
Appendix A20.3

Site Inspection Report

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APPENDIX 20.3 – SITE INSPECTION REPORT

0.1 Zone A and B

Zone A runs east to west from the Loop Line above the Liffey River and Connolly station to Glasnevin junction in Dublin City along the GSWR line, together with a short section in the branch to the Phoenix Park around Cabra for the location of a temporary construction compound. The zone is approximately 4.65km in length. It also includes the Northern Line section between Connolly Station and the Tolka River in the north (1.15 km in length).

Zone B runs east to west from the new Spencer Dock station to Glasnevin junction along the MGWR line. The zone is approximately 3.05km in length.

Zone A of the proposed project, at its most eastern end, extends to encompass North Wall Freight Depot, located directly north of the R101. This large area is occupied by rail tracks and areas of hardstanding. CH01-03 (Site of Fort William; Site of G.S. & W.R. (Dublin Warehouse Co's Siding); and G.S. & W.R. (Amiens Street & North Wall Branch) Railway) and IH06 (Site of Glass works) are located in this area, however no upstanding remains survive.

The proposed location of Spencer Dock Station is currently occupied by a compound area at the east (Figure 0-1), Dock Road traverses the site north to south, with a green road verge at the west. CH012 (Site of North Wall Station) is located at the south western corner of this area, however no above ground remains survive.



Figure 0-1 View of proposed location of Spencer Dock Station, facing south

The area to the east of the Grand Canal and north of the proposed Spencer Dock station location is occupied by areas of hard standing, previously disturbed land and proposed exiting railway infrastructure. CH13-15 (Site of Vinegar Works; Site of Unnamed house; and Site of Unnamed house) and CH17 (Site of Unnamed large house) are located in this area; however, no above ground remains survive.

The proposed project boundary covers a large area to the east and northeast of Connolly Station. This area is currently occupied by a car park, extant railway lines and a number of yard areas and buildings associated with the operation of the station. CH024 (Site of Rail yard) and IH18 (Site of Goods shed) are located in this area; however, no above ground remains survive.

The proposed project follows the route of the existing railway lines in this Zone to the west. IH032 (Site of Footbridge, bottom step surviving) is located within the proposed project boundary south of Lindsay Road National School. The bridge is accessed from the north via a narrow passage between residential houses.

To the west of Phibsborough Road the proposed development includes a small area of greenfield (AAP2), which is the location of Glasnevin substation and associated compound. This area occupies the northwest corner of a GAA pitch (Figure 0-2). No previously unidentified archaeological features were noted in this area.



Figure 0-2 View of AAP02, facing east

0.2 Zone C

Zone C runs east to west from Glasnevin Junction in Dublin City to Clonsilla Junction in the Fingal area. The section is approximately 10.10km in length and follows the course of the railway line for the most part.

A large greenfield area (AAP03) is located within the proposed project boundary to the west of Prospect Cemetery and between the canal and railway line. This area is scrubland (Figure 0-3) with no previously unidentified archaeological features.



Figure 0-3 View of AAP03, facing north

To the west of Broombridge Road is AAP04 (located to the north of the railway line), the location of Reilly's SET compound. This area is overgrown (Figure 0-4) and no previously unidentified archaeological features were identified. Further to the south of the railway line is an additional compound area, which is covered in hard standing and has been fully developed.



Figure 0-4 View of AAP04, facing northwest

From here the proposed development follows the existing railway line as far as Ashtown, where the redline extends to the north and south of the railway line to allow for the construction of new infrastructure, including an underpass beneath the canal and railway. To the south of the railway line is AAP05, which comprises a small amount of a landscaped park, which is planted with trees. AAP06 extends across greenfield land as well as land occupied by buildings associated with Ashtown Stables. A small section of AAP06 extends into the proposed development area but this part of the site appears to have been disturbed, possibly as part of adjacent industrial development. The route of the proposed underpass includes a section of old road way, which was replaced by the Ashtown Road when the canal and then railway were constructed. The road passes a mill site to the east and Ashtown Stables to the west. Today it is used for local access. There is no visible trace of CH042 (mill pond), within the proposed development, the site of which is now covered by hard standing associated with industrial development.

To the north of the railway line is AAP07, the proposed location of a compound situated in greenfield land that was once part of the demesne of Ashtown House. No previously unidentified archaeological features were identified in any this area (Figure 0-5).



Figure 0-5 View of AAP07, facing WSW

From Ashtown the proposed development once again follows the path of the existing railway line before reached AAP08, directly to the west of Navan Road Parkway (proposed location of Navan Road SET compound and OHLE permanent maintenance compound). This comprises an area of previously disturbed ground (AAP08). No previously unidentified archaeological features were identified in this area.

The proposed development then follows the route of the railway again across the M50. To the west of Castleknock Road the proposed development includes part of Laurel Lodge Green public park (AAP09; Figure 0-6) which will serve as Castleknock substation and associated compound. No previously unidentified archaeological features were identified in this area and whilst this area once formed part of the demesne associated with Laurel Lodge (CH059), it has been subject to landscaping and disturbance.



Figure 0-6 View of AAP09, facing north

The proposed project boundary extends slightly south from the railway line to the east of Maple Avenue (AAP10), extending slightly in to a greenfield park which will be the location of Coolmine substation and associated compound. However, no previously unidentified archaeological features were identified in this area, which again has been subject to landscaping.

To the east of Carpenterstown Road the proposed location of Coolmine Station compound is located on an existing car park. No above ground remains of CH063 were identified at this site and the whole area has been subject to disturbance and development.

The proposed development continues to the west along the railway line until it reaches the existing Porterstown level crossing. There are a number of compounds proposed in this area, as well as works to existing road infrastructure. No archaeological or cultural heritage features were noted within the proposed scheme in relation to the existing modern road infrastructure.

AAP11 and AAP12 are located directly to the west of Diswellstown Road. AAP11 is occupied by scrubland and has been subject to disturbance in the past, while AAP12 has been subject to disturbance and serves as a compound and storage area (Figure 0-7). No previously unidentified archaeological features were identified in these areas.

AAP13, the proposed location of Porterstown Crossing Bridge and associated compound, is located to the north of the existing railway and canal and consists of scrubland to the front of a former school house (Figure 0-8).



Figure 0-7 View of AAP12, facing northwest



Figure 0-8 View of AAP13, facing west

The proposed development then travels along the railways line as far as Clonsilla Road, where the boundary extends to the north and south to facilitate the location of compound and Clonsilla Permanent Way. AAP14 is located to the east of Clonsilla Road, within which is AH04, the remains of three probable conjoined barrows. Very discrete surface expression does survive beneath the pasture of the monument, but all three conjoined features are not visible (Figure 0-9). No previously unrecorded archaeological features were noted in the remainder of AAP14.

AAP15 and AAP16 are located to the west of Clonsilla Road and both are characterized by greenfield. There is no obvious evidence for the previous disturbance across AAP16 identified during the site inspection and it is clear the site has been fully restored. No previously unidentified archaeological features were identified in these areas.



Figure 0-9 View of AH04, within AAP14, facing east-southeast

0.3 Zone D

Zone D stretches from Clonsilla Junction in Fingal to M3 Parkway Station in Co. Meath and is approximately 7.5km in length.

Hadsfield substation and compound is to be located to the south of the exiting railway, across a greenfield area (AAP19). OBCN286 Pway Compound is to be located across a greenfield area (AAP20) to the south of the existing railway, directly to the west of Barnhill Road. Both fields are under pasture and no previously unidentified archaeological features were identified.

From here the proposed project extends along the existing railway line as far as Dunboyne, where an extension to the development boundary to the east encompasses an existing car park, which will serve as Dunboyne station compound. The proposed project then continues along the railway, extending northwards to the M3 Parkway where the development boundary extends to the east and west at the project terminus. To the west it encompasses the existing M3 Parkway car park and to the east an area of scrubland (AAP28) which is bisected by the Tolka river. Access to this area was not possible at the time of survey due to rampant overgrowth.

0.4 Zone E

Zone E stretches from Clonsilla Station in Co. Fingal to Maynooth Station in Co. Kildare and is approximately 15.6km in length.

AAP17 comprises a narrow area of overgrown pasture located between the existing railway track and canal. The area is heavily overgrown with scrub and mature trees and is likely to have been disturbed in the post medieval period during the construction of the existing infrastructure.

The proposed project site boundary extends again into land to the east and west of the existing railway in the townlands of Barberstown and Barnhill (AAP18). This AAP is the proposed location of Barberstown Level Crossing and compound and is transected by Barberstown Lane to the west of the railway and extends as far as Anna Liffey Mills Road and Milestown Road to the east of the railway, extending across greenfield land on both sides. No previously unidentified archaeological features were identified in these areas (Figure 0-10).



Figure 0-10 View of AAP18, west of the railway, facing east

The proposed project continues along the exiting railway as far as L3005 where the boundary extends to the south of the railway to encompass a greenfield area (AAP21) which will serve as the location for OBG13 Compound. The area was under arable at the time of the inspection and no previously unidentified archaeological features were identified.

The proposed project boundary extends to the north of the railway line to the north of St. Catherine's Park (AAP22); however, there are no development proposals in this area and access was not possible during the site inspections as it is locked by the canal and the railway. It is likely that the area was disturbed during the post medieval period when the infrastructure was constructed and is now under heavy scrub.

OBG14 Compound and Leixlip Substation Compound are located to the south of the railway, east of Captain's Hill. This area (AAP23) consists of an open landscaped area associated with the adjacent housing estate (Figure 0-11). No previously unidentified archaeological features were identified.



Figure 0-11 AAP23, facing south

From AAP23 the proposed development continues in a westerly direction to AAP24 where the development area extends to include an area covered by heavy scrub north and south of the Rye River (AAP24). There are no development proposals in this area and access was not possible during the site inspections to the level of overgrowth. To the south of this the boundary again extends beyond the railway to encompass car parks to the north and south of Station Road, Leixlip. These areas have been developed and no archaeological or cultural heritage features were noted.

The scheme continues along the railway line to the west. Blakestown SET compound and substation will be located to the south of the railway, directly west of the L81206. This area consists of arable farmland (AAP25), and no previously unidentified archaeological features were identified.

The proposed project extends again as far as the L5053 where OBG18 Pway compound will be located to the east of this road, across a pasture field (AAP26). An early medieval ecclesiastical enclosure and graveyard (AH31) is located c. 80m to the east of this compound area (Figure 0-12). No previously unidentified archaeological features were identified. No trace of the site of post medieval structures (CH083, 084) were noted within the area.



Figure 0-12 View of AAP26, facing east with AH31 in the background

From AAP26, the proposed development continues in a westerly directly along the path of the existing railway, where it passes through Maynooth. To the west of Maynooth is the large greenfield area (AAP27), which is required for the proposed depot and compensatory flood measures. It should be noted that a large portion of AAP27 have been subject to geophysical survey.

AAP27 comprises all, or parts, of 23 fields under a mixture of arable and pasture (Figure 0-13 and Figure 0-14). The landscape, overall is level and is bounded to the northeast, for the most part, by the existing railway line. A portion of the proposed development does extend to the northeast of the railway line where it is bordered by a regional road. Neither CH086 or AH37 possess upstanding remains, having been identified from aerial photographs as crop marks. This is also the case with regards to CH088 or AH39, which were also identified from aerial photographic coverage. The geophysical survey and field inspection indicates that there are no large-scale previously unrecorded archaeological sites within AAP27. Some of the identified responses may be of archaeological significance and represent smaller scale or more ephemeral sites, which do not possess surface expression. It is also clear that the area has been subject to intensive farming in more recent years.

AAP29 is located to the north of AAP26, and is bordered to the south by the Lyereen River and to the north by a regional road. The land is level and under pasture and is crossed by a significant amount of overhead wires (Figure 0-15). No previously unrecorded archaeological features were noted, but the presence of the river to the south increases the overall general archaeological potential.



Figure 0-13 View of the southern portion of AAP28, facing southwest



Figure 0-14 View of the northwestern portion of AAP28, facing northwest



Figure 0-15 AAP29, facing south

0.5 MSDC Site

The MSDC site consists of an existing developed area, which has been heavily disturbed. The townland boundaries that surround the site are relatively intact, but it is highly likely that any archaeological remains that may have been present within the area has since been removed.