of Sector I is largely developed with airport infrastructure apart from the northern extent which is under grass and would remain so.

Sector J

14.5.12 The evolution of the environmental baseline to 2029 within Sector J would see no change to the heritage baseline. There are no recorded heritage assets within Sector J although there is the potential for unrecorded assets within the greenfield as shown by the results of the archaeological geophysical survey. This greenfield is expected to remain unchanged to 2029 and any unrecorded heritage assets will remain *in situ*.

14.5.13 This sector also contains the boundaries between the townlands of Huntstown and Dunbro; and Huntstown and Pickardstown. These boundaries have been modified through agricultural works and the recent construction of the North Runway (10L/28R).

Sector K

14.5.14 The evolution of the environmental baseline to 2029 within Sector K would see no change to the heritage baseline. The one heritage asset is the grassed areas formerly associated with the grounds of Castle Mount (NIAH 5726).

14.6 Assessment of Likely Significant Effects

14.6.1 This section presents the findings of the Principal Assessment 2029 Permitted Operation (32 mppa) compared to 2029 Proposed Operation (40 mppa). This section forms the basis for identifying likely significant effects and any additional mitigation measures.

14.6.2 There is no new infrastructure associated with the Proposed Order. However, with the 2029 Proposed Operation (40 mppa) in place and when compared to the 2029 Permitted Operation (32 mppa), the airport operations would comprise increased numbers of aircraft arriving and departing as well as increased ground level airside activity, increased landside traffic and increased activity within the terminal buildings which will result in air quality and noise effects. Consideration of the significance of visual intrusion, noise and dust impacts are addressed in Chapter 15: Landscape and Visual, Chapter 8: Non-Aircraft Noise and Vibration and Chapter 7: Air Quality.

14.6.3 The changes in air quality and noise arising from the Proposed Order would not affect the ability to understand, appreciate or experience the heritage assets or their settings. The Proposed Order would not introduce new elements into the setting of any heritage asset, and the identified assets are already located within environments influenced by existing airport operations and associated background activity. The predicted changes in air quality and noise would not materially alter these conditions or give rise to significant effects on cultural heritage.

Sector A

14.6.4 The three recorded heritage assets within Sector A - HA5 enclosure (DU014-008), HA8 house (DU014-040), and HA29 ring fort (DU011-046). These have no visible above ground remains and their settings are already subject to emissions and noise from the busy environments. The increased emission to air and noise will not change this. There will be no operational impacts to heritage in Sector A and hence no significant effect.

Sector B

14.6.5 While there are no recorded heritage assets located within Sector B, four unrecorded heritage assets have been identified- HA46 the North Terminal Building, HA47 and HA48 Hangars Nos. 1 & 2 and associated offices and HA49 the old fire station. These buildings are not recorded on the NIAH or RPS but are related to the development of the airport. In particular, HA46 the North Terminal Building, HA47 and HA48 Hangars Nos. 1 & 2 date to the first two phases of building at the airport.

14.6.6 Their settings are already subject to emissions and noise from the busy environment of the airport which is their appropriate contextual setting. The increased emission to air and noise will not change this nor our ability to understand and appreciate them. There will be no operational impacts to heritage in Sector B and hence no significant effect.

Sector C

14.6.7 HA14 1937 OCTB (RPS 612) is a Protected Structure located within Sector C. It forms an early part of Ireland's major airport and is considered of high heritage value and national interest. The building is set within a designed, but altered, landscaped setting which is surrounded by the airport. settings are already subject to emissions and noise from the busy environment of the airport which is their natural setting. The increased emission to air and noise will not change this nor our ability to understand and appreciate it. There will be no impacts from the Proposed Order to heritage in Sector C and hence no significant effect.

14.6.8 Also within Sector C is the HA46 North Terminal Building which is an unrecorded heritage asset. It has group value with the OCTB as part of the early construction and expansion of the airport. The building is set within a designed, but altered, landscaped setting which is surrounded by the airport. Its setting is already subject to emissions and noise from the busy environment of the airport which is their natural setting. The increased emission to air and noise will not change this nor our ability to understand and appreciate it. There will be no impacts from the Proposed Order to heritage in Sector C and hence no significant effect.

Sector D

14.6.9 The recorded heritage assets within Sector D are HA15 Corballis House (NIAH 11349002) which was surrounded by the planned landscape (NIAH 2398). There are no remains of these assets which have been subsumed by the airport infrastructure. As these assets no longer exist, there will be no impacts from the Proposed Order to heritage in Sector D and hence no significant effect.

Sector E

14.6.10 The planned landscape of Corballis House (NIAH 2398) was formerly located within Sector E. This heritage asset has been subsumed by the infrastructure associated with Dublin Airport and no longer exists. There will be no impacts from the Proposed Order to heritage in Sector E and hence no significant effect.

Sector F

14.6.11 The heritage assets HA6 Corballis Castle (DU014-011) and the planned landscape of Corballis House (NIAH 2398) were previously located within this area but have been removed by subsequent development. The Protected Structure located in Sector F is the HA16 Church of Our Lady Queen of Heaven (RPS 864). This is a built-up and active part of the airport with the Protected Structure already located within a very busy environment and subject to noise, dust and vibration from air and ground traffic. The increased emission to air and noise will not change this nor our ability to understand and appreciate it. There will be no impacts from the Proposed Order to heritage in Sector F and hence no significant effect.

Sector G

14.6.12 There are no recorded heritage assets located within Sector G. There will be no impacts from the Proposed Order to heritage within Sector G and hence no significant effect.

Sector H

14.6.13 The one recorded heritage asset within this area is HA7 holy well (DU014-023). The location of the well is currently surrounded by dense vegetation and there are no views of this asset. The surrounding ground has been landscaped and thick hedge lines of mature trees also obscure views to the south. Potential for effects to setting from the increased emission to air and noise will not change our ability to understand and appreciate it while the surrounding dense vegetation will screen the HA7 Holy Well. There will be no impacts from the Proposed Order to heritage in Sector H and hence no significant effect.

Sector I

14.6.14 There are no heritage assets within its boundaries with the HA9 Boot Inn (DU014-090) and the HA45 Forrest Tavern Monument located within an excluded area within Sector I. The increased emission to air and noise from the Proposed Order could impact the settings of the HA9 Boot Inn (DU014-090) and the HA45 Forrest Tavern Monument. However, these assets are already located adjacent to a road and the airport so subject to noise, dust and vibration from ground and air traffic. Additionally, adjacent buildings will screen the assets. Their special interests or qualities or our ability to appreciate and understand them will not be impacted. There will be no impacts from the Proposed Order to heritage in Sector I and hence no significant effect.

Sector J

14.6.15 There are no recorded heritage assets within Sector J. Given this, there will be no impacts from the Proposed Order to heritage in Sector J and hence no significant effect.

Sector K

14.6.16 There is one heritage asset partially located within the boundaries of Sector K. This is the planned landscape of Castle Mount (NIAH 5726) which was the grounds associated with the protected structure HA24 Castlemoate House (RPS 611) 210m to the northeast and fully within Sector K.

14.6.17 Castle Mount (NIAH 5726) is greatly denuded and is barely recognisable as a planned landscape associated with a large house. HA24 Castlemoate House (RPS 611) is considered of regional and medium heritage value. It is currently used as an airport training facility by DIATA while the former outbuildings are occupied by An Garda Siochana so has moved away from its original purpose as a high status dwelling. The house is screened by a hedge of thick mature trees and there are no views to and from the south.

14.6.18 The increased emission to air and noise from the Proposed Order could impact the settings of Castle Mount (NIAH 5726) and HA24 Castlemoate House (RPS 611). However, Castle Mount (NIAH 5726) is no longer recognisable as a planned landscape and our ability to appreciate and understand it has been largely lost by previous encroachment. HA24 Castlemoate House (RPS 611) is still recognisable as a large house and the special interests or qualities or our ability to appreciate and understand it will not be impacted by the increased emission to air and noise from the Proposed Order especially given the thick vegetation screening the property. Additionally, it is noted that the current setting of HA24 Castlemoate House (RPS 611) comprises a busy environment with the airport to the west and the R122 dual carriageway to the east. Emissions to air and noise are already part of the setting of this heritage asset. There will be no impacts from the Proposed Order to heritage in Sector K and hence no significant effect.

Summary

14.6.19 No impacts or significant effects to heritage have been identified arising from the operation of the Proposed Order as the operational effects do not comprise new infrastructure or physical impacts.

14.7 Mitigation and Monitoring

14.7.1 As the Proposed Order will not have any significant effects on cultural heritage assets, no mitigation or monitoring measures are required.

14.8 Residual Effects

14.8.1 As no significant effects to cultural heritage from the Proposed Order have been identified, there are no residual effects.

14.9 Cumulative Effects

14.9.1 Chapter 20: In-Combination and Cumulative Effects identifies the potential for interactions between impacts on environmental factors resulting from the Proposed Order and the potential for interactions between impacts from the Proposed Order and other developments (described in Chapter 20: In-Combination and Cumulative Effects), including those undertaken by daa and those by third parties.

14.9.2 Consideration of visual intrusion, noise and dust impacts are addressed in Chapter 15: Landscape and Visual, Chapter 8: Non-Aircraft Noise and Vibration and Chapter 7: Air Quality respectively, with existing environmental design and management measures considered within those respective assessments. This assessment considers the in-combination effect of these sources of effect upon cultural heritage assets.

14.9.3 Other planning applications have been assessed that could combine with the Proposed Order to create cumulative operational effects upon heritage assets. This includes cumulative operational effects upon the settings of heritage assets. No such separate planning applications were identified that could combine with the Proposed Order to create cumulative operational effects upon the settings of heritage assets.

14.10 Indirect, Secondary and Transboundary Effects

14.10.1 Indirect and secondary effects are described in the EPA Guidelines as “effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway”. Transboundary effects are those affecting another state or jurisdiction. The zone of influence of the effects identified does not affect any other state or states. The potential for indirect and secondary environmental effects has been considered in the preparation of this chapter, and none have been identified. All effects identified in this chapter are direct effects and none have the potential to result in significant indirect or secondary effects.

14.11 Conclusions

14.11.1 This chapter presents the Principal Assessment of the likely significant effects of the Proposed Order on cultural heritage through a comparison of the 2029 Permitted Operation (32 mppa) and the 2029 Proposed Operation (40 mppa). The cultural heritage baseline would remain unchanged under both the 2029 Permitted Operation and 2029 Proposed Operation scenarios.

14.11.2 Potential effects on cultural heritage may arise through physical impacts on heritage assets or changes to their setting. As the Proposed Order relates solely to increased operational activity within the existing airport boundary and does not involve physical works or new infrastructure, there is no potential for direct impacts on heritage assets. The only potential pathway for effects is through operational changes, including increased aircraft movements, airside activity, landside traffic, and associated changes in air quality and noise.

14.11.3 The assessment concludes that the predicted changes in air quality and noise would not alter the setting of heritage assets or affect the ability to understand, appreciate or experience their heritage significance. The identified heritage assets are already located within environments influenced by existing airport operations and associated background activity, and the predicted operational changes would not materially alter those conditions.

14.11.4 No operational impacts on cultural heritage have been identified and, therefore, the Proposed Order would not give rise to any likely significant effects on cultural heritage.