



Chapter 15
Archaeological
& Cultural Heritage

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15. Archaeological & Cultural Heritage

15.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential archaeological and cultural heritage impacts associated with the Construction and Operation of the Belfield / Blackrock to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

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

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

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

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

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

15.2 Methodology

15.2.1 Introduction

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

15.2.1.1 Defining Archaeology and Cultural Heritage

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

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

Cultural heritage as set out in the Draft Environmental Protection Agency (EPA) Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2017) includes archaeology, architectural heritage, folklore and history. It is a broad term that includes a wide range of tangible and intangible cultural considerations. Cultural heritage can relate to settlements, former designed landscapes, buildings and structures, folklore, townland and place names, and historical events, as well as traditions (e.g. mass paths and pilgrim ways) and traditional practices (e.g. saints' pattern days).

Cultural heritage is part of our cultural identity and contributes to defining a sense of place. The value of a strong sense of place is likely to become more important as the world grows increasingly homogenised. Recognising the unique sense of place in our towns, villages and city, whilst also respecting the individual heritage assets, is critical.

Cultural heritage assets are valued for the important contribution they make to the understanding of the history of a place, an event or people. Sites of cultural heritage interest are often afforded protection either as recorded archaeological monuments (on the Record of Monuments and Places (RMP) / Sites and Monuments Record (SMR)) or as protected structures (on the Record of Protected Structures (RPS) in the relevant City or County Development Plan), or as structures within the National Inventory of Architectural Heritage (NIAH).

Each of these provides a unique cultural record and acts as a carrier of memory, meaning and cultural value. When considered in its wider context, they can form an essential component in the mechanism for analysing the broader cultural character and context of an area. Together, these can assist in mapping the changes that have led to the development of the modern environment. Such analysis provides insight into the communication, trade, transport, growth and associations of past societies.

There are numerous cultural heritage features that contribute to character, identity, and authenticity of Dublin City and its wider environs. These include the street plan, local architectural and archaeological monuments, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets, together with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the industrial buildings and other cultural heritage sites. This unique historic character was identified and recorded throughout the EIAR process by the relevant specialists in the EIAR team ((Chapter 16 (Architectural Heritage), Chapter 17 (Landscape (Townscape) & Visual)). By identifying, recording and articulating these sensitive cultural heritage values, they can be considered, respected and protected in the context of change in the future.

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

15.2.1.2 Approach

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

By using different information sources and data sets, an understanding of the historic landscape character that surrounds and is part of the Proposed Scheme has been developed. The modern landscape is a result of numerous modifications over time. Understanding how these processes occur, and how they are represented in today's urban and suburban landscape, is critical in providing an insight into the layering and development of the cultural heritage environment. It also facilitates an appreciation of an area's unique character. The process is concerned with identifying the dominant historic influences which have formed and define the present landscape. By using existing data sets such as the RPS, RMP, NIAH for example, through the use of GIS and CAD, dominant clusters of monuments, buildings and cultural heritage features begin to emerge.

Where sites are designated architectural heritage assets (NIAH / RPS), they are addressed in detail in Chapter 16 (Architectural Heritage). Where such sites are also RMP / SMR sites, they are assessed both in the present chapter and in Chapter 16 (Architectural Heritage).

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

Where cultural heritage assets are of interest from an archaeological, historical, or cultural interest, as well as from an architectural heritage perspective, these are assessed both in the present chapter and in Chapter 16 (Architectural Heritage).

Appendices associated with this chapter are detailed in Volume 4 of this EIAR and contain the following information:

- Appendix A15.1 - Inventory of Archaeological and Cultural Heritage Sites;
- Appendix A15.2 - Glossary of Impacts and Assessment Methodology;
- Appendix A15.3 - Relevant extracts from City and County Development Plans; and
- Appendix A15.4 - Archaeological Monitoring Reports; UCD, Ballsbridge to City Centre & Blackrock to Merrion Core (Licence 21E0053 (Ground Investigations Ireland, Whitty 2021)).

15.2.2 Study Area

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

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

For historic towns and villages that have a designated zone of archaeological potential (ZAP) on the published RMP maps (Dúchas The Heritage Service 1998), these areas were considered in addition to the point data from the online Historic Environment Viewer (HEV) provided by the National Monuments Service (NMS) (NMS 2020).

15.2.3 Relevant Guidelines, Policy and Legislation

The study was informed by relevant legislation, guidelines, policy, and advice notes, as listed below and in the references, Section 15.7. Relevant extracts from the City and County Development Plans are contained in Appendix A15.3 (Relevant extracts from City and County Development Plans) in Volume 4 of this EIAR.

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2017). Revised Guidelines on the information to be contained in Environmental Impact Statements, Draft August 2017;
- EPA (2015). Advice Notes for preparing Environmental Impact Statements, Draft September 2015;
- EPA (2002). Guidelines on the information to be contained in Environmental Impact Statements;
- EPA (2003). Advice Notes on Current Practice (in preparation of Environmental Impact Statements);

- European Commission (2017). Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report;
- Heritage Act, 1995 (as amended);
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);
- ICOMOS (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, 1930 to 2014;
- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 (as amended);
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

15.2.4 Data Collection and Collation

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

15.2.4.1 Desk Study

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR: The SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP, pursuant to Section 12 of the National Monuments (Amendment) Act, as amended in 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DHLGH), which is available online (NMS 2020) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;
- The topographical files of the National Museum of Ireland (NMI) (NMI 2020);
- Cartographic sources, comprising pre-19th century historic maps and various editions of the Ordnance Survey (OS) six-inch maps, 25-inch maps and five-foot plans;
- Excavations Bulletins and Excavations Database (Excavations 1970 to 2020);
- Dublin County Archaeology GIS (The Heritage Council 2015);
- Dublin City Council's (DCC) Dublin City Development Plan (2016 - 2022) (DCC 2016);
- Dún Laoghaire-Rathdown County Council's (DLRCC) County Development Plan (2016 - 2022) (DLRCC 2016);
- NIAH, Building Survey and Garden Survey, DHLGH (NIAH 2020);
- Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009);
- Placenames Database of Ireland (Logainm 2020a);
- Aerial imagery online: Google Earth 2001 to 2018 (Google Earth Pro 2001 to 2018), Bing 2013 (Bing 2020), and Ordnance Survey Ireland (OSI) 1995, 2000, 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, Section 15.7).

15.2.4.2 Field Survey

A walkover survey was undertaken along the extent of the Proposed Scheme, including offline elements, on 26 March 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments outside of it) were inspected. The survey took cognisance of upstanding industrial heritage sites that are situated within or adjacent to the Proposed Scheme, as listed in the DCIHR (DCC 2003 to 2009) and in Appendix 5 of the Dun Laoghaire Rathdown County Development Plan (2016-2022). It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

15.2.4.3 Mapping

The locations for all archaeological and cultural heritage assets identified in the course of the assessment have been mapped and are shown on Figure 15.1 in Volume 3 of this EIAR. The coordinates for each asset are provided in Irish Transverse Mercator (ITM) in the inventory of archaeological and cultural heritage sites in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

15.2.5 Appraisal Method for the Assessment of Impacts

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

A glossary of impact assessment terms, including the criteria for the assessment of effect significance, is contained in Appendix A15.2 (Glossary of Impacts and Assessment Methodology) in Volume 4 of this EIAR.

Table 15.1: Significance / Sensitivity Criteria

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

Table 15.2: Magnitude of Impact Criteria

Impact Magnitude	Criteria
High	These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development. A change such that the value of the asset is totally altered or destroyed, leading to a complete loss of character, integrity and data about the site.
Medium	An impact which, by its magnitude, duration or intensity alters an important / significant aspect of the environment. An impact like this would be where an archaeological / cultural heritage asset would be impacted upon leading to a significant loss of character, integrity and data about the site.

Impact Magnitude	Criteria
	<p>Or an impact which by its magnitude results in the partial loss of a historic structure (including fabric loss or alteration) or grounds including the part removal of buildings or features or part removal of demesne land (e.g. severance, visual intrusion or degradation of setting and amenity).</p> <p>A permanent positive impact that enhances or restores the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in a clearly noticeable manner.</p>
Low	<p>A low impact arises where a change to the site is proposed which though noticeable is not such that the archaeological / cultural heritage character / integrity of the site is significantly compromised, and where there is no significant loss of data about the site.</p> <p>A positive impact that results in partial enhancement of the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in the medium to long-term.</p>
Negligible	<p>An impact which causes very minor changes in the character of the environment and does not directly impact an archaeological / cultural heritage asset or affect the appreciation or significance of the asset. There would be very minor changes to the character and integrity of the asset and no loss of data about the site.</p>

Table 15.3: Defining Significance of Impacts

Impact	Definition
Imperceptible	An impact capable of measurement but without noticeable consequences.
Not Significant	An impact which causes noticeable changes in the character of the environment but without significant consequences.
Slight	An impact which causes minor changes in the character of the environment and does not affect an archaeological / cultural heritage asset in a moderate or significant manner.
Moderate	A moderate impact arises where a change to the site is proposed which though noticeable, does not lead to a significant loss of character, integrity and data about the archaeological / cultural heritage asset.
Significant	An impact which, by its magnitude, duration or intensity, alters an important aspect of the environment. An impact like this would be where part or all of a site would be permanently impacted upon, leading to a significant loss of character, integrity and data about the archaeological / cultural heritage asset.
Very Significant	An impact which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	Applies where mitigation would be unlikely to remove adverse impacts. Reserved for adverse, negative impacts only. These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development.

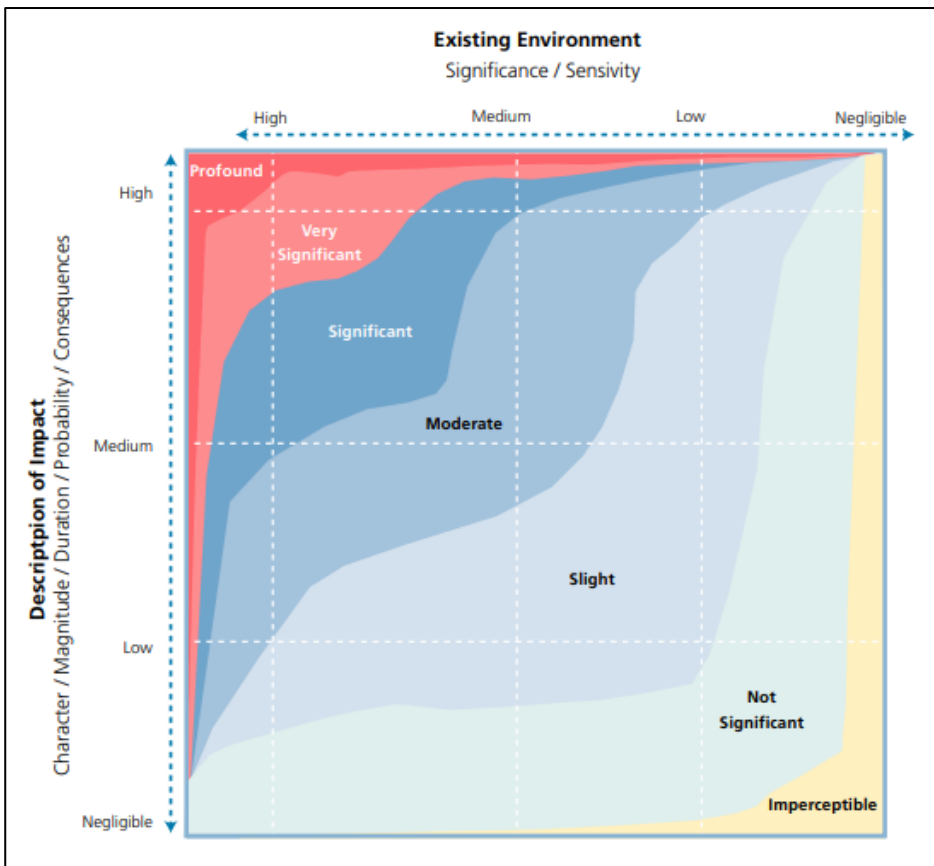


Image 15.1: Description of Impacts from the Draft EPA Revised Guidelines on Information to be Contained in EIS (EPA 2015)

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

15.3.1.1 Introduction

During the medieval period, the study area formed part of the vast land holdings of the Fitzwilliam family and remained so into the 19th century, when they passed to the Earls of Pembroke. This was to have a considerable impact on the urban and suburban development of the area, as the city expanded beyond its medieval bounds in the 17th century and 18th century. The Fitzwilliams were responsible for the development of many of the prestigious new residential areas on the south-east side of the city, such as Merrion Square and Fitzwilliam Square. These are bounded by the Grand Canal, which was constructed in the late 18th century and accelerated the growth of the area. The introduction of the railway in the mid-19th century saw further changes, with the first railway line in the country (Dublin to Kingstown / Dún Laoghaire) built through the Fitzwilliam lands. This facilitated the expansion of previously small villages at Booterstown and Blackrock, with the creation of new suburbs along the coastline.

The present road from Blackrock to Dublin follows an ancient routeway along the coastline, the *Slí Cualann*, one of the principal routes mentioned in early medieval documents.

15.3.1.2 The development of Merrion Square, Fitzwilliam Square and environs in the 18th century

This part of the city was, until the 18th century, an extensive tract of undeveloped land owned by Lord Fitzwilliam of Meryon (Merrion), whose family estates ran eastwards from Leinster House as far as Blackrock and Ringsend on the shores of Dublin Bay. The Anglo-Norman Fitzwilliam family first came to Ireland in the late 12th century, during the reign of King John (1199 to 1216) and established itself in south county Dublin. By the early 15th century, the Fitzwilliams had acquired the manor of Merrion, with their principal residence at Merrion Castle (De

Courcy 1996). The Fitzwilliam estate was a vast acreage in the possession of one family. It was leased as one property from the Corporation in the medieval period and subsequently passed down through the Fitzwilliam family. The very large estate included most of present-day Roebuck and Dundrum and ran up to the Dublin Mountains, where the family operated a quarry that provided granite for their various building projects (Pearson 2000). There were also extensive brickworks owned by the estate at Merrion Gates and Sandymount, which supplied bricks used in the construction of houses in their developments.

In 1745, the building of Leinster House (or Kildare House, as it was also known) commenced on what is now the west side of Merrion Square and was completed over two years later. This was an unprecedented move by the Earl of Kildare, to locate his town residence on the south side of the city, and it then acted as a significant catalyst for change for the previously unfashionable area. As Lord Kildare then predicted, the building of Leinster House was followed by an aristocratic migration to that neighbourhood. The area of land beyond the lawn of Leinster House came under pressure for development much quicker than was envisaged, as it was gradually drained, and the swampy land reclaimed.

The Fitzwilliam Estate began their development of the area by redesigning Upper Merrion Street in 1758, which had previously existed as a lesser route from the city (it appears on Brooking's map of 1728 named 'Merryon Lane'). The development of the area was carried out in the time of the 6th Lord Fitzwilliam, who remained in London as an absentee landlord from the time of the 1798 rebellion onwards. The successful completion and consistent management of the Fitzwilliam estate is directly attributable to the succession of agents, who were appointed to carry out and oversee the smooth running of the proposed projects of Lord Fitzwilliam.

Merrion Square was the first square to be laid-out, beginning in the 1760s. Leinster House was to be the loosely aligned central composition and its lawn an extension of the central garden to the square, and a large sequence of handsome houses on each side (Matthews 1997). Between 1762 and 1770, Nos 1 to 27 were constructed along the north side of the square and Nos 84 to 87 along the south side. Parts of the east and south sides were built between 1770 and 1786, and the remaining plots on these two sides between 1786 and 1793. The leases granted by Lord Fitzwilliam specified that each house had to be three-and-a-half storeys high above the cellars, have an eight-foot area in front and that the whole street had to be paved. Strict conditions applied and '*ale houses, soap boilers and so forth*' were banned (Pearson 2000). In 1791 a bill was passed in the House of Lords allowing for the centre of the square to be enclosed and planted (Ibid.).

Fitzwilliam Square was the last of the five Georgian squares in Dublin to be built. It was designed around 1789 and laid out in 1792. Like Merrion Square, Fitzwilliam Square comprises a central green, surrounded by four streets lined with uniform brick-built Georgian houses, with long gardens and stables and stable lanes to the rear. Completion of the square was delayed by a recession at the end of the 18th century, followed by the Act of Union in 1801, which led to many of the aristocratic and political classes moving to London. The centre of the square was enclosed in 1813 through an Act of Parliament and the last of the leases were issued in the 1820s. Both Merrion Square and Fitzwilliam Square remained prestigious addresses after the Act of the Union, attracting residents from the professional classes, such as doctors and lawyers (DCC 2006).

15.3.1.3 Baggot Street / Pembroke Road

The new 18th century suburbs developed by the Fitzwilliams were located along one of the principal routes south-eastwards out of the city. This was the ancient *Sí Cualann*, which is followed roughly by the line of modern Baggot Street, Pembroke Road and Merrion Road, and onwards along the coast. Over the course of the 19th century, development would gradually extend along Baggot Street and Pembroke Road (named after the Earl of Pembroke, the landowner by this time) to Ballsbridge.

The area between the canal and Ballsbridge originally formed part of the medieval manor of Baggotrath. Baggotrath Castle (RMP DU018-055) once stood at the heart of the manor, built in the late 13th century by the Bagod (Baggot) family. The castle and the surrounding district took their name from Sir Robert Bagod, the Chief Justice of the Irish Common Pleas, who purchased the lands about 1280. These streets lie within the old townland of Baggotrath, a place-name that suggests the former presence of a ring-fort or rath. While its location may never be known, given the extent of the development that has taken place over the centuries, the survival of 'rath' in the place-name indicates early medieval settlement. A fragment of an iron ring-pin was found in the surface soil of a garden on Clyde Road, west of Pembroke Road (NMI 1964:32), which also indicates early medieval activity.

In the late 14th century, ownership of the castle passed to the Fitzwilliam family and then into the possession of the influential English-born soldier and statesman Sir Edward Perrers in the early 15th century (Ball 1903). The

castle was the scene of a violent conflict in 1441. Perrers' widow Joanna, to whom the castle had passed following the death of their only son in 1428, died having appointed James Cornwalsh as her executor, the Chief Baron of the Irish Exchequer. Cornwalsh took possession of the castle, a move which was greatly resented by Perrers' daughter Ismay who had married into the Fitzwilliam family. Her husband raised a substantial troop of soldiers, attacked the castle, and according to the charges '*feloniously murdered*' Cornwalsh (Ball 1926). Despite the charge of murder, Fitzwilliam and Ismay were soon pardoned. The Government of Henry VI was notoriously willing to issue pardons, even for the most serious of crimes (Ross 1974).

The castle was described as being in a ruinous condition in 1489 but was later rebuilt and by the 1640s was said to be the strongest fortress near Dublin, although the owners complained of substantial damage to their property in 1642 (Ball 1903). In July 1649, Baggotrath Castle was partly demolished by the Parliamentary leader, Colonel Jones, to prevent its occupation by the marquis of Ormonde, prior to the Battle of Rathmines when Ormonde, leading the Royalists, attempted in vain to recapture Dublin. Further damage was done when Colonel Jones attacked the royal troops stationed at the castle (Kelly 1996). No attempt was made to restore the castle following these events and its remains were eventually demolished to make way for the expansion of the city in the 19th century.

The castle was described in detail by Austin Cooper in 1778, who thought it had been of large extent. It was drawn by Francis Grose in 1791 (Image 15.2), who also mentioned that '*the entranchments about it can be easily traced*' (Grose 1791). Its position near the road can be seen in the drawing.



Image 15.2: Drawing of 'Baggotsrath Castle' by Grose, 1791

The exact location of the castle is uncertain and has been placed variably at 44 to 46 Baggot Street Upper (Joyce 1912) or close to 12 Pembroke Road (Kelly 1996). The RMP site location is centred on Eastmoreland Place, with the associated ZAP encompassing both locations. It covers an area north and south of the junction of Eastmoreland Place with Baggot Street Upper and Pembroke Road (RMP DU018-055). Rocque's map of 1760 (Image 15.3), which pre-dates the building of the canal and the Georgian suburbs, shows the castle roughly mid-way between Ballsbridge and St Stephen's Green, on the north side of the main highway out of the city (present-day Baggot St Upper / Pembroke Road). Gallows Hill is marked on the map further northwards along the road. Duncan's later map of 1821 (Image 15.3) offers little assistance regarding the castle's location, as the label 'Baggot Rath' appears to be a place-name rather than an indication of the castle site. By the time of the first edition Ordnance Survey mapping, the remains of the castle had been removed and new houses had been constructed lining the streets (Image 15.4).



Image 15.3: Left: Rocque's Map of Dublin, 1760 (Ferguson 1998). Right: Duncan's Map of Dublin, 1821, Showing 'Baggot Rath' (Lennon 2008)

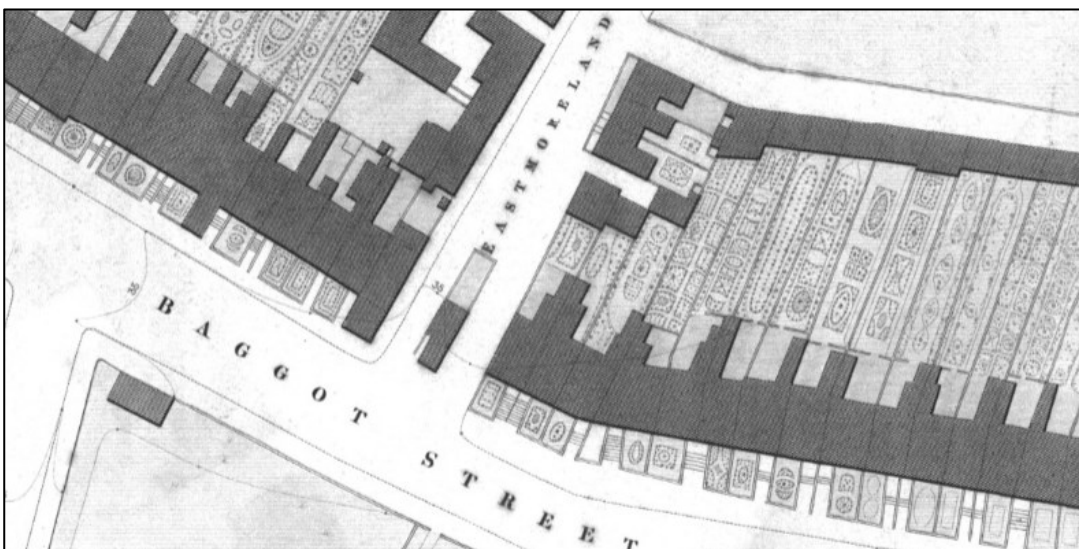


Image 15.4: Ordnance Survey Five-Foot Plan, 1847 Showing Baggot St Upper and Eastmoreland Place (OSI 2020)

15.3.1.4 Ballsbridge

The region is known to have been widely settled during the Neolithic period (c. 4500 BC to 2500 BC). While there is scarce evidence in the immediate vicinity of the Proposed Scheme, a stone axe found at No. 6 Pembroke Gardens in 1940 is indicative of activity here (NMI 1940:42). This was a time when a farming economy had been adopted in Ireland, with stone axes often used to clear areas of woodland to provide space for cultivation of crops and grazing for animals. Further indication of prehistoric activity comes from a Tripartite Bowl (NMI RIA1921:3), a food vessel deposited as grave goods, which was found in 1892 during the excavation of a sand pit in Ballsbridge. Such vessels typically date to the Early Bronze Age (c. 2500 BC to 1500 BC). Prehistoric activity is unsurprising given that the River Dodder flows through here. Riverine environs were attractive prospects, providing natural resources (food and water), as well as means of transport and communication.

Ball (1903) recounts the discovery of some 600 burials south of modern Ailesbury Road in the late 19th century, in a mound (RMP DU022-084) approximately 370m west of Merrion Road. In 1879 Sir William Frazer presented to the Royal Irish Academy an account of the discoveries made during the levelling of the mound. The excavation involved digging a trench through the mound from north to south. A Viking sword which accompanied a Viking burial within the mound, having been thought lost, was recognised in the Castle Museum, Nottingham in 1978.

The sword provided important information about the techniques of its manufacture. It has recently been suggested that far from being the site of a mass slaughter accompanying a Viking burial, the site provides evidence of a native Irish cemetery of the Early Christian Period into which a Viking burial has been placed. The Viking burial, which was described by the workmen who uncovered it as being accompanied by two female sacrificial burials, was located at the northern edge of the cemetery and was observed to be lying north / south with the head to the north. This burial was seen to have been undisturbed by any later burials, an indication that it had been inserted into a cemetery which had already been abandoned in the 9th century for adult burial by the local population. The cemetery at Ailesbury Road can now be recognised as a secular or family cemetery of the early medieval period into which a single Viking burial was deposited, possibly accompanied by two female sacrificial burials. This practice of depositing pagan Viking burials in Christian cemeteries is well attested elsewhere in Ireland, the Isle of Man and Britain.

Ballsbridge is a 19th century suburb of Dublin, built and laid out between 1830 and 1860, in an area that was once known as Simmons Court. The lands were originally granted to the Anglo-Norman magnate Walter de Ridelsford, who then granted them to Frambald FitzBoyderyn in 1238. The 13th century land grant divided the lands of Merrion from those of Donnybrook and Baggot Rath. By the 14th century the lands were in the possession of Thomas Smothe, whose family name is remembered in the place-name Simmons Court (a later corruption of 'Smothescourt' or 'Smotscourt', as the townland is named on the first edition Ordnance Survey six-inch map of 1843. Smothe built a walled-in enclosure or court for the safekeeping of cattle at night. The 'court' in the place-name appears to derive from the existence here during the late medieval period of a court or courts, used by the citizenry for various kinds of recreation, including bowling and archery. Dublin citizens are also known to have resorted to the '*green of Smothescourt*' on festive occasions (Ball 1907). The lands changed hands a number of times, with the lease eventually passing to the Fitzwilliams in the 16th century (Ibid.).

The lands were reached by a primitive wooden bridge, which fared badly under the increasing traffic to the port of Dalkey, then the main deep-water port of Dublin. This was the principal coastal route southwards from the city, crossing the Dodder at the point where Ball's Bridge now stands. The present triple-arched stone bridge was built in 1835, replacing an earlier stone bridge dating to 1791, which in turn replaced an earlier structure on the site (RMP DU018-059). There is known to have been a bridge on this site from at least the late medieval period and quite probably a ford before that. De Courcy (1996) suggests that from early times there were at least two fords across the lower Dodder, one located near Ballsbridge and the other crossing the main stream of the Dodder delta at Ringsend.

In the mid-16th century, the decayed condition of the bridge was brought before Dublin Corporation, who agreed that a voluntary contribution should be raised for its repair. This met with very little success and eventually the Corporation was forced to order every householder in the city and suburbs to provide a man '*for the ending of the work of the bridge of Smothescourt*' (Ball 1907). Although ships had begun to use the port of Ringsend instead of Dalkey, the bridge remained a problem, as the nearest bridge across the Dodder was at Clonskeagh and the fords were often flooded. Finally, the Corporation voted that £10 be taken from the City Funds and in the last half of the 16th century the bridge was repaired and improved (Ibid.).

The bridge was renamed 'Ball's Bridge' during the late 17th century, taking its name from the owner of Ball's House or Mansion (Lewis 1837). This was the principal house in the area at that time and stood near the pond in what is now Herbert Park (Bennett 2005). It was occupied by one of the barons of the Exchequer, Richard Mountney, and was previously the residence of the 4th Viscount Castlecomer. The Ball family were a well-known Dublin merchant family in the 16th century and 17th century and at least three generations of the family were elected mayors and sheriffs of Dublin.

Simmons Court Castle, a tower house (RMP DU018-063001) approximately 275m south-west of the Proposed Scheme, was deserted and derelict by the mid-16th century. During the rebellion of 1641, the lands of Simmons Court were laid waste. After the restoration, William Fitzwilliam lived in the Simmons Court Castle, but by the end of the 17th century, the castle was in ruins. The site is presently occupied by the house of the Sisters of Charity, constructed in 1798. All that now remains of the castle is a gate tower (RMP DU018-063002) built of coursed limestone masonry with dressed quoins.

At the start of the 18th century, Ballsbridge was little more than a hamlet that had grown up around the convergence of a number of roads at the crossing point of the Dodder. It was a rural area, but the presence of the river provided a source of power for small manufacturing industries. By the 1720s there was a linen and cotton printers and by the 1750s, a paper-mill and a gun-powder factory. By the early 1800s Ballsbridge was a small settlement on a major highway on the way to and from Dublin City.

In 1816 the 7th Viscount FitzWilliam died and bequeathed his estate to his cousin, the 11th Earl of Pembroke, a legacy that included extensive Dublin lands. The Pembroke Estate, began to develop the lands along the lines of fashionable and profitable London districts such as Belgravia and Mayfair. Ballsbridge was to be a city suburb to accommodate the local gentry, professionals and merchants, however, it was sufficiently distant from Dublin city that it was not yet considered a particularly sought-after neighbourhood. The first decades of the 1800s instead saw a number of leases for institutional and industrial purposes. For example, in 1806 Trinity College took a lease to establish the Botanic Gardens for the use of staff and students. The Gardens were bound by the roads of Pembroke, Lansdowne and Shelbourne, and survived as an oasis of green into the mid-20th century. A later industrial landmark was the Johnston, Mooney & O'Brien bakery established in Ballsbridge in 1889 along the Dodder. The baker survived until 1989 when the site was sold for development and is now occupied by the Herbert Park Hotel.

In 1903 the lands formerly known as the 'Forty Acres' were gifted to the public by the Earl of Pembroke to establish Herbert Park, which was first used to host the Dublin International Trades Exhibition in 1907. The exhibition ran from May 1907 to November 1907 and was visited by King Edward VII and his wife Alexandra, along with an estimated three million visitors. While the main purpose of the exhibition was to highlight Irish trade and commerce, there were also amusements for the public including the 'Canadian Waterchute', the pool of which remains to this day as the Park pond. The Park, which was named after Sidney Herbert, the Earl's father, was eventually opened to the public in 1911 (Howley Hayes Architects 2015).

The Royal Dublin Society began as 'The Dublin Society for improving husbandry, manufacture and other useful arts' and held its first meeting at Trinity College on 25 June 1731. It was granted a charter in 1750 and became the Royal Dublin Society (RDS) in 1821, following a royal visit to the city. The purpose of the RDS was to improve the conditions of the people and it carried out research in agriculture, established industries and encouraged the arts and sciences. In late 1814, the RDS acquired Leinster House from Frederick Augustus, 4th Duke of Leinster, where they remained until 1924 when the Minister of Finance announced the intention of the government to take over Leinster House. The society received £68,000 and moved to its present premises at Ballsbridge (Bennett 2005).

15.3.1.5 Merrion, Booterstown and Blackrock

15.3.1.5.1 Prehistoric Activity

There is scant evidence for prehistoric activity in the study area, most probably due to the extensive development that took place in the 18th century and 19th century. Nonetheless, it is clear that there was prehistoric activity along this part of the coastline, possibly from as early as the Mesolithic period (c. 8000 BC to 4000 BC), as there is known to have been elsewhere in County Dublin, for example, Dalkey Island and the River Liffey estuary. Current archaeological evidence indicates that there was habitation along this part of the coastline and its hinterland towards the later part of the Mesolithic period. Archaeological excavations in 2004 in advance of the Elmpark residential development at Merrion Road identified two flints of particular note, a single barbed and tanged arrowhead and a heavily utilised tertiary flint flake (Licence 04E0272). The former may date from the Beaker period, while the latter is possibly a Late Mesolithic Bann Flake (Baker 2004). During the Mesolithic period, people hunted, foraged, and gathered food, and appear to have had a nomadic lifestyle, probably occupying seasonal, temporary settlements. The most common evidence found to indicate such temporary settlements are scatters of worked flint material, a by-product from the production of flint implements.

There is also some indication of occupation during the Neolithic period (c. 4000 BC to 2500 BC), from a stone axehead recovered from the garden of a house in Blackrock (NMI 1978:283). Activity continued into the Bronze Age (c. 2500 BC to 500 BC), as indicated by the arrowhead recovered at Elmpark. The find corresponds to the large collection of Bronze Age Beaker pottery recovered at Dalkey Island, where there was a significant metal industry during the Late Bronze Age. There are other indicators in the wider landscape of activity in the region at this time, including a Late Bronze Age gold bracelet (NMI 1972:172) discovered during the excavation of the old grass playing fields at Newpark Comprehensive School (on Newtownpark Avenue) and two socketed bronze axeheads found in Stillorgan Park (NMI 1932).

15.3.1.5.2 Early Medieval Activity

The South County Dublin area was occupied in the 5th century by the Dal Meisin Corb, an early Leinster clan whose power declined in the 7th century and 8th century and with whom a number of early saints in the locality claimed ancestry (Ó Corráin 1972). In the 7th century the area was known as the land of Cuala which was later

divided into Ui Cellach Cuallan and Ui Briuin Cuallan. By the 10th century, the area was in the control of a Viking family known as the Sons of Thorchill (Mac Niocail 1972). By the time of the Norman invasion in 1169, the whole area had come under the control of an Irish chieftain named MacGillamochoilmog who married the daughter of the then king of Leinster, Dermot Mac Murrugh.

The Blackrock cross (RMP DU023-005) is a recorded monument on the main street of the village. It is classified as a Fassaroe-type cross, which are a small group of distinctive granite crosses likely to have been the work of the same stone mason who worked in Rathdown in the middle of the 12th century (others include Fassaroe, Killegar, Rathmichael and Shankill). The Blackrock example is a small granite cross shaped with chamfered edges, it has a head carved in high relief on one face and on the opposite face there is an abstract incised pattern. It is thought that these crosses were boundary or route markers. This cross is said to have been brought to Blackrock by Walter Cheevers in 1678 from the early Christian site in Monkstown (RMP DU023-013), one of several such foundations in the wider landscape (such as Kill of the Grange (RMP DU023-015) and Stillorgan (RMP DU023-011). It marked the boundary of the property of the Byrne family between 1765 and 1773.

Blackrock lies at the southernmost extremity of the franchises of the Dublin City, a boundary which is described on Rocque's Map of 1760 as *'this line determines the bounds of the Rt. Hon.e Lord Mayor'* (Ferguson 1998) (Image 15.14). Blackrock is mentioned in the accounts of the riding of the franchises, in 1603 it is described as follows *'the black stone now caled Blacke Rocke, opposite against the place where the Sheryfes of Dublin doe keape courte upon the land on the west side of Newton-of-the-stone'* (Logainm 2020b, Ball 1900). In 1488, this part of the Proposed Scheme had been described as being from a point near *'Reinelan'* to *'the black stone be Este Myrrionge'* (Ibid.). The Dublin Corporation, when riding the franchises, crossed the sands from near Poolbeg to *'the Black Rock'* and then by low water mark to a point opposite the cross, where one of the party members waded out as far as he could, and cast a javelin into the sea to indicate the limit of the boundary eastward. Although the granite cross of Blackrock is often said to mark the termination of the ancient jurisdiction of the Dublin Corporation, this may represent a secondary function for a cross that is ecclesiastical in its origin.

15.3.1.5.3 Medieval Settlement

The medieval manor of Thorncastle incorporated the modern townlands of Booterstown, Blackrock, Merrion and part of Mount Merrion.

The etymology of the place-name Merrion can be traced back to *Tracht Furbthen*, the shore where, according to legend, the nine avengers pursuing Conaire landed after crossing from *Ben-Edair* (Howth). The name evolved through middle Irish to *Muirbthen* and from this, given its phonetic affinity in English, to Muryong, Meriyonge and eventually Merrion (Logainm 2020c).

The site of the present St Mary's Nursing Home, near Merrion Gates, was the location of what was one of the principal medieval castles in the immediate environs of Dublin. The castle at Merrion (RMP DU023-001001) was the seat of the Fitzwilliam family from the early part of the 15th century. Prior to this, the Fitzwilliams were well established in the southern part of the county and held large tracts of land there. By the 15th century, they held four manors at Merrion, Dundrum, Thorncastle and Baggottrath and their lands extended from Blackrock and Kilmacud to Trinity College and St Stephen's Green.

The lands around Merrion had originally been granted to Walter de Ridelsford, Lord of Bray, who also held lands in Kildare and Galway. The area was originally called *Cnocro*, meaning the red hill. Merrion seems to have been held in conjunction with the manor of Thorncastle, which consisted of the lands between Merrion and Blackrock. The lands passed to Christiana de Marisco, a minor, who was closely associated with Eleanor of Provence, the widow of Henry III, and accompanied her abroad. Christiana never married and it seems likely that she entered a convent with Eleanor of Provence. She eventually exchanged her lands in Ireland for property in England. Merrion and Thorncastle passed into the hands of the crown at the end of the 13th century.

The manor became the property of William le Deveneis, Remembrancer of the Exchequer in Ireland. Subsequently, the lands passed to Walter de Islip and in approximately 1320, to Robert de Nottingham, Mayor of Dublin. After his death, they passed to Thomas Bagod, through his marriage to Nottingham's widow.

The first reference to a castle on this site is in 1334, when Thomas Bagod signed a deed there relating to the area now known as Simmons Court. Thomas Bagod held the lands of Thorncastle and Merrion until his death. The lands

then passed to John de Bathe and in 1366, to Sir John Cruise, the owner of the adjacent estate of Stillorgan. Cruise is described as 'of Merrion' (Ball 1900), which would suggest that he resided there, probably in the castle.

The building of a castle at Merrion, along with an associated church (Merrion Chapel), is attributed to Cruise (Ibid.). The site of Merrion Chapel or Church (RMP DU023-053001) is located on the south side of Bellevue Avenue (formerly Churchyard Lane), just off Merrion Road (opposite Tara Towers hotel), in a small walled graveyard (RMP DU023-053002). It is mentioned in 16th century references to the Fitzwilliam family who *'bequeathed a gown and chainlet, a double of satin to make vestments'* (Ball 1900). The church probably went out of use after the Reformation, though Ball recorded that the graveyard continued to be used for burial *'by the very poorest people'* during the 18th century and 19th century (Ibid). One of the headstones in the graveyard was erected to the memory of soldiers who drowned in a shipwreck during the winter of 1807 (Joyce 1912).

The 'Churchyard Lane' was described as an *'ancient route'* that passed *'by an old field-path and double-ditch that ran through the fields a little south of Aylesbury Road as far as Nutley Lane, where it turned to the southward, and emerged on the Rock Road at Old Merrion Churchyard'* (Joyce 1912).

D'Alton, writing in the 1830s states that *'the old church presents some few but insignificant remains, in the middle of a graveyard most scandalously open to every species of insult and desecration'* (D'Alton 1838). By 1912 it was the *'Old Merrion churchyard now neglected, enclosed by a high wall'* (Joyce 1912). It is depicted on Taylor's map of 1816 as the 'Burying Place' at 'Old Merrion', flanked by 'Church Yard Lane' (Image 15.5).

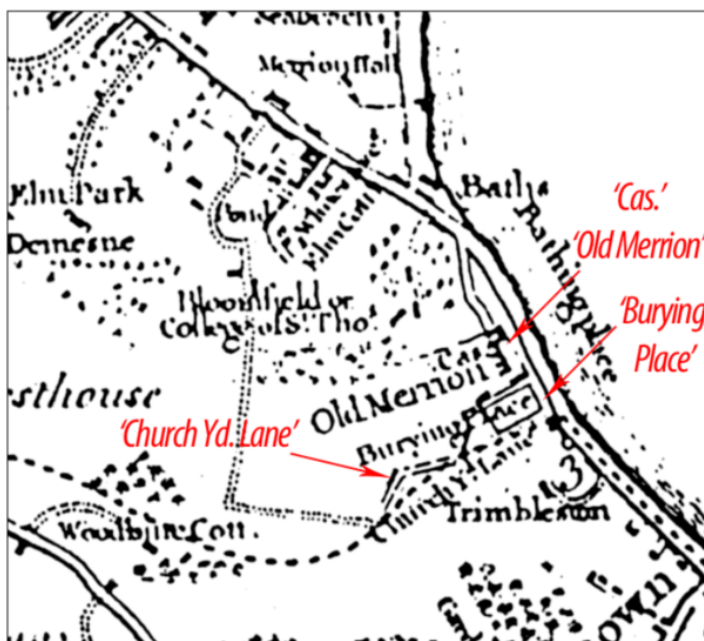


Image 15.5: Taylor's Map of the Environs of Dublin, 1816 Showing Merrion Graveyard (RMP DU023-053002) (Taylor 1816)

From Sir John Cruise, the lands of Merrion and Thorncastle passed to the Fitzwilliam family. The first of the Fitzwilliams to be resident on these lands was James, who was married to a daughter of Sir John Cruise. At the end of the 15th century, Merrion became the property of another branch of the Fitzwilliams, seated at Dundrum. The Fitzwilliams made Baggotrath Castle their principal residence until the mid-16th century. Sir Thomas Fitzwilliam occupied Merrion Castle in his later life until his death in 1591 and his son Richard occupied the castle for five years, wherein he died. In 1629 Thomas Fitzwilliam acquired the titles of Baron Fitzwilliam of Thorncastle and Viscount Fitzwilliam of Merrion (Meryon). In 1661 his son Oliver was rewarded by Charles II with the title earl of Tyrconnel, although this title did not survive in the Fitzwilliam line after his death. He was succeeded as Viscount Fitzwilliam by his brother William. The fourth Viscount Fitzwilliam served in the army of James II.

Another castle associated with the Fitzwilliam family once stood c. 365m south-west along Booterstown Avenue (RMP DU023-004). Booterstown Castle was built in the first half of the 15th century by the Fitzwilliam family on the site of an earlier castle. According to the Patent Rolls of Henry VI, Philip Fitzwilliam petitioned the king to provide funds to fortify a castle which had been destroyed in the beginning of the 15th century (Ball 1900). In the early 17th century it was held by Sir William Ryves, Attorney General and after the Restoration in 1660 the castle

was occupied by a family called Reyly. Vaults belonging to the 15th century are said to have been incorporated into a house that occupies the site.

15.3.1.5.4 Post-Medieval Activity

Merrion Castle remained occupied and was gradually altered by subsequent occupants. What the castle was like in the 14th century is unknown, but by the late 15th century / early 16th century, it must have been a considerable tower house. In the Civil Survey of 1654 to 1656, Merrion Castle is described as *'an old decayed Castle with a large Bawne. Valued by ye the Jury at two hundred poundes'* (Simington 1945). After the Restoration, Charles the Second bestowed the title of Earl of Tyrconnell on Fitzwilliam. The Earl added to and restored Merrion Castle and it was assessed as being a house with sixteen hearths, which would place it as one of the largest houses in the County Dublin. On the second floor of the castle, the family coat of arms was engraved in stone. It was noted that Oliver Fitzwilliam was granted liberty to demolish bulwarks of a fort on the estate. The Earl died in 1667 at the castle and was succeeded by his brother William who occupied Merrion castle as his country residence. The Fitzwilliams owned Brick Fields to the north of the castle and developed Merrion Square, Fitzwilliam Square, and most of what is now called 'Dublin 4' (Pearson 2000). Rocque indicates the extensive brick fields on his map of Dublin in 1760, which also shows Merrion Castle and nearby graveyard ('Burying Place') (Image 15.6).

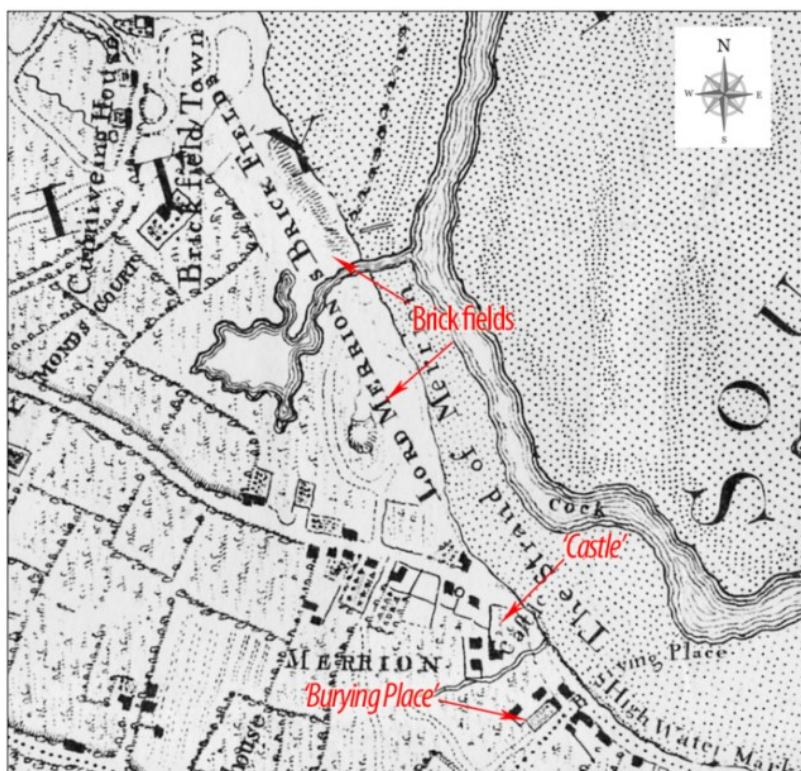


Image 15.6: Rocque's Map of Dublin, 1760, Showing Merrion Castle, Graveyard and Brick Fields (Ferguson 1998)

Construction began in 1711 on a new house in Mount Merrion, some 2km south-west of the castle, at the request of Richard, fifth Viscount Fitzwilliam, due to the poor state of Merrion Castle. The viscount would become an absentee landlord by 1725, when he retreated to London. The castle had fallen into such a decayed state that Walsh's Impartial News Letter of 16th May referred to:

'an account from Merian that a parcel of these outlandish Maramounts which are called Mountain Rats who are now here grown very common...walk in droves and do a great deal of mischief. (Joyce 1912)

After supposedly having devoured a woman and nurse-child in Merrion the inhabitants *'killed several which are as big as Katts and rabbits'* (Ibid.).

With the ancestral seat in Merrion no longer the residence of the Fitzwilliams, a new house was built in the late 1730s near the old castle at Merrion by their tenant (later land agent), Bryan Fagan. Correspondence from the

then-land agent Richard Matthews to Fitzwilliam in 1737 describes how Fagan leased a holding near the 'Castle of Old Merrion' and had 'built a house of Bricke and Slatted, and Encompassed a large Garden with a Stone wall nine feet high' (O'Kane 2016). Both the new house and the castle ruins are depicted on Barker's map of the Fitzwilliam Estate in 1762, as is the graveyard further east along the 'Blackrock Road to Dublin' that ran alongside 'The Strand' (Image 15.7 and Image 15.8).



Image 15.7: Left - Béranger's Sketch of 'Merrion Castle, 2 Miles from Dublin', 1766. Right - A Detail on Barker's Map (1762) Showing Both the Old Castle and the 18th Century House, Which is Aligned with a Tree-Lined Avenue and a Gate Lodge at the Entrance (O'Kane 2016)

Gabriel Béranger sketched the castle in 1766 (Image 15.7), at which time it was in ruins, and it is shown on Barker's map of around the same period (Image 15.8). The building was considerable in size and may have been partially occupied at this time as part of it was still roofed. Alterations within the ground floor area of the castle are visible in the sketch and may correspond to the cowhouse mentioned by the antiquarian, Austin Cooper, during his brief visit to the site in 1780. Cooper described the castle as being a 'piece of patchwork', with very old parts and other parts obviously more recent, such as the cut limestone embellishments around the windows (Ledwich 1790). He returned in 1781 to find that the castle was being systematically demolished (Ibid.).

Duncan's map of 1821 (Image 15.9) names 'Merrion Castle', possibly indicating that at least part of the ruins were still visible. The first edition OS six-inch map of 1843 (Image 15.10) shows the 18th century house, which it names 'Merrion Castle', as well as indicating the site of the castle to the north-east of the house. The 'Merrion Graveyard' is also depicted, to the south of the recently built houses at Merrion Parade, as is the newly constructed railway line.

In 1866, the site was acquired by the Irish Sisters of Charity and a convent and home for the blind was constructed there (Image 15.11 and Image 15.12). After the First World War, the Pembroke estates began to be sold off and in the 1930s, the large-scale construction of suburban housing around Mount Merrion began. The site of Merrion Castle was by then occupied by St Mary's Hospital for the Blind, at Merrion Gates. Whatever vestiges of the castle survived the demolition of the 1780s would have been completely obliterated during the subsequent building of the Convent and Hospital. Given the lack of indication on Barker's 18th century map, which names only the 'Churchyard', it is likely that the associated church was gone by this time. From this time onwards, all of the cartographic sources name only the graveyard (as on the 1865 to 1867 OS five-foot plan, Image 15.13), which survives today.

Today nothing survives above-ground of the castle, though an associated stone head (RMP DU023-001004) and an armorial plaque showing the Fitzwilliam coat of arms (RMP DU023-001004) have been set into the face of a new building, Fitzwilliam Hall, built on the site of the coach house, which once housed the two pieces.



Image 15.8: Barker's Map of the Fitzwilliam Estate in 1762, Showing the Area of 'Old Merrion' (O'Kane 2016)



Image 15.9: Duncan's Map of Dublin, 1821, Showing Merrion Castle and Graveyard (Duncan 1821)



Image 15.10: First Edition Ordnance Survey Six-Inch Map, 1843 Showing Merrion Castle (18th Century House), Site of Castle, Merrion Graveyard, and Newly Constructed Railway Line (OSI 2020)



Image 15.11: Ordnance Survey Five-Foot Plan, 1865 to 1867 Showing Site of Castle, Graveyard, and Railway Line (OSI 2020)

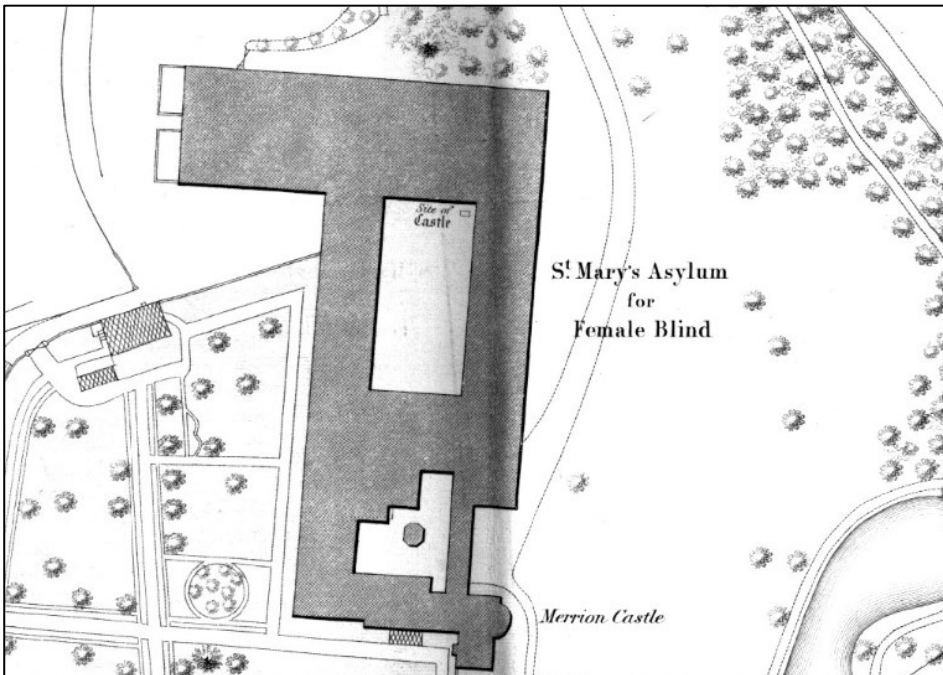


Image 15.12: Ordnance Survey Five-Foot Plan, 1865 to 1867 Showing Site of Castle, and Merrion Castle House Incorporated into St Mary's Asylum for the Female Blind (OSI 2020)



Image 15.13: Ordnance Survey Five-Foot Plan, 1865 to 1867 Showing Graveyard (Site of Merrion Church) (OSI 2020)

15.3.1.6 18th century, 19th century and 20th century development

15.3.1.6.1 The Grand Canal

The Grand Canal dates from the mid-18th century and formed a crucial role in the industrial development of both the urban and rural landscape of Dublin. Construction on the canal commenced in 1756, following the passing of an Act in 1715, proposing a link between Dublin and the rivers Shannon and Barrow. Interest waned until 1755, when the engineer Thomas Omer was appointed to the project. By 1763 he had completed three locks and six bridges towards Dublin and was concentrating on establishing a water supply from the River Morell near Sallins. At this point the Corporation of Dublin realised that the canal could be used to improve the water supply to the city and put up the money to complete the canal into the city. But when the canal was filled, the banks gave way, and the city did not obtain its water. By 1768, £77,000 had been spent on the project and little more was forthcoming.

In 1772 the Grand Canal Company was established by a group of noblemen and merchants, with a combination of private funding and public subscription, to ensure the future of the canal. By 1779 the canal from Sallins had been opened to traffic. In 1790, work on the circular line through the city had begun, from Portobello to Ringsend, where large docks adjacent to the Liffey were constructed. This was opened in 1796. The new South Circular Road followed the line of the canal, running alongside it. On the opposite side of Dublin City, the North Circular Road ran roughly parallel to the Royal Canal, albeit a block removed. The large oval created by the canals and the two Circular Roads provided a strongly articulated framework around the 18th century city, with its growing suburbs and ongoing development.

The building of the canal precipitated an unprecedented period of prosperity from the mid-18th century, resulting in a major change to the rural landscape beyond the Dublin City boundaries. Population growth, increased income from rentals, an upsurge in economic activity, and better prices for the agricultural sector all contributed to this new wealth. The canal, with its tow paths, bridges (one of which will be crossed by the Belfield Section of the Proposed Scheme, along Baggot Street Upper), locks, subsidiary harbours, and water basins, became a significant feature of the cityscape, while the waterway itself provided a major transport route for goods into and out of the city.

15.3.1.6.2 The Introduction of the Railway

The success of the canals was hampered by the arrival of the railway in the 19th century, which proved a far more effective means of transport. The first line to open was the Dublin to Kingstown (Dún Laoghaire) railway line (Image 15.10, Image 15.11, Image 15.15, Image 15.16), in 1834, arising from proposals by the merchants of Dublin to link the city with Dún Laoghaire Harbour. The latter was increasingly being used by larger ships because of the levels of silt at Dublin Port. The line ran from Westland Row (Pearse Street) to Seapoint and shortly after was extended to Dún Laoghaire. Blackrock Station opened on 17 December 1834.

The railway would radically alter both the coastline and the land alongside it, with the expansion of formerly small fishing villages such as Booterstown and Blackrock and the growth of suburbs along its route. These changes can be most easily appreciated through a comparison of Rocque's map of Dublin in 1760 with the first edition Ordnance Survey six-inch mapping, published in 1843 (Image 15.14 to Image 15.16).

Prior to the introduction of the railway there had been a slight inlet between Blackrock and Williamstown, where salt was collected from ponds. A salt tower (presumably for the drying and storing of salt) is shown near here on a mid-18th century engraving of Blackrock (Pearson 1999). The railway embankment created an area that flooded at high tide, which was described in the 1860s as a '*dismal, foul-smelling swamp*' (Wakeman 1865). In 1873 the land was reclaimed to create the present Blackrock Park, at a cost to the Blackrock Town Commissioners of £3000 (Pearson 1999). Another area that was markedly altered by the new railway embankment was at Booterstown, where there had previously been a popular sandy beach (Bennett 2005). The embankment created a marsh that is now the site of a bird sanctuary.

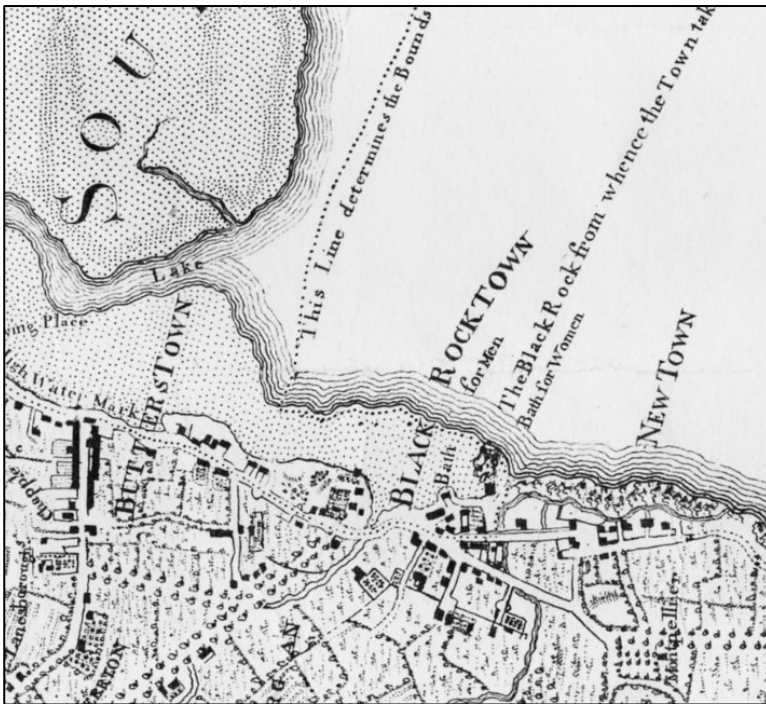


Image 15.14: Rocque's Map of 1760 Showing Booterstown and Blackrock (Ferguson 1998)



Image 15.15: First Edition Ordnance Survey Six-Inch Map, 1843 Showing Booterstown (OSI 2020)



Image 15.16: First Edition Ordnance Survey Six-Inch Map, 1843 Showing Blackrock (OSI 2020)

15.3.1.6.3 Suburban Development

In the early years of the 18th century two large estates were established behind Booterstown and Blackrock, Mount Merrion and Stillorgan. This heralded a period of great change in the landscape as, over the course of the 18th century and 19th century, it transformed from agricultural to predominantly residential.

By the mid-18th century, two long formal avenues (present Mount Merrion Avenue and Cross Avenue) had been laid out by Viscount Fitzwilliam, who had also let some lands in small parcels for the building of country houses. Blackrock became a fashionable bathing resort, popular among the wealthy Dublin aristocracy, and its popularity saw the establishment of many Marine Villas between it and Booterstown on what was then part of the lands of Booterstown. By the early 19th century the area was dotted with many houses, gardens and well-planted small estates.

A notable example of the many villas in the area is the former Frescati, the summer house of the Duke and Duchess of Leinster. It is known for its connection to Lord Edward Fitzgerald (their son), a famous participant in the United Irishmen 1798 rising. He died that year as a result of the rising and was an early advocate of the idea of an Irish nation built on non-sectarian lines. Frescati, like many other country villas, was demolished in the 20th century to make way for modern commercial and residential development.

The closing decades of the 19th century and throughout the 20th century saw the larger demesnes in the area broken up one by one and developed. The opening of the Dublin to Kingstown railway in 1834 meant that Merrion, Booterstown, and Blackrock became easily accessible from the city and the pace of development quickened. Anglesea Avenue and Sydney Avenue were built to coincide with the railway. New Edwardian terraces constructed for middle class professionals and civil servants commuting to the city were built along new roads, while institutions and educational facilities occupied the larger demesne houses.

15.3.1.6.4 Dublin's Tramways

An urban public transport system began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and

near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008).

The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (Corcoran 2008). At its peak, the system was heavily used, with over 60 miles of active line, and was profitable and advanced in both technology and passenger facilities (Ibid.).

Route No. 4 travelled along the same roads as the Proposed Scheme, from the City Centre to Sandymount. The DUTC commenced a horse-drawn tram service from Nelson's Pillar to Sandymount on 1 October 1872. The entire route was electrified in 1901 and was the only route with single deck electric cars. The trams were replaced by a bus service on 31 July 1932 (Corcoran 2008).

By the early 20th century the Dublin tramway system was seen as the most efficient of its type in Europe and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19th century into the 1920s (Carrig Conservation 2006). The decline of the trams accelerated in the 1940s and the last trams in Dublin City ran on 9 July 1949 (ibid).

15.3.1.6.5 Ground Investigations Archaeological Monitoring Report

Based on the results of a desk-based assessment, four areas of ground investigation works (GI) (R15-TP01, R15-TP02, R15-CP03, R15-CP05) were archaeologically monitored under licence (21E0053) as they were considered to have an archaeological potential (Whitty 2021) along the Blackrock to City Centre Core Bus Corridor Scheme. No features or material of an archaeological nature was revealed as a result of the monitoring (Appendix A15.4 of Volume 4 of this EIAR). Even though no archaeology was revealed, the monitoring report recommends that further consultation take place in the areas of archaeological potential (AAP1-AAP3). As such the proposed mitigation put forward in this report considers and incorporates these findings and conclusions in association with the proposed construction strategy as recommended.

Based on the results of a desk-based assessment, two areas of ground investigation (GI) works were identified for archaeological monitoring under licence (21E0053) along the Belfield to Ballsbridge Core Bus Corridor Scheme (Whitty 2021). Grassy verges at R14-TP02, St. Vincent's University Hospital and R14-TP03 at RTE were considered to be of archaeological potential, however due to a change in the GI schedule, TP02 did not go ahead. R14-TP03 revealed shell fragments in a layer above the natural ground level at a depth of 0.55m (Appendix A15.4 of Volume 4 of this EIAR). The mitigation proposed in this report takes account of these findings and has been suggested in conjunction with the construction strategy for the Proposed Scheme.

15.3.2 Archaeological Heritage: Stradbroke Road to Booterstown Avenue

15.3.2.1 National Monuments

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

15.3.2.2 Recorded Archaeological Monuments (RMP / SMR Sites)

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

15.3.2.3 Topographical Files, NMI

There is only one stray find recorded in the topographical files for the townlands along this section of the Proposed Scheme, a stone axehead recovered from the garden of a house in Blackrock (NMI 1978:283). It points to human activity along this part of the Dublin coastline in the Neolithic period and supports other available evidence for prehistoric activity (Section 15.3.1.5.1).

15.3.2.4 Previous Archaeological Investigations

Archaeological monitoring (unlicensed) of groundworks associated with a house at 3a Seafort Parade took place in January 2020. The site is located on, or close to the edge of what was depicted on maps through the 18th and early 19th centuries as an area of dry ground east of the coast road, an area once known as Williamstown, prior to the wider townland of Intake being reclaimed from the sea. No features or deposits of archaeological significance were identified. The features and stratigraphy exposed, supported by the recovered finds, corresponds with cartographic evidence that shows development on the site from the second half of the 19th century. Finds recovered from make-up layers at the site were principally domestic in nature, comprising ceramic tableware of late 18th to early 20th century date (shell-edged wares, transfer print, stoneware, black-glazed redware), the remains of 19th century bottles (including alcohol), and clay pipe examples of locally produced, mid-late 19th century date (Excavations 2020).

There have been no other archaeological investigations undertaken along or in the vicinity of this section of the Proposed Scheme.

15.3.2.5 Industrial Heritage

There is one industrial heritage site listed in the DCIHR (DCC 2003 to 2009) within this section of the Proposed Scheme (Table 15.4), representing part of the former tramline along Rock Road that once ran from the City Centre to Blackrock (Sheet 5 of 12, Figure 15.1 in Volume 3 of this EIAR). Although not visible, there is every possibility that the original tramlines survive below the existing road surface. Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

Table 15.4: Industrial Heritage Sites Within the Proposed Scheme (Stradbroom Road to Booterstown Avenue Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 23-01-005	Tramline (site of)	Rock Road	719847, 730627

15.3.2.6 Cultural Heritage

There are few items of cultural heritage interest along this section of the Proposed Scheme. There is a bronze sculpture known as the Blackrock Dolmen (CBC1415CH006, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR), created by Rowan Gillespie and erected in 1987 on the outskirts of Blackrock village (Figure 15.1 Sheet 1 of 12 in Volume 3 of this EIAR). It stands on the north side of the N31 dual-carriageway road, where it meets the main street leaving Blackrock village. Although it has no connection with any particular archaeological site, it references the wealth of prehistoric activity and settlement in South County Dublin. It also represents the general cultural heritage of Blackrock, where the sculptor's foundry is based.

Another prominent feature is Blackrock Park (Figure 15.1 Sheets 2 and 3 of 12 in Volume 3 of this EIAR), which is of historic interest as a result of its connection with the introduction of the railway in 1834, and as a 19th century designed public park. It was created as a direct result of changes to the coastline, as the area between the railway embankment and the road was inundated by the tides but never fully washed out and became a malodorous marsh. In 1873 the Town Council raised funds to develop a park, which is still being enjoyed as a public recreational area today. The park retains its pond, historic bandstand, pavilion and entrance gates (all of which are protected structures (RPS 1888, 112, 115) discussed in Chapter 16 (Architectural Heritage)), as well as much of the original layout of pathways.

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

15.3.2.7 Field Survey

A field survey was undertaken on 26 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.2.7.1 Physical and Cultural Environment

The historic character of this section of the Proposed Scheme is defined by its Victorian past, during which time many of the houses that line Rock Road and Merrion Road were built. Willow Park (now a school) and Blackrock College also have their origins in the Victorian period. The railway line, which opened in 1834, will be visible from the Proposed Scheme at Blackrock Park and Booterstown Marsh.

While the growth of the Victorian suburbs following the introduction of the railway has had a lasting impact on the character of the area, modern development is interspersed along its length and, in some parts, dominates the streetscape. This is particularly noticeable at the southern end of this section of the Proposed Scheme, where the dual-carriageway bypassing Blackrock is bounded by large commercial enterprises (including the new Frascati Centre). The Blackrock Dolmen sculpture, situated where Blackrock village meets the dual-carriageway, is the sole element of cultural heritage interest at this end of this section of the Proposed Scheme.

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

No areas of archaeological potential were identified on this section of the Proposed Scheme. A works area will be required at Blackrock Park, as a temporary land acquisition (Chainage A1320 to A1575). This area was formerly marshland that was reclaimed in the 19th century. This part of the park rises to meet the road which indicates that the depth of the reclamation deposits is considerable. As such, the archaeological potential is considered to be negligible.

There are no visible above-ground traces of the non-designated archaeological site, representing the former tramline that ran from the City Centre to Blackrock (DCIHR 23-01-005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.3.3 Archaeological Heritage: Booterstown Avenue to Nutley Lane

15.3.3.1 National Monuments

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

15.3.3.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are no recorded archaeological sites within this section of the Proposed Scheme, however, four are located within 50m (refer to Table 15.5 and Figure 15.1 Sheet 5 of 12 in Volume 3 in this EIAR and Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). These are clustered to either side of the Elm Park residential development on Merrion Road: a church and graveyard (RMP DU023-053001, DU23-053002) and a castle and fish pond (RMP DU023-001001, DU23-001005). Of these, only the graveyard has above-ground remains.

The church stood within a walled graveyard at the south end of the demesne of Merrion Castle and was probably built in the 14th century. While any above-ground remains of the church are gone, the walled graveyard remains intact, to the rear of an Apple Green service station on the south side of Bellevue Avenue (formerly named Churchyard Lane).

The Proposed Scheme will also run adjacent to the ZAP for the site of Merrion Castle and through the edge of the ZAP for a fish pond. Nothing survives above-ground of the castle structure, which was almost entirely demolished in the late 18th century. Its site is occupied by St Mary's Nursing Home (formerly St Mary's Home for the Blind), which was constructed in the 19th century. An associated armorial plaque and stone head (RMP DU023-001003 and -001004) survive within St Mary's Nursing Home c. 85m from the Proposed Scheme. The first edition of the Ordnance Survey six-inch map (1843) shows a serpentine fish pond in the grounds of Merrion Castle. It was filled in the second half of the 20th century, though the associated stream remains open today in the grounds of St Mary's.

Table 15.5: RMP / SMR Sites Within c. 50m of the Proposed Scheme (Booterstown Avenue to Nutley Lane Section)

RMP / SMR No.	Name / Type	Townland / St Address	ITM_E	ITM_N
DU023-053001	Church	Bellevue Avenue	719777	730622
DU023-053002	Graveyard	Bellevue Avenue	719800	730584
DU023-001001	Castle – tower house	Merrion Road	719627	730901
DU023-001005	Fish pond	Merrion Road	719696	730855

15.3.3.3 Topographical Files, NMI

No stray finds are recorded in the topographical files for the townlands along this section of the Proposed Scheme.

15.3.3.4 Previous Archaeological Investigations

There have been no previous archaeological investigations within this section of the Proposed Scheme and relatively few in its immediate vicinity, all of which are clustered around the Merrion Gates / Elmpark area (Table 15.6). These were undertaken within / adjacent to the ZAP, designated for the recorded site of Merrion Castle (RMP DU023-001001) and the associated church site and graveyard further south (RMP DU023-053001, DU023-053002).

A programme of testing was carried out in 2002 at large development site now occupied by the Elmpark residential estate, which lies between the site of Merrion Castle to the north and that of Merrion Church to the south (Licence 02E1260). It revealed a low density of archaeological features across the site, including medieval activity consisting of ditches, gullies and pits. An underwater survey of the stream that forms the northern limit of the site identified two possible bridge foundation plinths, despite intensive modification the streambed and banks in the past (Licence 02D079). Subsequent excavation focused on the medieval activity on the high ridge at the south end of the site, as identified by the testing in 2002 and later monitoring of topsoil removal in 2004 (Licence 04E0167). The excavation revealed approximately 94 features of archaeological interest, mostly pits, gullies, ditches and metal surfaces (Licence 04E0272). The material assemblage was dominated by late 12th century to mid-14th century pottery. The metal artefacts recovered were of similar date and of the type associated with ironworking, carpentry and horse-shoeing. Radiocarbon dates indicate occupation of the site from the late 13th century to the early 15th century. As no structures were identified, the evidence was interpreted as a working / processing area, located at the periphery of the manor of Merrion (Baker 2005).

Archaeological testing closer to the castle site, within the grounds of St Mary's, was undertaken in 2000. The trenches did not yield any features or artefacts of archaeological significance. This would suggest that this area, while adjacent to the castle, was not in contemporary use. However, some fragments of post-medieval pottery were noted in the spoil heaps, which might relate to the latest occupation of the castle. This material cannot be accurately dated as it was spread at this location from earlier excavations and developments within the St Mary's complex (Licence 00E0886, Tobin 2000).

Archaeological testing (Licence 03E1407ext, 03E1407ext.) also took place immediately adjacent to the western limit of Merrion graveyard (RMP DU023-053002, within the ZAP). The testing was carried out at a development site within the car park of the former Tara Towers Hotel, on the south side of Bellevue Avenue (this site and that of the former hotel are currently under development as a Maldron Hotel). The design layout of the trenches was established to investigate the possibility of burials extending beyond the current limit of the graveyard. However, no skeletal material was identified, and no features, deposits or artefacts of archaeological interest were uncovered (Excavations 2003). Subsequent archaeological monitoring was carried out in 2019 (Licence 19E0043). The monitoring of groundworks at the car park confirmed the former presence of buildings along the western graveyard wall and identified no evidence that the graveyard ever continued beyond its present western boundary. Monitoring of test-pits, the excavation of the test trenches, and the monitoring of ground works on the former hotel site, all pointed to the fact that the construction of the Tara Towers Hotel in the 1970s effectively removed all previous significant archaeological deposits from the site, if they ever existed (Excavations 2019).

Table 15.6: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Boosterstown Avenue to Nutley Lane Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of Investigation	Results
03E1407	2003:555	Former Tara Towers Hotel, Merrion Road	Testing	Adjacent to the graveyard (RMP DU023-053002). Nothing of archaeological interest identified.
02E1260, 04E0272, 04E0167	2002:563, 2004:559	Elmpark, Merrion Road	Testing, Monitoring, Excavation	Medieval activity, probably a working / processing area located at the periphery of the manor of Merrion Castle.
00E0886	2003:555	185 to 203 Merrion Road (St Mary's complex)	Testing	Adjacent to the castle site (RMP DU023-053002). Nothing of archaeological interest.
01E0426	2001:470	Sandymount / Merrion Strand, near Merrion Gates	Monitoring	Nothing of archaeological interest.
12E0360	2012:210 and 2013:035	Llandaff Terrace, Merrion Road	Monitoring	18 th century / 19 th century pottery and part of a 19 th century laneway
19E0043	2019:373	Former Tara Towers Hotel, Merrion Road	Monitoring	Adjacent to the graveyard (RMP DU023-053002). Nothing of archaeological interest identified.

15.3.3.5 Industrial Heritage

There is one industrial heritage site listed in the DCIHR (DCC 2003 to 2009) within this section of the Proposed Scheme (Table 15.7), representing part of the former tramline along Rock Road and Merrion Road that once ran from the City Centre to Blackrock (Figure 15.1 Sheet 5 of 12 in Volume 3 of this EIAR and Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Although not visible, there is every possibility that the original tramlines survive below the existing road surface.

Table 15.7: Industrial Heritage Sites Within the Proposed Scheme (Boosterstown Avenue to Nutley Lane Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 23-01-005	Tramline (site of)	Rock Road / Merrion Road	719847, 730627

One industrial heritage site is recorded adjacent to this section of the Proposed Scheme (Table 15.8) the site of an early 20th century dye works (on the site of the present Merrion House office building). Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage). The site has no above-ground trace and will not be affected by the Proposed Scheme.

Table 15.8: Industrial Heritage Sites Adjacent to the Proposed Scheme (Boosterstown Avenue to Nutley Lane Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 23-01-006	IMCO Dye Works (site of)	Merrion Road	719798, 730810

15.3.3.6 Cultural Heritage

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

15.3.3.7 Field Survey

A field survey was undertaken on 26 March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.3.7.1 Physical and Cultural Environment

The historic character of this section of the Proposed Scheme is defined by its Victorian past. Many of the houses that line Rock Road and Merrion Road were built during the Victorian period, as were most of the buildings in Booterstown village. The railway line, which opened in 1834, is visible from the proposed route at Booterstown Marsh and at Merrion Gates. The small red-brick railway station that once operated at Merrion Gates still stands on the side of the road, although it is now disused.

While the growth of the Victorian suburbs following the introduction of the railway has had a lasting impact on the character of the area, modern development is interspersed along its length and, in some part, dominates the streetscape. Modern residential development, new hotel development, and the expansion of St. Vincent's University Hospital have had a considerable impact on the streetscape along Merrion Road, to the northwest of Trimelston Avenue.

Nonetheless, the survival of some 19th century and 20th century street furniture provides a link with the historic development of the area as a busy Dublin suburb.

15.3.3.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The walled graveyard (DU023-053002) which contains the site of a church (DU023-053001) is set back 36m from the Proposed Scheme to the rear of a service station. Barker's map of 1762 shows the graveyard bounded to the east by the coast road. If the original eastern boundary did once extend as far as the road, there is the potential that features associated with the medieval church and burial ground may survive below-ground, within this section of the Proposed Scheme.

Further northwest along Merrion Road, the site of Merrion Castle (DU023-001001) and an associated fish pond (DU023-001005) are recorded within the grounds of St Mary's Nursing Home and it is possible that features associated with these sites may survive beneath the existing road surface.

There are no visible above-ground traces of the non-designated archaeological site, representing the former tramline that ran from the City Centre to Blackrock (DCIHR 23-01-005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.3.4 Archaeological Heritage: Merrion Road (Nutley Lane to Ballsbridge)

15.3.4.1 National Monuments

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

15.3.4.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are no recorded archaeological sites within c. 50m of this section of the Proposed Scheme.

15.3.4.3 Topographical Files, NMI

One stray find is recorded in the vicinity of the Proposed Scheme, in Ballsbridge, an Early Bronze Age Tripartite Bowl found near Serpentine Avenue, pointing to activity in the area during the prehistoric period (NMI 1940:42 and RIA 1921:3).

15.3.4.4 Previous Archaeological Investigations

There have been no previous archaeological investigations along the Proposed Scheme and those that have been carried out in its vicinity (Table 15.9) have revealed nothing of archaeological interest.

Table 15.9: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Merrion Road: Nutley Lane to Ballsbridge Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
02E1174	2002:514	Ailesbury Road	Monitoring	Nothing of archaeological interest, despite proximity to recorded burial mound (RMP DU022-085).
05E0677	2005:476	19 Sandymount Ave	Testing	Nothing of archaeological interest.
10E0156	2010:237	Simmons court Pavilion, RDS	Monitoring	Nothing of archaeological interest.
06E0019	2006:559	RDS Simmons court (S of Simmons court Rd)	Testing and Monitoring	Nothing of archaeological interest.
98E0016	1998:118	RDS Simmons court (N of Simmons court Rd)	Monitoring	Nothing of archaeological interest.
97E0363	1997:078	RDS Anglesea Road	Testing	Nothing of archaeological interest.
13E0367ext	2014:066	Ballsbridge (River Dodder flood defences)	Monitoring	Nothing of archaeological interest.
15E0579	2016:016	St Michael's College Sports Ground, Ailesbury Road	Testing	Nothing of archaeological interest.
15E0019	2015:563	South of Simmons court Rd (adjacent site of Simmons court Castle DU018-063001)	Monitoring (gas pipeline)	Nothing of archaeological interest.
17E0077	2017:784	South of Simmons court Rd (adjacent site of Simmons court Castle DU018-063001)	Testing	Nothing of archaeological interest.
07E1050 Ext.	2011:188	Pembroke Road, proximity to Ball's Bridge (RMP DU018-059)	Monitoring	Monitoring of works associated with the upgrading of water mains in the Pembroke Road (DC000085) District Metered Area (DMA). Nothing of archaeological significance, despite proximity to recorded bridge site at Ball's Bridge (RMP DU018-059).

15.3.4.5 Industrial Heritage

There are two industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) within this section of the Proposed Scheme (Table 15.10). Both relate to the Dublin tram network (DCIHR 18-16-006, 22-04-001, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 8 of 12 in Volume 3 of this EIAR), recording part of the former route of one of the tramlines along Merrion Square East, Fitzwilliam Street Lower, Baggot Street and Pembroke Road, and through Ballsbridge to Merrion Road. This tramline route originated in the City Centre at Nelson's Column and provided transport to Blackrock, with electrification occurring in 1901. Although not visible, there is every possibility that the original tramlines survive below the existing road surface.

Table 15.10: Industrial Heritage Sites Within the Proposed Scheme (Merrion Road: Nutley Lane to Ballsbridge Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-16-006	Tramline (site of)	Merrion Road	718950, 731455
DCIHR 22-04-001	Tramline (site of)	Merrion Road	718972, 731428

There is one industrial heritage site located adjacent to this section of the Proposed Scheme (Table 15.11). As this site has no above-ground remains and is located outside of the Proposed Scheme, it is not included in the Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. This DCIHR entry relates to the Royal Dublin Society (RDS) Branch Railway, which ran southwards from the Dublin to Kingstown line towards the RDS, which moved to this premises in 1879. It appears from the Ordnance Survey

25-inch map of 1907 to 1909 (Image 15.17) that the line terminated on the north side of Merrion Road, opposite the main hall.

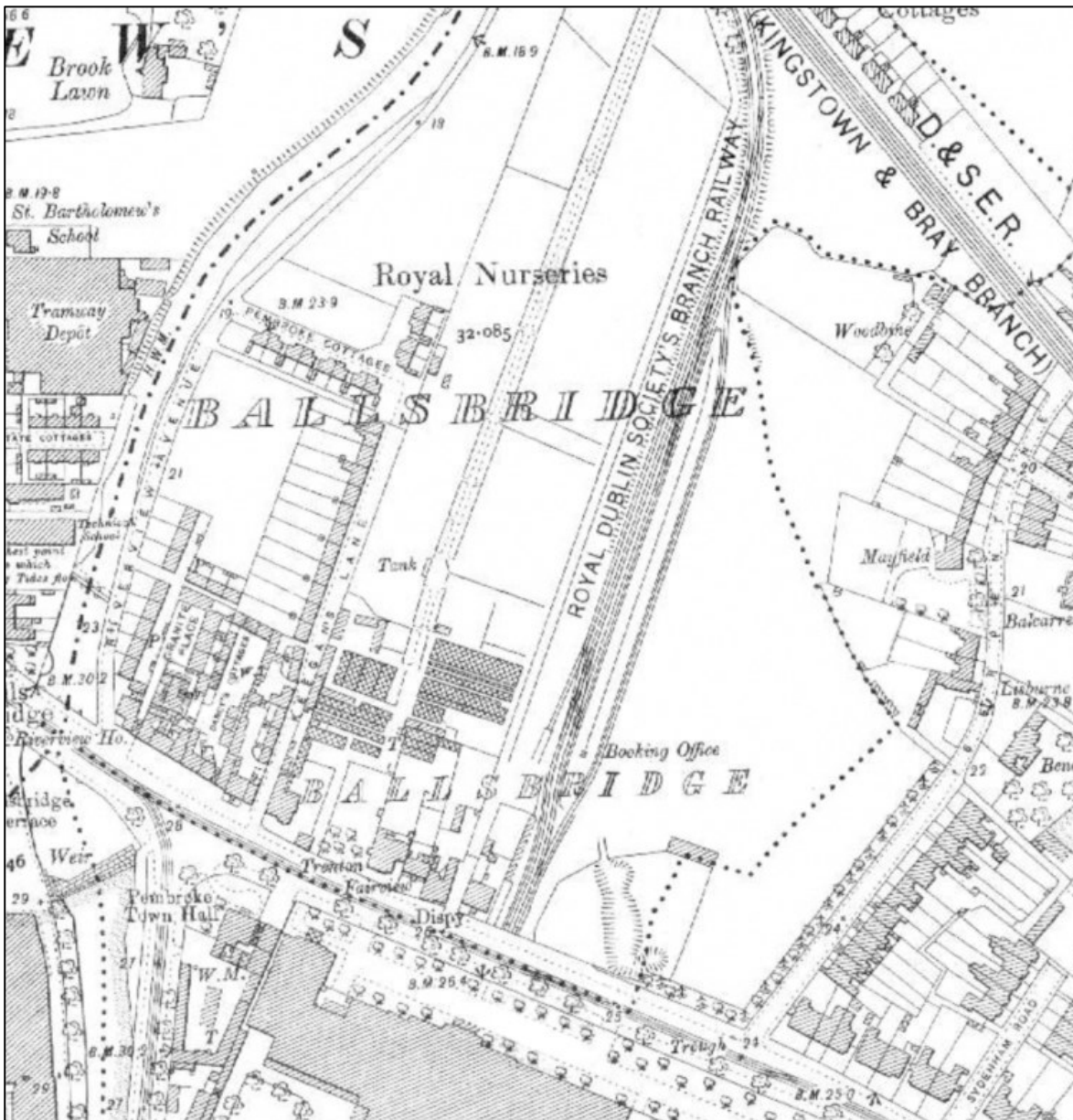


Image 15.17: Ordnance Survey 25-inch Map, 1907 to 1909 (OSI 2020), Showing RDS Branch Railway at Ballsbridge

Table 15.11: Industrial Heritage Sites Adjacent to the Proposed Scheme (Merrion Road: Nutley Lane to Ballsbridge Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-16-016	Railway line (site of)	Merrion Road at RDS	718004, 732369

15.3.4.6 Cultural Heritage

The Royal Dublin Society (RDS) is the name given in 1820 to a philanthropic organisation which was founded as the 'Dublin Society' on 25 June 1731 to see Ireland thrive culturally and economically. The society acquired its current premises at Ballsbridge in 1879 (RPS 5085, discussed in Chapter 16 (Architectural Heritage)). The RDS is synonymous with its campus in Ballsbridge and is a significant part of the cultural heritage of this area. The RDS complex includes a number of different venues which are used regularly for exhibitions, concerts and sporting events. A stone trough (CBC1415CH002, Appendix A15.1 (Inventory of Archaeological and Cultural

Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 10 of 12 in Volume 3 of this EIAR) that may be associated with the RDS was noted on the footpath opposite the complex. It is currently in use as a planter and is in the approximate location of a trough marked on the OS 25-inch map of 1907-09 (OSI 2020).

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

15.3.4.7 Field Survey

A field survey was undertaken on 13 July 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.4.7.1 Physical and Cultural Environment

The historic character of this section of the Proposed Scheme is defined by its Victorian past, during which time many of the houses that line Merrion Road were built. Growth of the Victorian suburbs increased in the second half of the 19th century and this is still reflected in the tree-lined streets of 19th century houses and villas, replete with cast-iron lamp-posts along both sides of the roads. Much of the village of Ballsbridge also dates to the 19th century. The RDS complex, built in the late 19th century, dominates the streetscape on the approach to Ballsbridge from the south. Thomas Prior Hall, the former Masonic Female Orphan School of Ireland, also dates to this period, is a fine example of Victorian public architecture and adds to the Victorian character of the area.

While the growth of the Victorian suburbs has had a lasting impact on the character of the area, modern development is interspersed along its length. Some of the more prominent modern intrusions are the Merrion Shopping Centre and extensive complex of St. Vincent's University Hospital at Nutley Lane, the Herbert Park Hotel in Ballsbridge, and the large development currently underway opposite the RDS. Despite this, a continuity of character is provided by the mature trees and historic lamp posts that line Merrion Road for much of its length.

15.3.4.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There are no visible above-ground traces of the non-designated archaeological sites, representing the former tramline that ran from the City Centre to Blackrock (DCIHR 18-16-006, 22-04-001, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.3.5 Archaeological Heritage: Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)

15.3.5.1 National Monuments

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

15.3.5.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There is one recorded archaeological site within the Proposed Scheme. An earlier bridge site crossing the River Dodder is located on the Merrion Road at Ballsbridge (RMP DU018-059, Table 15.12 and Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 10 of 12 in Volume 3 of this EIAR). The present triple-arched stone bridge crossing the river at Ballsbridge was built in 1835, replacing an earlier stone bridge dating to 1791, which in turn replaced an earlier structure on the site. There was a bridge on this site from at least the late medieval period.

The Proposed Scheme will traverse the ZAP associated with a second recorded archaeological site, that of a tower house (Baggotrath Castle) on Eastmoreland Place (RMP DU018-055, Table 15.13 and Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 11 of 12 in Volume 3 of this EIAR). Although the exact location of the former tower house is uncertain, it is known to have

stood on the north side of the street, in the vicinity of Eastmoreland Place (NMS 2020). Given that the present street follows the main highway out of the city, which functioned during the medieval period, the line of the road is likely to have functioned as a boundary to the tower house site.

Table 15.12: RMP / SMR Sites Within the Proposed Scheme (Ballsbridge to Merrion Square Section)

RMP / SMR No.	Name / Type	Townland / St Address	ITM_E	ITM_N
DU018-059	Bridge	Merrion Road (River Dodder)	717809	732457

Table 15.13: RMP / SMR Sites Within c. 50m of the Proposed Scheme (Ballsbridge to Merrion Square Section)

RMP / SMR No.	Name / Type	Townland / St Address	ITM_E	ITM_N
DU018-055	Castle - tower house	Eastmoreland Place	717070	732882

15.3.5.3 Topographical Files, NMI

Several stray finds have been recovered in the vicinity of Pembroke Road and Baggot Street, two of which are prehistoric in date: a stone-axe hammer that was found in a garden on Waterloo Road (NMI 1962:264) and a stone axe found at No. 6 Pembroke Gardens (NMI 1940:42). A fragment of an iron ring-pin was found in the surface soil of a garden on Clyde Road, west of Pembroke Road (NMI 1964:32). Ring-pins are typically early medieval in date and the name of this townland, Baggotrath, hints at the former presence here of a ringfort. Another find from Pembroke Lane is an iron dagger with an antler handle, of unknown date (NMI IA/28/2011).

15.3.5.4 Previous Archaeological Investigations

There have been no previous archaeological investigations along the Proposed Scheme and those that have been carried out in its vicinity (Table 15.14) have revealed nothing of archaeological significance. Where archaeological deposits have been found, they relate to post-medieval or industrial activity or residential development. These results correspond to the historical development of the area, demonstrating the formerly rural nature of the area, prior to the extensive (and archaeologically destructive) development from the 18th century and 19th century onwards.

There is also a record of human remains being found during the digging of a trench off Baggot Street (exact location unknown, but in the vicinity of Pembroke Row and Lad Lane). The site was investigated by an archaeologist from the NMI. The bones were disarticulated, with one recovered 0.56m below the pavement surface. The NMI were informed by the coroner that there was a trephination in one of the skull fragments recovered by the Gardaí, indicating a modern operation. He was of the opinion that the skull was from a teaching collection (Excavations 1967).

Table 15.14: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Ballsbridge to Merrion Square Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
95E0009	1995:060	Pembroke Place / Herbert Park Place	Testing	Nothing of archaeological significance. Culverted millrace / watercourse identified running through the site (8m wide and parallel to the River Dodder), associated with the mill complex situated here before it was developed as a bakery. Parts of a red-brick structure were identified, presumably mill buildings. No evidence for earlier (medieval) milling nor for this being the location of Ball's Mansion.
04E0963	2004:466	160 Shelbourne Road	Testing	Nothing of archaeological interest. The area was heavily disturbed by modern development.
98E0212	1998:137	Baggot Lane	Monitoring	Nothing of archaeological interest, despite proximity to recorded castle site of Baggotrath (RMP DU018-055)
95E0240	1995:071	Eastmoreland Place / Eastmoreland Lane	Testing and Monitoring	Nothing of archaeological significance, despite proximity to recorded castle site of Baggotrath (RMP DU018-055). Organic layer, with much charcoal, bone and 17 th /18 th century pottery, suggests possible cesspit.
08E0233	2009:317	Percy Place	Monitoring	Nothing of archaeological interest.

Licence No.	Excavations Bulletin Ref.	Location	Type of investigation	Results
04E1489	2004:560	63 Merrion Square (S)	Testing	Nothing of archaeological significance. Testing to the rear of the coach house identified a base layer of sticky clay, representing the open fields depicted on Rocque's map of 1773, with poor marshy ground conditions prior to the construction of the house and stables in the 18th century. Found that the coach-house, stables and the dividing yard with the garden were all constructed at the same time.
09E0469	None	63 Merrion Square (S)	Testing	Nothing of archaeological significance. Testing found that Georgian-Victorian garden horizons survive immediately beneath modern levels on Merrion square and probably elsewhere in the city. It identified the basic plan of the late Georgian garden, which was simple and formal comprising a central elliptical lawn which was circumvented by a gravel path bounded by perimeter planting beds at the base of high stone walls. Of interest also was the deliberate attempt to emphasise the symmetry of the garden when viewed from the house by placing it slightly off-centre within the plot.
14E0407	2015:056	Wilton Place / Lad Lane / Pembroke Row	Monitoring	Nothing of archaeological significance. Revealed evidence for early 19th century and 20th century levelling deposits, a late 19th century occupation deposit, a late 18th century field boundary and an earlier field boundary.
16E0084	2016:651	Pembroke Road / Lansdowne Road / Shelbourne Road	Testing and Monitoring	Nothing of archaeological significance. The scant evidence for the botanical gardens established by Trinity College Dublin (TCD) in 19th century was truncated by the modern development of the hotel in the early 1970s.
13E0367 and 13E0367 ext.	2013: 039 2014:066 2015:568	Ballsbridge (River Dodder flood defences)	Monitoring	Nothing of archaeological interest.
07E1050 Ext.	2011:188	Pembroke Road / Eastmoreland Place / Ball's Bridge	Monitoring	Monitoring of works associated with the upgrading of watermains in the Pembroke Road (DC000085) and Anglesea Road (DC000086) District Metered Area (DMA). Nothing of archaeological significance, despite proximity to recorded castle site of Baggotrath (RMP DU018-055) at Eastmoreland Place / Pembroke Road, and proximity to recorded bridge site at Ball's Bridge (RMP DU018-059) .
13E0454	2013:219	Shelbourne Road, Former Veterinary College	Monitoring	Nothing of archaeological interest.
16E0084	2016:651	Pembroke Road / Lansdowne Road, adjacent Former Veterinary College	Testing	Nothing of archaeological interest.

15.3.5.5 Industrial Heritage

There are two industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) within this section of the Proposed Scheme (Table 15.15). Both relate to the Dublin tram network (DCIHR 18-11-002, 18-15-005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheets 11 and 12 of 12 in Volume 3 of this EIAR), recording the former route of one of the tramlines along Merrion Square East, Fitzwilliam Street Lower, Baggot Street and Pembroke Road, and through Ballsbridge to Merrion Road. This tramline route originated in the City Centre at Nelson's Column and provided transport to Blackrock, with electrification of the route occurring in 1901. Although not visible, there is every possibility that the original tramlines survive below the existing road surface.

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

Of the two sites located adjacent to the Proposed Scheme (Table 15.16), neither has any above-ground trace and will not be affected by the Proposed Scheme. The Royal Dublin Society (RDS) Branch Railway ran southwards from the Dublin to Kingstown line towards the RDS, which moved to this premises in 1879. It appears from the Ordnance Survey (OS) 25-inch map of 1907-09 that the line terminated on the north side of Merrion Road, opposite the main hall. The site of an iron works shown on the OS five-foot plan of 1847 is now occupied by Hume House.

Table 15.15: Industrial Heritage Sites Within the Proposed Scheme (Ballsbridge to Merrion Square Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-15-005	Tramline (site of)	Pembroke Road, Baggot Street Upper	717085, 732835
DCIHR 18-11-002	Tramline (site of)	Fitzwilliam Street Lwr., Baggot Street Lwr.	718972, 731428

Table 15.16: Industrial Heritage Sites Adjacent to the Proposed Scheme (Ballsbridge to Merrion Square Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-16-024	Iron works (site of)	Pembroke Road	717640, 732682
DCIHR 18-16-016	Railway line (site of)	Merrion Road at RDS	718004, 732369

15.3.5.6 Cultural Heritage

The 18th century Grand Canal, its tow path and the bridge crossing it at Baggot Street (McCartney Bridge) are an important element of cultural heritage interest along this section of the Proposed Scheme (discussed in Chapter 16 (Architectural Heritage)).

A memorial is located in an alcove to the side of the pavement at the junction of Pembroke Road and Herbert Park, dedicated to the Third Battalion Dublin Brigade and erected in 1973 (CBC1415CH005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 10 of 12 in Volume 3 of this EIAR).

Other features of cultural heritage interest identified along this section of the Proposed Scheme include a variety of historic street furniture, such as cast-iron lamp posts, post boxes, historic paving, jostle stones, and coal-hole covers. With the exception of the coal-hole covers (CBC1415003 to CBC1415005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 12 of 12 in Volume 3 of this EIAR), historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

15.3.5.7 Field Survey

A field survey was undertaken on 13 July 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.5.7.1 Physical and Cultural Environment

This section of the Proposed Scheme will run along the broad tree-lined streets that approach the City Centre from Ballsbridge. Although Victorian character is present in the architecture at Ballsbridge and in the houses along Pembroke Road, the modern intrusions are more frequent. Some of these are distinctive and lend their own character to the area, such as the iconic 1960s building that houses the American Embassy. Others, such as Hume House and the sprawling hotel complex beside it and Lansdowne House, detract from the historic character of the surviving Victorian buildings.

The Grand Canal provides an attractive prospect at the point where the Proposed Scheme will enter the Georgian 'suburbs' of wide streets and brick-built terraced houses. Construction was underway at the time of assessment along the entire east side of Fitzwilliam Street Lower.

15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

Two areas of archaeological potential were identified on this section of the Proposed Scheme. The crossing of the River Dodder in Ballsbridge is the site of an earlier bridge or ford (RMP DU018-059, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). The River Dodder has been significantly altered over time, with the most recent works being those for the Lower Dodder Flood Defence Works. This has reduced the inherent archaeological potential of the River Dodder, though it is possible that elements of earlier bridges may survive within / beneath the existing 19th century structure.

The Proposed Scheme will traverse the ZAP associated with a recorded tower house on Eastmoreland Place (RMP DU018-055, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Although the exact location of the tower house is uncertain, it is known to have stood on the north side of the street, in the vicinity of Eastmoreland Place. Given that the present street follows the main highway out of the city, which was present during the medieval period, the line of the road is likely to have functioned as a boundary to the tower house site. Nonetheless, there is the potential that associated features may survive beneath the existing pavement / road surface.

There are no visible above-ground traces of the non-designated archaeological sites, representing the former tramline that ran from the City Centre to Blackrock (DCIHR 18-11-002, 18-15-005, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.3.6 Archaeological Heritage: Nutley Lane (R138 to Merrion Road)

15.3.6.1 National Monuments

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

15.3.6.2 Recorded Archaeological Monuments (RMP / SMR Sites)

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

15.3.6.3 Topographical Files, NMI

There are no stray finds recorded in the vicinity of this section of the Proposed Scheme.

15.3.6.4 Previous Archaeological Investigations

There have been no previous archaeological investigations undertaken along this section of the Proposed Scheme and only one in its vicinity. Archaeological testing was carried out in the RTÉ Campus, to the north of Nutley Lane, but revealed nothing of archaeological interest (Excavations 2010).

15.3.6.5 Industrial Heritage

No industrial heritage sites were identified along this section of the Proposed Scheme. Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

15.3.6.6 Cultural Heritage

Only one item of cultural heritage interest was identified along this section of the Proposed Scheme, the campus of the state broadcaster RTÉ (established in 1960) which occupies a large site at the west end of Nutley Lane, in the grounds of the former Montrose House. The national broadcaster, RTÉ, has played a central role in reflecting many of the defining moments in Irish culture since it was established in 1960. Television became an important force within Irish culture as it helped to explore topics often deemed controversial and helped to influence the changing social structure of Ireland. A recent change to the campus entrance hides the stone engraved with 'Raidió Teilifís Éireann'. The boundary is a relatively recent replacement and does not contribute to the cultural heritage value of the asset. Although the modern campus does not add to the historic character of the area and is quite discreet, RTÉ represents an important part of Dublin City's cultural heritage.

(CBC1415CH001, Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR; Figure 15.1 Sheet 7 of 12 in Volume 3 of this EIAR).

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

15.3.6.7 Field Survey

A field survey was undertaken on 13 July 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.6.7.1 Physical and Cultural Environment

This section of the Proposed Scheme comprises a mix of 20th century residential development along the north-west side of the road, with the RTÉ campus at the south end and the Merrion Shopping Centre at the north end. On the south-east side of the road, a large area of the land is taken up by the Elm Park Golf & Sports Club, with St. Vincent's University Hospital dominating the junction with Merrion Road.

The presence of the RTÉ campus at the junction of Nutley Lane with the Stillorgan Road contributes to the cultural environment. The national broadcaster has played a central role in reflecting (and in some cases influencing) many of the defining moments in Irish culture since it was established in 1960.

15.3.6.7.2 Archaeological Potential and Non-Designated Archaeological Sites

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

15.3.7 Proposed Construction Compound

15.3.7.1.1 Stradbrook Road to Booterstown Avenue

There will be a construction compound at an existing hard-surface car park on the south side of the Rock Road (Chainage A1945 to A2060). The area was formerly part of the shoreline and was reclaimed following the construction of the railway in the 19th century. It lies c. 125m north-west of a Martello Tower (RMP DU023-002), which was designed and placed to take in the views out to sea. Given the existing hard surface and the reclaimed nature of the site, the archaeological potential is considered to be negligible.

15.4 Potential Impacts

15.4.1 Characteristics of the Proposed Scheme

Ground-breaking works required for the construction of the Proposed Scheme may cause impacts to archaeological heritage. From an archaeological perspective, ground-breaking works (for the purpose of the Proposed Scheme) refers to the following activities:

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

15.4.2 'Do Nothing' Scenario

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

15.4.3 Construction Phase

15.4.3.1 Stradbroke Road to Booterstown Avenue

15.4.3.1.1 Archaeological Heritage

15.4.3.1.1.1 National Monuments

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

15.4.3.1.1.2 Recorded Archaeological Sites / Monuments (RMP / SMR sites)

No RMP / SMR sites will be impacted by this section of the Proposed Scheme.

15.4.3.1.1.3 Non-Designated Archaeological Sites

One non-designated archaeological site of industrial heritage interest was identified within this section of the Proposed Scheme, which relates to the Dublin tram network. It represents part of the former tramline along Rock Road that once ran from the City Centre to Blackrock (DCIHR 23-01-005). Although not visible, it is possible that the original tramlines survive below the existing road surface. Ground-breaking works within the road carriageway along Rock Road will impact on any remains that survive below ground. The tramline site has a low sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.1.2 Cultural Heritage

As outlined in Appendix A15.1, Volume 4 of this EIAR, there will be no impact on CBC1415CH006 (Sculpture). No cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

15.4.3.1.3 Summary of Impacts

The impacts are summarised in Table 15.17, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.17: Summary of Potential Construction Phase Impacts (Stradbroke Road to Booterstown Avenue Section)

Assessment Topic	Potential Impact
DCIHR 23-01-005, Tramline (site of)	Negative, Slight, Permanent

15.4.3.2 Booterstown Avenue to Nutley Lane

15.4.3.2.1 Archaeological Heritage

15.4.3.2.1.1 National Monuments

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

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

There are four RMP / SMR sites located in the vicinity of this section of the Proposed Scheme, clustered to either side of the Elm Park residential development on Merrion Road: a church site and graveyard (RMP DU023-053001, -053002), and the sites of a castle and fish-pond (RMP DU023-001001, SMR DU023-001005). Of these, only the graveyard has above-ground remains. There is the slight potential that features associated with these sites may survive beneath the present road surface and will be impacted by ground-breaking works. The RMP / SMR sites have a medium sensitivity value and the magnitude of impact is low, therefore the potential impact on the four sites is Negative, Slight, Permanent.

15.4.3.2.1.3 Non-Designated Archaeological Sites

One non-designated archaeological site of industrial heritage interest was identified within this section of the Proposed Scheme, which relates to the Dublin tram network. It represents part of the former tramline along Rock Road that once ran from the City Centre to Blackrock (DCIHR 23-01-005). Although not visible, it is possible that the original tramlines survive below the existing road surface. Ground-breaking works within the road carriageway along Rock Road, will impact on any remains that survive below ground. The tramline site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.2.2 Cultural Heritage

No cultural heritage sites were identified for this section of the Proposed Scheme. Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

15.4.3.2.3 Summary of Impacts

The impacts are summarised in Table 15.18, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.18: Summary of Potential Construction Phase Impacts (Boooterstown Avenue to Nutley Lane Section)

Assessment Topic	Potential Impact
RMP DU023-053001, Church	Negative, Slight, Permanent
RMP DU023-053002, Graveyard	Negative, Slight, Permanent
RMP DU023-001001, Castle – tower house	Negative, Slight, Permanent
SMR DU023-001005, Fish-pond	Negative, Slight, Permanent
DCIHR 23-01-005, Tramline (site of)	Negative, Slight, Permanent

15.4.3.3 Merrion Road (Nutley Lane to Ballsbridge)

15.4.3.3.1 Archaeological Heritage

15.4.3.3.1.1 National Monuments

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

15.4.3.3.1.2 Recorded Archaeological Sites / Monuments (RMP / SMR sites)

No RMP / SMR sites will be impacted by this section of the Proposed Scheme.

15.4.3.3.1.3 Non-Designated Archaeological Sites

Two non-designated archaeological sites of industrial heritage interest were identified within this section of the Proposed Scheme, both of which relate to the Dublin tram network (DCIHR 18-16-006, 22-04-001). Although not visible, it is possible that the original tramlines survive below the existing road surface. Ground-breaking works within the road carriageway of Merrion Road from Nutley Lane to Ballsbridge will impact on any remains that

survive below ground. The tramline sites have a low sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.3.2 Cultural Heritage

An impact was identified for one site of cultural heritage interest during landscaping works, a stone trough with possible associations with the RDS (CBC1415CH002). The trough appears to have been moved and is in a slightly different position to that shown on the OS 25-inch map of 1907 to 1909. There will be a temporary impact on the setting of the trough during landscaping works. The trough will require protection from any adverse impacts for the duration of the works and if necessary, it can be temporarily removed to ensure its protection. The trough has a low sensitivity value, and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

15.4.3.3.3 Summary of Impacts

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

Table 15.19: Summary of Potential Construction Phase Impacts (Merrion Road (Nutley Lane to Ballsbridge Section))

Assessment Topic	Potential Impact
DCIHR 18-16-006, Tramline (site of)	Negative, Slight, Permanent
DCIHR 22-04-001, Tramline (site of)	Negative, Slight, Permanent
CBC1415CH002, Stone trough	Negative, Slight, Temporary

15.4.3.4 Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)

15.4.3.4.1 Archaeological Heritage

15.4.3.4.1.1 National Monuments

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

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

One RMP site is located within this section of the Proposed Scheme, an earlier bridge site crossing the River Dodder at Ball's Bridge (RMP DU018-059). While the inherent archaeological potential of the river at this location has been greatly reduced by previous works, it is possible that elements of earlier bridges may survive within / beneath the existing structure. Ground-breaking works at the site of the earlier bridge, within the road carriageway / pavements of the existing Ball's Bridge and the approach to it (within the ZAP), will impact on any features that survive below ground. The RMP site has a medium sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

This section of the Proposed Scheme also traverses the ZAP for a tower house site (Baggotrath Castle) on Eastmoreland Place (RMP DU018-055). The exact location of the former tower house is uncertain, though it is known to have stood on the north side of the street, in the vicinity of Eastmoreland Place. Given that the present street follows the main highway out of the city, which functioned during the medieval period, the line of the road is likely to have functioned as a boundary to the tower house site. However, the old road would have been considerably narrower than the present street. The extent of any associated features is also unknown. Ground-breaking works at Eastmoreland Place, Baggot Street Upper and Pembroke Road, within the ZAP for the recorded site, will impact on any associated features that may survive below ground. The ZAP for the tower house site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

15.4.3.4.1.3 Non-Designated Archaeological Sites

Two non-designated archaeological sites of industrial heritage interest were identified within this section of the Proposed Scheme, both of which relate to the Dublin tram network (DCIHR 18-11-002, 18-15-005). Although not visible, it is possible that the original tramlines survive below the existing road surface. Ground-breaking works within the road carriageway from Ballsbridge to Fitzwilliam Street Lower, will impact on any remains that survive below ground. The tramline sites have a low sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.4.2 Cultural Heritage

A memorial is located in an alcove to the side of the pavement at the junction of Pembroke Road and Herbert Park, dedicated to the Third Battalion Dublin Brigade and erected in 1973 (CBC1415CH005). There will be a temporary impact on the setting of the memorial during landscaping works. The memorial will require protection from any adverse impacts for the duration of the works and if necessary, it can be temporarily removed to ensure its protection. The memorial has a low sensitivity value, and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

Coal-hole covers were observed at Fitzwilliam Street Lower (CBC1415CH003), with at least one additional example each at Baggot Street Upper and Lower (CBC1415CH004, CBC1415CH007). The coal-hole covers are cast-metal discs which covered the opening to underground coal cellars. In addition to being attractive items of street furniture, their presence indicates the existence of underground cellars within the Proposed Scheme. Although only two coal-hole covers were observed at the time of the field survey, cellars are known to be present along Baggot Street Upper and Lower. There will be a temporary impact on the coal-hole covers during landscaping works. The coal-hole covers have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Temporary.

The construction of the cycle track will impact on the coal hole cover and the coal chute to the cellar at 95 Baggot Street Lower (CBC1415CH007). The access chamber to the coal chute will need to be lowered. This will result in a temporary loss of its historic function, should it survive intact. However, its original function is now obsolete and unlikely to be required in the future. It should also be noted that the connection between cellar and coal hole may have already been lost (for example the cellar may be blocked up, filled in, or access cut off from beneath). The coal-hole cover has a low sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

15.4.3.4.3 Summary of Impacts

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

Table 15.20: Summary of Potential Construction Phase Impacts (Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street Section))

Assessment Topic	Potential Impact
RMP DU018-059, Bridge	Negative, Moderate, Permanent
RMP DU018-055, Castle – tower house	Negative, Moderate, Permanent
DCIHR 18-11-002, Tramline (site of)	Negative, Slight, Permanent
DCIHR 18-15-005, Tramline (site of)	Negative, Slight, Permanent
CBC1415CH005, Memorial	Negative, Slight, Temporary
CBC1415CH003, Coal-hole covers	Negative, Slight, Temporary
CBC1415CH004, Coal-hole cover	Negative, Slight, Temporary
CBC1415CH007, Coal-hole cover	Negative, Slight, Permanent

15.4.3.5 Nutley Lane (R138 to Merrion Road)

No impacts were identified for this section of the Proposed Scheme. As outlined in Appendix A15.1, Volume 4 of this EIAR, there will be no impact on CBC1415CH001 (RTE Campus).

15.4.3.6 Proposed Construction Compound and Temporary Works Area

No impacts were identified in relation to the temporary land acquisition at Blackrock Park or the proposed construction compound on the south side of the Rock Road.

15.4.4 Operational Phase

No Operational Phase impacts were identified.

15.5 Mitigation and Monitoring Measures

15.5.1 Construction Phase

15.5.1.1 Archaeological Heritage

Archaeological mitigation measures can avoid, prevent, reduce or offset negative effect and these are achieved by preservation in situ, by design and / or by record.

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

The appointed contractor will make provision for archaeological monitoring to be carried out under licence to the DHLGH and the NMI, and will ensure the full recognition of, and the proper excavation and recording of, all archaeological soils, features, finds and deposits which may be disturbed below the ground surface. All archaeological issues will have to be resolved to the satisfaction of the DHLGH and the NMI. The appointed contractor will ensure that the archaeologist will have the authority to inspect all excavation to formation level for the proposed works and to temporarily halt the excavation work, if and as necessary, having conferred with the NTA. They will be given the authority to ensure the temporary protection of any features of archaeological importance identified having conferred with the NTA. The archaeologist will be afforded sufficient time and resources to record and remove any such features identified in accordance with the licensing requirements agreed.

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

In the case of cellars, coal cellars and / or basements, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a geodetic survey and recording of each individual structure which will be subject to impact. This survey and recording will be carried out in advance of any construction works on the cellar, coal cellar and/or basement.

The appointed contractor will make provision to allow for archaeological monitoring, inspection and excavation works that may arise on the site during the Construction Phase.

15.5.1.1.1 Archaeological Management

An experienced and competent licence-eligible archaeologist will be employed by the appointed contractor to advise on archaeological and cultural heritage matters during construction, to communicate all findings in a timely manner to the NTA and statutory authorities, to acquire any licenses/ consents required to conduct the work, and to supervise and direct the archaeological measures associated with the Proposed Scheme.

Licence applications are made by the licence-eligible archaeologist on behalf of the client to the National Monuments Service at the DHLGH. In addition to a detailed method statement, the applications must include a letter from the NTA that confirms the availability of adequate funding. There is a prescribed format for the letter that must be followed. Other consents may include a Detection Device licence to use a metal-detector or to carry out a non-invasive geophysical survey.

The archaeologist will be provided, with information on where and when the various elements and ground disturbance will take place.

As part of the licensing requirements, it is essential for the client to provide sufficient notice to the archaeologist(s) in advance of the construction works commencing. This will allow for prompt arrival on site to undertake additional surveys and to monitor ground disturbances. As often happens, there may down time where no excavation work is taking place during the Construction Phase. In this case, it will be necessary to inform the archaeologist/s as to when ground-breaking works will recommence.

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

Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. If it is not possible for the construction works to avoid the material, full excavation will be recommended. The extent and duration of excavation will be advised by the archaeologist and will be a matter for discussion between the NTA and the licensing authorities.

Secure storage for artefacts recovered during the course of the monitoring and related work will be provided.

As part of the licensing requirement and in accordance with the funding letter, adequate funds to cover excavation, post-excavation analysis, and any testing or conservation work required will be made available.

During the construction all construction traffic and the management of materials will be restricted where practicable by the appointed contractor so as to avoid any newly revealed archaeological or cultural heritage sites and their environs to ensure no damage to a site of archaeological interest.

15.5.1.2 Cultural Heritage

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

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

15.5.1.3 Stradbroke Road to Booterstown Avenue

15.5.1.3.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following location:

- Along the route of the former tramline along Rock Road (DCIHR 23-01-005).

It is in this area that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

15.5.1.3.2 Cultural Heritage

No impacts were identified and therefore no mitigation is required.

15.5.1.3.3 Summary Table

Table 15.21: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Stradbrook Road to Booterstown Avenue Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DCIHR 23-01-005, Tramline (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.4 Booterstown Avenue to Nutley Lane

15.5.1.4.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- On Merrion Road in the vicinity of the recorded church site and graveyard (RMP DU023-053001, DU023-053002);
- On Merrion Road in the vicinity of the recorded tower house site RMP DU023-001001);
- On Merrion Road in the vicinity of the recorded fish-pond site (SMR DU023-001005); and
- Along the route of the former tramline along Rock Road (DCIHR 23-01-005).

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

15.5.1.4.2 Cultural Heritage

No impacts were identified and therefore no mitigation is required.

15.5.1.4.3 Summary Table

Table 15.22: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Booterstown Avenue to Nutley Lane Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU023-053001, Church	Negative, Slight, Permanent	No significant impact
RMP DU023-053002, Graveyard	Negative, Slight, Permanent	No significant impact
RMP DU023-001001, Castle – tower house	Negative, Slight, Permanent	No significant impact
SMR DU023-001005, Fish-pond	Negative, Slight, Permanent	No significant impact
DCIHR 23-01-005, Tramline (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.5 Merrion Road (Nutley Lane to Ballsbridge)

15.5.1.5.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following location:

- Along the route of the former tramline along Merrion Road (DCIHR 18-16-006 and DCIHR 22-04-001).

It is in this area that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

15.5.1.5.2 Cultural Heritage

The stone trough (CBC1415CH002) will be removed if necessary to protect it from any adverse impacts and will be returned to its current setting and as close as possible to its current location following works at this location.

15.5.1.5.3 Summary Table

Table 15.23: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Merrion Road (Nutley Lane to Ballsbridge) Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DCIHR 18-16-006, Tramline (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 22-04-001, Tramline (site of)	Negative, Slight, Permanent	No significant impact
CBC1415CH002, Stone trough	Negative, Slight, Temporary	No significant impact

15.5.1.6 Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)

15.5.1.6.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- At the recorded site of the earlier bridge (RMP DU018-059) at Ball's Bridge and within its ZAP;
- Within the ZAP of the tower house site (Baggotrath Castle) at Eastmoreland Place, Baggot Street Upper and Pembroke Road (RMP DU018-055);
- Along Baggot Street Upper and Lower, where cellars are present (CBC1415CH004); and
- Along the route of the former tramline from Ballsbridge to Fitzwilliam Street Lower (DCIHR 18-11-002 and DCIHR 18-15-005).

It is in these areas there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

In the case of cellars, coal cellars and / or basements along Baggot Street Upper / Lower and Fitzwilliam Street, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a geodetic survey and recording of each individual structure which will be subject to impact. This survey and recording will be carried out in advance of any construction works on the cellar, coal cellar and/or basement.

15.5.1.6.2 Cultural Heritage

The memorial (CBC1415CH005) will be protected from any adverse impacts during construction works and if necessary, for its protection, it will be removed under archaeological supervision. This will be undertaken in accordance with a method statement in consultation with the NTA and the statutory authorities. It will be returned to its current setting and as close as possible to its current location following completion of the works.

All coal-hole covers on Baggot Street Upper / Lower and Fitzwilliam Street Lower (CBC1415CH003, CBC1415CH004, CBC1415CH007) will be recorded by the archaeologist engaged by the appointed contractor in relation to the associated property and coal cellar. The surrounding granite settings will also be recorded, noting the presence and characteristics of any channel which has been carved into the settings. The coal-hole covers, and associated granite settings will be removed under archaeological supervision and in accordance with a method statement in consultation with the NTA and the statutory authorities. They will be reinstated in their original locations, or as close as possible to them, once the works are completed.

15.5.1.6.3 Summary Table

Table 15.24: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Ballsbridge to Merrion Square Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU018-059, Bridge	Negative, Moderate, Permanent	No significant impact
RMP DU018-055, Castle – tower house	Negative, Moderate, Permanent	No significant impact
DCIHR 18-11-002, Tramline (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-15-005, Tramline (site of)	Negative, Slight, Permanent	No significant impact
CBC1415CH005, Memorial	Negative, Slight, Temporary	No significant impact
CBC1415CH003, Coal-hole covers	Negative, Slight, Temporary	No significant impact
CBC1415CH004, Coal-hole cover	Negative, Slight, Temporary	No significant impact
CBC1415CH007, Coal-hole cover	Negative, Slight, Permanent	No significant impact

15.5.1.7 Nutley Lane (R138 to Merrion Road)

No impacts were identified for this section of the Proposed Scheme.

15.5.1.8 Proposed Construction Compound and Temporary Works Area

No impacts were identified.

15.5.2 Operational Phase

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

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

No Operational Phase impacts were identified for the Proposed Scheme.

15.6 Residual Impacts

15.6.1 Construction Phase

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

15.6.2 Operational Phase

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

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

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