

Chapter 15
Archaeological &
Cultural Heritage

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15. Archaeological & Cultural Heritage

15.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential archaeological and cultural heritage impacts associated with the Construction and Operational Phases of the Blanchardstown 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, 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' (DAHGI 1999).

Cultural heritage as set out in the Environmental Protection Agency (EPA) Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022) includes archaeology, architectural heritage, folklore and history. It is a broad term that includes a wide range of tangible and intangible cultural considerations. Cultural heritage can relate to settlements, former

designed landscapes, buildings and structures, folklore, townland and place names, and historical events, as well as traditions (e.g. mass paths and pilgrim ways) and traditional practices (e.g. saints' pattern days).

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

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

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

There are numerous cultural heritage features that contribute to character, identity, and authenticity of Dublin City and its wider environs. These include the street plan, local architectural and archaeological monuments, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets, together with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the industrial buildings and other cultural heritage sites. This unique historic character was identified and recorded throughout the EIAR process by relevant specialists in the EIAR team (Chapter 16 (Architectural Heritage), 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, 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 – List of Archaeological Investigations;
- Appendix A15.2 – Archaeological and Cultural Heritage Inventory;
- Appendix A15.3 – Glossary of Impacts and Assessment Methodology; and
- Appendix A15.4 – Relevant extracts from City and County Development Plans.
- Appendix A15.5 – Archaeological Monitoring Report Route 5. Licence 21E0053

15.2.2 Study Area

The area examined for this study includes the full extent of the Proposed Scheme. In order to inform the likely significant impacts from an archaeological and cultural heritage perspective, a study area was established measuring 50m on either side of the red line boundary of the Proposed Scheme (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 in Volume 4 of this EIAR.

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports, May 2022;

- 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 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);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- Fingal County Council (FCC) Fingal Development Plan 2017 – 2023 (FCC 2017);
- NIAH, Building Survey and Garden Survey (NIAH 2020);
- Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009);
- Placenames Database of Ireland (Logainm 2020);
- Aerial imagery online: Google Earth 2001 to 2018 (Google Earth 2001 to 2018), Bing 2013 (Bing 2020) and Ordnance Survey Ireland (OSI) 1995; 2000; 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, 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 25 February 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments based on professional judgement outside of it) were inspected. The survey also took cognisance of upstanding

industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) that are situated within or adjacent to the Proposed Scheme. It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

15.2.4.3 Mapping

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

15.2.5 Appraisal Method for the Assessment of Impacts

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

A glossary of impact assessment terms, including the criteria for the assessment of effect significance, is contained in Appendix A15.3 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.

Impact Magnitude	Criteria
Medium	<p>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.</p> <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.

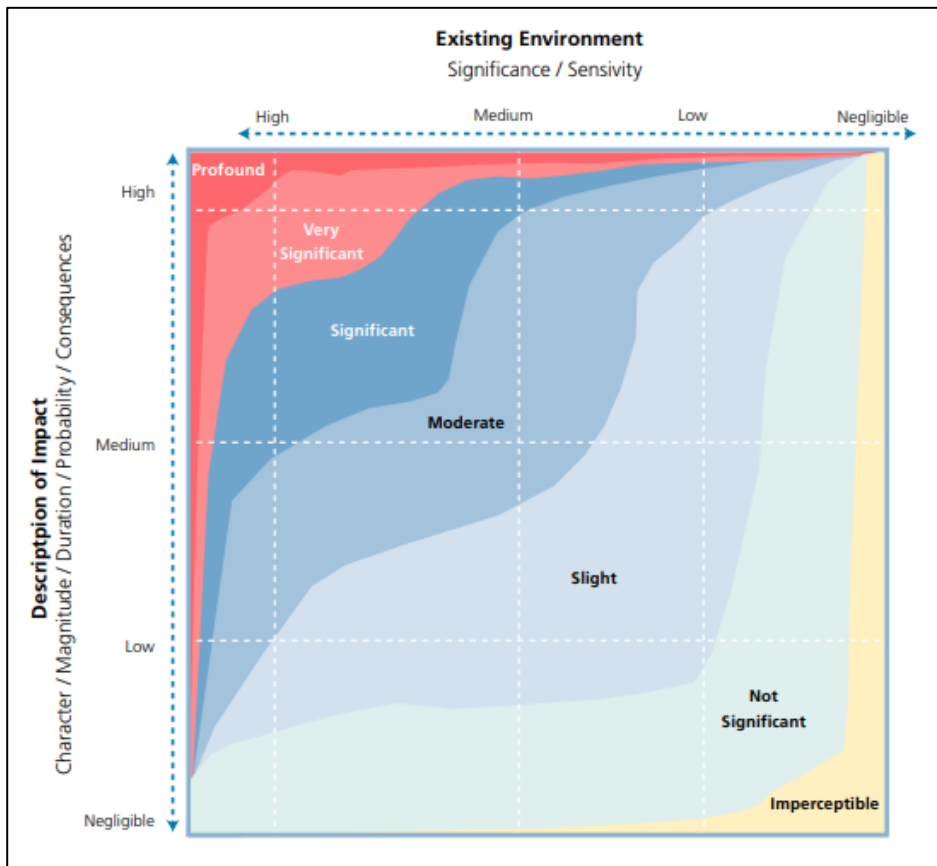


Image 15.1: Figure 3.5 Description of Impacts from the Draft EPA Guidelines on Information to be Contained in EIARs (EPA 2022)

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

15.3.1.1 Tolka Valley

The Proposed Scheme will commence in the townland of Coolmine, mostly following the course of the existing N3 roadway through the townlands of Coolmine, Corduff, Deanestown, Blanchardstown and Castleknock, with the existing road converging with the Navan Road in Ashtown and Pelletstown.

Like most of the townlands in North County Dublin, the names in the area are a mix of both English and Irish names. Although Coolmine is annotated as ‘Coal Mine’ on Rocque’s 1760 Map of County Dublin (Image 15.4), this appears to have been a corruption of the Irish name *Cúil Mhín*, or ‘smooth corner / back’. The name ‘Culmyne’ is indicated in documentary sources from at least as early as 1172. The neighbouring townland of Corduff is also an Irish place name, from *An Chorr Dhubh*, or ‘the black hill / pit’. The Irish Pipe Roll of 14 John (1211 to 1212) documents the use of the name in the 13th century (Logainm 2020). Townlands with the ‘town’ suffix are either a later townland name post-dating the arrival of the Anglo-Normans, often carrying a family name, or are sometimes an anglicisation of an Irish name. Blanchardstown, for example, is derived from the family name of ‘Blancher’, with Deanestown also arising from a family name (ibid.).

The name of Castleknock, or *Caisleán Cnucha*, is derived from the hilltop castle site. The topographical poems of the *Dindshenchas* describe two versions of the origins of the name *Cnucha*. The first describes *Cnucha* as the wife of *Genann*, one of the five sons of *Dela mac Loith*. She reputedly died on the hill and was buried there, and the place was henceforth known by that name. The second poem relays that *Cnucha* was the daughter of *Connad* and nurse to *Conn Cétcathach* (Conn of the Hundred Battles), and that she was buried in the hill which took her

name. The poem goes on to say that it was once known as *Fert in Druad* (Gwynn 1991). Ball (1920) also notes that it was known at one time by *Duma Meic Eremon*, the mound of the sons of Eremon.

15.3.1.1.1 Tolka Valley in Prehistory

While it would be typical to find evidence of prehistoric activity along a river course, there is minimal such evidence in the Tolka Valley in the vicinity of Blanchardstown and Castleknock. This may be due to the steepness of the river valley at this location but can also be related to intensive agricultural practices destroying archaeological features and an absence of archaeological investigation. The presence of a ford is indicated on historical mapping on the River Tolka between Coolmine and Corduff (Image 15.2), and these features are often found to have been prehistoric in origin.



Image 15.2: Ford Depicted Between Coolmine and Corduff, First Edition OS Six-Inch Map With Geohive Overlay (OSI 2020)

15.3.1.1.2 Tolka Valley in the Early Medieval Period

The site of the early medieval ecclesiastical site associated with St Mochta / Machtus is within the townland of Coolmine (RMP DU013-019001, DU013-019002). Human bones are recorded from this area, and geophysical survey has indicated an enclosure ditch, possible pit type features and evidence of burning which may indicate hearths or industrial activity (Licence 09R0195) (NMS 2020). St Mochta was a disciple of St Patrick who is reputed to have founded 'The White Church' at Coolmine early in the 6th century. This would have been the most important place of worship in the Parish of Clonsilla at that time. The list of churches of the diocese dating to c. AD 1275 mentions the *Crede Mihi*, the church of 'Culmyn', which is thought to refer to this site. Benedictine monks occupied the site from around the 12th century, but it was eventually replaced by the church in nearby Clonsilla and was no longer present by 1490. From the time of the establishment of St Mary's Abbey in Dublin, the lands of Coolmine would have been in its ownership.

An early medieval burial ground was discovered on the banks of the River Tolka in Castleknock in 1937 (SMR DU014-043; NMI E29-1-260, E29-SK). About one third of the site was excavated by the NMI in 1938, revealing almost 400 human skeletons of men, women and children. While there was no evidence of coffins, a number of grave cuts included stone lining. Some burials included stone furniture such as 'ear-muffs', which were placed next to skulls to prevent them moving sideways, or 'head-cists' which were arranged around the head. Artefacts included glass beads, a lignite ring, bronze pins, flint arrowhead and iron objects. A silver coin of Edgar the Peaceful of England dated to AD 967 was also found (NMS 2020). This style of burial was in use from the 7th / 8th century or later, but the presence of the coin suggests that this site was in use at least as late as the 10th century. Given that there is no adjacent church site, this site may have functioned as a secular burial site.

Castleknock has royal connections through its relationship to *Conn Cétcathach* and was known as a royal seat possessed by *Tuathal Techtmhar* (Gwynn 1991). Two battles are said to have taken place at Castleknock, one between *Tuathal* the Legitimate and *Eochaid*, and the other between *Conn Cétcathach* and *Cumhall* which is recorded in a poem called the Battle of Cnucha (Ball 1920). There is a tradition of Castleknock having later been a royal residence of the Vikings.

15.3.1.1.3 Tolka Valley in the Medieval Period

A Benedictine monastery is recorded in Castleknock in the 13th century. This establishment was engaged at that time in a dispute with the collegiate church of St Patrick over the right to tithes of land between the River Tolka and the fee of Finglas (Ball 1920).

Roderick O'Connor was encamped in Castleknock in 1167 where he was inaugurated as King of Ireland. Following the arrival of the Anglo-Normans, Hugh de Tyrrell was granted a castle there by Strongbow in 1171. The original motte and bailey castle (RMP DU017-012001) was replaced by a masonry castle in 1174. It was a castle of strategic importance outside Dublin, and it changed hands several times throughout the medieval period, most notably in 1361 when it was taken by Edward Bruce, in 1642 when it was confiscated for parliament, and in 1647 when it was retaken by Owen Roe O'Neill and Sir Thomas Esmonde.

'Colmyne' (Coolmine), 'Curduffe' (Corduff) and 'Blanchestown' (Blanchardstown) are all noted the Down Survey map of 'The County Dublin' of 1656 along the banks of the River Tolka (Image 15.3). The same survey produced barony and parish maps which depict a cluster of buildings forming settlements at Blanchardstown and Corduff, overlooked by the hilltop castle which gives Castleknock its name. A segment of the River Tolka is shown bordering the north side of Blanchardstown. Part of this area is also depicted on the map of the Barony of Newcastle, though it is outside of the limits of that barony. A road 'to the Caberagh' is depicted which is most likely a representation of the River Road and the Old Cabra Road which provided access to the City of Dublin.

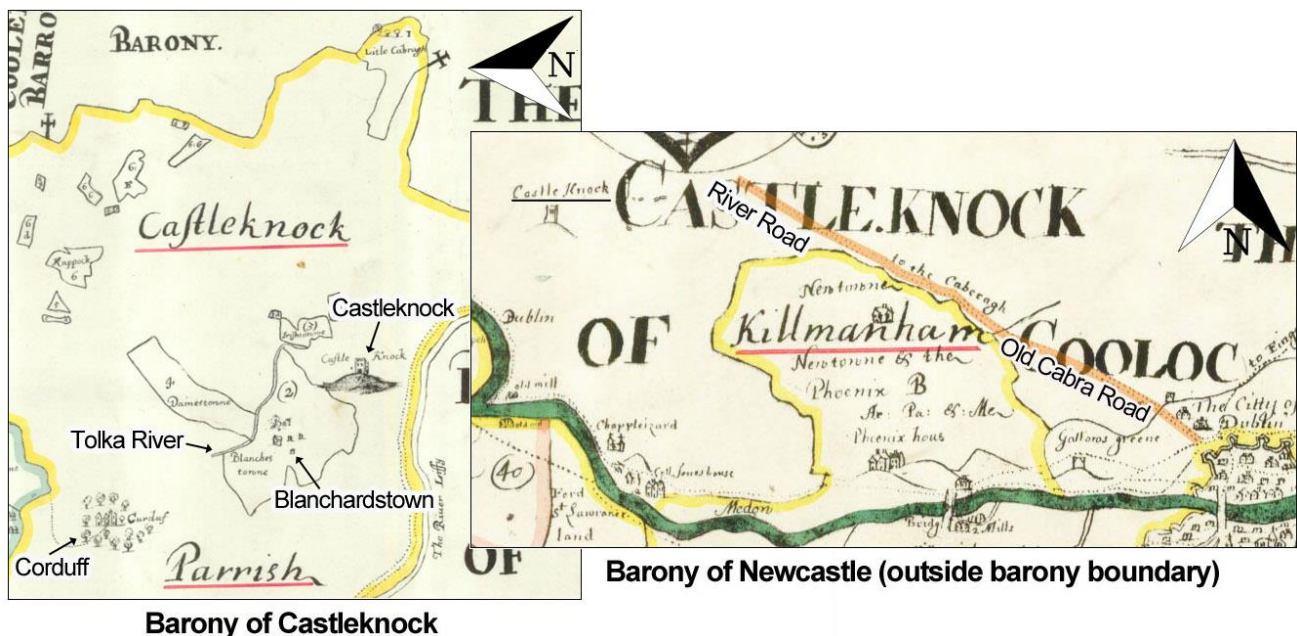


Image 15.3: Down Survey Barony Maps for Castleknock and Newcastle (Trinity College Dublin 2013)

15.3.1.1.4 Tolka Valley in the Post-Medieval Period

Prior to the 19th century, much of these lands would have been agricultural in nature, with settlement comprising of small villages, such as Blanchardstown, and dispersed settlement of rural character including country villas and modest farmsteads. Several estates of varying sizes functioned in this area, including the modest Coolmine estate of the Kirkpatrick family, and the elaborate Abbotstown estate, formerly known as Sheephill. These lands were originally associated with the Tyrells, but passed through the ownership of the Dungan, Clements, Falkiner and Hamilton families, with the Hamiltons being styled as Lords Holmpatrick.

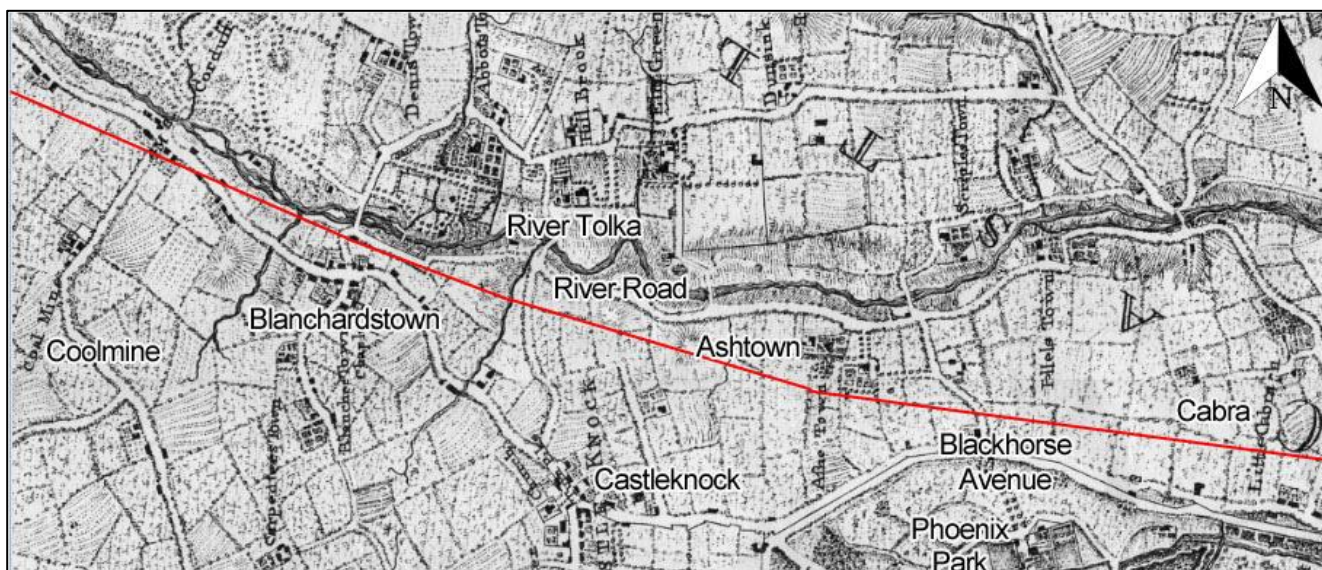


Image 15.4: Rocque's Map of the County of Dublin (1760), Showing Coolmine to Cabra (Ferguson 1998)

Rocque's map of the County of Dublin depicts this landscape, showing much of it dominated by pasture and arable fields (Image 15.4). Significant dwellings such as the former Coolmine House and the villages of Blanchardstown and Castleknock are shown. This map was created prior to the development of the Navan Road, but the River Road is shown parallel to the River Tolka and Blackhorse Avenue is depicted circling the northern edge of the Phoenix Park.

The Phoenix Park (DU018-007) is situated on the south side of the Tolka valley. The park was surrounded by a wall in 1671 and while originally enclosed as a game preserve for the Viceroy, the public were admitted to it from early in its existence. The name 'Phoenix' is first documented in 1619 and originally referred to a spring located within the grounds of the park called *Fionn-Uisce* meaning 'clear water' (rendered phonetically, the Irish words became 'Feenisk', which was anglicised to 'Phoenix'). It was initially applied by Sir Edward Fisher to his residence on Thomas Hill (Joyce 1921). In 1618 the Phoenix house and surrounding grounds were once more purchased by the Crown as a residence for the Irish Viceroy.

The Duke of Ormond instigated plans to enclose the lands of Inchicore, Island Bridge and Kilmainham as part of the Phoenix Park. It was hoped that the establishment of such a park would demonstrate how fashionable Dublin was becoming and encourage the English nobility to come to live in Dublin. But his decision was reversed when he established the Royal Hospital near the ruinous priory in Kilmainham, and the Park was reduced to its present limits. Once plans for the Phoenix Park were finalised, Sir John Temple conducted the construction of the perimeter wall along the line of the road to Chapelizod in 1680. He did so in exchange for the lands between Conyngham Road and the River Liffey (Ball 1906).

By 1734 the park residence had fallen out of use and was replaced by the Magazine Fort, which was constructed to secure the munitions necessary for the defence of the city. In the middle of the 18th century, the Park had become popular as a recreation ground for the citizens of Dublin, and shrubs and trees were planted and formal gravel walks were laid down. As such a public amenity it became the location for a series of commemorative monuments the most visible of which is the Wellington Monument. The Wellington Monument was built to commemorate the military successes of the Iron Duke, Arthur Wellesley, and it remains a popular landmark. Although the foundation stone was laid in June 1817, the monument was not completed until June 1861, nine years after the duke's death (McCullen 2009).

It is evident from the first edition OS six-inch map of 1843 (OSI 2020) that the bedrock outcrops and gravel ridges along the River Tolka and throughout Castleknock were exploited for gravel resources in the post-medieval and early modern periods, with several gravel pits and quarry sites depicted in these areas.

Further downriver, industrial activity is noted at the Blanchardstown / Deanestown / Abbotstown townland boundary as early as the 17th century. The Civil Survey (1654 to 1656) records '*one waste mill belonging to*

Symon Luttrell (Simington 1945) in this area, possibly a reference to a mill in waste. A mill is depicted at that location on Taylor's Map of the Environs of Dublin of 1816, while the first edition OS six-inch map of 1843 provides a detailed depiction of a corn mill and large mill dam, with two weirs also shown on the 25-inch map of 1906 (Image 15.5) (OSI 2020). A mill is consequently recorded here on the RMP (RMP DU013-035; Sheet 5 of 16 Figure 15.1 in Volume 3 of this EIAR).

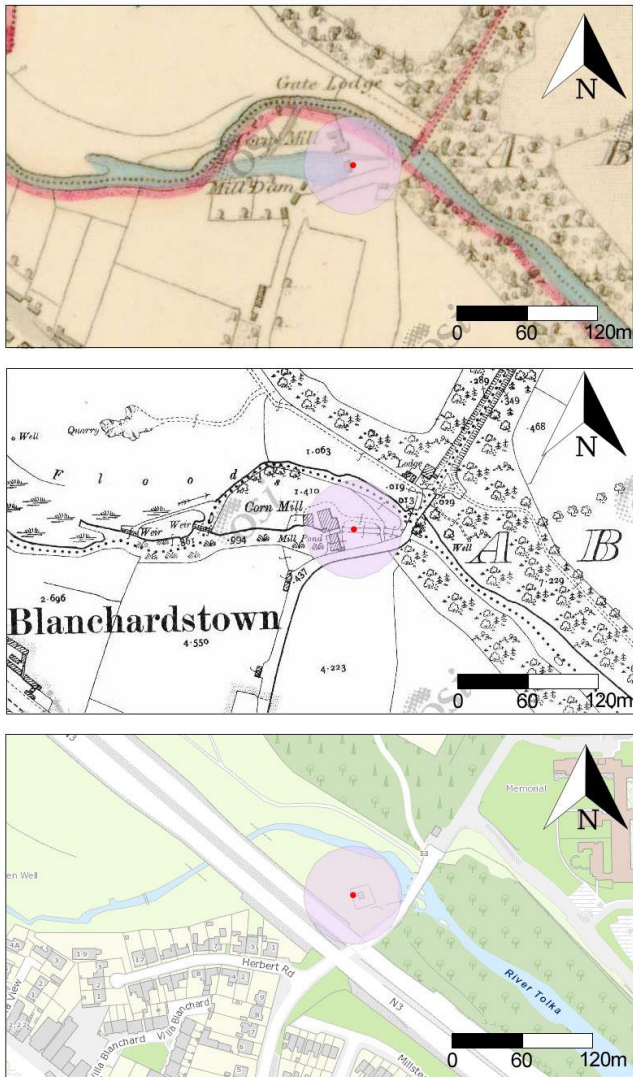


Image 15.5: Mill Site at Blanchardstown (NMS 2020; OSI 2020)

15.3.1.2 Cabragh and Grangegorman

The Proposed Scheme will follow the Navan Road and the Old Cabra Road through Cabra and Grangegorman to enter the historic city at Prussia Street. Cabra would have remained predominantly rural in character until the 20th century, and the parts of Grangegorman north of the North Circular Road lay outside of the municipal and parliamentary boundary and were therefore similarly rural in nature. This was in contrast to the parts of Grangegorman within the city boundaries which were developed with institutional establishments such as asylums and hospitals in the 19th century.

15.3.1.2.1 Cabragh and Grangegorman in the Medieval Period

An Cabrach (Cabra), which translates as the 'the poor land', comprised sparsely populated woodland during the medieval period. The lands of Cabra were in the possession of Walter Kerdiff at the end of the 14th century and were sold to Thomas Plunkett in the 15th century. He subsequently granted the lands to Christ Church Cathedral.

Christ Church Cathedral owned extensive tracts of forest, known as Salcock's Wood, from the late 12th century. Salcock's Wood, which was located between Cabra and Grangegorman, supplied the wood for the nave of Christchurch Cathedral in 1564 (Murphy and Potterton 2010).

The ploughland of Cabragh Hill, or Ballygossan, was granted to the Prior of Holm Patrick, by Edward I in the late 13th century, while William Stockenbregge was granted lands that were seized from the Prior of Ballyboggan, to the north of Cabra, in 1404 (Neary 1983). The Manor of Cabra was held by a branch of the Plunket family from 1480; the Plunket's were subsequently ennobled as the Earls of Fingall, and their main residence was Dunsoghly Castle, near Finglas. There had been a considerable village in Little Cabragh prior to the 15th century, but it was largely abandoned due to excessive taxation and was subsequently brought into the franchise of Dublin (Ball 1920).

Grangegorman lies outside the medieval walled town of Dublin, and all areas north of the North Circular Road lie outside of the historic City of Dublin (RMP DU018-020; Figure 15.1 in Volume 3 of this EIAR). The townland was drained by the River Bradogue, one of the principal tributaries of the River Liffey. The name of Grangegorman is derived from a grange or monastic farm in the area. It was known in the medieval period as *Cill Dúiligh* (The Church of St Doolagh). It would have been in the possession of the Priory of the Holy Trinity in the medieval period. A charter of Richard II (1377 to 1399) refers to the city boundaries in the area as

'passing into a meadow which leads towards the west as far as the highway from Dublin to Cabra, and thence to the barns of Holy Trinity... and so to a hill towards the north where the gallows anciently stood' (Harris 1766).

15.3.1.2.2 Cabragh and Grangegorman in the Post-Medieval Period

Cabragh House (RMP DU018-064), which was the residence of the Seagrave family, was constructed by Sir Ambrose Forth in 1598. The Jacobean-styled house was inhabited by Walter Seagrave from c. 1619, who moved his residence from Finglas Wood to Little Cabra after receiving an endowment of church lands (Aalen and Whelan 1992). The Civil Survey of 1654 to 1656 records Henry Seagrave as the resident of Cabragh House; it is also worth noting that Henry Seagrave was one of a small group of Catholic landowners who managed to retain their lands after the depositions (Smyth 1992). Another resident of the house was Lord Norbury, John Toler, who was nicknamed the 'Hanging Judge' and was known for his duelling pistols. The house is shown with extensive gardens on Rocque's map of the County of Dublin (Image 15.6).

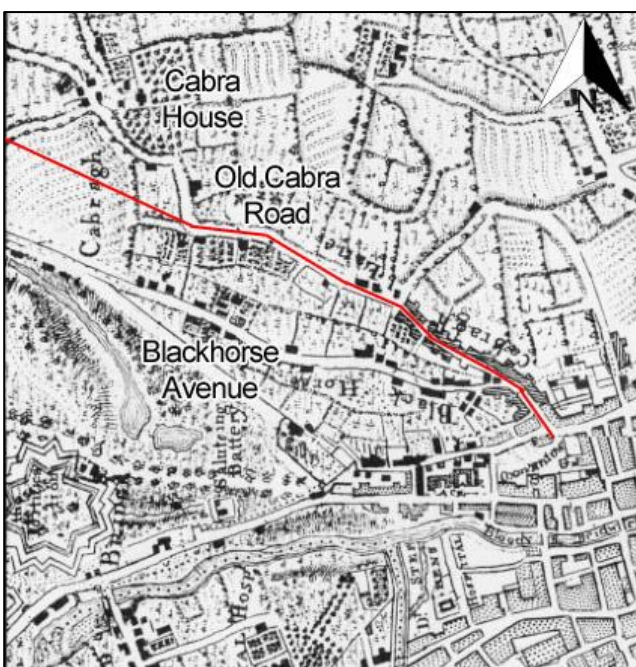


Image 15.6: Rocque's Map of the County of Dublin (1760), Showing Cabra to City Centre (Ferguson 1998)

Cabragh was known as a rural place until relatively recently, with an 18th century poet describing '*a calm and lovely seat on his retirement from the wicked city to cultivate the harmless muse*' (Ball 1920). Being outside of the city boundaries, development along the Navan Road was slow, with St Joseph's Deaf and Dumb Institution being the most notable feature in this area. It was constructed in 1856 and a relatively large proportion of the campus site remained as undeveloped greenfield areas, with an abundance of paddocks, pitches and landscaped ground.

15.3.1.3 Historic City

The North Circular Road was laid out in the 1780 and subsequently functioned as the municipal and parliamentary boundary of Dublin, effectively splitting Grangegorman into rural and urbanised portions. South of this road, Grangegorman was developed in the 19th century with a focus on institutional establishments, such as the Richmond Penitentiary, the Richmond Lunatic Asylum and the Grangegorman Mental Hospital which formed a complex of buildings designed by Francis Johnson, along with other later institutions like the Arbor Hill Military Hospital.

The Proposed Scheme will enter into the Historic City of Dublin (RMP DU018-020) on Prussia Street, and will travel along Manor Street and Stoneybatter to diverge into a Bus Lane along Blackhall Place and Cycle Track along Brunswick Street North, George's Lane, Queen Street and Blackhall Street.

15.3.1.3.1 Historic City in the Medieval Period

This area lies outside of the medieval walled City of Dublin, which was on the south side of the River Liffey. It is associated with a smaller Viking settlement known as Oxmantown, or Ostmanby, a place-name derived from the descriptive 'Ostmen', meaning 'men from the east'. The fact that it was known as 'Ostmanby' (the element 'by' representing a Scandinavian ending) appears to confirm that the suburb was pre-Norman in date, i.e. pre-1170 (Simpson 2002).

In 1170, the Anglo-Normans took Dublin and banished the surviving Dublin Hiberno-Norse to Oxmantown, where there was already a settlement which was considerably expanded by the 11th century. The modern Bow Street is thought to form one of the main streets of Oxmantown, which led directly to a ford across the River Liffey, known in AD 770 as *Áth Cliath*, or the 'ford of the wattles' (Clarke 1998). This street is one of the potential courses of the pre-existing *Slighe Midhluachra*, one of the five great ancient roads of Ireland in the early medieval period. The aforementioned ford was the only crossing point across the Liffey until a bridge, most likely made of wood, was constructed in c.1000, in roughly the same place as the present Fr Mathew Bridge (De Courcy 1996).

While the full extent of Oxmantown is unknown, its southern edge would have been restricted by the River Liffey and its floodplain, and it may have extended as far east as the River Bradogue, a tributary to the Liffey that ran from Cabragh to Dominick Street and is now largely culverted underground. There was no natural barrier to northerly expansion in Oxmantown, but medieval occupation is unlikely to have extended much further than North King Street. It is less clear where the western extent lay, but Oxmantown Green would have functioned as commonage outside of the main settlement.

The 'Green' of Oxmantown was 'Commonage' or common land, a feature of Viking settlements and was similar in type to the Hoggen Green (a Viking place-name from 'Haugr' meaning mound) on the south side of the River Liffey, which later became 'College Green'. Oxmantown Green is shown on historical mapping to have encompassed the grounds of the Law Society of Ireland (Image 15.7, Image 15.8).

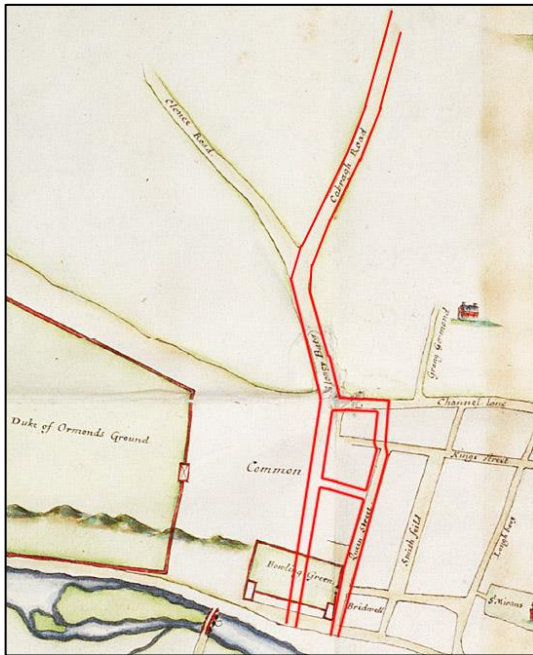


Image 15.7: Modern Street Layout (Approx.) in red, overlaid onto Bernard de Gomme's Map (1673; Lennon 2008)

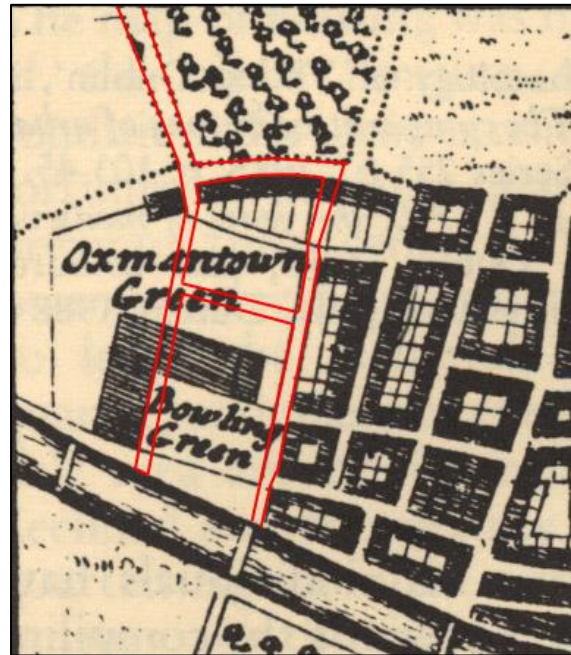


Image 15.8: Modern Street Layout (Approx.) in red, overlaid onto Henry Pratt's Map (1708) (Trinity College Dublin (TCD) Map Library)

15.3.1.3.2 Historic City in the Post-Medieval Period

Oxmantown Green was one of the few great green spaces in Dublin's suburbs, and in an effort to preserve it for the recreation of the citizens, the municipality ordained in 1635 that,

'no part or parcel of the greens and commons of this city, viz., Hoggen [later, College] Green, St Stephen's Green, and Oxmantown Green, might from henceforth be sold or leased to any person, but that the same shall be wholly kept for the use of the citizens and others to walk and take the open air, by reason [of the fact that] this city is at this present time growing very populous' (Gilbert 1889-1922).

The bowling green was an area of particular pride to the city authorities, who in 1665 arranged for it to be shaded with elms and sycamores (RMP DU018-020310; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR) (Deery 2003). A sketch of the view from Barrack Bridge shows the Bowling Green facing onto the River Liffey (Image 15.9). It shows a low wall on its southern boundary, with a higher crenelated wall on the north. The Proposed Scheme will pass through this site.



Image 15.9: The Bowling Green and the Northern Bank of the River Liffey (Francis Place 'View from the Wooden Bridge' (Place 1698))

The subsequent growth of the city on the northern bank of the River Liffey precipitated a reversal of the previous decree, and in 1664 the city authorities passed the following resolution;

'Order that Oxmantown Green be taken and set by lots in fee farm, reserving a highway and large market place. Order for staking out the lots to be disposed of by lottery' (Haliday 1884).

The Green was subsequently divided into 99 lots (McCullough 2007). The market referred to became Smithfield and the highway Queen Street. Queen Street then became the easternmost boundary of the green (De Courcy 1996). De Gomme depicted the latter street (Queen St) and market (Smithfield) on his 1673 map of Dublin (Image 15.7).

Queen Street, therefore, became the easternmost boundary of the Green, but even this did not remain the position for long. Although de Gomme in 1673 (Image 15.7) shows nothing built west of Queen Street, Charles II in 1670 lent his support to a,

'piece and parcel of ground in Oxmantown Green [... and the construction of] a mansion-house, and place of abode, for the sustentation and relief of poor children, aged, maimed and impotent people inhabiting or residing in the said City of Dublin',

work on which had already begun (Harris 1766).

This, the 'Hospital and Free School of King Charles II, Dublin', better known as the Blue Coat School, fronted onto Queen Street as seen on Brooking's map of 1728 (Image 15.10, Image 15.11). It survived for a century until replaced in 1773 by the new Blue Coat School (RMP DU018-020177; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR) further west in Blackhall Place, now the Law Society premises (Duffy and Blacker n.d.).



Image 15.10: Old Blew Coat Boys Hospital on Queen Street (Lennon 2008)

After the Restoration of the monarchy in 1660, the city granted to the Duke of Ormond lands lying at the western end of Oxmantown Green, and these are shown on de Gomme's map as an enclosed area marked the *Duke of Ormonde Ground* lying immediately west of the Common (RMP DU018-020308; Image 15.7; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR). This became the site of the Royal Barracks (RMP DU018-020306; later Collins's Barracks), work on which began in 1701, and which was said at the time to be the largest military barracks in Europe. The artillery ground on Oxmantown Green was completed in 1677 adjacent to the site of the barracks (Gilbert 1895). The barracks was extended in 1767 by rebuilding Palatine Square, despite the fact that this meant the enclosure of land on Oxmantown Green. The municipal authorities agreed to this because it meant that members of the garrison would no longer be quartered outside the barracks (Gilbert 1904).

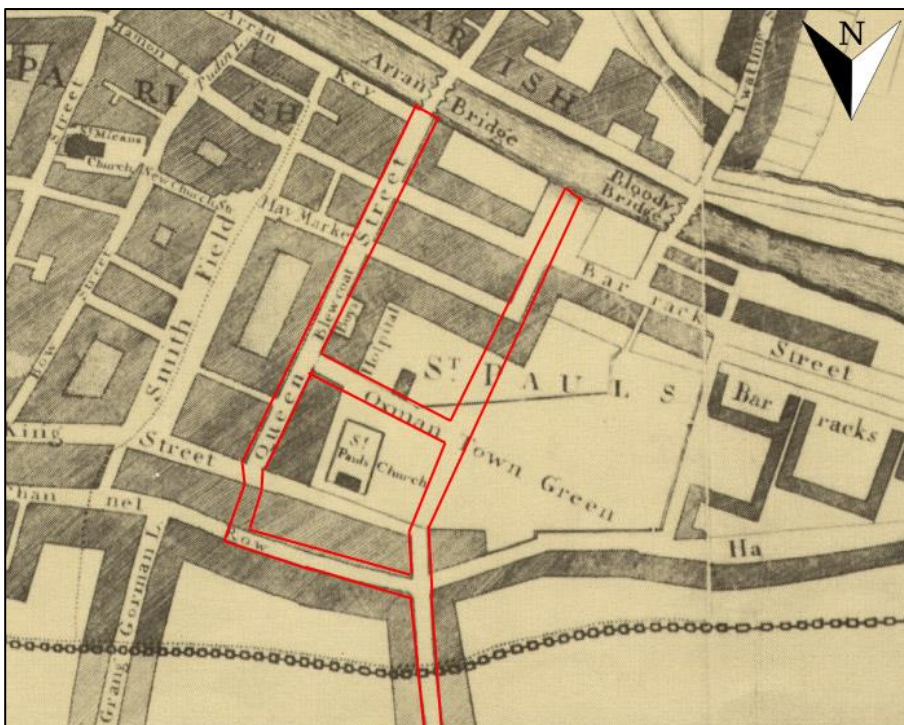


Image 15.11: Modern Street Layout (Approx.) in red, overlaid onto Charles Brooking's Map of 1728 (Lennon 2008)

Brooking's map of 1728 (Image 15.11) shows further development on the Green, including the presence at its north-eastern corner of a church dedicated to St Paul (RMP DU018-020414). It was constructed after 1697, in which year it was reported that so many gentry had built their country houses in Oxmantown that St Michan's church on Church Street outside of the study area (RMP DU018-020084), which had formerly served parishioners north of the River Liffey, was too small for the increased population. Therefore, by an act of Council, two new

parishes of St Mary and St Paul were created, and St Michan's parish was confined to the districts immediately around the church. The Corporation, thereupon, made a grant of land in Oxmantown Green for the new church and graveyard of St Paul (RMP DU018-020414; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR), the entrance being on North King Street (Young 1940-41). Rocque's 1756 map shows similar signs of encroachment, with property development along Barracks Street (now Benburb Street) and the development of Queen Street (Image 15.12); he depicts the 'Green' of Oxmantown spanning approximately 4 hectares (De Courcy 1996). The modern street layout, including Blackhall Place, was established by the end of the 18th century. Features of note on this Rocque's map include a watch house and pound at the junction of Prussia Street and Aughrim Street, the church and graveyard of St Paul's, and the 'Gravel Walk Slip' which functioned as a harbour. A lease was granted in 1724 to develop the Gravel Slip Walk (McCullough 2007).

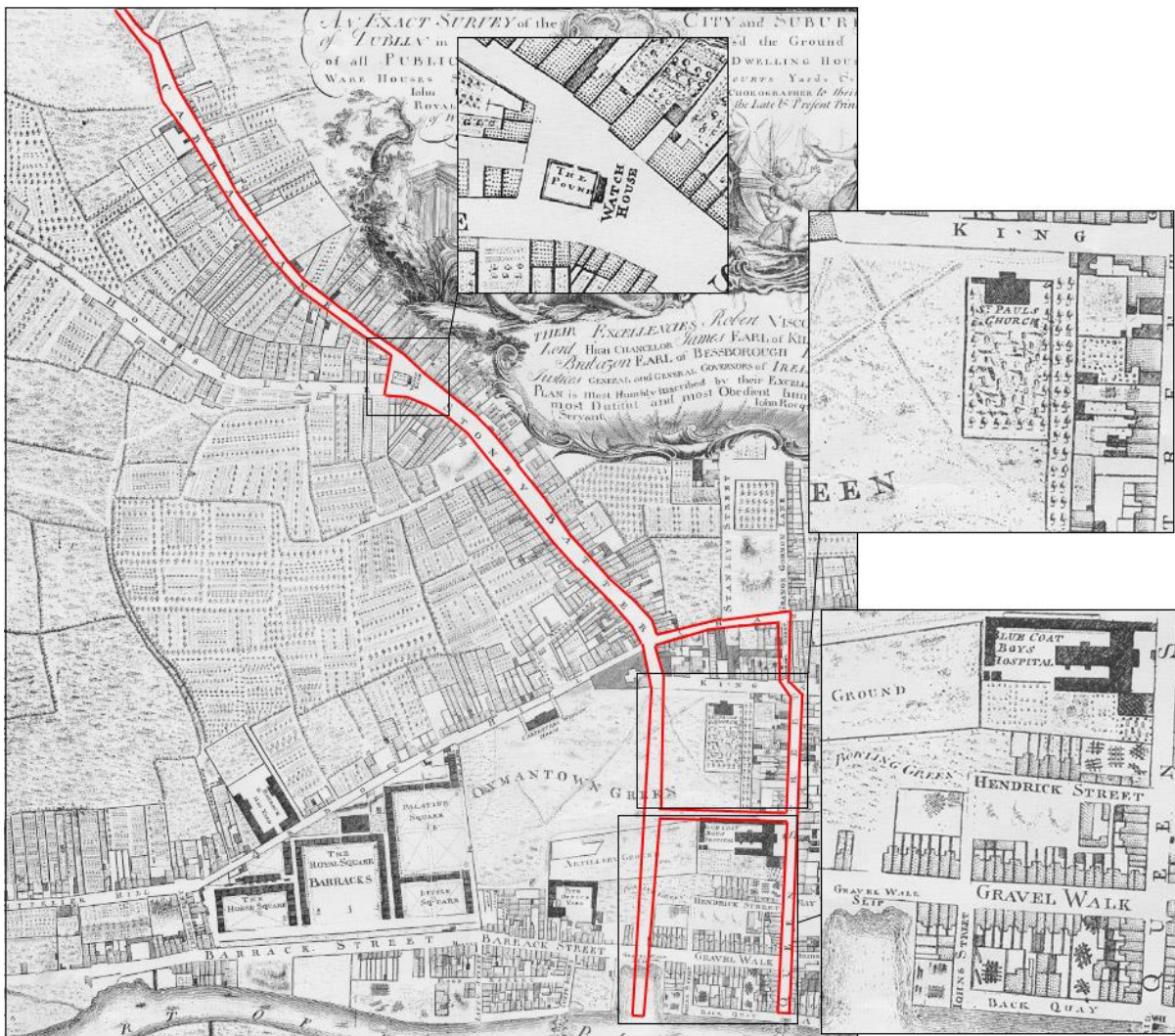


Image 15.12: Modern Street Layout (Approx.) in red, overlaid onto Rocque's Map, 1756 (Ferguson 1998)

The street pattern as it now exists had emerged by the end of the 18th century. The Blue Coat Hospital was moved to Blackhall Place, with a new building designed by Thomas Ivory in 1775 (RMP DU018-020177/8, Image 15.13; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR). Blackhall Place was intended under Ivory's plans to run to the River Liffey, but initially only extended as far as Hendrick Street. It was later extended to the River Liffey in 1845 (McCullough 2007).

In addition to St Paul's Church, whose original structure was replaced with the existing one in 1824 (RMP DU018-020414; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR), this district contained other religious institutions, including a Methodist Chapel which was established at the corner of Blackhall Place and Hendrick Street c. 1770. It was the first Methodist Chapel to be built on the north side of Dublin (Cullen 2015).



Image 15.13: Blue Coat Hospital (Malton 1798)

15.3.1.4 Historic Routeways and Transport

15.3.1.4.1 Early Irish Roads

Much of the Proposed Scheme adheres to the N3 road, which is the most recent iteration of a routeway of some antiquity which led from Dublin to the royal site at Tara. The N3 supersedes the old Navan Road, which followed the southern bank of the River Tolka through the townlands of Coolmine, Corduff, Blanchardstown, and Castleknock before taking a direct route through Ashtown and Pelletstown towards the City Centre. A still older iteration of this road continued along the River Tolka in what is now known as the River Road. The proximity of some of the Navan Road to the river course would suggest that this route emerged from a tradition of movement along this watercourse.

It is apparent from historical mapping that a road followed the River Tolka for some distance between the R135 Finglas Road and Rathbeggan, Co. Meath (see for example Image 15.4). This road would have continued through Dunshaughlin towards Tara and may therefore bear some relationship to the early medieval road system made up of five principal roads called *slighe* and which was supplemented by a hierarchy of other roads including the *rout* (road), *lámraite* (byroad), *tógraite* (curved road) and *bóthar* (cow track). This roadway bears several names in modern nomenclature, including segments of the Navan Road (Coolmine), Main Street (Blanchardstown), River Road (Blanchardstown, Castleknock, Ashtown, Pelletstown) and Ballyboggan Road (Ballyboggan South).

The Ratoath Road strikes south from the River Road at Pelletstown, becoming the Old Cabra Road at the site of the former Cabra Lodge, and continuing along Prussia Street, Manor Street and Stoneybatter, and this is similarly shown in historic mapping to have been an ancient roadway (Image 15.3, Image 15.12, Image 15.14). This road 'to the caberagh' is depicted on the Down Survey and is likely also to have been the highway from Dublin to Cabra which is discussed in a charter of Richard II (1377 to 1399) (Image 15.3). While most authors agree that the route of the *Slighe Midhluachra* followed Bow Street as a main thoroughfare through Oxmantown, it is sometimes suggested that Stoneybatter may have formed this routeway. This road connected the Central Eastern Plain with the north of Ireland and with the royal site of *Eamhain Macha*, with O'Lochlainn suggesting that it travelled from Dublin, through Swords, Drogheda and Dundalk on its way north (O'Lochlainn 1940). Whether or not this road did function as such, it quite clearly was part of a wider network of routeways of some significance.

It would appear from Taylor's map of 1816, which predates the development of the Navan Road, that part of Blackhorse Avenue was known at that time as 'Windy Harbour' (Image 15.14). When the Navan Road was constructed a short time later, it adopted this moniker before being more commonly known as the Navan Road in the 20th century (see Image 15.15).

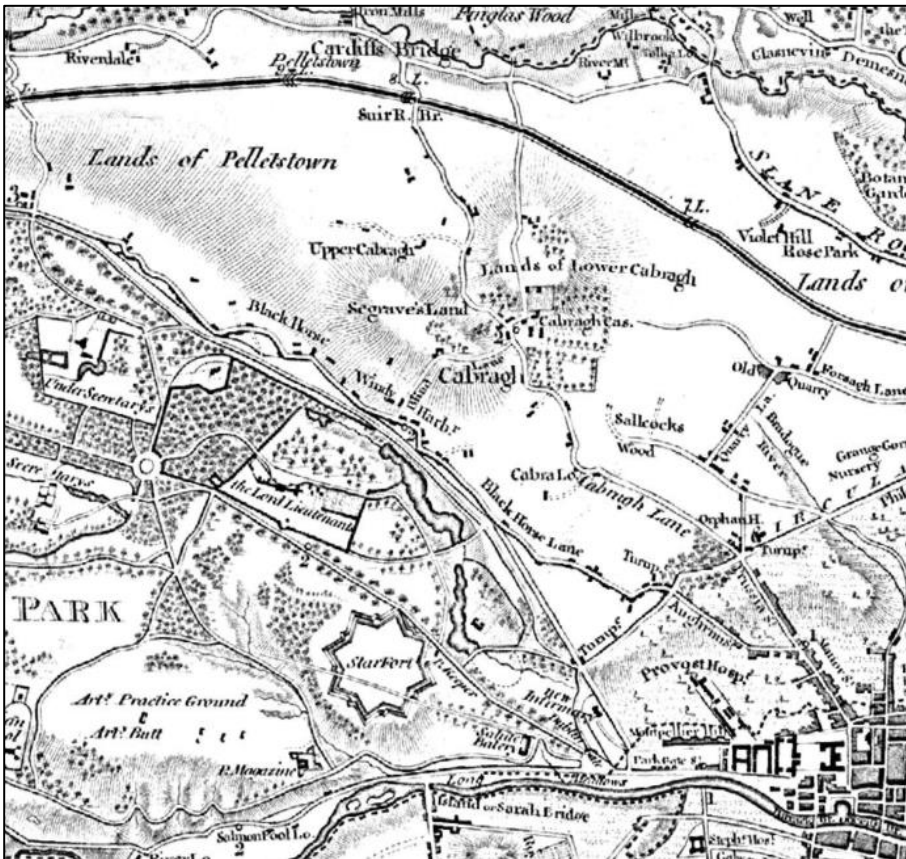


Image 15.14: Taylor's Map of the Environs of Dublin (Taylor 1816)



Image 15.15: Duncan's Map of Dublin (Duncan 1821)

15.3.1.4.2 The Royal Canal

The Proposed Scheme will cross the Royal Canal at the intersection of the N3 with the M50 motorway (Junction 6, Blanchardstown Roundabout), where it is located under the raised roundabout, but travels over the M50 by way of an aqueduct. The Royal Canal Company (RCC) was formed by royal statute in 1789 to build a canal between Dublin and Termonbarry on the Shannon. Construction of the canal commenced in 1790 with the provision of an initial grant by the Commissioners of Inland Navigations to the RCC. The Royal Canal stretched from the Custom House on the Liffey to Broadstone Harbour and then ran roughly parallel with the River Tolka. By 1792 the canal was completed to Ashtown and reached Mullingar in 1806, at which time it was trading, but only at a third the volume of the Grand Canal. In 1813 the RCC was dissolved, and its property vested in the Directors General of Inland Navigation, who completed construction to the Upper Shannon in 1817. The canal facilitated the movement of cargo and passengers, with a Royal Canal Company Hotel established at the Broadstone Harbour to accommodate passengers. Commercially, the Royal Canal was never a successful venture as the Shannon link did not bring the expected increase in trade from the north.

Engineering difficulties called for a 'deep sinking' for two miles in the Carpenterstown Quarries in the Clonsilla / Blanchardstown area. This led to the 12th Lock in Blanchardstown, 100m west of the Blanchardstown Roundabout and the Proposed Scheme. The canal is also bridged in several locations, with their names reflecting the original directors of the RCC, including Talbot Bridge and Ranelagh Bridge, which are located 78m west and 28m east of the Blanchardstown Roundabout respectively. Quarrying activity in this area is depicted on the first edition OS six-inch map (OSI 2020). The construction of the canal also precipitated the construction of additional associated industrial structures such as flour mills, water mills, mill races and warehouses, which took advantage of the direct link with Dublin and the midlands. This included a worsted mill adjacent to the 12th Lock, which later became a Margarine Factory (Image 15.16). Other examples include the Ashtown Oil Mills at the 10th Lock, and the Ashtown Tin Box Factory adjacent to the Navan Road.



Image 15.16: Worsted Mill at the 12th Lock of the Royal Canal in Blanchardstown, First Edition OS Six-Inch Map, 1837 (OSI 2020)

The Royal Canal enjoyed a relatively short period of success before the advent of the railways in Ireland in the mid-19th century. An association between railway and canal occurred in 1845, when the Midland Great Western Railway Company (MGWR) acquired a majority interest in the RCC with the intention of closing the canal and running the tracks along the bottom, thus saving on land purchase and surveying costs. The RCC had, however, acquired enough land for the railway to run alongside the canal, at least initially, and the MGWR kept it open without investing further in its operation. The railway quickly superseded the canal, however, as a mode of transport.

15.3.1.4.3 Railways

Given that the MGWR follows the course of the Royal Canal, the Proposed Scheme will similarly cross the railway at the Blanchardstown Roundabout. The old Blanchardstown Railway Station had formerly stood in this location

but was demolished to make way for the M50 Motorway (Image 15.17). The line was opened in 1847 and was the first of the rival railway companies to reach Galway in 1851.

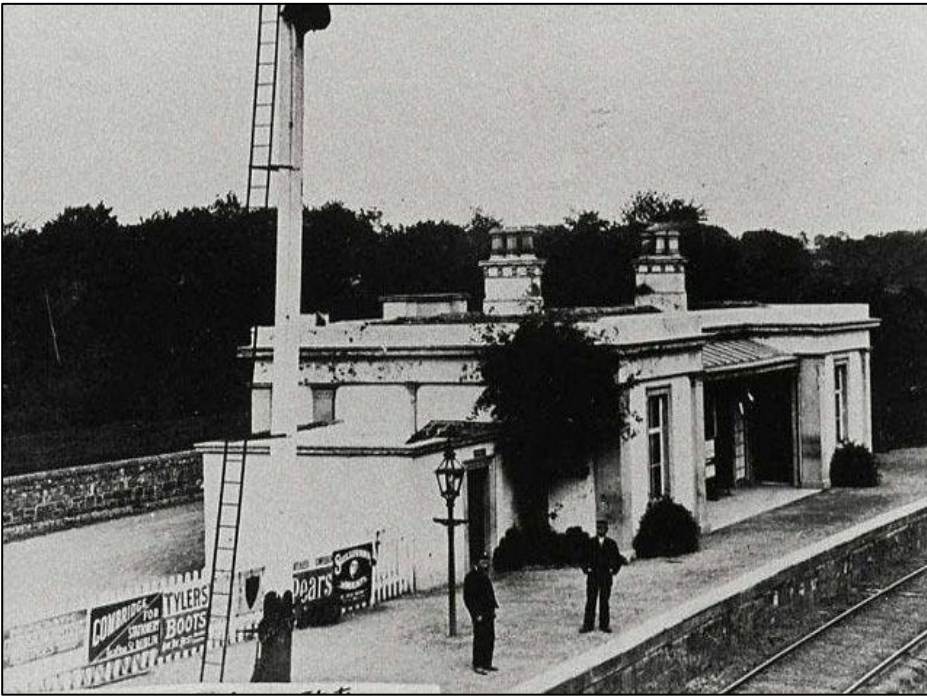


Image 15.17: Blanchardstown Railway Station (Archiseek 2020)

The Amiens Street and North Wall Branch of the Great Southern and Western Railway (GSWR) also passes through the study area. It was constructed in 1876 to 1877 to connect the GSWR and MGWR lines via an underground tunnel in the Phoenix Park, emerging at the RIC Depot, now Garda Headquarters and passing through Grangegorman. A single-arched stone bridge, constructed c. 1875, carries the Old Cabra Road over the GSWR line.

15.3.1.4.4 Tramlines

An urban public transport system first began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008). The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (Ibid.). At its peak, the system was heavily used, with over 60 miles (96.5km) of active line, and was profitable and advanced in both technology and passenger facilities (Ibid.). By the early 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 (DCC 2003 to 2009). The decline of the trams accelerated in the 1940s due to the rise in popularity of the more versatile motorbus and the private ownership of cars, and the last trams in Dublin ran on 9 July 1949.

The route of a former tramline ran along the North Circular Road and is therefore crossed by the Proposed Scheme at the junction with Prussia Street (DCIHR 18-06-009; Sheets 13 to 14 of 16 Figure 15.1 in Volume 3 of this EIAR). This tramline ran from Nelson's Pillar the Phoenix Park and was opened as a horse drawn service on the 10th of December 1876 by North Dublin Street Tramways (NDST). The Number 9 and Number 10 services provided an important route for the North City, providing access to the City Centre from Phibsborough and Grangegorman, as well as carrying passengers to the fashionable Phoenix Park and Dublin Zoo. It was also used in the transport of animals as it passed the Cattle Market on the North Circular Road (DCIHR 18-06-010). The

NDST company merged with the Dublin Central Tramways Company in 1880 to extend the route from O'Connell Street to College Green. The route was the first to be electrified in 1898 and the last tram car ran on this line in 1940 (Dublin Bus Stuff 2020, Dublin City Council 2014). The Number 24 tram ran from O'Connell Bridge to Parkgate Street by way of Ellis Quay on the southern extent of the Proposed Scheme. It was opened in 1874 by the Dublin Tramways Company, was electrified in 1899 and was closed in 1938. The Dublin City Industrial Heritage Record (DCIHR) notes the potential for the tramlines to survive beneath the existing road surfaces.



Courtesy Special Collections, UC Santa Cruz

Image 15.18: Number 10 Tram and Cattle on the Way to the Cattle Market, North Circular Road, 1930s (UC Santa Cruz 2020)

Another tram line ran along Queen Street, George's Lane and terminated at a Scavenging Depot on Stanley Street (DCIHR 18-07-045, NIAH 50070207; Sheet 15 of 16 Figure 15.1 in Volume 3 of this EIAR). Some of these tram lines are still extant on Stanley Street where they are set into a cobbled stone surface. These tram lines were not part of a commercial service but were operated by Dublin Corporation from 1907 to 1927, with power supplied at a reduced rate by the DUTC. Rubbish was collected by horse-drawn carts by night and brought to a Destructor Plant on Stanley Street where they were incinerated, and the ashes further transported to the Fairview sloblands for disposal (NIAH 2020).

15.3.1.4.5 Site Investigations Archaeological Monitoring Report

An archaeological assessment and monitoring (Whitty 2021) of site investigations deemed to be located in areas of archaeological potential took place along the Proposed Scheme. Two test pits (R5TP05 and 06) were monitored (Licence 21E0053) and no archaeological material was recovered. The monitoring report concluded that the areas were previously disturbed and that the original ground level may have been reduced during construction works associated with adjacent roadways (Appendix A15.5 in Volume 4 of this EIAR).

15.3.2 Archaeological Heritage: N3 Blanchardstown Junction to Snugborough Road

15.3.2.1 National Monuments

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

15.3.2.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are no recorded archaeological monuments in this section of the Proposed Scheme.

15.3.2.3 Topographical Files, NMI

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

15.3.2.4 Previous Archaeological Investigations

There have been no archaeological investigations along this section of the Proposed Scheme.

15.3.2.5 Industrial Heritage

The DCIHR does not include this section of the Proposed Scheme in the survey.

15.3.2.6 Cultural Heritage

No sites of cultural heritage interest were identified along this section of the Proposed Scheme.

15.3.2.7 Field Survey

A field survey was undertaken on 25 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.2.7.1 Physical and Cultural Environment

This section of the Proposed Scheme will follow modern roads through and around the commercial development at Blanchardstown. These 20th century roads preserve nothing of historic character. The surrounding landscape comprises of recent commercial and residential development, with the land flanking the River Tolka reserved for parkland.

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is very limited archaeological potential to this section of the Proposed Scheme, owing to the very recent date of the roads it will follow. Cartographic sources show that the area was predominantly open fields until relatively recently, but one dwelling, named 'Spring Lawn' on the 25-inch map of 1906 (CBC0005AH001; Figure 15.1 Sheet 3 of 16 in Volume 3 of this EIAR) (OSI 2020), was formerly located within the Proposed Scheme adjacent to the Blanchardstown Shopping Centre.

15.3.3 Archaeological Heritage: Snugborough Road to N3 / M50 Junction

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)

Only one recorded archaeological monument is located within c. 50m of this section of the Proposed Scheme, a mill site that lies partly within the proposed pedestrian access ramp and steps at Mill Road, to the north-west of Mill Bridge, N3 Blanchardstown Road. A 19th century corn mill occupies what is thought to be the site of an earlier mill which was recorded in the Civil Survey (RMP DU013-035; Figure 15.1 Sheet 5 of 16 in Volume 3 of this EIAR). Test excavations were undertaken approximately 150m north-west of this site (Licence 08E0147) (Fagan 2008), but no archaeological remains were identified.

Entries relating to the RMP / SMR site in Table 15.4 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Figure 15.1 in Volume 3 of this EIAR.

Table 15.4: RMP / SMR Sites Within c. 50m of the Proposed Scheme (Snugborough Road to N3 / M50 Junction Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU013-035	Mill – unclassified	Mill Road, Blanchardstown	708125, 738768

15.3.3.3 Topographical Files, NMI

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

15.3.3.4 Previous Archaeological Investigations

Archaeological investigations adjacent to this section of the Proposed Scheme comprise of archaeological monitoring of site investigations and archaeological testing in advance of the Blanchardstown Regional Drainage Scheme (Licence 08E0146, 08E0147) (Stephens 2008; Fagan 2008). Neither investigation revealed anything of archaeological interest.

Testing was also undertaken in advance of the M50 construction (Licence 05E0065) (Clarke 2005) revealing nothing of archaeological significance.

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

15.3.3.5 Industrial Heritage

The DCIHR does not include this section of the Proposed Scheme in the survey.

15.3.3.6 Cultural Heritage

No sites of cultural heritage interest were identified along this section of the Proposed Scheme.

15.3.3.7 Field Survey

A field survey was undertaken on 25 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.3.7.1 Physical and Cultural Environment

This section of the Proposed Scheme will follow the N3 national roadway. This 20th century road preserves nothing of historic character. The surrounding landscape comprises of recent commercial and residential development, with the land flanking the River Tolka reserved for parkland.

The only exception is at the M50 / Blanchardstown Roundabout, which comprises of a complex junction where the Royal Canal and MGWR line are carried over the M50 Motorway by way of an aqueduct and viaduct respectively. The Proposed Scheme will follow the roundabout which is raised above these features.

15.3.3.7.2 Archaeological Potential

There is very limited archaeological potential to this section of the Proposed Scheme, owing to the very recent date of the roads it will follow. There is one recorded archaeological site partly within this section, a mill site in

Blanchardstown (RMP DU013-035; Figure 15.1 Sheet 5 of 16 in Volume 3 of this EIAR). The Proposed Scheme will pass this site by way of a flyover which carries the N3 over the Mill Road. The mill site is located on the west side of Mill Road, to the north-west of Mill Bridge on the N3 Blanchardstown Road, and lies partly within the Proposed Scheme, at the proposed pedestrian access ramp and steps. A 19th century mill building occupies the site of an earlier mill thought to have been located here. The exact location and size of the earlier mill is unknown and it is possible that remains of the mill building or associated features, such as mill-races and mill ponds, may survive sub-surface within the Proposed Scheme in this area.

15.3.4 Archaeological Heritage: N3 / M50 Junction to Navan Road / Ashtown Road Junction

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 individual recorded archaeological monuments in this section of the Proposed Scheme, however the off-line works proposed at the junction of Blackhorse Avenue / Ashtown Gate Road will extend into the Phoenix Park (RMP DU018-007001), a 17th century enclosed deer park.

Entries relating to the RMP / SMR sites in Table 15.5 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Figure 15.1 Sheet 9 of 16 in Volume 3 of this EIAR.

Table 15.5: RMP / SMR Sites Within the Proposed Scheme (N3 / M50 Junction to Navan Road / Ashtown Road Junction Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-007001	Deer Park	Dublin North City	711579, 735354

15.3.4.3 Topographical Files, NMI

One object is recorded within 50m of this section of the Proposed Scheme. The record refers to a stone cresset lamp of 11th to 12th century date which was found in Pelletstown adjacent to the Ashtown Roundabout (NMI: 1985:68).

15.3.4.4 Previous Archaeological Investigations

Three archaeological investigations have been undertaken on or adjacent to this section of the Proposed Scheme. This includes a continuation of the monitoring of the site investigations in advance of the Blanchardstown Regional Drainage Scheme (Licence 08E0146) (Stephens 2008) which revealed nothing of archaeological significance.

Archaeological testing to the east of the M50 / Blanchardstown Roundabout in advance of the M50 upgrade targeted a parcel of land through which the Proposed Scheme will require a new road segment (Licence 05E0065) (Clarke 2005). Testing revealed a modern build-up of rubble and waste, and nothing of archaeological significance.

Another investigation comprised of archaeological monitoring undertaken on the grounds of the former Phoenix Park Racecourse, revealing field drains on the south side of the Navan Road (Licence 03E1682) (Lynch 2004).

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

15.3.4.5 Industrial Heritage

The DCIHR does not include this section of the Proposed Scheme in the survey.

15.3.4.6 Cultural Heritage

A memorial dedicated to Lieutenant Martin Savage of the IRA, who was killed in Ashtown in the War of Independence in 1919, is located adjacent to the Ashtown Roundabout (CBC0005CH001; Figure 15.1 Sheet 9 of 16 in Volume 3 of this EIAR). The original memorial stone is set into a cobbled area, as well as another upright memorial stone which was erected in 1949. This memorial is of cultural heritage interest in the context of the Decade of Centenaries which is being currently celebrated.

15.3.4.7 Field Survey

A field survey was undertaken on 25 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.4.7.1 Physical and Cultural Environment

This section of the Proposed Scheme will follow N3 national roadway. Although the N3 follows the course of the early 19th century Navan Road, it has been significantly altered and widened to become the multi-carriageway route it is now. There is nothing of historic character preserved on this road. The surrounding landscape comprises of a combination of residential and commercial areas, with much of the open space at the site of the former Phoenix Park Race Course now under development.

It is only at the Ashtown Roundabout that any historic character is evident in this section of the Proposed Scheme. A War of Independence memorial is located to the south-east of the roundabout (CBC0005CH001; Sheet 9 of 16 Figure 15.1 in Volume 3 of this EIAR), and the Halfway House bar and restaurant is located to the north-east. Although the existing building is a 20th century construction, an earlier establishment of the same name is depicted on the first edition OS six-inch map of 1836 (OSI 2020) and was one of the only features on the west end of the Navan Road at that time. It would have been a popular inn and rest stop for travellers on their way to Dublin, as well as being located close to the Ashtown Gate of the Phoenix Park. The walls and gates of the park itself provide historic character to the area, where visible, such as at the off-line works proposed at Ashtown Gate Road junction.

15.3.4.7.2 Archaeological Potential and Non-Designated Archaeological Sites

A new segment of Bus Lane will be required east of the M50 / N3 Junction 6. A review of aerial photography shows that this area was stripped of topsoil prior to the construction of the M50 Motorway and functioned as a compound site during work. A later phase of upgrade on the M50 involved archaeological testing of this field, revealing nothing of archaeological significance (Licence 05E0065) (Clarke 2005), demonstrating that there is likely no archaeological potential to this plot of land.

The N3 road was significantly widened in the 20th century and two sites have been identified from historic mapping which are now located within the existing road take. They comprise of 19th century houses at three locations along this section of the Proposed Scheme (CBC0005AH002, CBC0005AH003, CBC0005AH004; Figure 15.1 Sheets 7 to 9 of 16 in Volume 3 of this EIAR). There is no above-ground trace of these structures, but it is possible that associated features may survive beneath the road surface.

The off-line works proposed at the junction of Blackhorse Avenue / Ashtown Gate Road will extend into the Phoenix Park (RMP DU018-007001). The 17th century deer park contains a further 22 individual recorded archaeological sites, none of which are in proximity to Ashtown Gate Road or the Proposed Scheme, however, they speak to the archaeological potential of the lands within the park.

15.3.5 Archaeological Heritage: Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

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 are no recorded archaeological monuments in this section of the Proposed Scheme.

15.3.5.3 Topographical Files, NMI

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

15.3.5.4 Previous Archaeological Investigations

One archaeological investigation has been undertaken adjacent to this section of the Proposed Scheme. Archaeological monitoring adjacent to St Joseph's School for Deaf Boys revealed nothing of archaeological significance (Licence 18E0237) (Excavations 2018).

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

15.3.5.5 Industrial Heritage

No industrial heritage sites were recorded on this section of the Proposed Scheme in the DCIHR.

15.3.5.6 Cultural Heritage

No sites of cultural heritage interest were identified along this section of the Proposed Scheme.

15.3.5.7 Field Survey

A field survey was undertaken on 25 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 in Volume 4 of this report. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.5.7.1 Physical and Cultural Environment

The R147 Navan Road was built early in the 19th century and is labelled as 'New Road' in Duncan's map of 1821 (Image 15.15). It was also named 'Windy Harbour' on this map, as well as the first edition OS six-inch map of 1836 (OSI 2020). It remains a particularly windy and exposed stretch of road, with most of the development set back from the roadside. The area is predominantly characterised by 20th century dwellings (semi-detached and terraced), and commercial units. The Roosevelt Cottages, built c. 1888, are some of the earliest surviving dwellings in this area however, with the terrace of brick cottages having been constructed when the area was still countryside.

The dominant historical features are St Vincent's Home and St Joseph's Deaf Village, which would have been some of the only developments on this road at the time of their construction. St Vincent's, built c. 1890, was the Auxiliary Workhouse of the North Dublin Union (RPS 5808) (discussed in Chapter 16 (Architectural Heritage)). St Joseph's was originally known as the Deaf and Dumb Institution, and much of the original complex has been replaced with the modern Deaf Village. The mid-19th century Gothic-Revival chapel survives, however, albeit

largely concealed by more modern buildings (NIAH 50060140) (discussed in Chapter 16 (Architectural Heritage)), with a small graveyard adjacent to the Navan Road.

Historic street furniture such as two cast iron pillar post boxes and slender 20th century cast iron lamp posts demonstrate the development of the suburban landscape along the Navan Road in the late 19th and 20th centuries.

15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

Rocque's map (Image 15.4, Image 15.6) shows an open agricultural landscape prior to the construction of the R147 Navan Road. This, in addition to the lack of recorded archaeological monuments or discoveries along this section of the Proposed Scheme suggests a low archaeological potential. However, three non-designated archaeological sites have been identified from historic mapping where the road has been widened in the 20th century, with no above-ground trace remaining.

The site of the original Halfway House is located within the Proposed Scheme at the Ashtown Roundabout (CBC0005AH005; Figure 15.1 Sheet 9 of 16 in Volume 3 of this EIAR).

A small graveyard at St Joseph's is located adjacent to the Proposed Scheme (CBC0005AH006; Figure 15.1 Sheet 12 of 16 in Volume 3 of this EIAR). While this site post-dates the Navan Road, historic mapping shows that approximately 3 sq. m. formerly extended onto the existing pavement at the site of the bus shelter, prior to some slight road widening. It is possible, therefore, that human remains or associated features may survive beneath the pavement at this location.

Finally, a cluster of houses is depicted on historic mapping at the junction of the R147 Navan Road with the Old Cabra Road (CBC0005AH007; Figure 15.1 Sheet 12 of 16 in Volume 3 of this EIAR) within the existing road take and the Proposed Scheme.

15.3.6 Archaeological Heritage: Navan Road / Old Cabra Road Junction to Ellis Quay

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)

This section of the Proposed Scheme traverses part of the ZAP for the Historic City of Dublin (RMP DU018-020), which begins on Prussia Street. In addition, there is one recorded archaeological monument within the Proposed Scheme, a late medieval bowling green (RMP DU018-020310; Figure 15.1 Sheet 15 of 16 in Volume 3 of this EIAR), which consisted of a parcel of land between Hendrick Lane and Hendrick Place.

A further six recorded archaeological monuments are located within c. 50m of the Proposed Scheme, two of which relate to the same structure at the Law Society of Ireland, which was constructed c. 1775 as the Blue Coat School (RMP DU018-020177, DU018-020178; School, Building; Figure 15.1 in Volume 3 of this EIAR). The grounds of the Law Society of Ireland run alongside the Proposed Scheme. The site of an 18th / 19th century house is also located adjacent to the Proposed Scheme on Prussia Street (RMP DU018-020251; Figure 15.1 Sheet 14 of 16 in Volume 3 of this EIAR).

Another nearby site is a church (RMP DU018-020414; St Paul's Church; Figure 15.1 Sheet 15 of 16 in Volume 3 of this EIAR), off King Street North and now in use as the SPADE Enterprise Centre. The 19th century structure replaced the original church built in 1702, with an associated graveyard which was in use from this time. An older church by the same name is depicted in this location on Charles Brooking's map of 1728 on the corner of Oxmantown Green with a rectangular enclosure around it. Although the ZAP extends into the Proposed Scheme, Rocque's map of 1756 (Ferguson 1998) indicates that the graveyard boundary was set back from King Street North (Image 15.19). Cullen notes that it serviced the nearby Royal Barracks and that the graveyard was mostly used to inter military men (Cullen 2015).

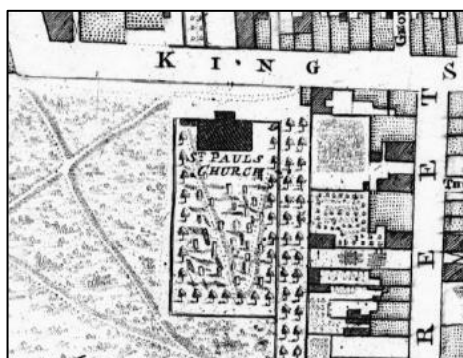


Image 15.19: St. Paul's Depicted on Rocque, 1756 (Ferguson 1998)

Finally, the ZAPs for a 17th century glassworks in Smithfield (SMR DU018-286; Figure 15.1 Sheet 15 of 16 in Volume 3 of this EIAR) and a 17th century stone bridge which previously stood on the site of Mellowe's Bridge (RMP DU018-020312; Figure 15.1 in Volume 3 of this EIAR) extend into the Proposed Scheme.

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

Table 15.6: RMP / SMR Sites Within the Proposed Scheme (Navan Road / Old Cabra Road Junction to Ellis Quay Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020	Dublin Historic City	Dublin City	715076, 733907
DU018-020310	Bowling green	Blackhall Place, Hendrick Street	714376, 734454

Table 15.7: RMP / SMR Sites Within c. 50m of the Proposed Scheme (Navan Road / Old Cabra Road Junction to Ellis Quay Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020251	House 18 th /19 th c	Prussia Street (Site of Park Shopping Centre)	713986, 735365
DU018-020177	School	Law Society of Ireland, Blackhall Place	714334, 734546
DU018-020178	Building	Law Society of Ireland, Blackhall Place	714333, 734542
DU018-020414	Church	St Paul's Church, Paul Street	714470, 734635
DU018-286	Glass works	Smithfield	714584, 734483
DU018-020312	Bridge	Mellowe's Bridge	714497, 734288

15.3.6.3 Topographical Files, NMI

There are no items recorded in the Topographical Files of the NMI within 50m of this section of the Proposed Scheme. The Finds Database on the Heritage Maps service provided by The Heritage Council (The Heritage Council 2020) shows a record on King Street North / Queen Street (NMI: IA/48/52). However, this record refers to skeletal remains which were found further east at the junction of King Street North and Green Street.

15.3.6.4 Previous Archaeological Investigations

A number of archaeological investigations have been undertaken adjacent to the Proposed Scheme, with the majority having been undertaken between Prussia Street and the River Liffey. These investigations have demonstrated that the urbanisation of this area in the 18th and 19th centuries comprised of scarping activities which would have eradicated earlier features, if any existed (Licence 03E1811, 96E0070; Excavations Bulletin 1994:082) (Lohan 2004; Murtagh 1996; Excavations 1994). Extensive land reclamation was also required close to the River Liffey, with deep deposits of gravel overlying earlier organic deposits (Licence 00E0410, 03E1290) (Ó Néill 2000, Kerins and Tobin 2004). The cellar levels of 18th and 19th century structures were identified in

several of these excavations (Licence 03E0729, 03E1811, 00E0875, 99E0271, 1994:082, 96E0070, 92E0179, 00E0410, 03E1290) (Phelan 2003; Lohan 2004; Hayden 2001; Lynch 1999; Excavations 1994; Murtagh 1996; Walsh 1992; Ó Néill 2000; Kerins and Tobin 2004), and a stone-lined well was found during the realignment of George's Street (Licence 02E0533) (Kehoe 2002).

At Prussia Street, archaeological testing (Licence 19E0016) took place within the former Park Shopping Centre, in proximity to the RMP site for an 18th/19th century house (DU018-020251). The site of the house itself was not tested, as it lies within an area of active car park, but further investigations will be undertaken at a later stage. The testing elsewhere in the site (in the area to the rear (east) of the house site) revealed 19th / 20th century yard surfaces and finds thought to be associated with the Dublin Cattle Market (Excavations 2019).

The earliest features identified date to the 17th century, most notably on a site in Smithfield which backed onto Queen Street (Licence 00E0272) (Excavations 2000). This site included the foundations of houses dating to as early as 1665, approximately 30 dung houses and the remains of the John Odacio Formica glassworks, the oldest flint glassworks in Dublin dating to 1675 (SMR DU018-286). Many of the earlier houses had been replaced by 18th century structures with deep basements. Twenty-seven burials which predated the 1665 development were thought to have derived from either the nearby gallows site or from skirmishes on Oxmantown Green. It was noted that the quality of the imported wares decreased from the first decades of the 18th century as the area became less residential.

Further human remains were identified at a site on Hendrick Street and Blackhall Place (Licence 00E0549) (Kehoe 2001). The remains were post-medieval and were thought to relate to the nearby King's Hospital (RMP DU018-020177/8). The site was subsequently added to the SMR (SMR DU018-020826) but it is not scheduled for inclusion in the next revision of the RMP.

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

15.3.6.5 Industrial Heritage

Three industrial heritage sites are recorded by the DCIHR within this section of the Proposed Scheme (DCC 2003 to 2009).

There are two former tramlines within the Proposed Scheme. They were the commercial Number 9/10 line, which passed on the North Circular Road, and a Dublin Corporation line which travelled up Queen Street and George's Lane to an incinerator on Stanley Street (DCIHR 18-06-009, 18-07-045; Figure 15.1 in Volume 3 of this EIAR). Part of this line is extant on Stanley Street where it is incorporated into the cobbled surface, extending partly into the Proposed Scheme (the extant section of line – NIAH 50070207 – is discussed in Chapter 16 (Architectural Heritage)). The Gravel Walk Slip was located along what is now Blackhall Place and provided access to the River Liffey (DCIHR 18-11-214; Image 15.12; Figure 15.1 Sheet 13 to 14 of 16 in Volume 3 of this EIAR).

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

Table 15.8: Industrial Heritage Sites Within the Proposed Scheme (Navan Road / Old Cabra Road Junction to Ellis Quay Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-06-009	Tramline (site of)	North Circular Road	713908, 735475
DCIHR 18-11-214	Gravel Walk Slip	Blackhall Place	714367, 734363
DCIHR 18-07-045	Tramline	Stanley Street, Brunswick Street North, Queen Street	714495, 734756

15.3.6.6 Cultural Heritage

Cultural heritage features contribute to the overall character of a street and provide an insight into the activities which would have taken place in the neighbourhood. This can include features as diverse as post boxes, kerbstones, cobbled surfaces, wall plaques, boot scrapes and other types of street furniture, which enhance the

character of a street (elements of historic street furniture are discussed in detail in Chapter 16 (Architectural Heritage)).

Part of this street character is encapsulated in the terraced housing from Number 2 to Number 46 (even numbers only) Blackhall Place where each residence is equipped with a simple bootscape. This terrace was built at the beginning of the 20th century, and the boot scrapes are a visual reminder of the importance of the nearby Cattle Market at this time which necessitated the use of these devices in this neighbourhood.

The junction of Manor Street, Prussia Street and Aughrim Street is particularly attractive in its use of street furniture. It incorporates ornate street lighting, enclosed lawn, a memorial stone (CBC005CH002 in Appendix A15.2 in Volume 4 of this EIAR) and a reinvention of a traditional public telephone box to house a defibrillator. The telephone box / defibrillator was installed in 2019 and is a visual reference of the type of street furniture which would once have been common on streets throughout Ireland. The memorial stone (CBC005CH002; Figure 15.1 Sheet 14 of 16 in Volume 3 of this EIAR) was erected by the Dublin Millennium Committee in 1988 stating that Stoneybatter, from *Bóthar na gCloich* or 'the road of the stones' was part of the *Slighe Chualann* from Tara to Glendalough. While this is not a view widely held among scholars, it nevertheless preserves the tradition that Stoneybatter is part of an ancient routeway.

15.3.6.7 Field Survey

A field survey was undertaken on 25 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.6.7.1 Physical and Cultural Environment

While the Old Cabra Road is an historic route, appearing in the Down Survey map (Image 15.3) and probably dating to much earlier, there is very little historic character to this road other than the single-arch stone bridge, built c. 1875, which carries the road over the GSWR line (NIAH 50060148; discussed in Chapter 16 (Architectural Heritage)).

The Proposed Scheme will enter the ZAP for the Historic City of Dublin on Prussia Street, and it is from this point on that elements of historic street character are preserved. The existing streets maintain the feeling of a highway descending into the city, which provides an impression of the topographical character of the streetscape in the past. A considerable quantity of 18th and 19th century terraced and detached dwellings and other buildings survive, with the remainder made up of modern constructions. The most notable constructions are the gates to the Cattle Market, the City Arms Hotel (NIAH 50070059), the Sisters of Charity Convent (NIAH 50070184) and the Law Society of Ireland (RMP DU018-020177) (also discussed in Chapter 16 (Architectural Heritage)). Blackhall Street was designed to have a closing view towards the Law Society building. While this view is preserved in the modern streetscape, the effect is diminished by the modern character of residential development on this street.

The junction of Prussia Street, Aughrim Street and Manor Street is a well-landscaped public space which includes cast iron lighting, a memorial stone and a traditional public phone box in use as a defibrillator. Of particular note is the terrace on Blackhall Place from Number 2 to Number 46 (even numbers only), which is furnished with simple boot scrapes at every door (Image 15.20) (upstanding historic buildings and associated features are discussed in Chapter 16 (Architectural Heritage)). These would have been essential features at the height of the nearby Cattle Market and are a reminder of the heritage of the area. The Cattle Market opened in 1863 and stood next to the junction of North Circular Road and Prussia Street, a site which provided the nickname of 'Cowntown' for Stoneybatter. From its peak in the 1950s, the market ceased trading in 1973 after some years of dwindling sales.



Image 15.20: Boot Scrapes on Blackhall Place



Image 15.21: The Cattle Market, North Circular Road (UCD Digital Library 2020)

Brunswick Street retains some of the former industrial characteristics of the area. The street is dominated by the 2 to 3 storey rubble-built former maltings building (RPS 994; discussed in Chapter 16 (Architectural Heritage)). Next to it, a portion of the tramlines are still extant on a cobbled surface on Stanley Street (DCIHR 18-07-045).

In contrast to the other streets in the vicinity, George's Lane is a modern re-alignment and Queen Street has been substantially redeveloped, retaining little of historical character other than replica cast-iron street lighting and some granite stone settings (discussed in Chapter 16 (Architectural Heritage)).

15.3.6.7.2 Archaeological Potential and Non-Designated Archaeological Sites

One recorded archaeological monument is located within the Proposed Scheme, the site of a Bowling Green, which is now crossed by Blackhall Place (RMP DU018-020310; Figure 15.1 Sheet 15 of 16 in Volume 3 of this EIAR). There is also potential along this road to reveal medieval features related to Oxmantown Green, and the discovery of human remains at a site on Hendrick Street may be related to skirmishes on the Green. The principle archaeological potential of this area lies in its urban development from the 17th century, and may include cellars and other features from the 17th, 18th and 19th centuries.

There is the potential to reveal subsurface features related to the two tramways (DCIHR 18-06-009, 18-07-045; Figure 15.1 Sheets 13 to 15 of 16 in Volume 3 of this EIAR) and the slipway (DCIHR 18-11-214; Figure 15.1 Sheet 15 of 16 in Volume 3 of this EIAR).

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

15.3.7 Proposed Construction Compounds

There are no national monuments of recorded archaeological sites in the vicinity of the construction compounds and no significant level of archaeological potential was identified at any of the proposed locations.

Construction Compound BL1 is located at the Old Navan Road car park, which has been a hard-surface parking area since at least the 1990s (as evidenced by aerial imagery from 1995 onwards; OS 2020). The proximity of the River Tolka speaks to the inherent archaeological potential of this general area, as riverine environments are known to have attracted human activity from the prehistoric period onwards. Given the lack of any buildings on the site, but bearing in mind the disturbance resulting from the creation of the hard-surface lot, there is only a slight potential that previously unknown archaeological features or deposits may be present below ground.

While proposed Construction Compound BL2 on the northwest side of the M50 roundabout Junction 6 comprises a grassy area, this area was previously stripped of topsoil to accommodate construction activities and was subject to archaeological testing (Licence 05E0065) (Clarke 2005). No features of archaeological significance were identified and no finds were recovered. It is considered that the archaeological potential within this area is negligible.

Proposed Construction Compound BL3 at the R147 east of the M50, comprises landscaped grassy areas that form part of the large M50 junction, which have been similarly disturbed in the past. Aerial imagery of this area shows that it was stripped of topsoil several times from the mid-1990s onwards to facilitate adjacent road construction (OSI 2020; Aerial 1995, Aerial 2000, Aerial 2005 to 2012). Previous archaeological testing at this location revealed nothing of archaeological potential, with the area having functioned as a wasteland containing modern rubbish (Licence 05E0065) (Clarke 2005). It is considered that the archaeological potential within this area is 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;
- Road resurfacing works;
- Any excavations of soil, including landscaping works; and
- Any ground disturbance for utility works.

15.4.2 'Do Nothing' Scenario

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

15.4.3 Construction Phase

15.4.3.1 N3 Blanchardstown Junction to Snugborough Road

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

There is one non-designated archaeological site within this section of the Proposed Scheme, identified from historic mapping and comprising of a large farmstead by the name of 'Spring Lawn' (CBC0005AH001). There is no trace remaining as the existing road has been extended over the site, but subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

15.4.3.1.2 Cultural Heritage

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

15.4.3.1.3 Summary of Impacts

The impacts are summarised in Table 15.9, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.9: Summary of Potential Construction Phase Impacts (N3 Blanchardstown Junction to Snugborough Road Section)

Assessment Topic	Potential Impact
CBC0005AH001; House (site of)	Negative, Slight, Permanent

15.4.3.2 Snugborough Road to N3 / M50 Junction

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 is one RMP site partly located within this section of the Proposed Scheme. The site of a 17th century mill (RMP DU013-035) is recorded adjacent to the Mill Road, where the remains of a 19th century corn mill still stand. The exact location and size of the earlier mill is unknown and it is possible that remains of the mill building or associated features, such as mill-races and mill ponds, may survive sub-surface. Ground-breaking works associated with the construction of the proposed pedestrian access ramp and steps will impact any associated features that may be present below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate and Permanent.

15.4.3.2.1.3 Non-Designated Archaeological Sites

There are no non-designated archaeological sites within this section of the Proposed Scheme.

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 15.10, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.10: Summary of Potential Construction Phase Impacts (Snugborough Road to N3 / M50 Junction Section)

Assessment Topic	Potential Impact
DU013-035; Mill – unclassified (site of)	Negative, Moderate, Permanent

15.4.3.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction

15.4.3.3.1 Archaeological Heritage

15.4.3.3.1.1 National Monuments

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

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

The off-line works proposed at the junction of Blackhorse Avenue / Ashtown Gate Road will extend into the Phoenix Park (RMP DU018-007001), a 17th century enclosed deer park. Ground-breaking activities will be

required at this location to install ducting for new traffic signals. There is significant archaeological potential within the park, which contains recorded archaeological sites from the prehistoric period onwards. While the wall and gates of the recorded deer park will not be directly impacted, it is possible that ground-breaking works will impact on subsurface features associated with the 17th century deer park or on any previously unknown archaeological sites, features or deposits that may survive below ground at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate and Permanent.

15.4.3.3.1.3 Non-Designated Archaeological Sites

There are three non-designated archaeological sites within this section of the Proposed Scheme, all of which were identified from historic mapping, namely the sites of houses at three locations along the R147 Navan Road (CBC0005AH002; CBC0005AH003; CBC0005AH004). In all cases, either modern roadway has been constructed over the sites, or they have been landscaped over.

The site of two 19th century houses is located within the Proposed Scheme on the existing N3 Dublin Road at Ashtown (CBC0005AH002) and while there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

The site of two 19th century houses is located within the Proposed Scheme on the existing R147 Navan Road at Ashtown (CBC0005AH003, extending approximately from Chainage A4400 to A4520) and while there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

The site of 19th century houses is located within the Proposed Scheme on the existing R147 Navan Road adjacent to the Ashtown Roundabout (CBC0005AH004) and while there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

15.4.3.3.2 Cultural Heritage

There is a war memorial, dedicated to Lieutenant Martin Savage of the IRA, located in this section of the Proposed Scheme (CBC0005CH001). 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.

15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15.11, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.11: Summary of Potential Construction Phase Impacts (N3 / M50 Junction to Navan Road / Ashtown Road Junction Section)

Assessment Topic	Potential Impact
RMP DU018-007001 (Deer Park)	Negative, Moderate, Permanent
CBC0005AH002; Houses (site of)	Negative, Slight, Permanent
CBC0005AH003; Houses (site of)	Negative, Slight, Permanent
CBC0005AH004; Houses (site of)	Negative, Slight, Permanent
CBC0005CH001; War memorial	Negative, Slight, Temporary

15.4.3.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

15.4.3.4.1 Archaeological Heritage

15.4.3.4.1.1 National Monuments

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

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

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

15.4.3.4.1.3 Non-Designated Archaeological Sites

There are three non-designated archaeological sites within this section of the Proposed Scheme, all of which were identified from historic mapping. They comprise of the original 'Halfway House' public house (CBC0005AH005), a small segment of a 19th century graveyard (CBC0005AH006) and a cluster of houses at the junction of the R147 Navan Road and the R805 Old Cabra Road (CBC0005AH007). In all cases, the modern roads have been extended across these former sites.

The site of the original 'Halfway House' public house was located within the Proposed Scheme on the R147 Navan Road in the 19th century, and a row of terraced houses was located across the road from this site (CBC0005AH005). While there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

The original extent of the graveyard of St. Joseph's School for Deaf Boys extended slightly further into the existing R147 Navan Road and the Proposed Scheme (CBC0005AH006). An earlier building was also located adjacent to this burial ground and while there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

A cluster of 19th century houses was located at the Navan Road / Old Cabra Road Junction, within the existing road and the Proposed Scheme (CBC0005AH007, extending approximately from Chainage A7360 to A7480). While there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

15.4.3.4.2 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).

15.4.3.4.3 Summary of Impacts

The impacts are summarised in Table 15.12, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.12: Summary of Potential Construction Phase Impacts (Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction Section)

Assessment Topic	Potential Impact
CBC0005AH005; Public house (site of)	Negative, Slight, Permanent
CBC0005AH006; Burial ground and building (site of)	Negative, Slight, Permanent
CBC0005AH007; Houses (site of)	Negative, Slight, Permanent

15.4.3.5 Navan Road / Old Cabra Road Junction to Ellis Quay

15.4.3.5.1 Archaeological Heritage

15.4.3.5.1.1 National Monuments

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

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

There are eight RMP / SMR sites located along this section of the Proposed Scheme, including the Historic City of Dublin ZAP (RMP DU018-020). The remaining seven sites are located within this ZAP and comprise an 18th to 19th century house (RMP DU018-020251), the Blue Coat School and Hospital (RMP DU018-020177; DU018-020178), a church (RMP DU018-020414), a 17th century glassworks (SMR DU018-286), a Bowling Green (RMP DU018-020310) and a bridge (RMP DU018-020312)). None of the sites has any upstanding remains.

The Proposed Scheme will enter the ZAP for the Historic City of Dublin (RMP DU018-020) at Prussia Street, and will travel through the area of Oxmantown Green, associated with the Viking settlement of Oxmantown, as well as through part of the 17th century urban development of North Dublin where early dwellings would have comprised of cellars which may project into the Proposed Scheme. Ground-breaking works within the Historic City of Dublin ZAP will impact on any previously unknown archaeological sites or features that survive below ground. The RMP ZAP has a medium sensitivity value and the magnitude of impact is medium, and as only a small part of the extensive Historic City ZAP (RMP DU018-020) is affected, the potential impact is Negative, Moderate, Permanent.

The site of an 18th / 19th century house (RMP DU018-020251) is located adjacent to the Proposed Scheme on Prussia Street. It is depicted on historic mapping adjacent to the road (outside of the Proposed Scheme), with the road boundary apparently little changed in the interim. It is possible that an associated cellar may survive within the Proposed Scheme which will be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate and Permanent.

The site of a Bowling Green is located within the Proposed Scheme on Blackhall Place (RMP DU018-020310). Ground-breaking works will impact on any remains that may survive below ground (these may include human bone related to skirmishes on Oxmantown Green). The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the potential is for the discovery of human remains, the potential impact is Negative, Significant and Permanent.

A 17th century bridge, named Arran Bridge (RMP DU018-020312), once stood at the site of the existing Mellowe's Bridge. It does not appear from historic mapping and depictions that the original bridge extended any further north than the existing Mellowe's Bridge, but it is possible that some elements survive beneath the surface within the ZAP on Queen Street and will be affected by any ground-breaking works at this location. The RMP site has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate and Permanent.

The site of the Blue Coat School and Hospital (RMP DU018-020177; DU018-020178) is located adjacent to the Proposed Scheme on Blackhall Place; this upstanding building is now occupied by the Law Society of Ireland and while the grounds extend to the edge of the Proposed Scheme, the ZAP does not (neither the building nor its grounds will be affected) by the Proposed Scheme). The original 17th century St Paul's Church (RMP DU018-020414) was located on King Street North and although the ZAP for this site extends into the Proposed Scheme, historic mapping indicates that it was set back from the street. The site of a 17th century glassworks was found though archaeological investigations adjacent to the Proposed Scheme in Smithfield (SMR DU018-286) and although the ZAP for this site extends across the Proposed Scheme at Queen Street, this street was laid out by the time the glassworks were founded in 1675; the site would therefore not extend into the Proposed Scheme. No impact is potential for these three sites.

15.4.3.5.1.3 Non-Designated Archaeological Sites

There are three non-designated archaeological sites within this section of the Proposed Scheme. Two relate to former tramlines (DCIHR 18-06-009; 18-07-045), with the third being the site of a gravel slipway once used to access the River Liffey (DCIHR 18-11-214).

The tramway (DCIHR 18-06-009) of the Numbers 9 and 10 services ran from Phoenix Park to O'Connell Street along the R101 North Circular Road (NCR) and the Proposed Scheme will cross this route at the junction with Old Cabra Road and Prussia Street, as well as along a section of the R101 NCR. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and will be affected by any ground-breaking works at this location. The tramline has a low sensitivity value and the magnitude of impact is medium, and as only a small section of the former tramline is affected, therefore the potential impact is Negative, Slight and Permanent.

A second tramway (DCIHR 18-07-045) ran within the Proposed Scheme from Stanley Street to Queen Street and along Arran Quay. A segment of track is extant on Stanley Street (NIAH 50070207, assessed in Chapter 16 (Architectural Heritage)) and it is possible that other parts of the tramlines survive below the existing road surfaces and will be affected by any ground-breaking works at this location. The tramline has a low sensitivity value and the magnitude of impact is medium, and as only a small section of the former tramline is affected, therefore the potential impact is Negative, Slight and Permanent.

A gravel slipway was located on the foreshore of the River Liffey where Blackhall Place is now located (DCIHR 18-11-214). While there is no above-ground trace, subsurface features may survive and be affected by any ground-breaking works at this location. The non-designated archaeological site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Permanent.

15.4.3.5.2 Cultural Heritage

A granite boulder is located at the junction of Manor Street and Aughrim Street in which a bronze plaque is fixed, detailing the local history of Stoneybatter (CBC0005CH002). There will be a temporary impact on the setting of the memorial during landscaping works for the Proposed Scheme. 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 on the monument is Negative, Slight, Temporary.

15.4.3.5.3 Summary of Impacts

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

Table 15.13: Summary of Potential Construction Phase Impacts (Navan Road / Old Cabra Road Junction to Ellis Quay Section)

Assessment Topic	Potential Impact
DU018-020; Historic City of Dublin	Negative, Moderate, Permanent
DU018-020251; House – 18 th / 19 th century (site of)	Negative, Moderate, Permanent
DU018-020310; Bowling green (site of)	Negative, Significant, Permanent
DU018-020312; Bridge (site of)	Negative, Moderate, Permanent
DU018-020177; Blue Coat School	No impact
DU018-020178; Blue Coat Hospital	No impact
DU018-020414; Church (site of)	No impact
DU018-286; Glass works (site of)	No impact
DCIHR 18-06-009; Tramline (site of)	Negative, Slight, Permanent
DCIHR 18-07-045; Tramline (site of)	Negative, Slight, Permanent
DCIHR 18-11-214; Slipway	Negative, Slight, Permanent

Assessment Topic	Potential Impact
CBC0005CH002; Memorial	Negative, Slight, Temporary

15.4.3.6 Proposed Construction Compounds

15.4.3.6.1 Archaeological Heritage

15.4.3.6.1.1 National Monuments

No national monuments will be impacted by the proposed construction compounds.

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

No RMP / SMR sites will be impacted by the proposed construction compounds.

15.4.3.6.1.3 Non-Designated Archaeological Sites

No non-designated archaeological sites were identified within the proposed construction compounds.

Construction Compound BL1 on Old Navan Road/ Corduff Park is located in an existing carpark and as such has been subjected to disturbance by the introduction of the existing hard-surface. No ground-breaking works are anticipated at this location and therefore there will be no adverse impact that would uncover previously unknown archaeological features or deposits.

15.4.3.6.1.4 Greenfield Potential

Construction Compounds BL1, BL2, BL3 are considered to have negligible archaeological potential and as such will have no impact on archaeological heritage.

15.4.3.6.2 Cultural Heritage

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

15.4.3.6.3 Summary of Impacts

No significant impacts to archaeology of cultural heritage assets are anticipated as a result of the location of the proposed construction compounds (BL1, BL2, BL3).

15.4.4 Operational Phase

No operational phase impacts were identified in this section of the Proposed Scheme.

15.5 Mitigation and Monitoring Measures

15.5.1 Construction Phase

15.5.1.1 Archaeological Heritage

Archaeological mitigation measures can avoid, prevent, reduce or offset negative 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 N3 Blanchardstown Junction to Snugborough Road

15.5.1.3.1 Archaeological Heritage

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

- At undesignated archaeological heritage site CBC0005AH001 (the site of a house identified on historic mapping).

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 15.14: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (N3 Blanchardstown Junction to Snugborough Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0005AH001; House (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.4 Snugborough Road to N3 / M50 Junction

15.5.1.4.1 Archaeological Heritage

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

- Within the ZAP for the recorded mill at Mill Road (RMP DU013-035; Figure 15.1 in Volume 3 of this EIAR).

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

15.5.1.4.2 Cultural Heritage

No impacts were identified and therefore no mitigation is required.

15.5.1.4.3 Summary Table

Table 15.15: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Snugborough Road to N3/ M50 Junction Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU013-035; Mill – unclassified (site of)	Negative, Moderate, Permanent	No significant impact

15.5.1.5 N3 / M50 Junction to Navan Road / Ashtown Road Junction

15.5.1.5.1 Archaeological Heritage

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

- Within the Phoenix Park (DU018-007001);
- At the undesignated archaeological heritage sites identified from historic mapping listed in Table 15.16 (CBC0005AH002 to CBC0005AH004).

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

15.5.1.5.2 Cultural Heritage

The memorial (CBC0005CH001) 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.

15.5.1.5.3 Summary Table

Table 15.16: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (N3 / M50 Junction to Navan Road / Ashtown Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU018-007001 (Deer Park)	Negative, Moderate, Permanent	No significant impact
CBC0005AH002; Houses (site of)	Negative, Slight, Permanent	No significant impact
CBC0005AH003; Houses (site of)	Negative, Slight, Permanent	No significant impact
CBC0005AH004; Houses (site of)	Negative, Slight, Permanent	No significant impact
CBC0005CH001; War memorial	Negative, Slight, Temporary	No significant impact

15.5.1.6 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

15.5.1.6.1 Archaeological Heritage

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

- At the undesignated archaeological heritage sites identified from historic mapping listed in Table 15.17 (CBC0005AH005 to CBC0005AH007).

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

15.5.1.6.2 Cultural Heritage

No impacts were identified and therefore no mitigation is required.

15.5.1.6.3 Summary Table

Table 15.17: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
CBC0005AH005; Public house (site of)	Negative, Slight, Permanent	No significant impact
CBC0005AH006; Burial ground and building (site of)	Negative, Slight, Permanent	No significant impact
CBC0005AH007; Houses (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.7 Navan Road / Old Cabra Road Junction to Ellis Quay

15.5.1.7.1 Archaeological Heritage

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

- Within the designated ZAP for the Historic City of Dublin (DU018-020);
- At the site of a Bowling Green (RMP DU018-020310) which lies within the Proposed Scheme;
- Adjacent to the sites of an 18th to 19th century house (RMP DU018-020251) and a 17th century bridge (RMP DU018-020312), where associated features may survive below ground within the Proposed Scheme; and
- At all undesignated archaeological heritage sites identified from the DCIHR (DCC 2003 to 2009) listed in Table 15.18.

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.

In the case of cellars, coal cellars and / or basements along this Section of the Proposed Scheme, 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.

15.5.1.7.2 Cultural Heritage

The monument and plaque (CBC0005CH002) will be protected from any adverse impacts during construction works by the appointed contractor 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 relocated as part of the re-landscaping of the Prussia Street / Aughrim Street / Manor Street junction, as close as possible to its current location following completion of the works.

15.5.1.7.3 Summary Table

Table 15.18: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Navan Road / Old Cabra Road Junction to Ellis Quay Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-020; Historic City of Dublin	Negative, Moderate, Permanent	No significant impact
DU018-020251; House – 18 th / 19 th century (site of)	Negative, Moderate, Permanent	No significant impact
DU018-020310; Bowling green (site of)	Negative, Significant, Permanent	No significant impact
DU018-020312; Bridge (site of)	Negative, Moderate, Permanent	No significant impact
DU018-020177; Blue Coat School	No impact	No significant impact
DU018-020178; Blue Coat Hospital	No impact	No significant impact
DU018-020414; Church (site of)	No impact	No significant impact
DU018-286; Glass works (site of)	No impact	No significant impact
DCIHR 18-06-009; Tramline (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-07-045; Tramline (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-11-214; Slipway	Negative, Slight, Permanent	No significant impact
CBC0005CH002; Memorial	Negative, Slight, Temporary	No significant impact

15.5.1.8 Proposed Construction Compounds

15.5.1.8.1 Archaeological Heritage

No impacts were identified and therefore no mitigation is required.

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 Stage of the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).

15.7 References

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