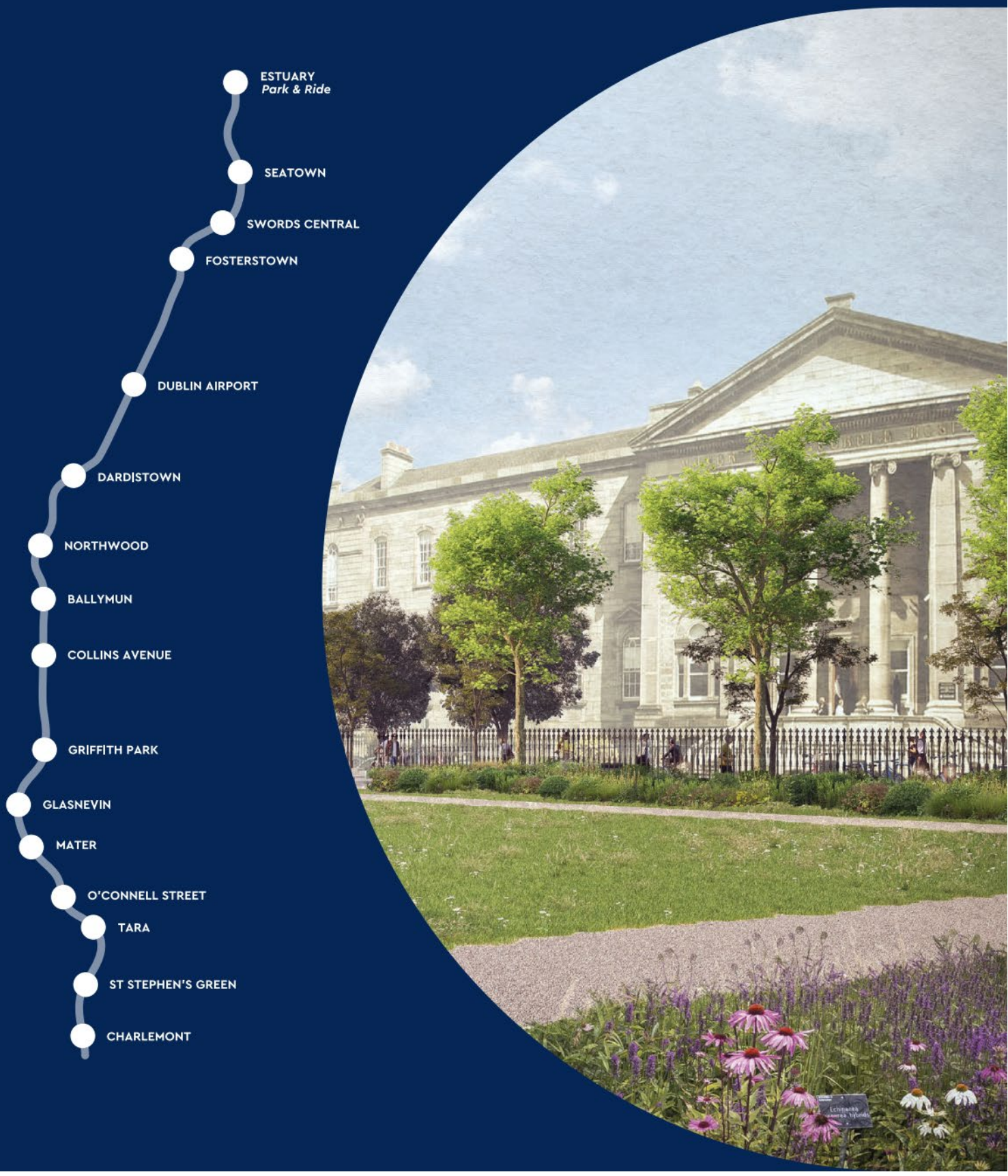

26 Architectural Heritage

Contents

List of Abbreviations

Acronym Table	
ACA	Architectural Conservation Area
CA	Conservation Area
DANP	Dublin Airport North Portal
DASP	Dublin Airport South Portal
DCC	Dublin City Council
DCIHR	Dublin City Industrial Heritage Records
DCU	Dublin City University
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
FCC	Fingal County Council
GPO	General Post Office
GWSR	Great Southern and Western Railway
IH	Industrial Heritage
LCC	Luas Cross City
LoD	Limits of Deviation
MGWR	Midland Great Western Railway
NIAH	National Inventory of Architectural Heritage
NRA	National Road Authority
OHLE	Overhead Line Electricity
OPW	Office of Public Works
OS	Ordnance Survey
PCA	Project Conservation Architect
RDS	Royal Dublin Society
RMP	Record of Monuments and Places
RPS	Record of Protected Structures
TBM	Tunnel Boring Machine
TCD	Trinity College Dublin
TII	Transport Infrastructure Ireland
OCC	Operational Control Centre

26. Architectural Heritage

26.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the impact of the MetroLink Project (hereafter referred to as the proposed Project), on Architectural Heritage during the Construction Phase and Operational Phase.

This Chapter describes and assesses the likely direct and indirect significant effects of the proposed Project on Architectural Heritage, in accordance with the requirements of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (i.e., the EIA Directive) (European Union, 2014a).

This Chapter should be read in conjunction with the following Chapters, and their Appendices, which present related impacts arising from the proposed Project and proposed mitigation measures to ameliorate the predicted impacts:

- Chapter 13 (Airborne Noise & Vibration);
- Chapter 14 (Groundborne Noise & Vibration);
- Chapter 16 (Air Quality)
- Chapter 19 (Hydrogeology);
- Chapter 20 (Soils & Geology);
- Chapter 25 (Archaeology & Cultural Heritage); and
- Chapter 27 (Landscape & Visual).

Limits of deviation have been set for the proposed Project and this is addressed in the Wider Effects Report annexed at Appendix A5.19.

The assessment is based on identifying and describe the likely significant effects arising from the proposed Project as described in Chapters 4 to 6 of this EIAR. The proposed Project description is based on the design prepared to inform the planning stage of the project and to allow for a robust assessment as part of the Environmental Impact Assessment (EIA) Process.

Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and are clearly outlined within the Chapter.

26.2 Outline Project Description

A full description of the proposed Project is provided in the following chapters of this EIAR:

- Chapter 4 (Description of the MetroLink Project);
- Chapter 5 (MetroLink Construction Phase); and
- Chapter 6 (MetroLink Operations & Maintenance).

Table 26.1 presents an outline description of the key proposed Project elements which are appraised in this Chapter. Diagram 26.1 presents an outline of the main elements of the proposed Construction Phase that are appraised in this Chapter and Diagram 26.2 presents an outline of the main elements of the Operational Phase of the proposed Chapter that are appraised in this Chapter.

Table 26.1 Outline Description of the Key Project Elements

Project Elements	Outline Description
Permanent Project Elements	
Tunnels	It is proposed to construct two geographically separate, single-bore tunnels, using a Tunnel Boring Machine (TBM). Each section of tunnel will have an 8.5m inside diameter and will contain both northbound and southbound rail lines within the same tunnel. These tunnels will be located as follows: ▪ The Airport Tunnel: running south from Dublin Airport North Portal (DANP) under Dublin Airport and surfacing south of the airport at Dublin Airport South Portal (DASP) and will be approximately 2.3km in length; and ▪ The City Tunnel: running for 9.4 km from Northwood Portal and terminating underground south of Charlemont Station.
Cut Sections	The northern section of the alignment is characterised by a shallow excavated alignment whereby the alignment runs below the existing ground level. Part of the cut sections are open at the top, with fences along the alignment for safety and security. While other sections are "cut and cover", whereby the alignment is covered.
Tunnel Portals	The openings at the end of the tunnel are referred to as portals. They are concrete and steel structures designed to provide the commencement or termination of a tunnelled section of route and provide a transition to adjacent lengths of the route which may be in retained structures or at the surface. There are three proposed portals, which are: ▪ DANP; ▪ DASP; and ▪ Northwood Portal. There will be no portal at the southern end of the proposed Project, as the southern termination and turnback would be underground.
Stations	There are three types of stations: surface stations, retained cut stations and underground stations: ▪ Estuary Station will be built at surface level, known as a 'surface station'; ▪ Seatown, Swords Central, Fosterstown Stations and the proposed Dardistown Station will be in retained cutting, known as 'retained cut stations'; and ▪ Dublin Airport Station and all 10 stations along the City Tunnel will be 'underground stations'.
Intervention Shaft	An intervention shaft will be required at Albert College Park to provide adequate emergency egress from the City Tunnel and to support tunnel ventilation. Following the European Standard for safety in railway tunnels TSI 1303/2014: Technical Specification for Interoperability relating to 'safety in railway tunnels' of the rail system of the European Union, it has been recommended that the maximum spacing between emergency exits is 1,000m. As the distance between Collins Avenue and Griffith Park is 1,494m, this intervention shaft is proposed to safely support evacuation/emergency service access in the event of an incident. This shaft will also function to provide ventilation to the tunnel. The shaft will require two 23m long connection tunnels extending from the shaft, connecting to the main tunnel. At other locations, emergency access will be incorporated into the stations and portals, or intervention tunnels will be utilised at locations where there is no available space for a shaft to be constructed and located where required (see below).
Intervention Tunnels	In addition to the two main 'running' tunnels, there are three shorter, smaller diameter tunnels. These are the evacuation and ventilation tunnels (known as Intervention Tunnels): ▪ Airport Intervention Tunnels: parallel to the Airport Tunnel, there will also be two smaller diameter tunnels; on the west side, an evacuation tunnel running northwards from DASP for about 315m, and on the east side, a ventilation tunnel connected to the main tunnel and extending about 600m from DASP underneath Dublin Airport Lands. In the event of an incident in the main tunnel, the evacuation tunnel will enable passengers to walk out to a safe location outside the Dublin Airport Lands.

Project Elements	Outline Description
	▪ Charlemont Intervention Tunnel: The City Tunnel will extend 320m south of Charlemont Station. A parallel evacuation and ventilation tunnel is required from the end of the City Tunnel back to Charlemont Station to support emergency evacuation of maintenance staff and ventilation for this section of tunnel.
Park and Ride Facility	The proposed Park and Ride Facility next to Estuary Station will include provision for up to 3,000 parking spaces.
Broadmeadow and Ward River Viaduct	A 260m long viaduct is proposed between Estuary and Seatown Stations, to cross the Broadmeadow and Ward Rivers and their floodplains.
Proposed Grid Connections	Grid connections will be provided via cable routes with the addition of new 110kV substations at DANP and Dardistown. (Approval for the proposed grid connections to be applied for separately but are assessed in the EIAR).
Dardistown Depot	A maintenance depot will be located at Dardistown. It will include: ▪ Vehicle stabling; ▪ Maintenance workshops and pits; ▪ Automatic vehicle wash facilities; ▪ A test track; ▪ Sanding system for rolling stock; ▪ The Operations Control Centre for the proposed Project; ▪ A substation; ▪ A mast; and ▪ Other staff facilities and a carpark.
Operations Control Centre	The main Operations Control Centre (OCC) will be located at Dardistown Depot and a back-up OCC will be provided at Estuary.
M50 Viaduct	A 100m long viaduct to carry the proposed Project across the M50 between the Dardistown Depot and Northwood Station.
Temporary Project Elements	
Construction Compounds	There will be 34 Construction Compounds including 20 main Construction Compounds, 14 Satellite Construction Compounds required during the Construction Phase of the proposed Project. The main Construction Compounds will be located at each of the proposed station locations, the portal locations and the Dardistown Depot Location (also covering the Dardistown Station) with satellite compounds located at other locations along the alignment. Outside of the Construction Compounds there will be works areas and sites associated with the construction of all elements of the proposed Project, including an easement strip along the surface sections.
Logistics Sites	The main logistics sites will be located at Estuary, near Pinnock Hill east of the R132 Swords Bypass and north of Saint Margaret's Road at the Northwood Compound. (These areas are included within the 14 Satellite Construction Compounds).
Tunnel Boring Machine Launch Site	There will be two main tunnel boring machine (TBM) launch sites. One will be located at DASP which will serve the TBM boring the Airport Tunnel and the second will be located at the Northwood Construction Compound which will serve the TBM boring the City Tunnel.

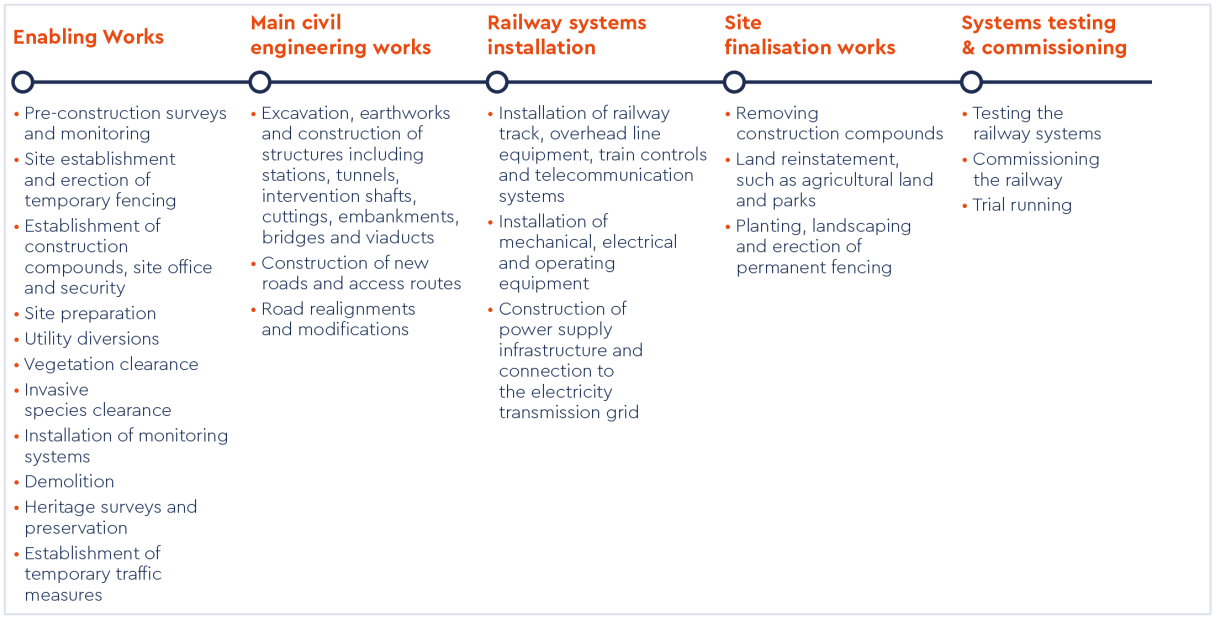

Diagram 26.1: Summary of Key Activities during the Construction Phase of the Proposed Project

Diagram 26.2: Summary of Key Activities during the Operation Phase of the Proposed Project

26.3 Methodology

26.3.1 Study Area

There are no published guidelines to determine the extent of the study area to be applied in the assessment of the potential impacts on architectural heritage of the construction and operation of a metro type system. However, precedence in the approach to the determination of an appropriate study areas for light rail projects has been established in published EIARs based on the experience of the TII Archaeology and Heritage Department and with regard to Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005) and the Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document (TII 2021). The appropriate study area in urban and parkland environments is 50m from the temporary or permanent land-take (whichever is greater), 50m from the centreline of sections of the alignment that are in tunnel; and 100m from the temporary or permanent land-take for at-grade sections of the proposed Project that are within greenfield land (refer to Table 26.2). This allows for the potentially greater impact of the above-ground sections of the route as compared with those that are below ground or, at the stations, which have a minimal above-ground profile. For the purpose of this assessment, greenfield land has been identified as that portion of the proposed Project north of the M50 Motorway (excluding the tunnelled section at Dublin Airport). Where a constraint, such as demesne land, was found to straddle or border the boundary of the study area, due cognisance was given to the entirety of the constraint to ensure the baseline environment was accurately informed and all likely significant impacts were assessed.

Table 26.2: Study Area

Location	Extent of Study Area
Urban and Parkland Environment	50m from the temporary or permanent land-take whichever is greater
Tunnel	50m from the centreline of the tunnel
Greenfield	100m from the temporary or permanent land-take whichever is greater

The proposed Project covers an extensive linear study area between Estuary and Charlemont via Dublin City Centre. The study area for the EIAR is subdivided between four distinct assessment zones (AZ's) AZ1 to AZ4 as described in Table 26.3.

Table 26.3: Geographical Split of Assessment Zones

Reference	Geographical Split	Description
AZ1	Northern Section	This section of the proposed Project covers the above ground section from Estuary to the DANP of Dublin Airport. This includes the proposed park and ride facility at Estuary. This area also comprises of some open cut and cut and cover sections to allow for road crossings and to minimise community segregation in certain sensitive areas where the alignment runs closely to residential areas.
AZ2	Airport Section	This section of the proposed Project includes the tunnelled section from the northern airport portal in tunnel underneath Dublin Airport until the DASP.
AZ3	Dardistown to Northwood	This section of the proposed Project includes the airport southern portal until the Northwood Portal. This section includes the proposed Depot site at Dardistown, the M50 Viaduct, Northwood Station and the proposed Construction Compound and launch site at Northwood.
AZ4	Northwood to Charlemont	This section of the proposed Project starts from the tunnel running south of Northwood until Charlemont. The section includes all stations along this section, including additional work areas.

26.3.2 Relevant Guidelines, Policy and Legislation

The assessment has been undertaken with reference to the most appropriate polices, legislation and guidance documents relating to architectural heritage summarised below:

- Advice Notes on Current Practice (in preparation of Environmental Impact Statements), 2003, EPA;
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- National Monuments Act 1930 as amended;
- Architectural Heritage Protection Guidelines for Planning Authorities, 2011;
- Department of Culture, Heritage and the Gaeltacht (now Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media) 'advice series';
- Draft Advice Notes on Current Practice (in preparation of Environmental Impact Statements), 2015, EPA;
- Draft Cultural Heritage Impact Assessment (CHIA) of TII Projects – Overarching Technical Document, 2021;
- Dublin City Development Plan 2016-2022;
- Dublin City Draft Development Plan 2022-2028;
- Dublin City Industrial Heritage Record (DCIHR);
- Dublin Historic Industry Database;
- Fingal Development Plan 2017-2023;
- Fingal Development Plan 2023-2029, Draft Plan;
- Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes, NRA 2005;
- Guidelines on the Information to be contained in Environmental Impact Statements (EPA 2003);

- The Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA 2022);
- Lotts Architecture and Urbanism, Historic Street Surfaces in Dublin: Conservation Study and Guidance Document, 2009;
- National Inventory of Architectural Heritage (NIAH) Handbook, 2022;
- The Heritage Council Acts 1995 and 2018;
- The Planning and Development Act 2000, as amended; and
- Understanding Historic Buildings: a guide to good recording practice, Historic England, 2016.

26.3.3 Data Collection and Collation

The assessment of the receiving baseline environment was undertaken in two phases commencing with a desk-based assessment identifying all documented architectural heritage constraints within the study area.

Section 2 of the Planning and Development Act 2000 defines the term "protected structure" as including the interior of the structure, land within its curtilage, any other structure within the curtilage and all fixtures and features that form part of the interior of exterior of the structure. In this study a similar definition is applied to all architectural heritage constraints whether or not they are protected structures.

The identification of documented statutory architectural heritage constraints within the study area of the proposed Project is based on a hierarchical approach. At the highest level, a list is identified of constraints with statutory protection listed on the Record of Protected Structures (RPS) Architectural Conservation Areas (ACA) and Conservation Areas (CA) for each of the administrative areas of Fingal County Council (FCC) and Dublin City Council (DCC), and the Record of Monuments and Places (RMPs). This is followed by those listed in the National Inventory of Architectural Heritage (NIAH) and the industrial heritage databases. Where duplications have occurred – i.e., a constraint is listed on more than one database, these were cross-checked to avoid the duplication of information and double counting. Information on the architectural and historical background of the study area was identified from an analysis of documentary and cartographic sources, which also facilitated the identification of additional architectural heritage constraints that are not included in the published databases. The architectural heritage potential of the receiving baseline environment for the proposed Project study area was informed through examination of the following sources and other sources that are listed in the Bibliography, section 26.7:

- Aerial photographs available through http://map.geohive.ie/mapviewer.html and Google Earth Pro;
- Archaeological Survey of Ireland historical environment viewer, www.archaeology.ie (an online resource maintained by the Archaeological Survey of Ireland (part of the National Monuments Service), this mapping is based on the RMP, but includes additional archaeological sites and records identified since the publication of the RMP in 1998 (up until 2022)), which provides, in map form, the location of sites and structures that are included in the RMP and those included in the Sites and Monuments Record for inclusion in the next revision of the RMP. The RMP arises under Section 12 of the National Monuments (Amendment) Act 1994. The section provides that the Commissioner must establish and maintain a record of monuments and places comprised of a list of monuments and such places and maps showing each monument and such place. The list and map record is referred to as the "RMP" and each County has their own RMP. The Dublin RMP was compiled in 1998;
- Ballymun Local Area Plan (LAP), 2017;
- Bernard Scalé, An Accurate Survey of the City and Suburbs of Dublin by Mr Rocque with Additions and Improvements, 1773;
- Charles Brooking, A Map of the City and Suburbs of Dublin and also the Archbishop and Earl of Meath's Liberties, 1728;
- Current Ordnance Survey (OS) 1:1000 maps;
- Dartmouth Square and Environs Architectural Conservation Area, 2008;
- Draft Record of Protected Structures for Dublin City, 2021;
- Dublin Airport LAP, 2020;

- Dublin Airport Masterplan, 2016;
- Dublin City Development Plan 2016-2022, for Record of Protected Structures, Architectural Conservation Areas and policies;
- Elmwood Avenue Lower and Upper and Elmpark Avenue, Ranelagh, Architectural Conservation Area, 2014;
- Fingal Development Plan 2017-2023, for Record of Protected Structures, Architectural Conservation Areas and policies;
- John Rocque, An Actual Survey of the County of Dublin, 1760;
- John Rocque, An Exact Survey of the City and Suburbs of Dublin, 1756;
- John Taylor, The Environs of Dublin, 1816;
- Luas Cross City (LCC) and old Metro North Environmental Impact Statement;
- MetroLink, LCC and old Metro North Street building surveys;
- MetroLink, LCC and old Metro North Street furniture surveys;
- NIAH, which is a national survey, and which covers the administrative area of FCC and parts of Dublin city, though to date the Dublin 6 area remains unpublished;
- O'Connell Street Architectural Conservation Area (ACA), 2001;
- Old Metro North Archaeological Reports (Demesne Boundary Walls);
- OS 1:2500 maps of 1860s and 1907 for Dublin city and county;
- OS five-foot maps of 1838, 1847, 1864 and 1886-1891 for Dublin city;
- OS five-foot maps of 1865, 1877 and 1882 of the Ranelagh area;
- OS six-inch maps of 1843, 1871, and 1930s, for Dublin city and county;
- Phibsborough Centre ACA, 2015;
- Prospect Square/De Courcy Square and Environs ACA, 2007;
- Record of Protected Structures for Dublin City updated to August 2020;
- Swords Masterplan, 2019;
- Thomas Campbell, City of Dublin, 1811; and
- William Duncan, 8 Sheet Map of the County of Dublin, 1821;

Constraints that were identified through the desk-based assessment were cross-checked on current OS maps and aerial photographs. The study area was visited to assess those structures identified in the desktop survey to assess them for their heritage significance and to identify any other structures within the area that may be of architectural heritage significance. The constraints identified within the study area were examined to assess the potential effects of the proposed Project and to consider the potential for mitigation where necessary.

The legislation relating to the protection of architectural heritage is set down in the Planning and Development Act 2000, as amended, and this defines architectural heritage as including structures which are of special interest under the headings of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Wherever the phrase "special architectural interest" is used in this report it should be taken as including special interest in any one or more of these eight categories.

In this assessment each building or structure that is considered was assigned a rating in accordance with the NIAH system and the category of special interest is noted.

26.3.3.1 Difficulties Encountered During Compiling

It is noted that the surveys carried out for the NIAH are not yet complete and this means that there is a gap in publicly available data, this has been supplemented by means of field survey. The NIAH for the FCC area has been completed and most of the study area within DCC, the exception being the Dublin 6 area to the south of the Grand Canal. It is likely that the NIAH for this area will be published during the lifetime of the project, however it is not considered likely that this will have any significant impact for the findings of this chapter.

26.3.4 Analysis Methods

26.3.4.1 Overview

The general approach to the analysis involves the following tasks:

- Desktop studies reviewing the data collected on the architectural constraints within the study area together with site visits to determine the character and significance of the constraints. Initial surveys were carried out in 2018 and sites were visited on various occasions from then up to the summer of 2022;
- Studying the reference design, preliminary engineering design, the proposed construction methods and operational activities, as described in the EIAR Chapters 4 to 6 together with meetings with the design teams to understand how the proposed project will be built and operated;
- Detailed discussion with other specialists on the project team, to understand the potential for ground and air borne vibration, ground settlement, and changes in landscape setting and views and other matters that have a bearing on architectural constraints;
- Identification of the potential likely significant effects arising during construction and operation, followed by a qualitative assessment based on professional judgement of the magnitude of the impact and the significance of the effect on the integrity and conservation value of the architectural constraint; and
- Development of mitigation measures and assessment of residual effects.

The following subsections refer to specialist topics consulted in the drafting of this chapter.

26.3.4.2 Vibration

The possibility of damage to buildings through vibration during the Construction and Operational Phase of the proposed Project including potential effects on protected structures and other buildings of heritage significance, are considered in the EIAR Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise & Vibration). The former chapter takes into consideration the potential for airborne vibration to have an impact on the fabric of buildings and sets limits for the magnitude of vibration to mitigate or ameliorate this potential. In the case of protected structures and those in poor condition the limits are taken to be significantly lower than those for buildings in general.

In considering groundborne vibration, Chapter 14 (Groundborne Noise & Vibration) considers the potential for impact of vibration from blasting and percussive piling to occur within 50m of the centreline of the tunnel and all structures that lie within that distance are considered within this Chapter. As with airborne vibration, the limits for groundborne vibration as set out in Chapter 14 (Groundborne Noise & Vibration), whether from blasting or from other sources, are significantly lower in the case of fragile buildings and structures at high risk of damage. Determination as to whether a building is to be classed as vulnerable is made from the results of condition surveys.

26.3.4.2.1 Geology and Hydrogeology

Chapter 19 (Hydrogeology) and Chapter 20 (Soils & Geology) of the EIAR considers hydrogeology, Soils & Geology and amongst the considerations discussed is the potential for extraction of water during construction to wash out and compact soil, resulting in material settlement of the ground surface and consequent damage to buildings. Issues may also rise through the construction of barriers such as piling that result in the interruption of groundwater flow and potential settlement of building foundations. These issues are discussed, and mitigation measures proposed in Chapter 19 (Hydrogeology).

Chapter 20 (Soils & Geology) also identifies a number of locations that are designated Irish Geological Heritage sites, and which are in the vicinity of the proposed Project. Two of these, the GPO in O'Connell Street and number 51 St Stephen's Green are within the 50m study area for this chapter and are included in the assessment below.

26.3.4.2.2 Archaeology & Cultural Heritage

A certain number of structures that are listed below as built heritage constraints are also included in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR as they are either listed in the RMP, such as Lissenhall Bridge, the buildings at 14 to 17 Moore Street and St Stephen's Green Park, each of which is a National Monument, or are cultural heritage items, such as the National Library of Ireland and the Father Mathew Monument.

26.3.4.2.3 Landscape and Visual

Chapter 27 (Landscape & Visual) covers Landscape and Visual Impacts and in some instances the landscape elements assessed are also included in this chapter due to their architectural heritage significance, including the former demesnes as Balheary and Lissenhall and the medieval Lissenhall Bridge. These factors have been taken into account in the compilation of the present chapter.

26.3.5 Consultations

Consultations were held with the following stakeholders:

- Conservation Officers in FCC and DCC;
- OPW;
- DHLGH; and
- Hammersons - Dublin Central Masterplan Project (refer to Chapter 8 (Consultation)).

The Draft MetroLink Archaeological Strategy (Rev.01) as prepared in accordance with the Code of Practice for Archaeology was issued for comment to NMS, DHLGH in March 2019; no formal comments were received. This strategy was revised and expanded upon as the Draft MetroLink Cultural Heritage Strategy and issued for comment and information purposes to DHLGH (Built Heritage and NMS), NMI, FCC and DCC in September 2021.

26.3.6 Identification of Potential Effects

The proposed Project may result in a variety of effects on architectural constraints. During Construction Phase the main types of effects are:

- Partial, permanent removal, i.e. physical loss of part of or the complete loss of an architectural constraint, such as the removal of a section of a boundary feature, loss of cellar due to utility diversion, back-filling of cellar for structural reasons, removal of part of a protected structure or complete demolition of a building or other structure;
- Temporary, short-term or medium-term removal of a heritage feature, such as paving setts, railings and statues during construction and their replacement in the same location or nearby on the completion of the works;
- Groundborne vibration and settlement during tunnelling, blasting and other construction activities and potential damage to historic buildings and other structures; and
- A temporary deterioration of the amenity value and setting of an architectural constraint due to the presence of nearby construction activities, such as construction sites and compounds, construction dust and noise, and the visual impact of the works.

During the Operational Phase of the proposed Project, the main effects are:

- A change in setting of the architectural constraint due to the proposed Project, such as new above ground features associated with the stations (i.e. canopy, entrances and vents), the Park and Ride, and the sections of the alignment at grade, elevation or in retained cut and the busyness associated with the station with increased footfall and traffic generation.
- Displacement of historical features from their original setting where it is not possible to relocate them to the same place.
- Ongoing groundborne vibration associated with the movement of trains in the tunnels and the effect on the integrity of the architectural constraint.

26.3.7 Appraisal Method for Assessment of Impacts

The appraisal method for the assessments of impacts follows the guidance in Guidelines on the Information to be Contained in EIARs (EPA 2022), and Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005). An overview of the approach is presented in Chapter 2 (Methodology Used in Preparation of the EIAR). The approach involves identifying the value of an architectural constraint, assessing the magnitude of the impact of the proposed Project on the constraint during the Construction and Operational Phases, and then assessing the significance of the effect on the integrity of the constraint.

Each of the buildings and other structures that are identified within the study area is evaluated in accordance with its legal protection status under the criteria set down in Table 26.4. Where a structure is included in more than one protection status, such as the RPS and the NIAH or an ACA and the DCIHR it is assigned to whichever category has the higher evaluation.

Table 26.4 System of Evaluation

Evaluation Level/Sensitivity	Rating	Definition
1+	Very high	National monuments
1	High	Protected structures, proposed protected structures, structures assigned a National rating in the NIAH, structures on the RMP and SMR, structures within an ACA and historic railways and canals
2	Medium	Structures assigned a Regional status in the NIAH and surviving historic features of a demesne that is included in the NIAH garden survey; paving listed in the development plan
3	Low	Structures included in the DCIHR, CAs and structures identified in the survey as having a level of architectural heritage significance, while not a national monument and not included in the, RMP, RPS or NIAH
4	Very low, negligible or of no architectural heritage value	Structures that are included in the RPS or NIAH, but which are no longer extant and structures more than a century old, but of low architectural heritage significance such that they are not included in the RPS or NIAH.

The impact is stated as being either direct or indirect. Direct impacts are those where the design of the proposed Project would lead to physical change to the architectural constraint, including demolition, part demolition or other alteration whether temporary or permanent. Indirect impacts are those that would affect the setting of the architectural constraint without any physical change to the constraint.

The magnitude of the impact considers the physical extent of the effect, the time period over which the effect will occur, and whether the effect is permanent or reversible. The greater the scale of impact, the duration over which it occurs and the harder it is to reverse the impact all lead to higher impacts. Magnitude is assessed on a four-point scale:

- **High:** Change to most if not all of the architectural constraint or its setting, such that the resource is totally altered.
- **Medium:** Changes to many architectural features, such that the resource is clearly modified; or considerable changes to setting that affect the character of the constraint.
- **Low:** Changes to key architectural features such that the asset is slightly altered, or slight changes to setting.
- **Negligible:** Very minor changes or no change to the fabric, extent or appearance of the architectural constraint or its setting.

Table 26.5 combines the sensitivity or value of the receptor with the magnitude of impact to identify the significance of the effect. The terms for significance of effect are defined in Table 26.6.

Table 26.5 Significance of Effects Matrix

		Magnitude of impact			
		Negligible	**Low**	**Medium**	**High**
Sensitivity of receptor	Very high	Not significant to slight	Moderate	Very significant	Profound
	High	Not significant- to Slight	Moderate	Very Significant	Profound
	Medium	Not significant to Slight	Slight to Moderate	Significant	Significant to Very Significant
	Low	Not significant	Slight	Slight to Moderate	Moderate to Significant
	Negligible	Imperceptible	Not Significant	Not significant	Not significant

Table 26.6 Definitions of Significance of Effects

Effect	Definition
Imperceptible	An effect capable of measurement but without significant consequences
Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences
Slight effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities
Moderate effects	An effect that alters the character of the environment in a manner that is consistent with existing or emerging baseline trends
Significant effects	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment
Very significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment
Profound effects	An effect which obliterates sensitive characteristics

26.4 Baseline Environment

In this section the study area is described as it exists. In accordance with guidance and best practice, the study area is defined as the area within 100m of the Project Boundary within undeveloped areas and within 50m in urban and parkland areas and it also includes an area 50m on either side of the tunnel.

In the descriptions below all architectural heritage constraints within the study area are listed in table form for each section of the route and each is given a reference number with the prefix BH-. A column headed "Status" denotes whether the structure is a protected structure, in which case it is denoted RPS with its reference number in the Record of Protected Structures and the initials of the planning authority

– FCC for Fingal County Council and DCC for Dublin City Council. The status column also notes whether the structure is included in the NIAH, with its reference number. Those structures that are included in the DCIHR are denoted by the initials DCIHR. Some areas of paving are included in the lists and are denoted by the reference to the relevant appendix in Dublin City Development Plan, as "DCC DP App.8.2" and in the draft Dublin City Development Plan as "DCC Draft DP, App.6".

26.4.1 AZ1: Northern Section

26.4.1.1 Estuary Station

26.4.1.1.1 Description

There is a farm complex on the western side of the R132 Swords Bypass adjacent to the northern boundary of the study area; this dates from the mid-20th century and is not of architectural heritage value.

Lissenhall Little was a Georgian villa that was originally set in a demesne to the north of Ennis Lane and to the west of the R132. The OS maps suggest that the southern part of the demesne was in parkland, while there were orchards and gardens near to the house and the remainder of the demesne was farmed. The former demesne of Lissenhall Little is now under cultivation and the portion that was previously under parkland is now under crops. Some of the outbuildings survive, though unroofed, though the house is gone. The avenue leading from Ennis Lane is extant and many of the original hedgerows and trees also survive. A short section of wall adjacent to the gateway on Ennis Lane survives, though the gates have gone. The surviving section of wall is of rendered masonry and is likely to date from the time of the construction of the house in about 1790.

Balheary House stood to the south-west of Lissenhall Little and about 100m to the west of the proposed Estuary Station. The extensive demesne extended over the entire area surrounded by Ennis Lane, Magillstown Road, Balheary Road and the main road to Drogheda, with the Broadmeadow River and the Ward River passing through. There were trees and groups of trees in the vicinity of the house, to the north of the Broadmeadow River, while most of the rest of the demesne was relatively bare of planting. There were two entrances to the demesne, one from Ennis Lane and the other, to the south, on the main road. The driveway to the latter crossed the Broadmeadow and Ward rivers on bridges and each gateway had a gate lodge, now gone. The site of the former Balheary House is now occupied by the Emmaus Retreat Centre, with a range of buildings close to the site of the original house. In the vicinity of the retreat house there are trees and boundaries that reflect the layout of the former demesne, though the greater part of what was a large demesne is now under cultivation, north of the Broadmeadow River, or built over and under a public park south of the river. The demesne was surrounded by a wall, which survives along much of the perimeter, including the portion within the study area on the western side of Ennis Lane.

There was a house called Meudon to the east of the R132 opposite the proposed site for the terminus of the proposed Project. The house is in ruins and is more than 200m from the Project Boundary, however, due to the realignment of the R132 part of the former demesne of this house is within the Project Boundary, including the site of a gate lodge. This area no longer retains demesne features, and the gate lodge is no longer extant.

26.4.1.1.2 Historical Context

In the early 18th century, the northern section of the study area was largely agricultural, with a number of substantial houses in the general vicinity, such as Grace Dieu, Turvey House, Brackenstown and Santry House, each with substantial ornamental demesnes. There were also smaller villas, again in their own demesnes, such as Lissenhall, Little Lissenhall and Fosterstown. The town of Swords is of ancient origin, as witnessed by its substantial castle and its round tower, and it was the focus of the area, providing services to the locality.

The area is networked with roads, each requiring a bridge to cross the several rivers that run through the study area from the west towards the sea. The principal road through this part of the study area was

the route leading northward from Dublin through Swords and onward to Drogheda and the north. This road is of ancient origin, though its alignment would have changed in places over the years. Its presence necessitated the construction of a bridge across the Broadmeadow River at Lissenhall (Lissenhall Bridge) in the 15th or 16th century and which survives today, widened twice and no longer carrying vehicular traffic. In 1731 a turnpike trust was established to maintain and improve the section of this road between Dublin and Dunleer and toll gates or turnpikes were erected at intervals for the levying of tolls on road users. None of these turnpike houses or gates survives, though some milestones set up by the turnpike trust are still found at the roadside. Rocque's map shows a turnpike and the 7-mile milestone just to the north of Lissenhall Bridge and the turnpike was still present in 1843 and was shown on the OS map of that year. The turnpike on this road was abolished in 1858 (Broderick 2002) and the OS map of 1907 shows that the milestone was now 800m to the north, probably as a result of the relocation of the General Post Office (GPO) from Dame Street to College Green and later to O'Connell Street, as the distances were measured from that source.

In the later 18th and early 19th century new villa residences were built in the countryside around Swords, including Balheary House, which was not depicted on Taylor's map of 1816 (Taylor 1816), though it is present on the first-edition OS map (OS 1843). A house was shown at Little Lissenhall on Rocque's map (Rocque 1760), though the style of the house suggested a later date, indicating that it had been remodelled or rebuilt. To the west of the R132 is the ruin of a house called Meudon. This house was not shown on Taylor's map of 1816, while the first-edition OS map of 1843 shows the house had extensive buildings to the north of it labelled "Mail & Stage Coach Stables".

With the exception of these properties the area remained largely agricultural until after the Second World War. With the expansion of the population of Dublin in the post-war period and the continuing efforts DCC to eliminate its slum housing large areas to the north of the city were developed for housing, retail and schools, as well as industry and warehousing that received a further boost from the development of the airport and the expansion of air freight. Along with these developments came new roads, largely to serve the area, but also through routes, most notably the M1 Motorway.

An institutional complex, the Emmaus Retreat Centre was built in the grounds of Balheary House in the post-war period and the house itself was demolished in 2004. The demesne of Little Lissenhall was given over to agricultural use and the house was unroofed in 2008 and was demolished soon afterward.

26.4.1.1.3 Protection Status

There are no protected structures or buildings included in the NIAH within this part of the study area. The house at Lissenhall Little was included in the NIAH but has been demolished.

26.4.1.1.4 Special Interest

While Balheary House and Lissenhall Little are now gone, traces of their demesnes survive, including part of the demesne wall of Balheary and a stretch of wall at the entrance to Lissenhall Little, with the driveway to the former house. These features would classify as of local interest for their historical significance.

Table 26.7: Architectural Heritage Constraints at Estuary Station

Constraint Number	Location	Description	Status	Evaluation
BH-1	Lissenhall Little	House. Demolished.	NIAH 11335010	4
BH-2	Demesne of Lissenhall Little. Short section of wall adjacent to gateway survives and the line of the driveway	Short stretch of stone wall approximately 1.5m in height	NIAH Garden Survey 2441	2

Constraint Number	Location	Description	Status	Evaluation
BH-3	Balheary Demesne	Former demesne lands now partly in institutional use, partly farmed and partly a park and with a continuous rubble-stone wall on southern side of Ennis Lane. The quality of the demesne within the study area has been eroded significantly and would have a low status, while the surviving demesne wall would be evaluated at level 2.	NIAH Garden Survey 2426	2

26.4.1.2 Broadmeadow River and Ward River

26.4.1.2.1 Description

To the south of Ennis Lane is a field that is currently in agricultural use. The Broadmeadow River runs along the southern boundary of the field, flowing eastward toward the sea. It runs beneath the five-arched Lissenhall Bridge, which formerly carried the main road northward from Dublin toward Drogheda and Belfast but is now bypassed and in use as a pedestrian route. The river runs in a well-defined channel well below the field to the north and about a metre below the land to the south. To the south of the river is Balheary Park. This extends more than 700m to the south, forming a strip between the Ward River and the R132 dual carriageway. The Ward River crosses this space 100m to the south of the Broadmeadow River and runs eastward under Balheary Bridge, on the old, bypassed section of the main road. The study area includes Balheary Park all the way southward to Castlegrange Road.

Lissenhall Bridge is a five-arched stone bridge, built of limestone rubble, that crosses the Broadmeadow River. It is a protected structure and a recorded monument and place (RMP). The bridge consists of a narrow early bridge in the centre, 3.8m in width, which has been widened on the upstream side by 4.9m and later widened on the downstream side by 3.6m. The upstream side of the bridge has substantial prismatic cutwaters. The arch rings are segmental, nearly semi-circular and the ring stones are thin stone slabs, naturally shaped. The earliest section of Lissenhall Bridge probably dates from the period between 1450 and 1550, the later of the two extensions was probably carried out by the turnpike trust in the late-18th century. The upstream extension is likely to have been built in the 1620s on foot of a legacy left for the purpose by Humphrey Farnham, a builder and architect (Loeber 2016).

Balheary Bridge is a protected structure and has two semi-circular arches, each with parallel rock-faced granite voussoirs, while the spandrels are of rock-faced limestone ashlar. The pier is unusually wide, with a cylindrical cutwater between the arch rings and capped with a semi-conical capstone. The surviving western parapet was probably balustraded originally, with the balusters now replaced with concrete blockwork. The plinth and copings of the parapet are of granite ashlar, and this continues into the piers at either end of the bridge.

To the west of Balheary Bridge a footbridge (BH-6) crosses the river via a single shallow elliptical arch with finely cut limestone voussoirs and a raised keystone. The spandrels are of squared rubble, while the parapets have been rebuilt with random rubble. This bridge originally carried the driveway to Balheary House over the Ward River, while the other bridge on this driveway, across the Broadmeadow River, is no longer extant.

26.4.1.2.2 Historical Background

It is probable that there was a bridge over the Ward River with a similar history to that of Lissenhall Bridge, though with fewer arches. The bridge that carried the old road over the river was replaced at some time in the mid-19th century with a new twin-arched bridge known as Balheary Bridge (BH-5). As was noted above, Balheary House was built sometime between 1816 and 1843 and its demesne ran southward across the two rivers. A driveway from Balheary House crossed both rivers and ran south-eastward to a gate and gate lodge on the main road to the south of Balheary Bridge. The bridge that

took this driveway over the Broadmeadow River is no longer extant, while the one crossing the Ward River remains in place and in use (BH-6).

26.4.1.2.3 Protection Status

- Lissenhall Bridge: National monument, RMP, reference DU011-081----; RPS, reference 0341. NIAH, reference 11335019;
- Balheary Bridge: RPS, reference 0340. NIAH, reference 11335018; and
- Footbridge over Ward River: Not protected.

Table 26.8: Architectural Heritage Constraints at Broadmeadow and Ward Rivers

Constraint Number	Location	Description	Status	Evaluation
BH-4	Lissenhall Bridge	Five-arched masonry bridge	National Monument, DU011-081---; RPS 341 FCC; NIAH 11335019	1
BH-5	Balheary Bridge	Two-arched masonry bridge	RPS 0340 FCC; NIAH 11335018	1
BH-6	Footbridge over Ward River, Balheary Demesne	Single-arched masonry bridge	n/a	3

26.4.1.3 Ward River to Dublin Airport North Portal

26.4.1.3.1 Description

South of the Ward River the study area includes Balheary Park, bounded by the Ward River on the west, while incorporating the R132 to the east. The study area then runs alongside the R132, crossing over the dual carriageway to the south of Castlegrange Road and the Estuary Roundabout before continuing on the western side of the R132. Over a distance of almost 2.5km the alignment would continue alongside the dual carriageway and would include Seatown, Swords Central and Fosterstown Stations. Castlegrange Road crosses the Ward River via a modern bridge, while a little upstream from it is Scotchstone Bridge (BH-7), which dates from the 19th century. Scotchstone Bridge is a two-arched masonry bridge with segmental arches. The bridge is constructed with limestone rubble and with voussoirs of split limestone blocks. Within this part of the study area no other architectural heritage constraints were identified.

A few metres to the north of Boroimhe Road, at the back of the footway on the western side of the R132, there is a milestone. This is partially buried and has been painted.

To the south of Fosterstown Station the alignment turns to the south-south-west to cross the R132, beyond which it would descend below ground to enter a portal to the north of Naul Road at the Dublin Airport North Portal (DANP) and to continue beneath Dublin Airport. To the south of the junction, where the alignment crosses the R132 there are two pairs of early 20th-century houses on the eastern side of the R132 and another pair on the western side.

26.4.1.3.2 Historical Background

The road northward from Dublin through Santry and Swords is of ancient origin. It was upgraded on a number of occasions as technology progressed and travel increased and at some point, each of the main roads were provided with milestones. The milestone is of a type common in the 18th century, and it records the distances in Irish miles (approximately 2km). It is likely that this milestone, along with others

along the alignment, was erected by the Commissioners for the Dublin-Dunleer Turnpike Road following its establishment in 1731.[1]

The land to the east of Swords was in agricultural use historically and this section of the study area was in such a use until the 20th century, with the exception of a small area to the south of the proposed Seatown Station, which was part of the demesne of Swords House. Swords House is now gone, and the Fingal Civic Centre built on its site. The demesne is no longer extant, and the lands have been built upon. In the mid-20th century the Swords area began to be developed for housing and commercial purposes and the agricultural origins of this part of the study area is no longer evident.

To the south of the junction between Boroimhe Road and the R132 six houses were built in the interval between the publication of the OS 1:2500 map of circa 1907 and the final edition of the six-inch map, published in the mid-1930s. These included two pairs of semi-detached houses on the eastern side of the road and one pair on the western side and their appearance on the map suggests that they were built as labourers' cottages, as each was on a site of about half an acre, which was typical of this type of house at that period.

26.4.1.3.3 Protection Status

- Scotchstone Bridge: RPS, reference 0345, FCC. Included in NIAH, reference 11335008;
- Milestone: RPS reference 866; and
- The houses are not protected and are not on the NIAH.

Table 26.9: Architectural Heritage Constraints from Ward River to Fosterstown Station

Constraint Number	Location	Description	Status	Evaluation
BH-7	Scotchstone Bridge, Ward River, Balheary Road	Two-arched masonry bridge	RPS 345 FCC NIAH 11335008	1
BH-8	Milestone, Fosterstown, beside R132	Stone milestone, painted.	RPS 866 FCC	1
BH-9	Two pairs of houses on eastern side of R132 at Nevinstown West	Two pairs of gable-ended semi-detached houses	n/a	4
BH-10	One pair of houses on western side or R132 at Nevinstown West	A pair of semi-detached houses with hipped roofs.	n/a	4

26.4.2 AZ2: Airport Section

26.4.2.1 Dublin Airport Station

26.4.2.1.1 Description

The study area crosses Dublin Airport in a west-southwestern alignment and includes an area designated as the location for Dublin Airport Station. The site for the station is currently in use as a surface car park. Alongside this car park, to the west, is a covered walkway, beyond which is the Church of Our Lady Queen of Heaven, which is a protected structure. The original airport terminal building is also a protected structure but is some 350m west of the proposed station site and hence is not considered in this assessment.

The Church of Our Lady Queen of Heaven is faced with concrete brick laid in stretcher bond on the outer face and English garden wall bond on the internal faces. The central section of the roof is a low

[1] Broderick, 2002, p. 37.

pyramid, clad with copper; this is raised above the side aisles, facilitating stained glass clerestory lighting and there are similar panels of stained class at eaves level. To the west of the church is a high tower of concrete, beyond which is an enclosed cloister in the centre of which is a water feature and a bronze statue, the Madonna Fountain, by Imogen Stuart (1969).

26.4.2.1.2 Historical Background

A military airfield was established in 1917, during the First World War, at Collinstown, to the north of Dublin. Following the establishment of Aer Lingus as Ireland's national airline in 1936 a decision was taken to develop an airport for Dublin and Collinstown was selected as the site. Work began in 1937 and the first scheduled flight, to Liverpool, flew in January 1940, with the terminal building being completed in the following year. [2]The airport has grown substantially since then, providing many additional facilities, including the Church of Our Lady Queen of Heaven, which opened in 1964 to the designs of Robinson, Keefe & Devane.

26.4.2.1.3 Protection Status

Church of Our Lady Queen of Heaven: protected structure, reference 864. NIAH reference 11349001.

Table 26.10: Architectural Heritage Constraints at Dublin Airport

Constraint Number	Location	Description	Status	Evaluation
BH-11	Church of Our Lady Queen of Heaven, Dublin Airport	Church faced with concrete brick and with low-pitched copper roof.	RPS 864 FCC, NIAH 11349001	1

26.4.2.2 Dublin Airport Station to Dublin Airport South Portal

The study area continues along the alignment of the Airport Tunnel under the airport and the Old Airport Road, to the DASP, beyond which the study area is above ground. There are no structures of architectural heritage significance in this section of the study area.

26.4.3 AZ3: Dardistown to Northwood

26.4.3.1 Dardistown to M50

26.4.3.1.1 Description

In this area, at Ballystruan and Ballymun the main Dardistown Depot for the proposed Project will be located, providing facilities for the Operational Control Centre (OCC) and facilities for train storage and maintenance.

Within the proposed site of the depot there was a farmhouse and outbuildings that were marked on the first edition OS map and on subsequent editions up to the 1930s.[3] The house and other buildings that are now on the property are not on the same site as the buildings shown on the earlier maps, which are now gone. To the south-west of that site and to the south of the proposed depot there was a house known as Ballymun House, with outbuildings. This house is also no longer extant.

There are no structures of architectural heritage significance in this section of the study area.

[2] Cronin, 2011, pp. 31-32.
[3] Griffith's Valuation, Barony of Coolock, 1850; OS maps.

26.4.3.2 M50 to Northwood Station

26.4.3.2.1 Description

The study area crosses over the M50 and descends to ground level through the edge of the grounds of a house known as St Anne's. It then crosses the Old Ballymun Road, following which the route descends into a tunnel. There is a house at the site of the proposed portal and 15m beyond is the gate lodge to a house called Santry Lodge. To facilitate this arrangement the Old Ballymun Road is to be split in two, with the western arm diverted through the grounds of Santry Lodge to serve lands and houses on the western side of the proposed Project alignment, while on the eastern side another arm would serve St Anne's and a substantial warehouse and transport yards.

Santry Lodge is a long two-storey, gable-ended building set well back from the road within its own grounds. A projecting gabled porch is faced with squared limestone, with a brick surround to the doorway; the gable has curled barge boards. To the north of the house is a range of two-storey, stone-built outbuildings, now derelict. The gate lodge is a plain, single storey building with later additions to the side and rear. The adjacent gateway has gate piers of squared limestone, one of which has been moved to widen the entrance. The gates are of wrought iron with cast-iron embellishments, and they have been augmented with steel to ensure that they fit the widened entrance. The gateway is set back from the road margin and is flanked by curved wing walls of limestone rubble. The property is bounded along the road margin by a wall of rubble limestone, capped with larger stones set alternately vertically and horizontally.

The house to the north of Santry Lodge is a two-storey, three-bay, gable-ended house dating from around the turn of the 19th/20th centuries. It is vacant and boarded up at present. The construction of the portal for the tunnel would require the demolition of this house.

To the south-east of the grounds of Santry Lodge is a derelict single-storey house, formerly a gate lodge, but enlarged and now derelict. The construction of the realigned western arm of Old Ballymun Road would necessitate the demolition of this house. It is not of architectural heritage value.

To the north of Santry Lodge there is a terrace of three single-storey, three-bay houses faced with rough-cast render. The houses are stepped to take account of the gradient of the land.

Northwood Station is to be constructed beneath Ballymun Road at its junction with Northwood Avenue. There are no structures of architectural heritage significance in the vicinity of the proposed station.

26.4.3.2.2 Historical Background

The origins of Santry Lodge are uncertain. A charter school was established on that site in the early 18th century, but it appears that there was a mill, and possibly a tower house, on the site from an earlier time. The school is depicted on Rocque's map of 1760, which shows a modest sized building close to the Santry River with a large rectangular garden to the south. The school is also shown on Taylor's map of 1816, which shows more buildings and does not show the garden. The first edition OS map of 1843 shows a layout that is consistent with Rocque's portrayal, with modifications, with a building close to the river and a rectangular enclosure to the south. The map shows a change since Rocque's and Taylor's maps and it depicts a long building, with an L-shaped projection on the eastern side, within the rectangular space, parallel to it, the rear, or west, is a longer building. The 1871 second edition of the OS map shows a similar layout, except that there was now a gate lodge to the north of the gateway. By the early 20th century the larger-scale OS 1:2500 map shows that eastern section had gone, and a smaller addition projected further to the south from the building. The scale of this map is sufficient to show that the southernmost part of the complex was a separate building and was labelled "Tower House", while the northernmost building was labelled "Santry Lodge". The label "Tower House" was shown in ordinary script, indicating that it was the name of the house, whereas gothic script would have indicated that it was an antiquity or a folly. At this time the words "Charter School" were no longer present.

It is likely that the eastern section of the building that is now gone was the original house, while the surviving rear section is of a later date and was added as accommodation for the school. The early 20th

century OS 1:2500 map shows a barrier across the pathway at the front of the house and two driveways, and this suggests that the two buildings referred to on the map as Santry Lodge and Tower House were separate dwellings at that time.

The house in the south-eastern corner of the grounds was not present at the time of the 1871 OS map but was shown on the 1907 map. This appears to have been a gate lodge to serve Tower House. It is now derelict and is not part of the property at Santry Lodge.

The house that stands immediately to the north of the grounds of Santry Lodge, at a bend on Old Ballymun Road, was not present on the 1871 OS map, but was present by 1907 when the 1:2500 scale map was published.

The terrace of three houses further to the north along the old Ballymun Road were not depicted on the OS map of 1907 but were shown on the 1936 fourth-edition six-inch OS map. These houses have the appearance of labourers' cottages of the early 20th century.

26.4.3.2.3 Protection Status

There are no protected structures in the vicinity of this section of the proposed Project and no buildings in the vicinity are included in the NIAH. While Santry Lodge is not a protected structure it is of historical and architectural significance and was formerly a protected structure and in view of these factors it has been assessed as level 2 as if it were included in the NIAH.

Table 26.11: Architectural Heritage Constraints from M50 Motorway to Northwood Station

Constraint Number	Location	Description	Status	Evaluation
BH-12	Three houses on Old Ballymun Road north of Santry Lodge	Gable-ended terrace of three single-storey houses	n/a	4
BH-13	House on Old Ballymun Road to the north of the gate lodge of Santry Lodge	Two-storey, three-bay house.	n/a	3
BH-14	Santry Lodge, Old Ballymun Road, Ballymun	Two-storey building with gabled breakfront and projecting porch	n/a Formerly a protected structure	2
BH-15	Gate lodge to Santry Lodge, with gates and walls	Single-storey gate lodge with hipped roof and projecting porch	n/a	4
BH-16	House to south of Santry Lodge	Derelict single-storey house	n/a	4

26.4.4 AZ4: Northwood to Charlemont

Along this section of the proposed Project, the NIAH has published its survey of most of the administrative area of DCC. No survey has been published for the parts of the proposed alignment to the south of the Grand Canal in Dublin 6.

26.4.4.1 Northwood to Collins Avenue

26.4.4.1.1 Description

The tunnelled section of the proposed alignment within Dublin city is to cross beneath Ballymun Road at Northwood Station and run on the western side of that road to a new station at Ballymun. There are no items of architectural heritage significance within this section of the study area. The former St Pappin's Roman Catholic Church, now part of a nursing home, and the former presbytery, now a HSE facility, stand on the eastern side of Ballymun Road. While these are protected structures, they lie beyond the study area. There are no structures of architectural heritage significance in this section of the study area.

26.4.4.1.2 Historical Background

The area to the south of the M50 as far as Griffith Avenue was mainly agricultural land until the mid-20th century. By the 1930s the development of the Dublin suburbs had extended northward from Phibsborough and Glasnevin to run along Griffith Avenue and a little beyond. In the 1960s Dublin Corporation developed a large housing area at Ballymun and subsequently the majority of the area has been developed for public and private housing. There were few buildings in the area prior to this development and of those that predate the suburbanisation several have been demolished.

26.4.4.2 Collins Avenue Station

26.4.4.2.1 Description

The tunnel crosses beneath Ballymun Road to the eastern side where Collins Avenue Station is to be located to the front of the Church of Our Lady of Victories on Ballymun Road.

The church has a copper roof supported on yellow brick columns set on a raised plinth; between the columns are large expanses of glazing, on the inner side of which is stained glass. The church is set back from the road behind a large, landscaped area that is integral to the setting of the church and contains the grave of a former parish priest. This area is enclosed by a low brick wall which has suffered recent damage on its eastern extent, due to tree root action. A historic letter box is positioned adjacent to the southern boundary wall on Albert College Drive, above the proposed station box.

The DCIHR identifies the former existence of a bridge known as Wad Bridge that formerly carried Ballymun Road over a stream. It is possible that this bridge survives beneath the present Ballymun Road. This issue is addressed in Chapter 25 (Archaeology & Cultural Heritage).

26.4.4.2.2 Historical Background

As the population of the Glasnevin-Ballymun area grew in the 1950s and 1960s new facilities were required to serve the area. The area had been in the Clontarf union of Roman Catholic parishes in the 19th century, served by St Pappin's Church on Ballymun Road, built in 1848[4]. By the 1950s the area was in the parish of Whitehall/Larkhill in response to the increase in population the parish used Our Lady of Victories Hall as a chapel of ease and in 1969 the Church of Our Lady of Victories was opened, designed by Patrick V Moloney of Guy Moloney and Associates.[5] Six months after the church opened the parish of Ballymun was constituted and Our Lady of Victories became a parish church.

26.4.4.2.3 Protection Status

The Church of Our Lady of Victories is included in the NIAH, reference 50130121.

Table 26.12: Architectural Heritage Constraints at Collins Avenue Station

Constraint Number		Description	Status	Evaluation
BH-17	Albert College Drive	Pillar letter box with P7T cipher	n/a	4
BH-18	Our Lady of Victories Church, Ballymun Road	Church building with copper roof and clerestory windows	NIAH 50130121	2

[4] Donnelly, n.d., p. 33; www.dia.ie
[5] https://olv.ie/church-dedication/; *Irish Independent,* 30th January 1969.

26.4.4.3 Albert College Park Intervention Shaft

26.4.4.3.1 Description

The alignment continues on the eastern side of and partly beneath Ballymun Road, running to the front of the gateway to Dublin City University (DCU) and along the frontage of Albert College Park to the site of the proposed intervention shaft within the park. The gateway to the university consists of curved wrought-iron railings flanking a pair of steel piers that support the wrought-iron gates. This is flanked by piers of channelled granite ashlar surmounted by a granite cornice. The park is bounded to the front by railings concealed beneath a hedge. The park gates are of steel and are supported on piers of squared limestone rubble and capped with salvaged stone setts. The Project Boundary extends eastward from the alignment of the tunnel to include a section of the park.

Albert College Park was acquired by Dublin Corporation (now DCC) for use as a public park. The park is fronted to the street by a hedge. The pedestrian entrances to the park have stone gate piers built in the 1960s and not of heritage significance. One gate is surmounted by a wrought-iron arch bearing the name of the park.

To the east of Albert College Park is Cuilín, which belongs to DCC and was formerly a residence associated with the college. This lies within 50m of the Project Boundary, as do some outbuildings that are included with the house in the RPS. Four houses known as Albert Cottages are included with Cuilín in the RPS but are 80m from the Project Boundary and hence, though once forming part of the college grounds, they are beyond the study area.

The house on the southern corner of Hampstead Avenue and Ballymun Road is a protected structure. This is number 114 Ballymun Road and is a two-storey detached house with a steeply pitched roof having stepped gables and a covering of green pantiles. The centre of the front façade is gabled in a neo-Baroque style with ball finials

26.4.4.3.2 Historical Background

The national education system was established in 1831 under the auspices of the Commissioners for National Education. In 1838 the commissioners acquired 21 hectares of land for use as a model farm and by 1843 the farm and its buildings were marked on the first-edition OS map.[6] The institution was renamed Albert National Agricultural Training Institution in 1853 following a visit by Prince Albert, later simplified to Albert Agricultural College. From 1926 to 1979 the college was occupied by the Faculty of Agriculture of University College Dublin, during which time the college sold 145 hectares to Dublin Corporation on which Ballymun was developed, as well as transferring the lands to the front of the college to the Corporation for use as a park. The National Institute of Higher Education took on the college, later becoming DCU.[7]

26.4.4.3.3 Protection Status

The university buildings include a number of protected structures. Cuilín is also a protected structure, as are the outbuildings and the house at 114 Ballymun Road.

Table 26.13: Architectural Heritage Constraints at Albert College Park

Constraint Number	Location	Description	Status	Evaluation
BH-19	Cuilín, Ballymun Road	Two-storey, four-bay house with bow ends and concrete porch	RPS 3508; NIAH 50130124	1
BH-20	114 Ballymun Road	Two-storey, three-bay house with green-tiled gabled roof	RPS 478 DCC; NIAH 50130127	1

[6] *Fifth Report of the Commissioners of National Education in Ireland for the year 1838*, p. 6.
[7] https://en.wikipedia.org/wiki/Albert_College_(Dublin)

26.4.4.4 Griffith Park Station

26.4.4.4.1 Description

To the south of Albert College Park, the alignment runs down St Mobhi Road to the sports ground associated with Na Fianna, where it leaves the road and runs beneath the playing fields to the football pitch belonging to Home Farm FC, where Griffith Park Station is to be located. To the east of these playing fields are the extensive buildings associated with Whitehall College. The main college building is a three-storey, twenty-two bay building of rock-faced masonry, with an attic storey and with a central breakfront. The entrance gateway is on St Mobhi Road and consists of curved wrought-iron railings on mass concrete plinths running back from the road to meet two masonry piers that carry the wrought-iron gates. The wrought-iron railings run along the road frontage of the college, with their plinth wall.

To the south of Whitehall College Mobhi Road crosses the Tolka on a concrete-beam bridge, the parapets of which are wrought-iron railings spanning between concrete piers (BH-23). In recent times the bridge has been named Dean Swift Bridge and it is included in the NIAH.

26.4.4.4.2 Historical Background

At the end of the 19th century the land to the north of the River Tolka and to the west of Glasnevin was still in agricultural use. In 1905 the Commissioners for National Education decided to erect a new building as a students' residence for the College of Education in Marlborough Street and the site chosen was to the west of Glasnevin, on high ground overlooking the Tolka and the city beyond. The building was completed in 1908 to the designs of J F Fuller and was named Marlborough Hall.[8] The building has been used for many purposes since that time, most recently as Whitehall College of Further Education.

The grounds between the college and Mobhi Road are used by Home Farm Football Club, which was founded in 1928.[9]

26.4.4.4.3 Protection Status

Whitehall College is a protected structure, reference 7746, with the description *"Coláiste Caomhain: 19th century college buildings"*, though it is noted that the college buildings date from the 20th century.

Dean Swift Bridge is included in the NIAH under reference 50130053.

Table 26.14: Architectural Heritage Constraints at Albert College Park

Constraint Number	Location	Description	Status	Evaluation
BH-21	Whitehall College, St Mobhi Road	Three-storey, stone building with two gabled breakfronts	RPS 7746 DCC; NIAH 50130149	1
BH-22	Conservation area at the River Tolka	Conservation area	CA	3
BH-23	Dean Swift Bridge, St Mobhi Road	Concrete beam bridge with wrought-iron railings	NIAH 50130053	2

[8] https://www.dia.ie/works/view/35314/CO.+DUBLIN%2C+DUBLIN%2C+ST+MOBHI+ROAD+%28GLASNEVIN%29%2C+MARLBOROUGH+HALL

[9] http://www.homefarmfc.yourclub.ie/history

26.4.4.5 Griffith Park Station to Glasnevin Station

26.4.4.5.1 Description

From Griffith Park the proposed Project continues southward to the east of St Mobhi Road and crosses beneath Botanic Road to run beneath Prospect Avenue, Prospect Way and Prospect Road to the site for Glasnevin Station. The area through which the tunnel is to pass is part of the inner suburbs of the city, with a mixture of semi-detached and terraced inter-war houses along with some local shops and some businesses.

26.4.4.5.2 Historical Background

In 1914 a competition was held for the preparation of a plan for Dublin City. The winning entry, by Patrick Abercrombie and Sidney and Arthur Kelly, was published in 1922 and Abercrombie and Sydney Kelly were appointed town planning consultants to the city council.[10] Amongst the recommendations of the plan was a new road to bypass the village of Glasnevin and in the late 1920s this road was laid out and named St Mobhi Road, though frequently shortened to Mobhi Road.[11] The construction of the new road cut through the driveway to the building that is now Whitehall College, necessitating the relocation of the entrance, which was formerly on Glasnevin Hill.

The development of suburbs in the Phibsborough area had commenced in the 19th century, though it was largely in the 1920s and early 1930s that this area was built up.

26.4.4.5.3 Protection Status

The valley of the River Tolka is a Conservation Area (CA).

On this section of the alignment a group of protected structures at Botanic Avenue is beyond the study area, while the Bank of Ireland at the corner of St Mobhi Road and Fairfield Road is included in the NIAH, reference 50130161. To the south, the frontage of the former John Player & Sons cigarette factory on Botanic Road lies within the study area. The former factory is a protected structure, reference 855, while the gates and railings are included in the NIAH under reference 50130149. On the opposite side of Botanic Avenue is Botanic House, an Edwardian building in use as licensed premises and this lies within the study area. Botanic House is a protected structure, reference 854 and is included in the NIAH. Hart's Buildings, at the corner of Botanic Road and Prospect Road is also included in the NIAH.

Part of the Prospect Square/De Courcy Square and Environs ACA also lies within the study area.

Table 26.15: Architectural Heritage Constraints from Griffith Park Station to Glasnevin Station

Constraint Number	Location	Description	Status	Evaluation
BH-24	Bank of Ireland, 112 St Mobhi Road	Two-storey, red-brick bank building	NIAH 50130161	2
BH-25	Prospect Square/De Courcy Square and Environs ACA	ACA, mainly two-storey, brick-fronted houses	ACA	1
BH-26	Gates and railings of former Player's factory, Botanic Road	Gate piers and intermediate piers of granite with gates and railings of wrought iron	RPS 855 DCC, NIAH 50130149	1
BH-27	Botanic House, Botanic Road	Two-storey red-brick licensed premises and restaurant with dormer attic storey	RPS 854 DCC; NIAH 50130106	1

[10] O'Leary,2014, pp. 27, 31.
[11] Abercrombie et al., 1922, p. 11 and plate XIX.

Constraint Number	Location	Description	Status	Evaluation
BH-28	Hart's Buildings, 2-6 Botanic Road	Two-storey, red-brick corner building with dormer attic storey	NIAH 50130107	2

26.4.4.6 Glasnevin Station

26.4.4.6.1 Description

The proposed Glasnevin Station is to be located at Prospect Road, adjacent to the Royal Canal and two existing railway lines. The study area at this location is substantial, as it includes stretches of railway running eastward and westward from Prospect Road along the South-Western Commuter Line (formerly known as Great Southern and Western Railway (GSWR)) and the Western Commuter Line (formerly known as Midland Great Western Railway (MGWR)). The former is the line that runs eastward towards Drumcondra Station and westward towards the Phoenix Park tunnel, while the other line runs alongside the Royal Canal towards Connolly Station and westward towards Mullingar. Both lines run in deep cuttings through the area, with bridges and tunnels where appropriate. The Western Commuter Line runs close to the Royal Canal and is at a significantly lower level than the canal.

The Royal Canal descends in a west-to-east direction, with two locks within the study area, both of which are double locks. To the south of the canal are two former mills, both of which have been converted to apartments. Along the road in the vicinity of the station are commercial premises, including the Brian Boru licensed premises and The Bernard Shaw, also licensed premises.

26.4.4.6.2 Historical Background

The Royal Canal Company was constituted by Act of Parliament in 1789 and in the following year the first stone was laid by the Lord Lieutenant, the earl of Westmoreland at the canal lock at Phibsborough. The lock and the adjacent road bridge were named in his honour but are now better known as Cross Guns Lock and Cross Guns Bridge. Construction of the canal then proceeded in both directions from this point. The financial basis for the canal was never strong and the company had to be bailed out by the government before it could be completed.[12]

The canal bridge known as Cross Guns Bridge would have been a stone-arched bridge when first constructed, similar to the others along the alignment. However, with increasing traffic levels it would have been too narrow for the road traffic, and it was replaced by the present iron bridge in the 20th century. This bridge was manufactured by Ross and Walpole, which had its foundry at the North Wall. This company had its origins in the early 1860s, though the name Ross and Walpole was not used until the 1870s. This company ceased trading in 1897, but its business was taken on by another company that was formed under the same name and traded until it went into liquidation in 1931.[13] This bridge was built by the latter company and completed in October 1912.[14]

The Royal Canal continued to struggle financially, particularly with the arrival of the railway age. In the 1840s the canal was bought out by the MGWR with a view to closing it down and building a railway on its site. However, permission to close the canal was not forthcoming and the railway company built its line alongside, running from the canal terminus at Broadstone via Mullingar to Galway. The line opened to Meath in 1847, reaching Mullingar in 1848, Athlone and Galway in 1851. In the late 1850s the MGWR made the decision to open a line to Dublin Port at North Wall and this line opened in 1864 for use by goods trains.[15] This line runs parallel to the Royal Canal and crosses in a cut and cover tunnel beneath the retail carpet showroom at Prospect Road.

The GSWR built and operated the alignment between Dublin and Cork, operating out of Kingsbridge Station, now Heuston Station. In the 1870s the company built a link between this line and the MGWR line

[12] Clarke, Peter, 1992; Delany et al, 2010.
[13] Sweeney, 2010, p. 47; https://www.gracesguide.co.uk/Ross_and_Walpole; *Irish Press,* 11th January 1932.
[14] *Irish Independent*, 6th January 1908, *Belfast Newsletter*, 12th October 1912.
[15] Shepherd, 1994, p. 118, 36.

at Glasnevin and this opened in 1877. The company later decided to open its own line to North Wall and this line opened in 1901, with a station at Glasnevin, to the east of Prospect Road. The station did not last long and closed in 1910.[16] This line runs in a deep cutting between a terrace in office use and licensed premises on the western side of Prospect Road.

In the second quarter of the 19th century a terrace of houses was built to the north of the Royal Canal at Cross Guns and the northernmost of these houses came into use as a grocer's shop and spirit merchants by the mid-19th century. This was known as Prospect Terrace and with the construction of the GSWR's railway line to North Wall the terrace was severed, losing two houses in the middle. The southern of the two became known as Keegan's Buildings and later Harrymount and it is now called Prospect House. The northern part of the terrace retained the name Prospect Terrace. During the nationalist revival in the late 19th and early 20th centuries the grocer and spirit dealer was rebranded as Brian Boroimhe House and later Brian Boru House.[17] The pub is mentioned in the Hades episode of Joyce's novel *Ulysses*, when the funeral cortege passes it on the way to Prospect Cemetery, Glasnevin.[18]

To the north of Prospect Terrace, the Society of St Vincent de Paul built an orphanage for boys to the designs of John S Butler in 1859-1860 and this included a substantial set of railings and gates on the road frontage.[19] The building complex was further developed over the years but closed in 1973.[20] The buildings were demolished, and the site developed for housing, though the iron railings survived on the road frontage.

To the south of the orphanage two houses were built in the mid-19th century, named Prospect Lodge and Prospect Villa. These had access from a point immediately to the north of the canal 5th lock, with an avenue crossing to the rear of the terrace of houses. When the MGWR railway line was constructed alongside the canal the railway company constructed a tunnel beneath Prospect Terrace and the area to the rear, thereby maintaining access to the two houses. When the GSWR line was built the access was severed and a new access provided along the northern side of the railway line.[21] Prospect Villa is no longer extant, and Prospect Lodge now has access from Dalcassian Downs to the north.

When the Royal Canal was constructed, it brought a water supply across the country with significant falls at each lock. The company believed that it had water to spare and leased the use of controlled quantities to industrialists who could use it to drive mill wheels. At Cross Guns the company came to an arrangement with a manufacturer of lead products and a lead works was erected on the southern bank. The works did not survive, however and was in ruins by the end of the 1830s.[22] The site was taken on by the eminent iron founders and engineers, J and R Mallet in the late 1830s and they built a new iron works on the site, where they manufactured material for the railway business. The business closed in 1861.[23] The mill was subsequently taken over by the North City Milling Company Ltd, when it was enlarged and given over to flour milling. The mills changed hands a number of times as the Irish flour milling business contracted and rationalised and was ultimately owned by Ranks Ireland Ltd. By the 1980s Ranks was no longer able to compete against cheaper imported flour and closed the North City Mill in 1983.[24] The mill was subsequently converted into apartments.

26.4.4.6.3 Protection Status

There are four protected structures within the study area at the proposed site of Glasnevin Station, while a number of other buildings are included in the NIAH. To the north the roadside boundary of the open space at Dalcassian Downs is marked by a heavy cast-iron railing rising off a plinth of cut limestone, with a set of cast-iron gates and gate piers. These gates and railings are included in the RPS under reference 8698.

[16] Johnson, 1997, pp. 125-126.
[17] Thom's Directories and Pettigrew and Oulton's Directories, various dates.
[18] Joyce, p. 96.
[19] https://www.dia.ie/works/view/55907/building/CO.+DUBLIN%2C+DUBLIN%2C+PROSPECT+ROAD+%28GLASNEVIN%29%2C+ST+VINCENT+DE+PAUL+MALE+ORPHANAGE
[20] http://www.childrenshomes.org.uk/GlasnevinStVincent/?LMCL=gmiOkD
[21] Information based on OS maps and various editions of Thom's Directory.
[22] National Archives of Ireland: OS 1:1056 manuscript map, Dublin sheet 1, 1838-43.
[23] Tuttyf, 1976, pp. 42-58.
[24] Campion, 2003, p. 170.

To the south of the canal and adjacent to the canal quay is a six-storey former mill building, now in use as apartments; this is a protected structure, reference 6732. To the west of this is another former mill, known as Shandon Mill, and also converted to apartments. Both mills are of limestone masonry, the latter stands with its gable end facing the sixth lock on the canal and is a protected structure, reference 6733.

To the west of the proposed station and to the north of the railway lines is a house known as Prospect Lodge, which is a protected structure, reference 2097.

Cross Guns Bridge is a proposed protected structure, being included in the draft RPS in the Draft Dublin City Development Plan, 2022-2028.

The Royal Canal and the adjacent railway lines, with the adjoining land, are a CA. This area includes the carpet warehouse and the adjacent terrace of offices, which lie between the two railway lines. While the canal is not a protected structure, it is of heritage significance and this includes the various component elements in the vicinity of the proposed Glasnevin Station, including the canal, the fifth and sixth locks with their lock gates, the walls enclosing the waterway, the boundary walls and a renovated lock-keeper's cottage alongside the sixth lock. All of these features, from the sixth lock to Cross Guns Bridge lie within the study area.

The railways to the north of the canal also lie within the study area and this includes parts of the South-Western Commuter Line emerging on the northern side of Phoenix Park on its way to Connolly Station via Drumcondra, including the remnants of the former Glasnevin Station. It also includes the section of the Western Commuter Line that ran from Broadstone to Mullingar and Galway, with the extension of this line toward the east, where they pass through the Cross Guns area. Many of these features are included in the NIAH and also in the DCIHR.

Table 26.16: Architectural Heritage Constraints at Glasnevin Station

Constraint Number	Location	Description	Status	Evaluation
BH-29	Railings and gates at Dalcassian Downs, formerly enclosing St Vincent's Orphanage	Decorative railings, of wrought and cast-iron gates with masonry gate piers and plinth	RPS 8698 DCC; NIAH 50130021	1
BH-30	Prospect Road	Granite kerbing	DCC DP App.8.2	2
BH-31	Brian Boru, 5 Prospect Road	Two-storey, three-bay licensed premises.	NIAH 50130022	2
BH-32	Three houses at 1 to 3 Prospect Road	Terrace of two two-storey, two-bay houses and one two-storey, three-bay house in commercial use	n/a	3
BH-33	Railway bridge, Prospect Road	Iron beam bridge with profiled steel balustrade	DCIHR	3
BH-34	Former Glasnevin Railway Station	Site of former railway station, now overgrown	DCIHR	3
BH-35	The Bernard Shaw, formerly The Porterhouse, 22 Prospect Road	Single-storey licensed premises	NIAH 5130199	2
BH-36	Railway tunnel at Cross Guns	Stone-vaulted railway tunnel	NIAH 50060112; DCIHR	2
BH-37	Prospect Lodge, Dalcassian Downs	Detached brick-faced house	RPS 2097 DCC; NIAH 50130020	1

Constraint Number	Location	Description	Status	Evaluation
BH-38	Fifth lock, Royal Canal	Double-chambered canal lock of limestone ashlar	NIAH 50060184; DCIHR	1
BH-39	Royal Canal	Navigable waterway	DCIHR	1
BH-40	Conservation area at the Royal Canal	Conservation area	CA	3
BH-41	Bridge over railway line to west of Cross Guns tunnel	Masonry-arched bridge, now disused	DCIHR	3
BH-42	Abutments of former railway bridge over canal	Northern abutment of squared limestone at canal edge, southern abutment of squared limestone backed by embankment enclosed by retaining walls of limestone	DCIHR	3
BH-43	Sixth Lock, Royal Canal	Double-chambered canal lock of limestone ashlar	NIAH 50060182; DCIHR	1
BH-44	Railway connecting Heuston Station with Connolly Station	Double-track railway in deep cutting	DCIHR	3
BH-45	Railway bridge at Prospect Cemetery	Masonry-arched bridge	DCIHR	3
BH-46	1916 Rising memorial at Prospect Cemetery	Paved area terminating in group of memorial stones	n/a	4
BH-47	Western Commuter Line	Double-track railway in cutting	DCIHR	1
BH-48	Railway tunnel carrying the Western Commuter Line over Phoenix Park branch	Double-arched railway tunnel	DCIHR	3
BH-49	Former Shandon Mill	Part three-storey and part four-storey stone-built former mill	RPS 6733 DCC; DCIHR	1
BH-50	Former mill building at Cross Guns Quay	Twelve-bay, stone-built former mill of five storeys plus dormer attic storey	RPS 6732; NIAH 50060183	1
BH-51	Cross Guns Bridge	Beam bridge with cast-iron balustrade and limestone piers and abutments	Draft RPS 8807 DCC; NIAH 50060185; DCIHR	1

26.4.4.7 Glasnevin Station to Mater Station

26.4.4.7.1 Description

Beyond Glasnevin Station, the study area extends from Phibsborough Road, under the North Circular Road, Phibsborough Library, Goldsmith Street and Berkeley Road where the Mater Station will be located.

26.4.4.7.2 Historical Background

Phibsborough Road is an ancient route out of the city to Glasnevin, Finglas and beyond and had ribbon development along the route out from the city as far as Phibsborough by the mid-18th century.[25] The

[25] Rocque, 1756.

Phibsborough area grew in significance in the latter part of that century with the construction of the Circular Road – now referred to as the North Circular Road. An Act of Parliament was passed in 1763 to build a road around the city as a means of easing traffic congestion and while work commenced progress was slow and it was not until after the passing of a further Act of Parliament in 1778 that the road was completed.[26] The 1778 act restricted building in the vicinity of the circular road and it was also a toll road, which further discouraged development until later in the 19th century, following the abolition of tolls on the Circular Road in 1851.[27]

A further boost to the Phibsborough area came with the construction of the Royal Canal, which commenced in the 1790s. The canal ran to the north of Phibsborough toward its terminus at the River Liffey to the east of the city, while a branch of the canal turned southward immediately to the east of Phibsborough to a second terminus at Broadstone Harbour, to avail of its proximity to the city markets and to the law courts.[28] The construction of the canal was protracted and constantly impeded by financial difficulties, though the branch to Broadstone was finally opened in 1808 and completed a little later.[29] The canal basin was infilled in 1877, while the remainder of the Broadstone branch of the canal was closed in the early 20th century and was back-filled in 1929.[30]

26.4.4.7.3 Protection Status

Within this section of the study area there are protected structures at 159 and 160-161 Phibsborough Road at a distance of approximately 50m from the proposed tunnel. The study area is partly within the Phibsborough Centre ACA. A number of buildings and other structures within the study area in North Circular Road, while not protected structures, are included in the NIAH survey.

Table 26.17: Architectural Heritage Constraints between Glasnevin Station and Mater Station

Constraint Number	Location	Description	Status	Evaluation
BH-52	Phibsborough Centre ACA	ACA	ACA	1
BH-53	159 Phibsborough Road	Three-bay, three-storey licensed premises	RPS 6734 DCC; NIAH 50060229	1
BH-54	160-161 Phibsborough Road	Corner licensed premises presenting four bays to Phibsborough Road and six bays to North Circular Road	RPS 6735 DCC; NIAH 50060230	1
BH-55	365 North Circular Road	Two-storey, three-bay, brick-fronted commercial premises	NIAH 50060390	2
BH-56	367 North Circular Road	Two-storey, three-bay, brick-fronted commercial premises	NIAH 50060391	2
BH-57	Phibsborough Library, North Circular Road	Single-storey, seven-bay, brick-fronted library building	NIAH 50060231	2
BH-58	379 North Circular Road	Single-storey, gable-ended former school with curled bargeboards	NIAH 50060232	2
BH-59	381 North Circular Road	Single-storey over basement, two-bay, brick-fronted house	n/a	3
BH-60	Blaquiere Bridge, North Circular Road – possible survival of part of the bridge below ground.	Former bridge over infilled section of Royal Canal	DCIHR	3

[26] Goodbody, 2018, p. 236-237.
[27] Broderick, p. 237.
[28] Delany and Bath, p. 46.
[29] Clarke, 1992, p. 89
[30] *Irish Times,* 24th September 1929.

Constraint Number	Location	Description	Status	Evaluation
BH-61	Monument, Royal Canal Bank/North Circular Road	Sculpture of soldier in limestone-on-limestone plinth	NIAH 50060267	2

26.4.4.8 Mater Station

26.4.4.8.1 Description

Mater Station is to be located at the junction of Eccles Street and Berkeley Road, partly within the park known as Four Masters Park and partly within the adjacent roadways. To the north of the station site is the original building of the Mater Hospital, which is set slightly back from the road, with a small basement area to the front and a retaining wall surmounted by stone balustrade on the road frontage. To the south-east of the park is St Joseph's Church, Berkeley Road, with a narrow strip of grounds separating the church building from the park and with a grotto in the grounds. To the east of the park are houses in Eccles Street, the gable end of number 39 Eccles Street standing adjacent to the vehicular access to the church. On the western side of Berkeley Road are residential properties and some shops, all of which are two-storey and date from the late 19th or early 20th century.

Some historic granite kerbing survives in Eccles Street and Berkeley Road, and this is listed in Appendix 8.2 of the Dublin City Development Plan 2016-2022 as paved areas and streets with granite kerbing and other features such as coalhole covers that are to be retained.[31] The lamp standards in Eccles Street are of a tall decorative historical type known as Scottish Standard, which date from the early years of the 20th century.[32]

26.4.4.8.2 Historical Background

Dublin City expanded significantly during the 18th century, and well into the 19th. There was a dip in the growth in the 1790s, however, before picking up again in the new century. One of the projects that failed at this time was Royal Circus. Laid out in 1794, the street pattern remained in place with no houses until the mid-19th century. Eccles Street was already in existence by this time, having been laid out in about 1770; while the majority of the houses were built in the 18th century, the last, numbers 39 to 42, date from around 1850. Berkeley Road was laid out as part of the Royal Circus project, though it was not continued to the junction with Eccles Street until the 1830s.[33] In the 1840s, the Sisters of Mercy decided to establish a hospital to serve the northern part of Dublin and sought a site within the city boundary on which to build. In 1851 they secured a site at Royal Circus, at the western end of Eccles Street and the hospital, designed by John Bourke, opened in 1861.[34]

Until germ theory changed medical thinking in the late 19th century the understanding of the spread of diseases was based on miasma theory, which held that diseases were spread by bad air. To reduce the risks the Sisters of Mercy acquired the land on the opposite side of Eccles Street in 1874 to ensure a flow of fresh air for the hospital. To improve its appearance the Sisters erected a low wall and railings around the land.

In 1871 the ophthalmic surgeon and polymath, Sir William Wilde, proposed that a monument be erected to honour the four historians who had compiled *The Annals of the Kingdom of Ireland*, commonly known as the *Annals of the Four Masters* in the early 17th century. Wilde suggested that the ground opposite the Mater Hospital would be a suitable location, but the monument was not erected prior to his death in April 1876. Wilde had commissioned the eminent sculptor James Cahill to carve a Celtic cross as the memorial and it was erected on the site opposite the hospital in September 1876. In 1963 Dublin

[31] DCC Development Plan vol. 2, pp 163-164.
[32] O'Connell, p. 16.
[33] Goodbody, 2014, pp. 2, 36.
[34] Nolan, 2013, pp. 4-8.

Corporation landscaped the park to improve its appearance during the visit by President John F Kennedy. [35]

To commemorate the millennium the Mater Hospital commissioned a sculpture from sculptor Tony O'Malley to stand in the park. The sculpture, entitled *Healing hands* is in the form of a tree supporting a large globe that is perforated with the shapes of human hands. The hand shapes were collected from staff and patients in the hospital. The sculpture was erected in 2000. [36]

As the population of the northern suburbs of the city grew in the later 19th century the need for facilities also grew, including the need for churches. The area around Eccles Street and Berkeley Road were within the Roman Catholic parish of St Michan and in 1870 the parish erected a temporary timber-built chapel of ease on a site in Berkeley Road. This was followed up with the construction of a permanent church, to the designs of O'Neill and Byrne, completed in 1880 and dedicated to St Joseph. The tower was added in 1892 to the designs of John L Robinson. In 1890 St Joseph's was elevated to parish status. [37]

26.4.4.8.3 Protection Status

The Mater Hospital is a protected structure, included under reference 2437 in the RPS in the Dublin City Development Plan 2016-2022. It is also included in the NIAH under reference 50060275.

The railings, gates and plinth walls enclosing the park at the corner of Eccles Street and Berkeley Road are a protected structure, under reference 737 in the RPS for Dublin City, along with the cross commemorating the Four Masters. The *Architectural Heritage Guidelines for Planning Authorities* suggest that had the park been a protected structure the gates and railings would be included in the protection as being within the curtilage. However, this does not work in reverse, implying that the park itself is not protected by virtue of the very specific listing of the enclosing gates, railings and plinth walls. [38] For, the purpose of this study it is assumed that the park is protected, along with its features such as the Healing Hands sculpture

Within this section of the study area there are a number of other protected structures, including St Joseph's Church, Berkeley Road and 13 buildings in Eccles Street. One house in Sarsfield Street is included in the NIAH. Two houses in Berkeley Road are also included in the NIAH, while the other two houses in the same terrace are not. In view of the proximity of the proposed works the two other houses have been included in the assessment.

Table 26.18: Architectural Heritage Constraints at Mater Station

Constraint number	Location	Description	Status	Evaluation
BH-62	19 Berkeley Road	Two-bay, two-storey, brick-fronted house	n/a	1
BH-63	20 Berkeley Road	Two-bay, two-storey, brick-fronted house	NIAH 50060273	2
BH-64	21 Berkeley Road	Two-bay, two-storey, brick-fronted house with single-storey bay window	NIAH 50060272	2
BH-65	22 Berkeley Road	Three-bay, two-storey, brick-fronted house	n/a	1
BH-66	5 Sarsfield Street	Semi-detached two-storey, two-bay house; red-brick façade with polychrome brick detailing	NIAH 50060269	2
BH-67	6 Sarsfield Street	Semi-detached two-storey, two-bay house; red-brick façade with polychrome brick detailing	n/a	3

[35] Nolan, 2013, pp. 25-26; Murphy, 2010, pp. 183-184. *The Nation*, 16th September 1876.
[36] Doherty, 2015, p. 129.
[37] Costello, 1989, p. 92, Donnelly, n.d., part XI, pp. 64-65; Casey, 2005, p. 276.
[38] Guidelines, paragraph 13.1.3, p. 191.

Constraint number	Location	Description	Status	Evaluation
BH-68	Conservation area at the Mater Hospital	Conservation area	CA	3
BH-69	Mater Misericordiae Hospital: RPS is confined to the original stone buildings	Twenty-one bay, two-storey over basement, ashlar-faced hospital building with central pediment and projecting wings and with balustrade at road margin	RPS 2437 DCC; NIAH 50060275	1
BH-70	Four Masters Park	Triangular park enclosed by iron railings on granite plinth	RPS 737 DCC	1
BH-71	Four Masters cross	Ringed cross of sandstone on limestone plinth	RPS 737 DCC	1
BH-72	Railings, gates and plinth walls enclosing park at corner of Eccles Street; includes Celtic cross commemorating Four Masters	Wrought-iron gates and railings with cast-iron bosses and finials, rising from cut-granite plinth wall	RPS 737 DCC	1
BH-73	Healing Hands sculpture	Bronze sphere pierced with hand-shaped voids and supported on a bronze tree	RPS 737 DCC	1
BH-74	Granite kerbing adjacent to Four Masters Park on Eccles Street	Narrow kerbstones of granite	DCC DP App.8.2	2
BH-75	Historical lamp standards in Eccles Street	Cast-iron lamp standards of the 'Scotch Standard' type	n/a	3
BH-76	St Joseph's Church, Berkeley Road	Church with stained glass windows, integral bell tower, faced with rock-faced granite and fronted by wrought-iron railings on granite plinth. Grotto in the grounds, close to the boundary with Four Masters Park	RPS 736 DCC; NIAH 50070414	1
BH-77	Stone setts at access to St Joseph's Church on Eccles Street	Stone setts	DCC DP App.8.2	2
BH-78	Granite kerbing on both sides of Berkeley Road to west of Mater Hospital	Narrow kerbstones of granite	DCC DP App.8.2	2
BH-79	Granite kerbing outside 39 to 43 Eccles Street	Broad granite kerbstones	DCC DP App.8.2	3
BH-80	Coal cellars and coal hole covers on Eccles Street	Coal cellars with granite flagstones bearing cast-iron coal hole covers	DCC DP App.8.2	3
BH-81	39 Eccles Street	Four-storey over basement, two-bay, brick-fronted end of terrace house	RPS 2438 DCC	1

Constraint number	Location	Description	Status	Evaluation
BH-82	40 Eccles Street	Four-storey over basement, two-bay, brick-fronted terraced house	RPS 2439 DCC	1
BH-83	41 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered ground floor façade and brick on upper floors	RPS 2440 DCC	1
BH-84	42 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered ground floor façade and brick on upper floors	RPS 2441 DCC	1
BH-85	43 Eccles Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2442 DCC	1
BH-86	44 Eccles Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2443 DCC	1
BH-87	45 Eccles Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2444 DCC	1
BH-88	46 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2445 DCC	1
BH-89	47 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2446 DCC	1
BH-90	48 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2447 DCC	1
BH-91	49 Eccles Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2448 DCC	1
BH-92	50 Eccles Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 2449 DCC	1
BH-93	51 Eccles Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 2450 DCC	1

26.4.4.9 Mater Station to O'Connell Station

26.4.4.9.1 Description

Beyond Mater Station, the proposed Project will run beneath St Joseph's Church, Berkeley Road, Nelson Street and Blessington Street before crossing Dorset Street and down Frederick Street North into Parnell Square, where it will turn to run below the Gate Theatre, the Ambassador Cinema and the Rotunda Hospital before reaching the O'Connell Street Station on Upper O'Connell Street.

From Cavendish Row and the Gate Theatre onward the alignment runs below the O'Connell Street ACA. The southern part of Frederick Street North, Parnell Square and Cavendish Row are also within a CA that is defined on the development plan maps.

26.4.4.9.2 Historical Background

Development began in the area to the north of O'Connell Street in the mid-18th century. Dorset Street and Parnell Street follow ancient roadways, while there were few other streets in the vicinity. A tract of land belonging to the earls of Drogheda was laid out for development in the opening years of the 18th century, though this lay to the south of Parnell Street.

In the middle of the century Bartholomew Mosse built the Rotunda Hospital to the designs of Richard Castle. As part of the system for raising funds for the hospital Mosse laid out pleasure gardens subsequently buildings were provided for performance and entertainment and these are now

represented by Parnell Square, the Gate Theatre and the Ambassador Cinema.[39] A significant part of the original Rotunda Gardens has been incorporated as part of the hospital and several buildings erected on the site. The northern part of the gardens was laid out as the Garden of Remembrance in the 1960s to the designs of Daithi Hanly.[40]

During the 18th century the Gardiner family gradually built up a substantial land holding in the northern part of Dublin and laid it out for development, including a group of streets focussed on the Royal Circus, amongst which were Blessington Street, Berkeley Street and Cavendish Row, while they also provided leases of land for building around Parnell Square. This development was aided by the works of the Wide Streets Commissioners, particularly in the laying out of Frederick Street North in the 1790s.[41]

26.4.4.9.3 Protection Status

The proposed tunnel will pass beneath areas in which there are many protected structures, one of which is a national monument. Within this section of the study area there are ten protected structures in Berkeley Street, fifteen in Nelson Street, fifty-seven in Blessington Street, eleven in Dorset Street, twenty-six in Frederick Street North, six in Hardwicke Street, six in Gardiner Row, sixteen in Parnell Square, three in Cavendish Row and three in Parnell Street, together with the Gate Theatre, a street fountain outside the Ambassador Cinema and the Parnell Monument, which is a National Monument. There are some houses in Berkeley Street, Nelson Street, Dorset Street Upper, Frederick Street North and Parnell Street that are not protected structures, but which are included in the NIAH. In addition, some of the buildings within this section appear to date from the same period as the Georgian buildings in the street but are not included in the RPS or the NIAH.

Table 26.19: Architectural Heritage Constraints between Mater Station and O'Connell Station

Constraint Number	Location	Description	Status	Evaluation
BH-94	1 Berkeley Street	Three-storey over basement, two-bay, semi-detached house with part brick and part rendered façade	RPS 738 DCC; NIAH 50070428	1
BH-95	2 Berkeley Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 739 DCC; NIAH 50070428	1
BH-96	3 Berkeley Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 740 DCC; NIAH 50070427	1
BH-97	4 Berkeley Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 741 DCC; NIAH 50070427	1
BH-98	5 Berkeley Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 742 DCC; NIAH 50070426	1
BH-99	6 Berkeley Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 743 DCC; NIAH 50070426	1
BH-100	7 Berkeley Street	Three-storey over basement brick house with two-bays on Berkeley Street and two bays on Nelson Street	RPS 744 DCC; NIAH 50070425	1
BH-101	16 Berkeley Street	Three-storey over basement, two-bay, semi-detached house with brick façade	RPS 745 DCC; NIAH 50070413	1
BH-102	17 Berkeley Street	Three-storey over basement, three-bay, semi-detached house with brick façade	RPS 746 DCC; NIAH 50070413	1
BH-103	19 Berkeley Street	Three-storey building on corner of Berkeley Street and Blessington Street	NIAH 50070412	2

[39] Ross, p. 20, 73, 77-86.
[40] Casey, p. 222.
[41] Goodbody, 2014, p. 2.

Constraint Number	Location	Description	Status	Evaluation
		with shopfront on ground floor and brick façade above		
BH-104	1 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	n/a	3
BH-105	4 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-106	5 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-107	6 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-108	7 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	NIAH 50070424	2
BH-109	8 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	NIAH 50070424	2
BH-110	9 Nelson Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 5809 DCC; NIAH 50040423	1
BH-111	10 Nelson Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 5810 DCC; NIAH 50070423	1
BH-112	11 Nelson Street	Three-storey over basement, three-bay, end of terrace house with brick façade	RPS 5811 DCC; NIAH 50070421	1
BH-113	12 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5812 DCC	1
BH-114	25 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	NIAH 50070419	2
BH-115	26 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-116	27 Nelson Street	Three-storey over basement, three-bay, terraced house with brick façade	n/a	3
BH-117	28 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	NIAH 50070418	2
BH-118	29 Nelson Street	Three-storey over basement, two-bay, terraced house with rendered façade	NIAH 50070418	2
BH-119	30 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	NIAH 50070417	2
BH-120	31 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5813 DCC; NIAH 50070417	1
BH-121	32 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5814 DCC; NIAH 50070416	1
BH-122	33 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5815 DCC; NIAH 50070416	1
BH-123	34 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5816 DCC; NIAH 50070415	1
BH-124	35 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5817 DCC; NIAH 50070415	1
BH-125	36 Nelson Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 5818 DCC; NIAH 50070415	1

Constraint Number	Location	Description	Status	Evaluation
BH-126	4 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 770 DCC; NIAH 50070436	1
BH-127	5 Blessington Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 771 DCC; NIAH 50070436	1
BH-128	6 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 772 DCC; NIAH 50070436	1
BH-129	7 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 773 DCC; NIAH 50070436	1
BH-130	8 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 774 DCC; NIAH 50070435	1
BH-131	9 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 775 DCC; NIAH 50070434	1
BH-132	10 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 776 DCC; NIAH 50070434	1
BH-133	11 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade and shopfront	RPS 777 DCC; NIAH 50070433	1
BH-134	12 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 778 DCC; NIAH 50070433	1
BH-135	13 Blessington Street	Three-storey over basement, three-bay, terraced house with brick façade	n/a	3
BH-136	14 Blessington Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 779 DCC; NIAH 50070432	1
BH-137	15 Blessington Street	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 780 DCC; NIAH 50070432	1
BH-138	16 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 781 DCC; NIAH 50070431	1
BH-139	17 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 782 DCC; NIAH 50070431	1
BH-140	18 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 783 DCC; NIAH 50070430	1
BH-141	19 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade and passageway to rear	RPS 784 DCC; NIAH 50070430	1
BH-142	20 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 785 DCC; NIAH 50070429	1
BH-143	21 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 786 DCC; NIAH50070429	1
BH-144	22 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-145	23 Blessington Street	Three-storey, two-bay, terraced house with rendered façade	n/a	3
BH-146	24-25 Blessington Street	Two three-storey, two-bay, terraced houses with rendered façades over later shopfront	n/a	3
BH-147	26 Blessington Street	Three-storey over basement, two-bay, end of terrace house with brick façade	RPS 787 DCC	1

Constraint Number	Location	Description	Status	Evaluation
BH-148	27 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 788 DCC; NIAH 50070411	1
BH-149	28 Blessington Street: RPS excludes railings	Three-storey over basement, three-bay, terraced house with brick façade	RPS 789 DCC; NIAH 50070410	1
BH-150	29 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 790 DCC; NIAH 50070410	1
BH-151	30 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 791 DCC; NIAH 50070409	1
BH-152	31 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 792 DCC; NIAH 50070408	1
BH-153	32 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 793 DCC; NIAH 50070408	1
BH-154	33 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 794 DCC; NIAH 50070407	1
BH-155	34 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 795 DCC; NIAH 50070407	1
BH-156	56 Blessington Street	Three-storey over basement, two-bay, terraced house with rendered façade	RPS 818 DCC; NIAH 50070402	1
BH-157	57 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 819 DCC; NIAH 50070403	1
BH-158	67 Mountjoy Street	Three-storey, two-bay, terraced building with rendered façade over modern shopfront	n/a	3
BH-159	58a Blessington Street	Three-storey corner building with red-brick façade over modern shopfront; single-bay to Blessington Street and three-bay to Mountjoy Street	n/a	3
BH-160	58 Blessington Street: RPS is confined to the exterior elevations only, excluding modern fascia, shop window and door to front elevation	Four-storey over basement, two-bay, terraced house with mainly brick façade	RPS 8765 DCC; NIAH 50070445	1
BH-161	59 Blessington Street	Four-storey over basement, two-bay, terraced house with mainly brick façade	RPS 820 DCC; NIAH 50070445	1
BH-162	60 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 821 DCC; NIAH 50070444	1
BH-163	61 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 822 DCC; NIAH 50070444	1
BH-164	62 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 823 DCC; NIAH 50070444	1
BH-165	63 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 824 DCC; NIAH 50070443	1

Constraint Number	Location	Description	Status	Evaluation
BH-166	64 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 825 DCC; NIAH 50070443	1
BH-167	65 Blessington Street	Four-storey over basement, two-bay, terraced house with brick façade	RPS 826 DCC; NIAH 50070442	1
BH-168	66 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 827 DCC; NIAH 500704441	1
BH-169	67 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 828 DCC; NIAH 50070441	1
BH-170	68 Blessington Street	Three-storey over basement, three-bay, terraced house with brick façade	RPS 829 DCC; NIAH 50070440	1
BH-171	69 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 830 DCC; NIAH 50070439	1
BH-172	70 Blessington Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 831 DCC; NIAH 50070439	1
BH-173	71 Blessington Street	Three-storey over basement, three-bay, terraced house with brick façade	RPS 832 DCC; NIAH 50070438	1
BH-174	73 Blessington Street	Three-storey over basement, three-bay, terraced house with brick façade	RPS 833 DCC; NIAH 50070437	1
BH-175	73a Blessington Street	Three-storey, single-bay terraced house with brick façade over infilled carriage arch	Assumed to be included with number 73 in RPS 833 DCC; NIAH 50070437	1
BH-176	38 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with brick façade	NIAH 50011211	2
BH-177	39 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with brick façade	NIAH 50010970	2
BH-178	40 Dorset Street Upper	Three-storey over basement, two-bay, terraced house with brick façade	NIAH 50011210	2
BH-179	41 Dorset Street Upper	Three-storey over basement, two-bay, terraced house with brick façade	RPS 2331 DCC; NIAH 50010693	1
BH-180	43 Dorset Street Upper	Four-storey over basement, four-bay, terraced house with brick façade	RPS 2332 DCC; NIAH 50010694	1
BH-181	88 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with rendered façade	NIAH 50010697	2
BH-182	89 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2340 DCC; NIAH 50010696	1
BH-183	90 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2341 DCC; NIAH 50010695	1
BH-184	91 Dorset Street Upper	Four-storey over basement, two-bay, late-20th-century terraced house with rendered façade and shopfront	RPS 2342 DCC	1
BH-185	95 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with brick façade	NIAH 50060602	2
BH-186	96 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with brick façade	NIAH 50060603	2
BH-187	97 Dorset Street Upper	Four-storey over basement, two-bay, terraced house with rendered façade	NIAH 50060604	2

Constraint Number	Location	Description	Status	Evaluation
BH-188	Conservation area at Frederick Street North and Parnell Square	Conservation area	CA	3
BH-189	1 Frederick Street North	Four-storey over basement, three-bay, end of terrace house with brick façade	RPS 2960 DCC; NIAH 50010922	1
BH-190	2-5 Frederick Street North	Group of four five-storey over basement, terraced houses with rendered ground-floor façade and brick above; number 5 is four-bay, the others three-bay	RPS 2961 DCC; NIAH 50010906, 50010907, 50010908, 50010909	1
BH-191	6 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick and stone façade	RPS 2962 DCC; NIAH 50010905	1
BH-192	7 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick and stone façade	RPS 2963 DCC; NIAH 50010904	1
BH-193	8 Frederick Street North	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2964 DCC; NIAH 50010903	1
BH-194	9 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2965 DCC; NIAH 50010902	1
BH-195	10 Frederick Street North	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 2966 DCC; NIAH 50010901	1
BH-196	11 Frederick Street North	Two-storey, two-bay, terraced house with brick façade over shopfront	NIAH 50010893	2
BH-197	12a Frederick Street North	Shop unit on ground floor	RPS 2967 DCC; NIAH 50010886	1
BH-198	12b Frederick Street North	Shop unit on ground floor	RPS 2968 DCC; NIAH 50010886	1
BH-199	12c Frederick Street North	Three-storey corner building with brick façade over shopfront	NIAH 50010887	2
BH-200	12 Frederick Street North	Three-storey, three-bay, terraced house with brick façade	RPS 2969 DCC	1
BH-201	13 Frederick Street North	Three-storey, two-bay, terraced house with brick façade over shopfront	RPS 2970 DCC; NIAH 50010885	1
BH-202	14 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2971 DCC; NIAH 50010884	1
BH-203	15 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2972 DCC; NIAH 50010883	1
BH-204	16 Frederick Street North	Four-storey over basement, two-bay, terraced house with rendered façade	n/a	3
BH-205	20 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2973 DCC; NIAH 50010879	1
BH-206	21 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2974 DCC; NIAH 50010880	1
BH-207	22 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2975 DCC; NIAH 50010881	1

Constraint Number	Location	Description	Status	Evaluation
BH-208	23 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2976 DCC; NIAH 50010882	1
BH-209	28 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick façade	RPS 2977 DCC; NIAH 50010894	1
BH-210	29 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick façade	RPS 2978 DCC; NIAH 50010895	1
BH-211	30 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick façade	RPS 2979 DCC; NIAH 50010896	1
BH-212	31 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick façade	RPS 2980 DCC; NIAH 50010897	1
BH-213	32 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2981 DCC; NIAH 50010898	1
BH-214	33 Frederick Street North	Four-storey over basement, two-bay, terraced house with brick façade	RPS 2982 DCC; NIAH 50010899	1
BH-215	34 Frederick Street North	Four-storey over basement, three-bay, terraced house with brick façade	RPS 2983 DCC; NIAH 50010900	1
BH-216	1 Hardwicke Street	Three-storey, three-bay, corner building with brick façade over shopfront	RPS 3574 DCC; NIAH 50010893	1
BH-217	2 Hardwicke Street	Three-storey, three-bay, terraced house with brick façade over shopfront	RPS 3575 DCC; NIAH 50010892	1
BH-218	3 Hardwicke Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 3576 DCC; NIAH 50010891	1
BH-219	4 Hardwicke Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 3577 DCC; NIAH 50010890	1
BH-220	47 Hardwicke Street	Three-storey over basement, three-bay, terraced house with brick façade	RPS 3578 DCC; NIAH 50010889	1
BH-221	48 Hardwicke Street	Three-storey over basement, two-bay, terraced house with brick façade	RPS 3579 DCC; NIAH 50010888	1
BH-222	1A/1B Gardiner Row	Four-storey, two-bay, corner building with brick façade over shopfront	NIAH 50010922	2
BH-223	1 Gardiner Row	Four-storey over basement, two-bay, terraced house with brick façade	RPS 3037 DCC; NIAH 50010923	1
BH-224	2 Gardiner Row	Four-storey over basement, three-bay, terraced house with rendered façade	RPS 3038 DCC; NIAH 50010924	1
BH-225	3 Gardiner Row	Four-storey over basement, three-bay, terraced house with brick façade	RPS 3039 DCC; NIAH 50010925	1
BH-226	4 Gardiner Row	Four-storey over basement, three-bay, terraced house with brick façade	RPS 3039 DCC; NIAH 50010931	1
BH-227	5 Gardiner Row	Four-storey over basement, three-bay, terraced house with brick façade	RPS 3040 DCC; NIAH 50010926	1
BH-228	6 Gardiner Row	Four-storey over basement, four-bay, terraced house with brick façade	RPS 3041 DCC; NIAH 50010927	1
BH-229	Abbey Presbyterian Church	Granite church with Portland stone detailing in the Gothic style with prominent corner tower and spire	RPS 6379 DCC; NIAH 50010910	1

Constraint Number	Location	Description	Status	Evaluation
BH-230	18 Parnell Square	Four-storey over basement, four-bay, terraced house with brick façade	RPS 6380 DCC; NIAH 50010911	1
BH-231	19 Parnell Square	Four-storey over basement, three-bay, terraced house with brick façade	RPS 6381 DCC; NIAH 50010912	1
BH-232	20 Parnell Square	Four-storey over basement, four-bay, terraced house with brick and stone façade	RPS 6382 DCC; NIAH 50010913	1
BH-233	16 Parnell Square	Four-storey over basement, two-bay, corner house with brick façade	RPS 6378 DCC	1
BH-234	12 Parnell Square	Four-storey over basement, three-bay, terraced house with brick façade	RPS 6377 DCC; NIAH 50011010	1
BH-235	11 Parnell Square	Four-storey over basement, five-bay, terraced house with brick façade	RPS 6376 DCC; NIAH 50011011	1
BH-236	10 Parnell Square	Four-storey over basement, five-bay, terraced house with brick façade over rendered ground floor	RPS 6375 DCC; NIAH 50011012	1
BH-237	9 Parnell Square	Four-storey over basement, three-bay, terraced house with brick façade	RPS 6374 DCC; NIAH 50011013	1
BH-238	8 Parnell Square	Four-storey over basement, three-bay, terraced house with brick façade	RPS 6373 DCC; NIAH 50011014	1
BH-239	7 Parnell Square	Four-storey over basement, three-bay, terraced house with rendered façade	RPS 6372 DCC; NIAH 50011015	1
BH-240	6 Parnell Square	Four-storey over basement, two-bay, terraced house with brick façade	RPS 6371 DCC; NIAH 50011016	1
BH-241	5 Parnell Square	Four-storey over basement, two-bay, terraced house with brick façade	RPS 6370 DCC; NIAH 50011017	1
BH-242	4 Parnell Square	Four-storey over basement, four-bay, terraced house with brick façade	RPS 6369 DCC; NIAH 50011018	1
BH-243	3 Parnell Square	Four-storey over basement, two-bay, terraced house with brick façade	RPS 6368 DCC	1
BH-244	2 Parnell Square	Four-storey over basement, three-bay, terraced house with brick façade	RPS 6367 DCC	1
BH-245	1 Parnell Square	Four-storey over basement, two-bay, terraced house with rendered façade	RPS 6366 DCC; NIAH 50011020	1
BH-246	Rotunda Gardens	Park and Garden of Remembrance	NIAH 50011218	2
BH-247	Gate Theatre	Five-bay, two-storey granite-clad theatre with portico	RPS 1338 DCC; NIAH 50011031	1
BH-248	9 Cavendish Row	Four-storey over basement, three-bay, terraced house with brick façade	RPS 1337 DCC; NIAH 50011021	1
BH-249	6 Cavendish Row	Four-storey over basement, three-bay, terraced house with brick façade	RPS 1336 DCC; NIAH 50011022	1
BH-250	Fountain, Cavendish Row	Granite drinking fountain with fluted column at rear	RPS 1339 DCC; NIAH 50011032	1
BH-251	Parnell Monument	Prismatic column of pink granite topped by bronze eternal flame and with bronze statue of Parnell on southern face	National Monument, DU018-425---- RPS 6020 DCC;	1+

Constraint Number	Location	Description	Status	Evaluation
			NIAH 50010557	

26.4.4.10 O'Connell Street Station

26.4.4.10.1 Description

The proposed O'Connell Street Station is to be located on the western side of O'Connell Street Upper, close to the northern end of the street beneath numbers 43 to 58, while also taking in other adjacent land. A number of planning applications have been submitted for a proposed development on land between Moore Street and O'Connell Street Upper and it is intended that the station be constructed in conjunction with the development of Site 2 of the Dublin Central proposal for a large site known as Dublin Central Masterplan, which includes much of the land between Henry Street, Moore Street, Parnell Street and O'Connell Street Upper. Should the Dublin Central project not proceed the significant works will still need to be carried out as part of the proposed Project, including demolitions, construction of the station inclusive of above ground infrastructure and for the retention of facades on O'Connell Street Upper.

At present this part of O'Connell Street Upper includes two large vacant sites and a number of buildings, including a Georgian house at number 42 sitting to the north of the proposed station, five buildings dating from the 1920s at numbers 43, 44, 45, 57 and 58, a building dating from the 1930s at 55-56, a substantial 1970s office building with ground-floor retail at number 46-49 and the Carlton Cinema at numbers 52-54. All of these buildings were erected on sites originally developed in the mid-18th century and most of them retain earlier walls at basement level. In almost all cases the properties in O'Connell Street Upper that are listed below extend back to Moore Lane, the exceptions being number 60, which backs onto a parking area at numbers 60b and 60c, and number 61, which backs onto Henry Place.

A GPR survey of Moore Lane undertaken by Dublin Central has indicated that large sections of historic paving survive beneath the current hard landscaping.

Within the site for the proposed station, the following buildings are protected structures or listed in the NIAH:

- **43 O'Connell Street Upper:** a four-bay, five-storey over basement building erected in 1925 and with a façade of Portland stone. Currently occupied at ground-floor and basement level by a casino and vacant on the upper floors. There are 18th-century coal cellars beneath the street to the front;
- **44 O'Connell Street Upper:** a three-bay, four-storey over basement building erected in 1925, designed by Harold Leask, and with a façade of Portland stone. Currently vacant. There are 18th-century coal cellars beneath the street to the front;
- **45 O'Connell Street Upper:** a three-bay, four-storey over basement building erected in 1929. Currently vacant. There are 18th-century coal cellars beneath the street to the front;
- **50-54 O'Connell Street Upper:** The Carlton Cinema. A substantial cinema building erected in 1936-38. Now partly in use a casino, partly vacant and with a vacant shop to the front;
- **55-56 O'Connell Street Upper:** five-bay, four-storey over basement plus attic storey, built in 1931. In use as a casino;
- **57 O'Connell Street Upper:** three-bay, four-storey over basement, built in 1924 to 1926. Ground floor, basement and rear in use as retail. Upper floors vacant. There are 18th-century coal cellars beneath the street to the front; and
- **58 O'Connell Street Upper:** three-bay, four-storey over basement with attic storey. Built c.1924 but incorporating vaulted brick cellars at basement level that were built in 1870s. Ground floor and rear in use as retail. Basement and upper floors vacant.

The proposed station site also includes the following:

- **46-49 O'Connell Street Upper:** five-storey, twenty-bay office building, built in the mid-1970s, with a six-storey return to the rear. A void below ground-floor level contains some remnants of brick vaults dating from the early 19th century;
- **50-51 O'Connell Street Upper:** A vacant site with traces of earlier buildings in the boundary walls to north and south;
- **60b and 60c O'Connell Street Upper.** This is an open site at the rear of 60 O'Connell Street Upper and with access from Henry Place and it is in use for parking; and
- **19 Henry Place/60a O'Connell Street Upper.** A two-storey building on the corner of Henry Place c. In use for retail and retail services.

In addition to the above buildings the Construction Phase at O'Connell Steet Station will require the use of a number of other sites, some of which are currently occupied by buildings, but which will be demolished as part of the Dublin Central proposals.

A number of important buildings lie close to the proposed station site, in particular:

- **42 O'Connell Street Upper:** a three-bay, four-storey over basement building erected in the 1750s and believed to have been designed by the eminent architect Richard Castle. The house has lost much of its decorative plaster and other features, but retains a fine rococo ceiling, a substantial staircase and other high-quality details. It is the largest surviving 18th-century house in O'Connell Street;
- **59 O'Connell Street Upper:** four-storey over basement with buildings to the rear. Frontage built 1960, while rest of main building was rebuilt in the 1920s while incorporating earlier fabric. Buildings to the rear are a mix of periods, including a late-18th century former kitchen and reading room;
- **60 O'Connell Street Upper:** a three-bay, four-storey over basement building erected 1861 to 1863 currently in use as offices;
- **61 O'Connell Street Upper:** a two-bay, four-storey over basement 18th-century building in use as a restaurant; and
- **14 to 17 Moore Street/8-9 Moore Lane:** a group of two-bay, three-storey houses built in the mid-18th century and provided with new façades in the 19th century. The buildings are notable for being the location of the last headquarters of the Volunteers during the 1916, following the evacuation of the GPO and for this reason the buildings have been declared a National Monument.

Numbers 10 to 13 Moore Street also lie close to the proposed station site. Number 10 includes some 18th-century fabric, though refaced in the early 20th century, while numbers 11, 12 and 13 were built in the mid-20th century.

26.4.4.10.2 Historical Background

The development of the Upper O'Connell Street area began at the beginning of the 18th century, when the land was owned by the earls of Drogheda. In 1707 new streets were laid out including Moore Street, named for the family name of the earls of Drogheda, Henry Street, Drogheda Street and Marlborough Street, the latter named for the general of the War of the Spanish Succession, which was then waging.[42] Drogheda Street was subsequently acquired by Luke Gardiner, who demolished the western side in the 1740s and widened it to 45m, laying out a mall in the centre that was called Sackville Mall after the Lord Lieutenant of the day.[43]

Amongst the houses built on the west side of the street was number 42 O'Connell Street Upper, which was built in 1752, possibly to the designs of Richard Castle.[44] This is the only surviving large Georgian townhouse in the street, and the most intact.[45] The building was occupied by the Catholic Commercial Club in the later 19th century and the club built a hall at the rear in 1890.[46]

[42] Registry of Deeds, book 6, page 422, number 2378.
[43] Craig, 1952, p. 104; M'Cready, 1892, p. 101.
[44] Knight of Glin, 1958, p. 37.
[45] Casey, 2005, p. 215.
[46] *Irish Times,* 23rd April 1890.

In June 1922, during the Civil War, anti-government forces occupied most of the eastern side of O'Connell Street Upper and two buildings on the western side, including number 43. In the ensuing battle numbers 43 and 44 were set on fire and were destroyed, while number 45 was badly damaged.[47] All three were rebuilt, numbers 43 and 44 in the 1920s and number 45 in about 1930.[48]

Numbers 46 to 49 O'Connell Street Upper were demolished in 1972 and a new office building was erected on the site.

The Irish National Picture Palace opened at number 52 O'Connell Street Upper (then Sackville Street Upper) in 1915, was renamed the Carlton in about 1920 and operated until its closure in July 1936. The building and its neighbours at numbers 53 and 54 were demolished and a larger cinema was built on the site, opening in April 1938 with 2,000 seats. It was later subdivided to provide three cinemas opening in August 1976, a significant amount of the original fabric was retained. The cinema closed in 1994.[49]

Numbers 55 to 58 were destroyed in the Civil War in 1922 and were rebuilt in the 1920s and early 1930s.[50] Number 55 had been the Edinburgh Life Insurance Company and was rebuilt in about 1930 with number 56 and called Edinburgh House. It was occupied by the Hospitals Trust Ltd and the Monument Creamery.[51] Numbers 57 and 58 were rebuilt in a contemporary interpretation of a classical style, though they were not identical. Number 59 was remodelled in the 1920s and the frontage was rebuilt in 1960 to 1961, being among the earliest pre-stressed concrete-framed works in Ireland.[52] Some 18th-century structures survive at the rear of number 59. Number 60 was rebuilt in the early 1860s in an Italianate style. Number 61 appears to be a much-altered 18th-century building.

In the Hades episode in Joyce's *Ulysses,* as Paddy Dignam's funeral cortege passes up O'Connell Street, Bloom looks out the window of the cab at the western side of O'Connell Street Upper and thinks "Dead side of the street this. Dull business by day, land agents, temperance hotel, Falconer's railway guide, civil service college, Gill's, catholic club, the industrious blind."[53]

Parnell Street is of ancient origin, being a main alignment from the city's river crossing towards the north-east. The street now has a wide variety of buildings and building types. There have been licensed premises on the site of number 70 Parnell Street since the 19th century. In about 1912 the property was taken on by Patrick Conway, who rebuilt the premises on a more lavish scale.

Numbers 71-74 Parnell Street: Number 72 was built in 1879 for J G Mooney as licensed premises and was extended into numbers 73 and 74 in about 1950, with the original limestone-faced shopfront replicated.[54] Number 71 is a Georgian-style brick-fronted building dating from around 1830.

AIB Bank, 37-38 O'Connell Street Upper, built for the Provincial Bank of Ireland in 1923 on the site of number 37 O'Connell Street Upper and extended into the site of number 38 in the late 1950s.[55]

Between the proposed station site and the junction with Henry Street are five protected structures. Number 62 is a 19th century building that was given a new front in 1914 when it was converted to use as a cinema, though the ground-floor portion has since been rebuilt.[56] Number 63-64 is a pair of 18th-century houses that were converted for use as the Royal Bank of Ireland in 1870.[57] Number 65-66 was built in 1861 for the Standard Life Assurance Company, though in the 1950s it became a bank. Numbers 67, 68 and 69 are Georgian-style buildings.

[47] Crowley, 2017, pp. 683, 685.
[48] Casey, 2005, p 216.
[49] Kearns et al., n.d., pp. 70-81; Zimmerman, 2007, pp. 61-62, 106; Rowley, 2016, p. 359.
[50] Crowley, 2017, p. 685.
[51] Thom's Directories.
[52] Casey, 2005, p. 216; Rowley, 2018, p. 447.
[53] Joyce, p. 92.
[54] *Irish Builder*, 1879, p. 59.
[55] O'Neill, 2011, pp. 54-55, 97; McManus, p. 53, Thom's Directories.
[56] Zimmerman, 2005, pp. 138-140.
[57] Milne, 1964, p. 103; Casey, 2005, p. 217.

In June 1922, during the Civil War, the entire block of buildings fronting the eastern side of O'Connell Street Upper, between Cathedral Street and Findlater Place, was destroyed.[58] The block was rebuilt in the 1920s and some of the buildings from that period are of architectural heritage significance.

The Savoy Cinema, at numbers 16-17 O'Connell Street Upper, was built in 1929 on the site of the former Granville Hotel and the Oxford Billiard Rooms. The interior has been subdivided on a number of occasions and now houses six cinema screens.[59] Number 19 was built for Irwin & Co, coal merchants, while numbers 20-22 had been the Gresham Hotel before the Civil War destruction and was rebuilt for the same purpose in 1925 to 1927.[60]Adjacent to it at number 23, Mackey's Seeds was also destroyed and was rebuilt in 1925 for Sir James W Mackey.[61]

Amongst the street furniture in the vicinity of the proposed O'Connell Street Station is a pillar letter box bearing the P7T cipher that came into use in 1939.[62] In the centre of the street is a group of four cast-iron vents that were moved from their original location above public toilets at the northern end of the street. These are protected structures.

As noted above, Moore Street was laid out in 1707 as part of the estate of the earl of Drogheda.[63] The eastern side of the street remained undeveloped until the third quarter of the 18th century, however, as it was the site of an old brick field.[64] The houses that were built at that stage were red-brick Georgian houses, though in a style that was already out of fashion, known as "Dutch Billy" houses, with gables to the front and massive chimney stacks with corner chimneybreasts. Each of the four buildings at 14 to 17 Moore Street was given a new front, probably in the late 19th century. During the 1916 Rising these buildings were the last stronghold held by those who had held the GPO and it was from there that they offered their surrender.

26.4.4.10.3 Protection Status

This section of the study area includes a number of protected structures, including two buildings in Parnell Street, the Ambassador Cinema, the Rotunda Hospital, seventeen buildings in O'Connell Street Upper, together with the Parnell Monument, the Father Mathew statue and four cast-iron vents that are described as "bollards" in the RPS. The study area also includes the four National Monument buildings at 14 to 17 Moore Street/8-9 Moore Lane and other buildings in O'Connell Street Upper, Parnell Street, Moore Street and Henry Street that are included in the NIAH.

O'Connell Street Upper and the junction with Parnell Street and Parnell Square are in a CA, while the broader area, including both sides of O'Connell Street Upper, the Rotunda Hospital, Ambassador Cinema, Gate Theatre and Henry Street, lie within the O'Connell Street ACA, which is also covered by the O'Connell Street Special Planning Control Scheme.

The extent of the architectural constraint that is protected varies. Of relevance in this instance is that in the case of every building above the proposed O'Connell Street Station box, i.e., numbers 43 to 54 O'Connell Street Upper, the protection set down in the RPS is limited to the upper floor façade only. The Draft Dublin City Development Plan 2022-2028 proposes to extend the protection in the cases of numbers 43, 44, 57 and 58 O'Connell Street Upper to the entire front façade. The present RPS includes the upper floor facades of numbers 37-38, 60, 61, 62, 63-64, 67 and 68 and the draft plan proposes to revise this to include the entire building in each case, as well as number 69 O'Connell Street Upper.

[58] Crowley, 2017, p. 685.
[59] Crowley, 2017, p. 685; Zimmerman, 2005; pp. 154-155, de Róiste, Natalie, in Rowley, 2016, pp. 167-189.
[60] Casey, 2005, p. 214-215; de Róiste, Natalie, in Rowley, 2016, pp. 167-189.
[61] Casey, 2005, p. 215.
[62] Ferguson, 2009, p. 50.
[63] Registry of Deeds, book 6, page 422, number 2378.
[64] Rocque, 1756; Scalé, 1773.

Table 26.20: Architectural Heritage Constraints at O'Connell Station

Constraint Number	Location	Description	Status	Evaluation
BH-252	Ambassador Cinema	Cylindrical building with entrance loggia and arcade on southern frontage	RPS 6437 DCC; NIAH 50010618	1
BH-253	Rotunda Hospital	Eleven-bay, three-storey over basement central section with portico, flanked by curved wings and surmounted by a tower	RPS 6420 DCC; NIAH 50010619, 50010620, 50010621, 50011187	1
BH-254	Conservation area at O'Connell Street	Conservation area	CA	3
BH-255	O'Connell Street ACA	ACA	ACA	1
BH-256	70 Parnell Street	Four-storey, three-bay corner licensed premises with traditional shopfront	RPS 6423 DCC; NIAH 50010561	1
BH-257	71 Parnell Street	Four-storey, two-bay building with saw-tooth plan of façade, brick façade over shopfront	NIAH 50010562	2
BH-258	72-74 Parnell Street	Three-storey, six-bay licensed premises with two-storey annex to side and with brick façade and limestone detailing	RPS 6424 DCC; NIAH 50010559	1
BH-259	1-2 O'Connell Street Upper: RPS is confined to the upper floor façades, though it is proposed to include the entire facades, the entrance door, lobby, stairs and mansard roof	Four-storey, three-bay, corner building with brick and stone façade	RPS 6016 DCC; NIAH 50010248	1
BH-260	3 O'Connell Street Upper	Four-storey, two-bay, terraced building with brick façade over shopfront	NIAH 50010536	2
BH-261	4 O'Connell Street Upper	Four-storey, two-bay, terraced building with brick façade over shopfront	NIAH 50010537	2
BH-262	5-6 O'Connell Street Upper	Four-storey, three-bay, terraced building with brick façade over shopfront	NIAH 50010538	2
BH-263	7 O'Connell Street Upper	Four-storey, two-bay, terraced building with brick façade over shopfront	NIAH 50010539	2
BH-264	8 O'Connell Street Upper	Four-storey, two-bay, corner building with brick façade over shopfront	NIAH 50010247	2
BH-265	9-10 O'Connell Street Upper	Five-storey, five-bay, corner building with granite façade over shopfront	NIAH 50010544	2
BH-266	11a-13 O'Connell Street Upper	Five-storey plus attic storey, nine-bay, terraced building with	NIAH 50010545	2

Constraint Number	Location	Description	Status	Evaluation
		Portland stone façade over colonnaded shopfront		
BH-267	Father Mathew Monument, O'Connell Street Upper	Stone statue on two-stage limestone plinth	RPS 6017 DCC; NIAH 50010613	1
BH-268	17-18 O'Connell Street Upper RPS is confined to the upper floor façades	Three-bay, three-storey plus attic storey cinema building faced with Portland stone	RPS 6018 DCC; NIAH 50010546, 50010547	1
BH-269	19 O'Connell Street Upper	Five-storey, five-bay licensed premises with stone façade	NIAH 50010548	2
BH-270	20-23 O'Connell Street Upper	Eleven-bay, five-storey plus attic storey, stone-faced hotel building	RPS 6019 DCC; NIAH 50010549, 50010550	1
BH-271	Pillar letter box outside Gresham Hotel, O'Connell Street Upper	Mid-20th-century cast-iron double pillar box	NIAH 50010555	2
BH-272	36 O'Connell Street Upper	Four-storey corner building presenting five bays to O'Connell Street; stone-faced over shopfront	NIAH 50010614	2
BH-273	37-38 O'Connell Street Upper RPS is confined to the upper floor façade, though the entire building is a proposed protected structure	Three-storey, stone-faced bank building built in two phases and presenting eight bays to O'Connell Street	RPS 6021 DCC; NIAH 50010558	1
BH-274	42 O'Connell Street Upper	Three-bay, four-storey over basement building with brick façade	RPS 6022 DCC; NIAH 50010554	1
BH-275	O'Connell Hall, O'Connell Street Upper	Two-storey purpose-built hall at rear of 42 O'Connell Street Upper	NIAH 50010560	2
BH-276	43 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire façade in the RPS	Five-storey over basement, four-bay stone-clad building	RPS 6023 DCC; NIAH 50010553	1
BH-277	44 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire façade in the RPS	Four-storey over basement, three-bay stone-clad building	RPS 6024 DCC; NIAH 50010552	1
BH-278	45 O'Connell Street Upper	Four-storey over basement, three-bay stone-clad building	NIAH 50010551	2
BH-279	52-54 O'Connell Street Upper	Four-storey cinema with colonnaded stone façade	RPS 6025 DCC; NIAH 50020543	1

Constraint Number	Location	Description	Status	Evaluation
	RPS is confined to the upper floor façade			
BH-280	55-56 O'Connell Street Upper	Four-storey plus attic storey, five-bay building with brick façade over shopfront	NIAH 50010542	2
BH-281	57 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire façade in the RPS	Four-storey, three-bay terraced building; brick façade with stone detailing over granite shopfront	RPS 6026 DCC; NIAH 50010541	1
BH-282	58 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire façade in the RPS	Four-storey, three-bay terraced building; brick façade with stone detailing over modern shopfront	RPS 6027 DCC; NIAH 50010540	1
BH-283	59 O'Connell Street Upper	Mid-20th century façade of pre-stressed concrete and glazing fronting earlier building, including earlier kitchen and reading room at rear	NIAH 50060601	2
BH-284	60 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire building in the RPS	Four-storey over basement, three-bay building with brick façade over rendered ground floor	RPS 6028 DCC; NIAH 50010535	1
BH-285	60a O'Connell Street Upper/19 Henry Place	Two-storey building at corner of Henry Place and Moore Lane	n/a	4
BH-286	61 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to include the entire façade in the RPS	Four-storey, three-bay terraced building with brick façade over modern shopfront	RPS 6029 DCC; NIAH 50010534	1
BH-287	62 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to extend the protection to the entire structure	Four-storey, three-bay terraced building with two-storey brick arch surmounted by engaged columns above which are pilasters supporting a pediment	RPS 6030 DCC; NIAH 50010533	1
BH-288	63-64 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to	Pair of 18th-century four-storey, two-bay buildings with rendered façades	RPS 6031 DCC; NIAH 50010532	1

Constraint Number	Location	Description	Status	Evaluation
	extend the protection to the entire structure			
BH-289	65-66 O'Connell Street Upper	Three-storey pedimented bank building with giant order fluted columns on upper two floors over modern ground-floor façade	RPS 6032 DCC; NIAH 50010531	1
BH-290	67 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to extend the protection to the entire structure	Four-storey, two-bay Georgian building with rendered façade over modern shopfront	RPS 6033 DCC; NIAH 50010530	1
BH-291	68 O'Connell Street Upper RPS is confined to the upper floor façade, and it is proposed to extend the protection to the entire structure	Four-storey, three-bay Georgian corner building with rendered façade over modern shopfront	RPS 6034 DCC; NIAH 50010529	1
BH-292	69 O'Connell Street Upper. It is proposed to add this building to the RPS as part of number 68-69	Four-storey, two-bay Georgian building with rendered façade over modern shopfront	Proposed RPS 6034 DCC; NIAH 50010493	1
BH-293	Cast-iron vents, O'Connell Street Upper	Four cast-iron vents, previously above basement-level public toilets	RPS 6020 DCC; NIAH 50010556	1
BH-294	Stone setts and granite kerbstones at Moore Lane	Historic stone setts largely concealed beneath tarmacadam and with some surviving traditional kerbing	Kerbing listed in DCC Draft DP App.6, 2.1	2
BH-295	O'Rahilly Parade	Granite kerbing	DCC Draft DP, App 6, 2.0	2
BH-296	1-2 Moore Street	Three-storey, four-bay former licensed premises with brick façade over traditional shopfront of stone	NIAH 50010482	2
BH-297	3 Moore Street	Three-storey, three-bay terraced building with carriage arch; brick façade over modern shopfront	NIAH 50010208	2
BH-298	4 Moore Street	Three-storey, two-bay terraced building with brick façade over modern shopfront	NIAH 50010207	2
BH-299	5 Moore Street	Three-storey, two-bay terraced building with brick façade over modern shopfront	NIAH 50010206	2
BH-300	6 Moore Street	Three-storey, three-bay terraced building with brick façade over modern shopfronts	NIAH 50010483	2

Constraint Number	Location	Description	Status	Evaluation
BH-301	7 Moore Street	Three-storey, two-bay terraced building with brick façade over modern shopfront	NIAH 50010484	2
BH-302	8-9 Moore Street	Pair of three-storey, two-bay 18th- or early 19th-century buildings with painted brick façades over modern shopfronts	n/a	3
BH-303	10 Moore Street	Three-storey, two-bay, 18th-century corner building with later brick façade over modern shopfront	n/a	3
BH-304	14 Moore Street. RPS is confined to "external envelope, internal stairs, stairwells and corner chimneybreasts".	Three-storey, two-bay 18th-century building wit later brick façade	National Monument, DU018-390---- RPS 5282 DCC; NIAH 50010489	1+
BH-305	15 Moore Street/8 Moore Lane. RPS is confined to "external envelope, internal stairs, stairwells and corner chimneybreasts".	Three-storey, two-bay 18th-century building wit later brick façade	National Monument, DU018-390---- RPS 5283 DCC; NIAH 50010490	1+
BH-306	16 Moore Street/9 Moore Lane	Three-storey, two-bay 18th-century building wit later brick façade	National Monument, DU018-390---- RPS 5284 DCC; NIAH 50010491	1+
BH-307	17 Moore Street. RPS is confined to "external envelope, internal stairs, stairwells and corner chimneybreasts".	Three-storey, two-bay 18th-century building wit later brick façade	National Monument, DU018-390---- RPS 5285 DCC; NIAH 50010492	1+
BH-308	55 Moore Street	Three-storey, gable-fronted end-of-terrace building with brick façade over modern shopfront	NIAH 50010488	2
BH-309	59 Moore Street	Three-storey plus attic storey, gable-fronted terraced building with brick façade over modern shopfront	NIAH 50010487	2
BH-310	60-61 Moore Street	Pair of three-storey, three-bay terraced buildings with brick façade over shopfront	NIAH 50010486	2
BH-311	62 Moore Street	Four-storey, three-bay terraced building with brick façade over shopfront	NIAH 50010485	2
BH-312	11-13 Henry Place	Two-storey brick-fronted commercial building with some windows and doors blocked up	NIAH 50060509	2

Constraint Number	Location	Description	Status	Evaluation
BH-313	24 Henry Street RPS is confined to the upper floor façade	Four-storey, three-bay, granite-fronted building with modern shopfront	RPS 3675 DCC; NIAH 50010500	1
BH-314	25 Henry Street RPS is confined to the upper floor façade	Four-storey, two-bay, granite-fronted building with modern shopfront	RPS 3676 DCC; NIAH 50010500	1
BH-315	GPO Arcade, Henry Street	Four-storey, two-bay, granite-fronted building with pedimented entrance at ground floor	RPS 3677 DCC; NIAH 50010500	1
BH-316	26 Henry Street, GPO buildings	GPO Arcade; see above	RPS 8746 DCC; NIAH 50010500	1
BH-317	27 Henry Street, GPO buildings	Four-storey, two-bay, granite-fronted building with modern shopfront	RPS 8747 DCC	1
BH-318	28 Henry Street, GPO buildings	Four-storey, two-bay, granite-fronted building with modern shopfront	RPS 8748 DCC	1
BH-319	29 Henry Street, GPO buildings	Four-storey, two-bay, granite-fronted building with modern shopfront	RPS 8749 DCC	1
BH-320	30 Henry Street, GPO buildings	Four-storey, two-bay, granite-fronted building with modern shopfront	RPS 8750 DCC	1
BH-321	32 Henry Street	Four-storey, three-bay Georgian building, painted brick façade over modern shopfront	n/a	3
BH-322	33 Henry Street	Four-storey, two-bay, corner building with brick façade over modern shopfront	NIAH 50010494	2
BH-323	34 Henry Street	Four-storey, two-bay building with brick façade over first-floor display window and modern shopfront	NIAH 50011205	2
BH-324	35 Henry Street	Four-storey, two-bay building with brick façade over first-floor display window and modern shopfront	NIAH 50011204	2
BH-325	36 Henry Street	Four-storey, two-bay building with brick façade over first-floor display window and modern shopfront	NIAH 50010495	2
BH-326	37 Henry Street	Four-storey, two-bay building with brick façade, first- and second-floor oriel windows and modern shopfront	NIAH 50010496	2
BH-327	38 Henry Street	Four-storey, two-bay building with brick façade, first- and second-floor oriel windows and modern shopfront	NIAH 50010497	2
BH-328	39 Henry Street	Four-storey, three-bay building with brick façade over first-floor display window and modern shopfront	NIAH 50010498	2

Constraint Number	Location	Description	Status	Evaluation
BH-329	40 Henry Street	Four-storey, three-bay building with brick façade over first-floor display windows and modern shopfront	NIAH 50010499	2
BH-330	41 Henry Street	Four-storey corner building presenting three bays to Henry street, one bay to Moore Street and a chamfered corner; brick façade over modern shopfront	NIAH 50010481	2
BH-331	42-43 Henry Street	Pair of four-storey buildings turning corner to Moore Street; brick façade over first-floor display windows and modern shopfront	NIAH 50010480	2

26.4.4.11 O'Connell Street Station to Tara Station

26.4.4.11.1 Description

From O'Connell Street Station to Tara Station the proposed alignment crosses from beneath the buildings on the western side of O'Connell Street Upper, running beneath the GPO to cross O'Connell Street Lower, Abbey Street Lower, Harbour Court, Eden Quay, the River Liffey and George's Quay to meet the proposed Tara Station at Tara Street.

26.4.4.11.2 Historical Background

Drogheda Street (present-day O'Connell Street Upper) was laid out as part of the development of the lands owned by the earls of Drogheda in the opening years of the 18th century and it ran north-south between Parnell Street and Abbey Street. These lands were subsequently acquired by Luke Gardiner and in the late 1740s he commenced the widening of the northern section of the street, renaming it Sackville Street.[65] Thirty-five years later the Wide Streets Commissioners embarked on a scheme to link the northern and southern sides of the city from the parliament house northward across a new bridge and the decision was taken to widen the southern section of Drogheda Street and to continue it to meet the River Liffey at a new bridge.[66] The works carried out in that area included new streets to the east of the widened Drogheda Street, now renamed Sackville Street Lower, and these included Abbey Street Lower and Eden Quay, the former replacing an older section of Abbey Street which was rebuilt on a new alignment and named Old Abbey Street.[67]

By the end of the 18th century much of Sackville Street had become commercial, at least at ground-floor level, aided by the design of new buildings along the lower section of the street by the Wide Streets Commissioners, as these included shops on the street frontage.[68] As the Irish Post Office grew in importance in the late 18th century it expanded its premises in College Green, but realised that there was a need for a purpose-built headquarters that could accommodate mail coaches carrying the mail to rural areas. A site was acquired in Sackville Street and the new GPO, designed by Francis Johnston, opened for business in 1818.[69]

During the 1916 Rising much of O'Connell Street Lower was destroyed and the destruction extended into Henry Street, Abbey Street and Eden Quay.[70] For the most part, new buildings were erected in their place, though some survived and in other cases, such as the GPO, the shell remained and was re-roofed and the interior reconstructed.

[65] Craig, p. 104.
[66] McParland, p. 16.
[67] Goodbody, 2014, p. 2.
[68] McParland, p 17.
[69] Goodbody, 2014, pp. 4, 51.
[70] *Irish Times*, 29th April 1916.

26.4.4.11.3 Protection Status

This section of the study area includes the GPO and associated bollards, the statues of William Smith O'Brien and Sir John Gray, 20 protected buildings in O'Connell Street Lower, seventeen in Abbey Street Lower, four in Marlborough Street, fifteen on Eden Quay, three on Burgh Quay, one on George's Quay and four on Poolbeg Street. Other buildings along this stretch that are not protected structures but are listed in the NIAH, include three in Sackville Place and ten in Abbey Street Lower. The quay walls at Eden Quay, Burgh Quay and George's Quay are included in the NIAH and in the Draft Dublin City Development Plan 2022-2028 it is proposed to include them as protected structures in the RPS.

Over most of the length of this section, up to the junction of Eden Quay and Marlborough Street, the alignment passes beneath the O'Connell Street ACA. Other than a short section where it crosses Abbey Street Lower. The alignment is also beneath a CA.

Table 26.21: Architectural Heritage Constraints between O'Connell Street Station and Tara Station

Constraint Number	Location	Description	Status	Evaluation
BH-332	GPO, O'Connell Street, including GPO Buildings (Nos 1-6) on Henry Street	Fifteen-bay, three-storey plus attic storey, stone-faced building with cast-iron balustrade and hexastyle pedimented portico advancing over the footway	RPS 6010 DCC; NIAH 50010528	1
BH-333	Two upright bollards and six dome-head bollards at GPO kerb line	Two cast-iron bases of former gas lamps and six low cast-iron fenders	RPS 6011 DCC; NIAH 50010527	1
BH-334	James Larkin monument, O'Connell Street Lower	Bronze statue on high granite plinth	NIAH 50010519	2
BH-335	Sir John Gray monument, O'Connell Street Lower	Marble statue on marble plinth resting on granite steps	RPS 5998 DCC; NIAH 50010514	1
BH-336	William Smith O'Brien monument, O'Connell Street Lower	Marble statue on granite plinth and steps	National Monument, DU018-424---- RPS 5997 DCC; NIAH 50010513	1+
BH-337	2 O'Connell Street Lower	Five-storey, three-bay terraced building with brick upper façade over granite first floor and modern shopfront	RPS 5992 DCC; NIAH 50010512	1
BH-338	3-4 O'Connell Street Lower	Five-storey, five-bay bank building with second-floor portico and with domed tower	RPS 5992 DCC; NIAH 50010511	1
BH-339	5 O'Connell Street Lower	Five-storey, two-bay terraced building with brick upper floors over first-floor display window and with modern shopfront	RPS 5993 DCC; NIAH 50010510	1
BH-340	6-7 O'Connell Street Lower	Five-storey, five-bay bank building with double-height arched entrance; stone façade	RPS 5994 DCC; NIAH 50010509	1

Constraint Number	Location	Description	Status	Evaluation
BH-341	8 O'Connell Street Lower	Five-storey, two-bay terraced building with brick-faced top floors over first- and second-floor bay windows and modern shopfront	RPS 5995 DCC; NIAH 50010508	1
BH-342	9 O'Connell Street Lower	Five-storey, two-bay terraced building with brick-faced top floors over first-floor display window and modern shopfront	NIAH 50010507	2
BH-343	10 O'Connell Street Lower	Five-storey corner building with giant order colonnade at second and third floors and with corner tower	RPS 5996 DCC; NIAH 50010275	1
BH-344	12-13 O'Connell Street Lower	Five-storey plus attic storey corner building faced with ashlar and with corner tower	RPS 5999 DCC; NIAH 50010517	1
BH-345	14-15 O'Connell Street Lower	Five-storey, three-bay terraced building with brick-faced upper floors over granite first floor and modern shopfronts	RPS 6000 DCC; NIAH 50010518	1
BH-346	16-17 O'Connell Street Lower	Five-storey commercial building with red-brick upper floors and limestone ground and first floors.	RPS 6001 and 6002 DCC; NIAH 50010268	1
BH-347	17 O'Connell Street Lower	Part of five-storey commercial building jointly with 16 O'Connell Street Lower; red-brick upper floors and limestone ground and first floors.	RPS 6002 DCC; NIAH 50010268	1
BH-348	18-27 O'Connell Street Lower	Four-storey department store with three-storey return to Sackville Place. Faced with ashlar and with giant order colonnade at first and second floors	RPS 6003 DCC; NIAH 50010520	1
BH-349	28 O'Connell Street Lower	Five-storey, three-bay, faced with ashlar and with giant order colonnade at ground and first floors	RPS 6004 DCC; NIAH 50010521	1
BH-350	29 O'Connell Street Lower	Four-storey, two-bay terraced building faced with ashlar	RPS 6005 DCC; NIAH 50010522	1
BH-351	30-31 O'Connell Street Lower	Pair of four-storey terraced buildings, one is three-bay, the other two-bay; faced with ashlar	RPS 6006 DCC; NIAH 50010523, 50010524	1
BH-352	32 O'Connell Street Lower	Four-storey, two-bay terraced building faced with ashlar	RPS 6007 DCC; NIAH 50010525	1

Constraint Number	Location	Description	Status	Evaluation
BH-353	33 O'Connell Street Lower	Four-storey, three-bay terraced building faced with ashlar	RPS 6008 DCC; NIAH 50010526	1
BH-354	34 O'Connell Street Lower	Four-storey corner building faced with ashlar	RPS 6009 DCC; NIAH 50010261	1
BH-355	40-42 O'Connell Street Lower	Nos 40-41 is five-storey plus attic storey, six-bay, ashlar-faced building with giant order colonnade at first and second floors and pink granite shopfront; No. 42 is five-storey, two-bay terraced building faced with ashlar and with a pink granite shopfront	RPS 6012 DCC; NIAH 50010516	1
BH-356	43-44 O'Connell Street Lower	Five-storey corner building faced with ashlar and with giant order colonnade at first and second floors over shopfront	RPS 6013 DCC; NIAH 50010406	1
BH-357	14 Sackville Place	Three-storey, two-bay terraced building with brick façade over modern shopfront	NIAH 50010265	2
BH-358	15 Sackville Place	Three-storey, two-bay terraced building with brick façade over modern shopfront	NIAH 50010266	2
BH-359	16 Sackville Place	Three-storey, two-bay terraced licensed premises with brick façade over shopfront	NIAH 50010267	2
BH-360	1 Abbey Street Lower	Four-storey, single-bay terraced building with brick upper floors flanked by broad pilasters and with double-height oriel window	NIAH 50060527	2
BH-361	2 Abbey Street Lower	Four-storey, single-bay terraced building with brick upper floors flanked by broad pilasters and with double-height oriel window over modern shopfront	NIAH 50060528	2
BH-362	3 Abbey Street Lower	Four-storey, single-bay terraced building with bay windows on upper floors over modern shopfront	NIAH 50060529	2
BH-363	4 Abbey Street Lower	Four-storey, single-bay terraced building with bay windows on upper floors over modern shopfront	NIAH 50060530	2
BH-364	5 Abbey Street Lower	Four-storey, single-bay terraced building with bay	n/a	3

Constraint Number	Location	Description	Status	Evaluation
		windows on upper floors over modern shopfronts		
BH-365	6 Abbey Street Lower	Four-storey, single-bay terraced building with oriel windows on first and second floors over modern shopfront	NIAH 50010274	2
BH-366	7-8 Abbey Street Lower	Four-storey, three-bay terraced building with bay windows on upper floors over shopfronts and central doorway	RPS 1 DCC; NIAH 50010273	1
BH-367	9 Abbey Street Lower	Pair of four-storey, three-bay terraced buildings with bay windows on upper floors over shopfronts	NIAH: 50010272	2
BH-368	Dublin Central Mission, 9c Abbey Street Lower	Four-storey, red-brick building over high granite ashlar plinth, with two round gables on frontage	RPS 3 DCC; NIAH 50010271	1
BH-369	Abbey Theatre, Abbey Street Lower	Substantial brick-faced building with glazed top storey and entrances at ground-floor level; main entrance on Marlborough Street with projecting portico	n/a	3
BH-370	28 Abbey Street Lower	Early 19thC four-storey, two-bay corner building with rendered façade over modern shopfront	NIAH 50011027	2
BH-371	29 Abbey Street Lower	Four-storey, two-bay, brick-fronted terraced building with modern shopfront	NIAH 50010282	2
BH-372	30 Abbey Street Lower	Four-storey, two-bay, brick-fronted terraced building with modern shopfront	NIAH 50010281	2
BH-373	31 Abbey Street Lower	Four-storey, two-bay, brick-fronted terraced building with bow windows on first and second floors and modern shopfront	NIAH 50010280	2
BH-374	32-33 Abbey Street Lower	Pair of four-storey, two-bay, brick-fronted terraced buildings with bow windows on first and second floors and modern shopfronts	NIAH 50010279	2
BH-375	34 Abbey Street Lower	Four-storey, two-bay, brick-fronted terraced building with bow windows on upper floors and modern shopfront	NIAH 50010278	2
BH-376	35 Abbey Street Lower	Three-storey, four-bay terraced building with	RPS 7 DCC; NIAH 50010277	1

Constraint Number	Location	Description	Status	Evaluation
		granite-clad upper floors over modern shopfront		
BH-377	36-38 Abbey Street Lower	Five-storey plus attic storey, ten-bay, granite-faced hotel building	RPS 8 DCC; NIAH 50010276	1
BH-378	109 Marlborough Street	Early 19thC four-storey, two-bay terraced building with painted brick façade over modern shopfront	RPS 5041 DCC; NIAH 50060583	1
BH-379	110 Marlborough Street	Early 19thC four-storey, two-bay terraced building with brick façade over modern shopfront	RPS 5042 DCC; NIAH 50010284	1
BH-380	111 Marlborough Street	Early 19thC four-storey, two-bay terraced building with rendered façade over modern shopfront	RPS 5043 DCC; NIAH 50010285	1
BH-381	112 Marlborough Street	Four-storey brick building with granite quoins and detailing and with broad breakfront	NIAH 50060582	2
BH-382	3 Eden Quay RPS is confined to the façade of the licensed premises	Four-storey, three-bay brick-fronted building with arcaded shopfront	RPS 2481 DCC; NIAH 50010316	1
BH-383	9 Eden Quay	Four-storey, two-bay, brick-fronted terraced building with bow windows on first and second floors and modern shopfront	RPS 2482 DCC; NIAH 50010315	1
BH-384	10 Eden Quay	Four-storey, three-bay brick-fronted building with granite shopfront	RPS 2483 DCC; NIAH 50010314	1
BH-385	11 Eden Quay	Five-storey, two-bay end of terrace building with brick upper floors over first-floor ashlar with bow window with modern shopfront	RPS 2484 DCC; NIAH 50010313	1
BH-386	12-14 Eden Quay	Three-storey over basement, five-bay building with brick upper floors having granite quoins and with ashlar ground floor	RPS 2485 DCC; NIAH 50010312	1
BH-387	15-17 Eden Quay. The draft development plan proposes to confine the protection to the south and west elevations and the cast-iron railings	Four-storey, six-bay, early 19thC corner building, substantially rebuilt in 1970s except for rendered façades over arcaded ground floor	RPS 2486 DCC; NIAH 50010311	1
BH-388	20 Eden Quay	Four-storey, two-bay end of terrace building with brick upper floors	RPS 2487 DCC; NIAH 50010310	1

Constraint Number	Location	Description	Status	Evaluation
BH-389	21 Eden Quay	Four-storey, two-bay terraced building with brick upper floors	RPS 2488 DCC; NIAH 50010309	1
BH-390	22 Eden Quay	Four-storey, two-bay terraced building with brick upper floors	RPS 2489 DCC; NIAH 50010308	1
BH-391	23 Eden Quay	Four-storey, two-bay terraced building with rendered upper floors	RPS 2489 DCC; NIAH 50010307	1
BH-392	24 Eden Quay	Four-storey, two-bay terraced building with rendered upper floors	RPS 2490 DCC; NIAH 50010306	1
BH-393	25 Eden Quay RPS is confined to the façade, including ground floor	Four-storey, two-bay terraced building with rendered upper floors	RPS 2491 DCC; NIAH 50010305	1
BH-394	26-27 Eden Quay	Four-storey building with pedimented breakfront, upper floors of rock-faced ashlar and ground floor of ashlar	RPS 2492 DCC; NIAH 50010304	1
BH-395	28 Eden Quay	Four-storey, two-bay end of terrace building with rendered upper floors and large first-floor window	RPS 2493 DCC; NIAH 50010303	1
BH-396	Eden Quay	Quay, retained by granite ashlar walls with saddle-back copings, with granite steps and cast-iron mooring rings	Proposed RPS 8835 DCC; NIAH 50060553	1
BH-397	Conservation area at River Liffey	Conservation area	CA	3
BH-398	Butt Bridge	Concrete bridge with three shallow segmental arches and granite balustrades and parapets	NIAH 50060554; DCIHR	1
BH-399	Burgh Quay	Quay, retained by granite ashlar walls with saddle-back copings, cast-iron ladders and remains of timber and cast-iron mooring fixtures	Proposed RPS 8810 DCC; NIAH 50020256	1
BH-400	Corn Exchange Building, 12 Burgh Quay RPS excludes the modern buildings to rear	Two-storey over basement, five-bay, granite-faced building	RPS 1022 DCC; NIAH 50020299; DCIHR	1
BH-401	13 Burgh Quay RPS is confined to the façade and remaining parts of former Georgian house.	Four-storey, two-bay building with brick upper floors and arcaded granite ground floor	RPS 123 DCC; NIAH 50020300	1

Constraint Number	Location	Description	Status	Evaluation
BH-402	Granite quay walls, George's Quay	Granite ashlar quay walls with saddle-back copings, stone steps and cast-iron mooring rings	Proposed RPS 8841 DCC; NIAH 50020257	1

26.4.4.12 Tara Station

26.4.4.12.1 Description

The study area in the vicinity of the proposed Tara Station is urban in nature, with a grid-iron pattern of streets crossed by the gently curving elevated section of the DART railway line. The DART line includes Tara Street DART Station and a range of brick arches that carry the railway above the streets. The railway crosses the streets on three bridges within the study area, including two steel beam bridges at Townsend Street and Luke Street, the latter of which lies within the DART station, and a steel lattice girder bridge known as the Loop Line Bridge that spans George's Quay and the River Liffey. The buildings within this section of the study area mainly date from the 20th and twenty-first centuries, but with a few survivors from earlier periods.

26.4.4.12.2 Historical Background

Townsend Street is a medieval street that originally ran eastward from the old city. For much of its alignment it ran along the shoreline of the River Liffey Estuary and up to the 17th century the land north of College Street and Townsend Street had not been reclaimed. Bernard de Gombe's map of Dublin, produced in 1673, marked the area between Aston Quay and Corn Exchange Place as "ground taken in from the sea", while land to the east was as yet unclaimed. Over the next thirty years the ground to the east was reclaimed and on this land Hawkins Street was laid out in about 1710, Poolbeg Street in 1713 and leases were granted for building on the new land.[71]

Three streets were laid out at this time running between Townsend Street and the river, then called George's Street, Crosse's Quay and Nichols Quay. George's Street was in existence by 1722, while Crosse's Quay and Nichols Quay were laid out by 1709.[72] Crosse's Quay is now Luke Street, Nichols Quay is Moss Street, while George's Street was close to the present line of Tara Street and was eliminated during the construction of Tara Street in 1885. Amongst the buildings erected on the land now proposed as the site for the Tara Station were a Lutheran church built in 1725, the Hospital for Incurables established in 1743 and built on this site in 1754, and an iron foundry operated by John Pounden.[73] The Lutheran church closed in 1837, though the building remained for a longer period; the hospital moved to Donnybrook in 1792 and the premises opened as the Westmoreland Lock Hospital.[74]

The late 19th century was a period of great change in the vicinity of the Tara Station site. A new bridge was opened across the river to the west of the Custom House, opening in 1879 and named Butt Bridge, and in 1886 Tara Street was opened up leading to the bridge, more or less on the line of the earlier George's Street.[75] At the same time as Tara Street was laid out Dublin Corporation took the opportunity to use land that had been acquired on the eastern side of the street to build public baths and the Tara Street Baths opened in 1886, while further to the south the Corporation built a new fire station, the contract for which was awarded in 1887, though the building was not finally completed until 1907.[76]

While these works at Tara Street were under way the construction of a new railway link between the Dublin and Kingstown Railway's station at Westland Row and the Great Northern Railway's line at

[71] Nairn, 2017, p. 141; Gilbert, 1895, p. 279; Registry of Deeds, 8-123-1900 and 14-305-6275.
[72] Registry of Deeds 34-467-22392; Wide Streets Commissioners, map 651.
[73] Rocque, 1756; Lennon, 2008, p. 24, Burke, 1993, pp. 1, 7, Wilson, 1752, p. 21.
[74] Goodbody, 2014, pp. 47, 89.
[75] *Irish Builder,* 1879, p. 264; 1886, p. 207.
[76] *Irish Builder*, 1886, p. 207; 1887, p. 314; Geraghty, 2004, p. 121

Amiens Street was proposed. The necessary Act of Parliament was passed in 1884, work commenced in 1887 and the line opened in 1892.[77]

At the end of the 19th century and beginning of the 20th the new buildings erected in the area included Mulligan's of Poolbeg Street, built as two houses at numbers 8 and 9 in about 1880, and Ryan's, now Kennedy's, at number 10 George's Quay in about 1905.[78] In about 1912 Dublin Corporation developed a small scheme of social housing at the corner of Townsend Street and Luke Street.[79]

The greater part of the area around the proposed Tara Station has been redeveloped in the late 20th and early twenty-first centuries. The Westmoreland Lock Hospital was demolished in the 1950s, while the Tara Street Baths closed in the 1970s and were demolished in 1985.[80]

Just outside the site for the proposed station work area is the Irish Times building at the corner of Townsend Street and Tara Street, completed in 2004.[81] Attached to the Townsend Street frontage of the building is the Irish Times clock, which dates from about 1900, when it was erected at the Irish Times offices in Westmoreland Street. It was moved to D'Olier Street when the paper relocated to that street in the 1970s and again in 2008 when the Irish Times moved to its present offices.[82]

26.4.4.12.3 Protection Status

Within the study area at Tara Station there are seven protected structures and there are four other structures included in the NIAH that are not protected structures. This includes Tara Street Fire Station, where the watch tower is protected, while the entire building is included in the NIAH. Mulligans licensed premises occupies numbers 8 and 9 Poolbeg Street. These are of high baseline rating; the fire station being included in this category because the tower is on the RPS. Tara Street DART Station and its associated railway viaduct and bridges are included in the DCIHS. There are also two disused DCC social housing buildings at the eastern corner of Luke Street and Townsend Street and these constraints have a medium to low baseline value.

Table 26.22: Architectural Heritage Constraints at Tara Station

Constraint Number	Location	Description	Status	Evaluation
BH-403	7a Poolbeg Street	Three-storey, two-bay, brick-fronted building with modern shopfront	RPS 6834 DCC	1
BH-404	7 Poolbeg Street	Three-storey, two-bay, brick-fronted building with modern shopfront	RPS 6835 DCC	1
BH-405	8 Poolbeg Street	Four-storey, three-bay licensed with rendered façade and traditional pub front	RPS 6836 DCC; NIAH 50020306	1
BH-406	9 Poolbeg Street	Three-storey, three-bay licensed premises with rendered façade and traditional pub fronts	RPS 6836 DCC; NIAH 50020307	1
BH-407	10 George's Quay	Four-storey, three-bay, brick-fronted licensed premises with traditional pub front	RPS 3174 DCC; NIAH 50020311	1

[77] Shepherd, 1998, pp. 42-45.
[78] National Inventory of Architectural Heritage.
[79] Thom's Directories.
[80] O'Dwyer, 1981, p. 61.
[81] Ó Muirí, 2014, p. 132.
[82] National Inventory of Architectural Heritage.

Constraint Number	Location	Description	Status	Evaluation
BH-408	Loop Line Bridge	Lattice beam bridge supported on cast-iron piers in the River Liffey	DCIHR	3
BH-409	Tara Street DART Station and Loop Line railway	Elevated railway resting on brick piers and with beam bridges, with station	DCIHR	1
BH-410	Luke Street railway bridge	Beam bridge of steel supported on yellow brick and with station cantilevered on either side.	DCIHR	3
BH-411	Townsend Street railway bridge	Beam bridge of steel supported on limestone abutments	DCIHR	3
BH-412	Irish Times clock, Townsend Street	Metal drum clock with glass faces, supported on wrought-iron bracket and with coloured glass name panel	NIAH 50020524	2
BH-413	22 Luke Street	Four-storey, three-bay apartment building faced in red brick and fronting on to Luke Street	n/a	3
BH-414	24 Townsend Street	Four-storey, three-bay apartment building faced in red brick	n/a	3
BH-415	Pearse Street Garda Station	Three-storey, fourteen-bay corner building faced with limestone	RPS 6491 DCC; 50020309	1
BH-416	Tara Street	Historic granite kerbing	DCC Draft DP App 8, 2.1	2
BH-417	Tara Street Fire Station RPS is confined to the brick watch tower	Watch tower of red brick in Venetian style with corbelled balcony	RPS 7994 DCC	1
BH-418	Trinity City Hotel, former Fire Station, Pearse Street	Three-storey, fire station with hotel above; red-brick façade over limestone ashlar ground floor.	NIAH 50020320	2

26.4.4.13 Tara Station to St Stephen's Green Station

26.4.4.13.1 Description

Between Tara Station and St Stephen's Green Station the alignment crosses Spring Garden Lane and Pearse Street, runs beneath the eastern end of Trinity College Dublin (TCD), across Leinster Street South

and beneath Leinster House and the annex to the Shelbourne Hotel before crossing St Stephen's Green North to reach St Stephen's Green Station.

26.4.4.13.2 Historical Background

The ground between the River Liffey and Leinster Street is low lying, the section between the River Liffey and Townsend Street being reclaimed from the river in the early 18th century, while the land to the south of Townsend Street was marshy until later in that century.[83] Townsend Street was an old route along the shoreline, while the streets leading off were generally laid out in the early 18th century. The main exception was Tara Street, which laid out in 1885 and widened in 1932.[84] Further south, Pearse Street was laid out in the 1790s by the Wide Streets Commissioners to provide access to the new Grand Canal Docks at Ringsend.[85]

With the dissolution of the monasteries by Henry VIII in the mid-16th century the lands formerly held by the Augustinian priory of All Hallows at Hoggen Green, to the east of the city, which was the area around the present-day College Green, were granted to the city. In 1591 the Corporation of Dublin petitioned Queen Elizabeth for support for the foundation of a university in the city and the result was the granting of a charter for this purpose in 1592 and the college was duly founded on the lands of the former priory.[86] The focus of the college was at the western end of the lands, however, though gradually extending eastward. Bernard Scalé's maps of the city published in 1773 show no buildings to the east of the present location of the Berkeley Library, while the eastern lands were networked by canals or drainage ditches. By 1843, the first OS six-inch map shows one building at the eastern end, this being a medical lecture theatre, which formed the beginnings of the eastern lands as the "science end" of the college. The scientific focus on this end of the campus was confirmed from the late 19th century with the erection of the Zoology Building in 1876, the Chemistry Building in 1885, the Anatomy Building of 1887 and the Botany Building (1907) and Physics Building (1904), both financed by Edward Cecil Guinness, Baron Iveagh, while the Moyne Institute (1953) was provided by his grandson, Bryan Walter Guinness, Baron Moyne.[87]

The line of Nassau Street – Leinster Street – Lincoln Place – Fenian Street is an old route out of the city and is seen on the late-17th century maps of de Gomme and Phillips. Both maps also show Merrion Street leading off to the south toward St Stephen's Green. Merrion Street marks the westernmost extent of the estate belonging to the Fitzwilliam family, while the land adjacent to the west was acquired in the 1740s by the earl of Kildare, later to become the duke of Leinster and hence the names of Kildare Street and Leinster Street South.[88]

The earl of Kildare erected a substantial mansion on this property in the 1740s, to the designs of Richard Castle and named it Kildare House. On his elevation to the dukedom the name became Leinster House. In 1814 Leinster House was sold to the Dublin Society, later to become the Royal Dublin Society (RDS), and it became a centre of science and philosophy.[89] The grounds of the house on the eastern side were used for events such as agricultural shows and a triennial exhibition to promote Irish agriculture and industry. The successful railway contractor, William Dargan, suggested that the 1853 exhibition should be expanded to a major event, and he provided substantial funding. Following the closure of the exhibition a committee was established to raise funds for a permanent exhibition space to honour Dargan's munificence and the outcome was the building of the National Gallery of Ireland, which opened in 1864, on which occasion a statue of Dargan was unveiled to the front of the gallery.[90] This was not the first exhibition space on Leinster Lawn, as the Royal Dublin Society had proposed a Natural History Museum prior to the Great Exhibition, though it was not built until afterward in 1856-57.[91] It was not the last such building to be erected within the RDS campus, as the western front of Leinster House was

[83] Nairn et al., p. 141; Scalé.
[84] Bennett, p. 214.
[85] WSC maps, 359, 1792.
[86] McDowell & Webb, pp. 2-3.
[87] Casey, pp. 410-411; Mullally, p. 35.
[88] McCready, pp. 55, 57.
[89] De Vere White, p. 63.
[90] Mulligan, pp. 126-128; Barrow, pp. 132-133.
[91] Casey, pp. 560-561.

framed between the twin buildings of the National Library of Ireland and the National Museum of Ireland in 1885-1890.[92]

Leinster House served as the headquarters of the RDS for more than a century and during that time some modifications were made to suite the purposes of the society, though these were generally minor in nature. Amongst them was the conversion of part of the structures to the north of the main house to accommodate a drawing school and this was later to become the National College of Art and Design. A significant addition was the lecture theatre, which was completed in 1897 following a delay due to a carpenters' strike.[93] With the establishment of Dáil Éireann in the second decade of the 20th century came a need for permanent accommodation. Leinster House was one of the premises used on a temporary basis and in 1924 agreement was reached with the RDS to purchase Leinster House. The theatre built in the 1890s was converted to become the Dáil chamber, while the former library at the northern end of the building became the Seanad Chamber.[94] An extension was added to the Dáil chamber in 1932. In 1966 a six-storey building was added to provide offices and other accommodation. In the late 1990s a further addition was made on the site of the former National College of Art and Design, which had relocated away from Kildare Street.[95]

With the exception of Leinster Lawn and its associated buildings, Merrion Street Upper was developed as a residential street in the 18th century. In the 1860s a Royal College of Science was established in St Stephen's Green but by the end of that century it had outgrown its accommodation and in 1899 it was decided to build a purpose-built college in Merrion Street. A line of Georgian Houses to the south of the Natural History Museum was acquired and the site cleared. The foundation stone was laid in 1904 and the building was opened in 1911.[96] Under the Irish Free State the decision was made to close the college and in 1926 the college was closed and its building in Merrion Street was occupied by the faculties of science and engineering. Following the relocation of those faculties to Belfield the building was taken on by the government and in 1991, following extensive refurbishment, it became Government Buildings.

Kildare Street was laid out in the mid-18th century and apart from Leinster House it provided sites for Georgian town houses. In the 1780s number 6 Kildare Street became the home of the Kildare Street Club, though by the late 1850s the club needed larger premises. A substantial and sumptuous new club house was built at the corner of Kildare Street and Leinster Street to the designs of Deane and Woodward.[97] While the new clubhouse was under construction a fire broke out in the old building, killing three of the staff of the club and destroying the building and its contents.[98] The club had been in the process of selling the premises to the Royal College of Physicians and the sale went ahead. This allowed the college to work on a brown-field site and in 1864 it opened its new college building in Kildare Street, designed by William Murray.[99] The college is still in Kildare Street, while the Kildare Street premises were sold in the 1950s and subsequently heavily altered and divided into two units, one of which is now occupied by the National Library of Ireland's Manuscripts Reading Room.[100]

Near the top of Kildare Street is Kildare Place, which is a small urban square. In the centre of the plaza is the statue of William Conyngham Plunket, 4th baron Plunket and Church of Ireland Archbishop of Dublin. The statue, by William H Thornycroft, was erected in 1901 outside the Church of Ireland Training College, which was an appropriate location, as he was instrumental in the founding of the college and, in the opinion of his biographer, "Lord Plunket's work for the cause of Irish education was probably the most important and most lasting that he accomplished".[101]

[92] Casey, pp. 478-479.
[93] OPW, p. 8.
[94] Griffin and Pegum, pp. 84-98.
[95] Griffin and Pegum, pp. 98, 106, 121.
[96] Cullen, pp. 147-149.
[97] O'Dwyer, 1997, pp. 328-329.
[98] *Carlow Morning Post,* 17th November 1860.
[99] Feely, p. 8.
[100] O'Dwyer, 1981, p. 41.
[101] How, pp. 155, 171.

26.4.4.13.3 Protection Status

In this section of the study area the buildings that are protected structures or are listed in the NIAH include thirty in Pearse Street, six in TCD, four in Lincoln Place, seven in Leinster Street South, five in Clare Street, the Royal College of Physicians and the former Department of Industry and Commerce in Kildare Street, together with the National Library of Ireland, the National Gallery, Leinster House including the former art college, the National Museum of Ireland, the Natural History Museum, Government Buildings, the Archbishop Plunket statue in Kildare Place, four buildings in St Stephen's Green and the Huguenot cemetery in Merrion Row.

To the south of Pearse Street the proposed Project passes through a CA, which covers TCD, Leinster Street South, Clare Street, the area between Kildare Street and Merrion Street and the St Stephen's Green area.

Table 26.23: Architectural Heritage Constraints between Tara Station and St Stephen's Green Station

Constraint Number	Location	Description	Status	Evaluation
BH-419	23 Pearse Street RPS is confined to the façade of commercial premises excluding left-hand archway doors	Three-storey, three-bay terraced building with red-brick upper floors over rendered arcaded ground floor	RPS 6492 DCC; NIAH 50020322	1
BH-420	24 Pearse Street RPS is confined to the façade of commercial premises	Three-storey over basement, two-bay terraced building with red-brick upper floors over rendered ground floor	RPS 6493 DCC; NIAH 50020323	1
BH-421	25 Pearse Street RPS is confined to the façade of commercial premises	Three-storey over basement, two-bay terraced building with red-brick upper floors over rendered ground floor	RPS 6494 DCC; NIAH 50020324	1
BH-422	26 Pearse Street RPS is confined to the façade of commercial premises	Three-storey over basement, two-bay terraced building with red-brick upper floors over shopfront	RPS 6495 DCC; NIAH 50020325	1
BH-423	27 Pearse Street	Three-storey over basement, two-bay terraced building with red-brick upper floors over rendered ground floor	RPS 6496 DCC; NIAH 50020326	1
BH-424	28 Pearse Street	Three-storey over basement, two-bay end of terrace building with red-brick upper floors over rendered ground floor	NIAH 50020327	2
BH-425	32 Pearse Street	Three-storey over basement, two-bay end of terrace building with red-brick upper floors over shopfront	RPS 6497 DCC; NIAH 50020328	1
BH-426	33 Pearse Street	Three-storey over basement, two-bay end of terrace building with red-brick upper floors over shopfront	RPS 6498 DCC; NIAH 50020329	1
BH-427	34 Pearse Street	Three-storey over basement, two-bay end of terrace building with red-brick upper floors over shopfront	RPS 6499 DCC; NIAH 50020330	1
BH-428	35 Pearse Street	Three-storey over basement, two-bay end of terrace building with	RPS 6500 DCC; NIAH 50020331	1

Constraint Number	Location	Description	Status	Evaluation
		red-brick upper floors over shopfront		
BH-429	36 Pearse Street	Three-storey over basement, two-bay end of terrace building with red-brick upper floors over shopfront	RPS 6501 DCC; NIAH 50020332	1
BH-430	37 Pearse Street	Three-storey, four-bay corner licensed premises with red-brick upper floors over shopfront	RPS 6502 DCC; NIAH 50020333	1
BH-431	37b Pearse Street	Three-storey, two-bay corner licensed premises with red-brick upper floors over shopfront	NIAH 50020348	2
BH-432	Pearse Street railway bridge	Beam bridge of steel supported on limestone abutments	DCIHR	3
BH-433	183 Pearse Street	Three-storey, two-bay end of terrace building with red-brick façade over faience shopfront	RPS 6515 DCC; NIAH 50020409	1
BH-434	184 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over faience shopfront	RPS 6516 DCC; NIAH 50020408	1
BH-435	185 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over faience shopfront	RPS 6517 DCC; NIAH 50020407	1
BH-436	186 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over faience shopfront	RPS 6518 DCC; NIAH 50020406	1
BH-437	187 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over faience shopfront	RPS 6819 DCC; NIAH 50020405	1
BH-438	188 Pearse Street, including railings and steps	Three-storey over basement, two-bay terraced brick-faced building	RPS 6520 DCC; NIAH 50020404	1
BH-439	189 Pearse Street	Three-storey, two-bay building, with brick front and vehicular access through ground-floor level	NIAH 50020404	2
BH-440	190 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over shopfront	NIAH 50020403	2
BH-441	191 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over shopfront	NIAH 50020402	2
BH-442	192 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over shopfront	NIAH 50020401	2
BH-443	193 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over shopfront	NIAH 50020400	2
BH-444	194 Pearse Street	Three-storey, two-bay terraced building with red-brick façade over shopfront	NIAH 50020399	2
BH-445	196 Pearse Street	Three-storey, two-bay terraced building with red-brick façade	RPS 6521 DCC	1

Constraint Number	Location	Description	Status	Evaluation
	RPS is confined to the exterior of the building			
BH-446	197 Pearse Street RPS is confined to the exterior of the building	Three-storey, two-bay terraced building with red-brick façade	RPS 6522 DCC	1
BH-447	198 Pearse Street RPS is confined to the exterior of the building	Three-storey, two-bay terraced building with red-brick façade	RPS 6523 DCC	1
BH-448	Conservation area at TCD	Conservation area	CA	3
BH-449	Engineering Laboratory, TCD	Single-storey with attic, fifteen-bay, red-brick building	NIAH 50020410	2
BH-450	Botany Building, TCD	Two-storey, nine-bay, granite-faced building with canted bay end	NIAH 50020411	2
BH-451	Hamilton Building (Physics Building), TCD	Three-storey, eleven-bay, granite-faced building with central breakfront	NIAH 50020412	2
BH-452	Physiology and Zoology Building, TCD	Two-storey, eleven-bay, granite-faced building	NIAH 50020413	2
BH-453	Anatomy Building, TCD	Two-storey, eleven-bay, granite-faced building with central breakfront	NIAH 50020414	2
BH-454	Chemistry Building, TCD	Three-storey, seven-bay, granite-faced building	NIAH 50020415	2
BH-455	Cricket Pavilion, TCD	Single storey building over raised basement; façade adorned with pilasters and with recessed porch behind colonnade.	NIAH 50020417	2
BH-456	Parsons Building, TCD	Two-storey over basement, five-bay building with substantial advancing canted bay; faced with granite and with balustrade at parapet	NIAH 50020419	2
BH-457	Moyne Institute, TCD	Two-storey over basement building with curved colonnade in central section flanked by fourteen-bay wings on an L-shaped plan	NIAH 50020418	2
BH-458	TCD: Railings with granite walls on Nassau Street and Leinster Street South	Wrought-iron railings with cast-iron detailing rising from walls of granite ashlar	RPS 2001 DCC; NIAH 50020373	1
BH-459	18-19 Lincoln Place and 4 Leinster Street South	Four-storey, five-bay licensed premises with façade of red brick above traditional pub front	RPS 4826 DCC; RPS 4827 DCC; RPS 4784 DCC; NIAH 50020424 NIAH 50020425	1
BH-460	20-21 Lincoln Place	Four-storey, ten-bay terraced building faced with red brick over shopfronts	NIAH 50020426	2

Constraint Number	Location	Description	Status	Evaluation
BH-461	Dental Hospital, 22-28 Lincoln Place	Four-storey, eight-bay purpose-built dental hospital faced in red brick over shopfronts	RPS 4828 DCC; NIAH 50020420	1
BH-462	1 Clare Street	Four-storey, four-bay end of terrace building faced with red brick over shopfront	RPS 1878 DCC, NIAH 50020453	1
BH-463	2 Clare Street	Four-storey over basement, two-bay terraced building faced with red brick	RPS 1879 DCC, NIAH 50020515	1
BH-464	3 Clare Street	Four-storey over basement, two-bay terraced building faced with red brick	RPS 1880 DCC, NIAH 50020454	1
BH-465	26 Clare Street	Four-storey, two-bay corner building faced with red brick over traditional shopfront	RPS 1897 DCC, NIAH 50100206	1
BH-466	National Gallery of Ireland Millennium Wing, Clare Street	Four-storey art gallery faced with Portland stone ashlar	NIAH 50100341	2
BH-467	1 Leinster Street South	Four-storey, two-bay end of terrace building faced with red brick over shopfront	RPS 4781 DCC; NIAH 50020421	1
BH-468	2 Leinster Street South	Four-storey, two-bay terraced building faced with red brick over shopfront	RPS 4782 DCC; NIAH 50020422	1
BH-469	3 Leinster Street South	Four-storey, two-bay terraced building faced with red brick over shopfront and with display windows at first and second floors	RPS DCC; NIAH 50020423	1
BH-470	5 Leinster Street South	Four-storey, four-bay terraced building faced with red brick over channelled rendered ground floor	RPS 4785 DCC; NIAH 50020424	1
BH-471	6 Leinster Street South, house and mews	Four-storey, four-bay terraced building faced with red brick	RPS 4786 DCC; NIAH 50100204	1
BH-472	12 Leinster Street South	Four-storey, two-bay end of terrace building faced with red brick over shopfront	RPS 4787 DCC, NIAH 50100203	1
BH-473	House at Leinster Lane	Four-storey, three-bay terraced building faced with red brick	NIAH 50100251	2
BH-474	Conservation area at Kildare Street and Merrion Street	Conservation area	CA	3
BH-475	Royal College of Physicians, Kildare Street	Two-storey over basement, five-bay building with colonnaded porch and pedimented breakfront	RPS 4196 DCC, NIAH 50100218	1
BH-476	National Library of Ireland, Kildare Street	Central three-storey rotunda flanked by two-storey pavilions to which it is connected by two-storey link blocks, with two-storey over basement, thirteen-bay return to Kildare Street	RPS 4197 DCC; NIAH 50100219	1

Constraint Number	Location	Description	Status	Evaluation
BH-477	Leinster House including former art college, Kildare Street	Three-storey, eleven-bay former town house with pedimented western front; with wings and ancillary structures	RPS 4198 DCC; NIAH 50100221	1
BH-478	National Museum of Ireland - Archaeology, Kildare Street	Central three-storey rotunda flanked by two-storey pavilions to which it is connected by two-storey link blocks, with two-storey over basement, seven-bay return to Kildare Street	RPS 4199 DCC; NIAH 50100222	1
BH-479	Statue of Archbishop Plunket, Kildare Place	Bronze statue on granite pedestal set in the centre of Kildare Place	RPS 4192 DCC; NIAH 50100224	1
BH-480	Offices at Leinster House, Kildare Place	Six-storey, nineteen-bay office building with flat roof	NIAH 50100699	2
BH-481	1932 Block, Leinster House, Kildare Place	Two-storey, five-bay building faced with granite ashlar	NIAH 50100585	2
BH-482	National Gallery, Merrion Square West	Two-storey, nine-bay gallery faced with granite ashlar and with advancing central section; southern elevation is twelve-bay	RPS 5191 DCC; NIAH 50100233	1
BH-483	Natural History Museum, Merrion Square West	Two-storey, three-bay museum faced with granite ashlar; northern elevation is twelve-bay	RPS 5186 DCC; NIAH 50100238	1
BH-484	Government Buildings, Merrion Street	Three storey building arranged around a central courtyard and with entrance screen on Merrion Street	RPS 5207 DCC; NIAH 50100242	1
BH-485	Engineering Building, Government Buildings, Merrion Street Upper	Part-two-storey over basement, part-four-storey building faced with granite ashlar and with Portland stone quoins	NIAH 50100225	2
BH-486	Government Buildings, rear of Merrion Street Upper	Single-storey building faced with granite ashlar	NIAH 50100248	2

26.4.4.14 St Stephen's Green Station

26.4.4.14.1 Description

The station at St Stephen's Green is to be located on the eastern side of St Stephen's Green Park, partly within the railed area of the park and partly within the part of the park that is outside the railings. St Stephen's Green Park is a substantial city park and is a protected structure and a National Monument. The park is enclosed by iron railings set on low granite plinth walls, with gates at intervals. The north-eastern gateway is within the Project Boundary of the proposed Project and consists of a broad plaza enclosed at the rear by a curved sculptural wall of vertical granite columns to the front of which is a bronze statue of Wolfe Tone, while to the rear is another bronze depicting Famine. The plaza, the granite columns and the two bronzes make up a single entity. The south-eastern gate to the park is within the study area and is classically inspired, consisting of granite piers supporting wrought-iron gates and railings. Within the park are a number of memorials and other sculptures, only one of which lies within the study area, and this is a bronze sculpture known as The Three Fates, located within the south-eastern gateway.

St Stephen's Green Park is surrounded by a broad footway that has been re-laid in recent years with new granite paving slabs and kerbing. Near to the kerb line is a line of granite bollards that formerly carried chains to enclose the footway. A number of traditional-style lamp standards are located on this footway.

The buildings facing the park are from a wide range of periods, though those along the eastern side are largely of 18th or 19th-century origin, with the exception of some pastiche reconstructions of the 1970s. On the northern side most of the buildings within the study area predate the 20th century and this includes the Shelbourne Hotel. The southern side includes modern office buildings along with 18th-century protected structures, most notably Iveagh House.

The footway on the eastern side of the road at St Stephen's Green is predominantly paved with modern paving slabs and granite kerbing, though to the north of the Hume Street junction the kerbstones are traditional broad granite stones. On either side of Hume Street, the footways are predominantly of concrete flags bordered by traditional granite kerbstones though there are some granite flags, particularly near the eastern end of the street, and there are a number of cast-iron coalhole covers set into granite flags, indicating that there are coal cellars beneath. These cellars are mainly accessed from the basement areas to the front of the houses. The historical paving at these locations is listed in Appendix 8.2 of the Dublin City Development Plan as paved areas and streets with granite kerbing and other features such as coalhole covers that are to be retained.[102]

26.4.4.14.2 Historical Background

In the medieval period the greater part of the land on the outskirts of Dublin was owned by various arms of the church, while three areas, or greens were reserved as common land for pasture and recreation purposes. Oxmantown Green lay to the north of the city in the Smithfield area, Hoggen Green to the east in the College Green area and St Stephen's Green to the south-east.[103] By the 1660s Dublin Corporation had insufficient funds to carry out its duties and it was suggested that some means of finance other than raising taxes on the inhabitants would be required. In May 1663 the Corporation appointed a committee to consider the options, including the possibility of letting leases of land at St Stephen's Green *"and other wast lands about this cittie, that now addeth nothing att all to pleasure or profit"*.[104] The committee reported back in October that seventeen acres, equivalent to approximately eleven hectares, could be let to tenants without prejudice to the city. By the following July a number of people had sought leases and it was decided that the eighty-six plots should be laid out around the green and allocated to tenants by lottery- later increased to ninety lots, with the addition of land at Hume Street[105]. Each tenant was to pay a sum of money to defray the cost of building a wall around the green and while there was no requirement to build on a plot, certain stipulations were set down to govern the nature of any house that might be built.[106]

There is some uncertainty as to the original layout of the park. Brooking's 1728 map shows an outer wall with gaps opposite Dawson Street and the future site of Hume Street, with other gaps at the Grafton Street and Leeson Street corners, each with a building beside the opening. Inside this perimeter two regular lines of what appear to be trees are shown, inside which are two rectangles, which were probably hedges. The only gap between these hedges is opposite York Street and has no equivalent gap in the outer perimeter.[107]

Twenty-eight years later, John Rocque published his large-scale map of Dublin, and this showed a different layout of St Stephen's Green Park. He showed a similar arrangement of external wall, two lines of trees and two lines of hedging, but now there was a path inside the inner hedge and there were entrances through the outer wall in the centre of each side, each with three piers or bollards dividing the entry into three. The centre of the park was divided by a cruciform arrangement of paths, each lined on either side by trees; these led to a central circle with a square in the centre. The square was the proposed site for an equestrian statue of George II that had been commissioned from John van Nost in

[102] DCC Development Plan vol. 2, pp 163-166.
[103] Murphy, 2010, p. 76.
[104] Craig, 1952, 19; Gilbert, 1894, 256-7.
[105] McCabe, 33.
[106] Gilbert, 1894, pp 271-2, 297-9.
[107] Brooking, 1728.

1752 and which was erected in 1758. The statue was destroyed in an explosion in 1937.[108] As Rocque's was the first map to show the cruciform layout of paths it is possible that this was implemented as part of the preparation for the erection of the statue.

In 1773 Bernard Scalé published a large-scale map of Dublin using Rocque's copper plates, which he updated prior to publication. On this he carefully obliterated the cruciform path layout and three of the four gateways, leaving only the western gate, facing York Street.[109] This is also noted on the few other maps of the city prepared at the time, those between about 1755 and 1770 showing the cruciform paths and those subsequently not showing them.

In the early years of the 19th century the management of the park transferred from Dublin Corporation to commissioners under an Act of Parliament of 1814. The commissioners brought about significant changes to the layout of the park, back filling the original ditch and removing the wall and erecting railings at a distance back from the street so as to leave a broad walkway around the perimeter and outside the park. The walkway was paved with granite flags and was separated from the street by a line of granite bollards with chains hung from one bollard to the next. While the bollards have survived, the chains no longer exist, and the railings have been replaced over the years. It is probable that the present railings date from the late 1870s. The commissioners then set about redesigning the interior of the green and in the 1820s new curving paths were laid out within the park and the planting of trees and shrubs was undertaken.[110] These changes were reflected immediately in maps of the city, commencing with *Cooke's Royal Map of Dublin,* published in 1822.

From the 1860s Sir Arthur Guinness, formerly joint head of the brewery company with his brother, had a vision to take St Stephen's Green Park out of the private control of the commissioners and the keyholders and to open it as a public park. His opportunity came when he sold his share of the brewery to his brother, giving him immense wealth that enabled him to buy out the keyholders and undertake a comprehensive redesign of the landscape of the park, which was opened to the public in 1880. Sir Arthur Guinness was ennobled as Lord Ardilaun in the same year.[111] Ardilaun's works had been carried out in conjunction with the Office of Public Works (OPW) under the provisions of an Act of Parliament passed in 1877 and St Stephen's Green Park has been in the care of the OPW since that time.[112] In addition to the landscaping, the lake and the network of paths, Ardilaun's layout included new entrances at each corner, flanked by classically inspired piers designed by architect J F Fuller.[113]

The original layout resulting from Ardilaun's landscaping in the park provided a broad carriage ride in the park, close to the perimeter. This was segregated from the rest of the park by iron post and rail fencing, with bollards in places to allow pedestrians to cross. Separate pedestrian walkways were provided, some of which were closed off after the carriage ride was discontinued – particularly those that lay between the carriage ride and the perimeter railings. The broad walkway near the perimeter of the park is on the line of the former carriage ride and the ride and its adjacent pedestrian paths have been amalgamated more or less on the original alignment, though in many places narrower than the original.[114]

On the southern side of the lake in the park is an open-sided pavilion or gazebo. The clay-tiled roof is supported on timber posts, beyond which it is cantilevered on timber brackets. A timber railing runs around the perimeter of the building between the posts. This pavilion was provided as part of the late-19th century laying out of the park.

In 1964 a competition was held for the design of a monument to Theobald Wolfe Tone to be placed at the north-eastern corner of St Stephen's Green Park. The work was to be a collaboration between sculptor and architect and the winners were sculptor Edward Delaney and architect Noel Keating. The design was for an expansive plaza, paved with granite and basalt setts screened from the park by a curved array of rock-faced granite columns. Within the plaza a substantial bronze statue of Wolfe Tone

[108] Sullivan, 2014, p. 343.
[109] Scalé, 1773.
[110] McCabe, 2011, pp. 239, 252-253, 258-260.
[111] Dickson, 2014, p. 393.
[112] McCabe, 2011, p. 10-11.
[113] Casey, 2005, p. 533.
[114] Based on comparison of OS maps and on photographs from the Lawrence Collection in the National Library of Ireland.

was to be erected, while to the rear of the granite screen was to be a group of figures representing the Great Famine.[115] The memorial was unveiled by President de Valera in November 1967.[116] The work included the removal of the gate piers that had been erected in 1815, though the two outer piers were retained as terminals to the park railings.

The building of houses around the perimeter of St Stephen's Green proceeded gradually. John Rocque's 1756 map of the city shows a number of sites still unbuilt on the eastern side, while Scalé's updating of the map in 1773 shows that all were now developed, including the laying out of Hume Street.

To the north of the St Stephen's Green Station numbers 22 and 23 St Stephen's Green were built in the late 18th century, probably in the 1790s, though both have been altered internally in more recent years.[117] To the east of Kildare Street, Shelbourne House, after a brief spell as a barracks, opened as a hotel in 1824 and was rebuilt subsequently.[118] To the east of the main hotel building is a group of three houses at numbers 32 to 34 St Stephen's Green and these are now also part of the hotel. These were built after 1767 as four-storey houses, though number 32 has had two floors added.[119] These houses are seen on Scalés map of 1773, in place of a larger house that had been depicted on Rocque's map in 1756.

At the edge of the carriageway to the north of the park two horse troughs stand on opposite side of the road from number 22 St Stephen's Green. These originally stood further to the west, near the top of Dawson Street and were part of an assemblage with a tall column surmounted by a cross and with drinking fountains at the base. The fountain and water troughs for horses and sheep were donated to the city by Lady Grattan in 1880 and were moved as part of the works associated with the construction of Luas Cross City.[120] It is noted that the RPS for Dublin city mentions only one-horse trough and locates them facing Dawson Street.

On the eastern side of St Stephen's Green, the northernmost building, at number 39-40, is a branch of the Bank of Ireland and was built in 1912-13. The next three houses, numbers 41, 42 and 43, date from the mid-1740s, though numbers 42 and 43 have been altered to a significant extent.[121] Numbers 44 to 49 were built in the 1970s.

Number 50 St Stephen's Green was built in 1771 by Gustavus Hume, who had laid out Hume Street. Some of the interior décor was inserted in the 19th century. Number 51 is a substantial house dating from the 1760s with wings added in the 1840s when the building was converted for use as the Museum of Economic Geology, later the Museum of Irish Industry. The entrance hall was remodelled in the 1850s to incorporate specimens of Irish building stone, which it still displays. Numbers 52 and 53 are large houses that were completed in 1771; number 52, in particular, has fine interiors.[122]

St Vincent's Hospital was established in number 56 St Stephen's Green and gradually enlarged to occupy numbers 55 to 60 until the hospital relocated to Elm Park in 1970.[123] These buildings were largely rebuilt in the 1970s after the hospital had moved out, though a great deal of internal decoration survives in number 56.[124]

Outside number 51 St Stephen's Green there is a pillar letter box bearing the VR cipher of Queen Victoria; this dates from the late 1890s. While it is not on the RPS or the NIAH similar pillar letter boxes elsewhere in the city are included in the RPS and/or the NIAH.

[115] Kennedy, 2014, p. 97.
[116] *Irish Times*, 20th November 1967.
[117] Casey, 2005, p. 539.
[118] Goodbody, 2014, p. 78, 99.
[119] Casey, 2005, p. 540.
[120] Branigan, 2014, p. 61.
[121] Casey, 2005, pp. 540-41.
[122] Casey, 2005, pp. 541-543.
[123] Plaque on number 56.
[124] Casey, 2005, pp. 543-544.

26.4.4.14.3 Protection Status

St Stephen's Green lies within a CA that includes the park, the surrounding streets and most of the buildings facing the park. The proposed St Stephen's Green Station box will be within this CA. The park itself is a protected structure, a National Monument and is included in the RMP.

The Wolfe Tone monument, including the statue of Wolfe Tone, the Famine sculpture and the associated curved granite wall, are included in the NIAH. There is one other memorial, known as The Three Fates, within the part of the park that lies within the study area, and this is included in the NIAH. The pavilion adjacent to the lake is on the RPS and the NIAH.

The part of the study area that lies beyond the park encompasses a number of protected structures and other structures that are listed in the NIAH. This includes the Huguenot Cemetery and four buildings in Merrion Row, sixteen buildings fronting St Stephen's Green, fifteen in Hume Street, two in Ely Place and nine in Leeson Street Lower as well as the granite horse troughs on the northern side of St Stephens Green Park. There is also a 19th-century pillar letter box outside number 50 St Stephen's Green and while this is not included in the NIAH it is identical to many that are so included.

Table 26.24: Architectural Heritage Constraints at St Stephen's Green Station

Constraint Number	Location	Description	Status	Evaluation
BH-487	Huguenot Cemetery, Merrion Row	Rectangular burial ground fronted by iron railings over a plinth wall and with a high gateway of dressed granite	RPS 5096 DCC; NIAH 50100247	1
BH-488	6 Merrion Row	Four-storey, three-bay terraced building faced with red brick over a shopfront	RPS 5095 DCC; NIAH 50100249	1
BH-489	11 Merrion Row	Three-storey, two-bay corner building with rendered façade over shopfront	NIAH 50100281	2
BH-490	11a Merrion Row	Two-storey, four-bay building with brick-faced upper floor above shopfront	RPS 5097 DCC	1
BH-491	14 Merrion Row	Four-storey, three-bay, end of terrace building with rendered façade above shopfront	NIAH 50100282	2
BH-492	Grattan horse troughs, St Stephen's Green North	Two horse troughs, each cut from a single block of granite	RPS DCC 7753; NIAH 50100258	1
BH-493	22 St Stephen's Green	Four-storey over basement, three-bay terraced house with brick façade and with cast-iron balcony at first-floor level	RPS DCC 7776; NIAH 50100188	1
BH-494	23 St Stephen's Green	Four-storey over basement, three-bay terraced house with brick façade	RPS DCC 7777; NIAH 50100189	1
BH-495	27-33 St Stephen's Green	Five-storey over basement, plus attic storey, ten-bay hotel building faced with brick and with two two-storey canted bay windows	RPS 7778 DCC; 50100243	1

Constraint Number	Location	Description	Status	Evaluation
BH-496	32 St Stephen's Green	Six-storey over basement, four-bay, brick-fronted terraced building	NIAH 50100244	2
BH-497	33 St Stephen's Green	Four-storey over basement, three-bay, brick-fronted terraced building	NIAH 50100245	2
BH-498	34 St Stephen's Green	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 7779 DCC; NIAH 50100246	1
BH-499	39-40 St Stephen's Green	Three-storey over basement bank building with five bays to St Stephen's Green, four bays to Merrion Row plus corner bay; upper floors faced with brick over granite ashlar ground floor	RPS 7780 DCC; NIAH 50100279	1
BH-500	41 St Stephen's Green	Three-storey over basement plus attic storey, three-bay terraced building faced with brick	RPS 7781 DCC; NIAH 50100288	1
BH-501	Conservation area at St Stephen's Green	Conservation area	CA	3
BH-502	St Stephen's Green Park	St Stephen's Green Park and all ancillary features. The extent of the park extends to the perimeter kerb line of the surrounding footways	National Monument, DU018-020334-	1+
BH-503	St Stephen's Green Park: railings, gates and plinth walls of perimeter boundary.	Large rectangular public park enclosed by iron railings on granite plinth walls and with a broad surrounding footway bordered by granite bollards	National Monument, DU018-020334-RPS 7751 DCC	1+
BH-504	St Stephen's Green Park: surrounding bollards and traditional-style lamp posts	Granite bollards that formerly supported iron chains and iron lamp standards in a traditional style	National Monument, DU018-020334-RPS 7752 DCC	1+
BH-505	St Stephen's Green Park: Wolfe Tone monument, including Famine sculpture	Bronze statue set in an arc of granite orthostats behind which is a bronze group representing the Famine	National Monument, DU018-020334-; NIAH 50100265, 50100264	1+
BH-506	St Stephen's Green Park: Open-sided summer house/pavilion beside ornamental lake	Open-sided pavilion with clay-tiled roof supported on timber posts	National Monument, DU018-020334-RPS DCC 7756; NIAH 50100263	1+
BH-507	St Stephen's Green Park: Gates at south-eastern corner	Four stone piers in a classical style supporting iron gates	National Monument, DU018-	1+

Constraint Number	Location	Description	Status	Evaluation
			020334- NIAH 50100148	
BH-508	St Stephen's Green Park: Three Fates memorial	Group of three bronze figures	National Monument, DU018-020334- NIAH 50100276	1+
BH-509	42-43 St Stephen's Green	Pair of four-storey over basement, two-bay brick fronted terraced buildings	RPS 7782 DCC; NIAH 50100289, 50100290	1
BH-510	50 St Stephen's Green	Four-storey over basement, three-bay terraced, brick-fronted building	RPS 7783 DCC; NIAH 50920304	1
BH-511	Pillar letter box, St Stephen's Green	Cast-iron pillar letter box bearing the VR cipher	n/a	3
BH-512	51 St Stephen's Green	Three-storey over basement, seven-bay, brick-faced terraced building	RPS 7784 DCC; NIAH 50920303	1
BH-513	52 St Stephen's Green	Four-storey over basement, four-bay, brick-faced building with additional bay set back from the façade on northern side	RPS 7785 DCC; NIAH 50920302	1
BH-514	53 St Stephen's Green	Four-storey over basement, four-bay, terraced building faced with brick	RPS 7786 DCC; NIAH 50920301	1
BH-515	54 St Stephen's Green	Five-storey over basement, three-bay terraced building with two additional bays set back behind façade on northern side	RPS 7787 DCC; NIAH 50920300	1
BH-516	55 St Stephen's Green	Four-storey over basement, two-bay terraced building with brick façade	RPS 7788 DCC	1
BH-517	56 St Stephen's Green	Four-storey over basement, five-bay terraced building faced with red brick	RPS 7789 DCC	1
BH-518	Historic kerbstones in St Stephen's Green	Broad historic granite kerbstones along part of eastern side of St Stephen's Green	DCC DP App.8.2	2
BH-519	18 Ely Place	Four-storey over basement, two-bay, gable-fronted building with brick first and second floors and rendered ground and third floors	NIAH 50920310	2
BH-520	19 Ely Place	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2629 DCC; NIAH 50100291	1

Constraint Number	Location	Description	Status	Evaluation
BH-521	20 Ely Place	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2630 DCC; NIAH 50100292	1
BH-522	Historical paving in Hume Street	Broad historic granite kerbstones along northern and southern sides of Hume Street	DCC DP App.8.2	2
BH-523	3-4 Hume Street	Four-storey over basement, five-bay terraced building with rendered façade	RPS 2971 DCC; RPS 2972 DCC; NIAH 50920305	1
BH-524	5 Hume Street	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2973 DCC; NIAH 50920306	1
BH-525	6 Hume Street	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2974 DCC; NIAH 50920307	1
BH-526	7 Hume Street	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2975 DCC; NIAH 50920308	1
BH-527	8 Hume Street	Four-storey over basement, four-bay, brick-fronted corner building	RPS 2976 DCC; NIAH 50920308	1
BH-528	9 Hume Street	Four-storey over basement, four-bay, brick-fronted corner building	RPS 2977 DCC; NIAH 50100304	1
BH-529	10 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2978 DCC; NIAH 50100303	1
BH-530	11 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2979 DCC; NIAH 50100302	1
BH-531	12 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2980 DCC; NIAH 50100301	1
BH-532	13 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2981 DCC; NIAH 50100300	1
BH-533	14 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2982 DCC; NIAH 50100299	1

Constraint Number	Location	Description	Status	Evaluation
BH-534	15 Hume Street	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2983 DCC; NIAH 50100298	1
BH-535	16 Hume Street	Four-storey over basement, three-bay, brick-fronted terraced building	RPS 2984 DCC; NIAH 50100297	1
BH-536	17 Hume Street	Four-storey over basement, two-bay, brick-fronted terraced building	RPS 2985 DCC; NIAH 50100296	1
BH-537	77 St Stephen's Green	Four-storey over basement, three-bay, brick-fronted building	RPS 7790 DCC; NIAH 50920268	1
BH-538	78 St Stephen's Green	Three-storey over basement plus attic storey, four-bay, brick-fronted semi-detached building	RPS 7791 DCC; NIAH 50920267	1
BH-539	79 St Stephen's Green	Three-storey over basement plus attic storey, four-bay, brick-fronted semi-detached building	RPS 7791 DCC; NIAH 50920266	1
BH-540	Iveagh House, 80-81 St Stephen's Green	Three-storey over basement, five-bay building with two-storey wings; faced in Portland stone ashlar	RPS 7791 DCC; NIAH 50920265	1
BH-541	1 Leeson Street Lower	Four-storey, two-bay end of terrace building with brick-faced second and third floors and rendered first floor over shopfront	RPS 4388 DCC; NIAH 50920272	1
BH-542	2 Leeson Street Lower	Four-storey, two-bay terraced building with brick-faced upper floors over shopfront	RPS 4389 DCC; NIAH 50920273	1
BH-543	3 Leeson Street Lower	Four-storey, two-bay terraced building with brick-faced upper floors over shopfront	RPS 4390 DCC; NIAH 50920274	1
BH-544	4 Leeson Street Lower	Four-storey, two-bay terraced building with brick-faced upper floors over shopfront	RPS 4391 DCC; NIAH 50920275	1
BH-545	5 Leeson Street Lower	Three-storey, three-bay terraced building with rendered upper floors over shopfront	NIAH 50920276	2
BH-546	100 Leeson Street Lower	Four-storey, two-bay end of terrace building with brick-faced upper floors over shopfront	NIAH 50920296	2

Constraint Number	Location	Description	Status	Evaluation
BH-547	101 Leeson Street Lower	Four-storey, single-bay terraced building with rendered upper floors over shopfront	NIAH 50920297	2
BH-548	102 Leeson Street Lower	Four-storey, two-bay terraced building with brick upper floors over shopfront	NIAH 50920298	2
BH-549	103 Leeson Street Lower	Four-storey, three-bay terraced building with brick upper floors over shopfront	NIAH 50920299	2

26.4.4.15 St Stephen's Green Station to Charlemont Station

26.4.4.15.1 Description

The proposed alignment between St Stephen's Green Station and Charlemont Station runs southward, crossing the southern side of St Stephen's Green and running to the west of Earlsfort Terrace, which it crosses, running beneath Hatch Street Lower and to the east of the southern part of Earlsfort Terrace, crossing South Circular Road and running along Harcourt Terrace to the Grand Canal, which it crosses beneath to reach Charlemont Station at Grand Parade.

26.4.4.15.2 Historical Background

Leeson Street forms part of an ancient route that ran along Kevin Street, Cuffe Street, the southern side of St Stephen's Green and onward to Donnybrook. Kevin Street was in existence by the 13th century and while there is no direct evidence for Leeson Street before the beginning of the 17th century it is probable that it existed as a route at an earlier time.[125] As was noted above, St Stephen's Green Park was laid out in the mid-seventeen17th century and building lots were leased around its perimeter. It has also been noted above that the Circular Road was laid out in the later 18th century, particularly in the wake of an Act of Parliament in 1778. The street names have subsequently distinguished between the North Circular Road and the South Circular Road.

No development took place between the south of St Stephen's Green - Leeson Street and the Circular Road until the mid-19th century, though Harcourt Street was laid out further to the west in the late 18th. In the mid-1830s it was proposed to develop the former gardens of the earl of Clonmel to the south of St Stephen's Green. These grounds, known as Coburg Gardens, had been open to the public since 1817, though still privately owned.[126] A short street called Clonmel Street had been laid out on the earl's lands leading off Harcourt Street and in 1837 a proposal was put before the Wide Streets Commissioners for a road to continue this street eastward and to lay out a north-south street at the eastern end of it, connecting to St Stephen's Green.[127] This was approved and in the following year the adjoining landowner to the south put forward a proposal to continue this street southward to meet Adelaide Street on the South Circular Road.[128] The east-west section was never built, while the north-south street became Earlsfort Terrace. At the same time, Hatch Street was laid out to connect it to Harcourt Street and a new city square called Wellington Square was laid out. However, at this period development came almost to a standstill. Few houses were constructed in these new streets and Wellington Square and Clonmel Street were abandoned.[129]

Earlsfort Terrace remained largely undeveloped for many years. In the early 1860s the land on the western side was acquired by Benjamin Lee Guinness, head of the brewing firm and he sold it on at the same price to the Dublin Exhibition and Winter Gardens Company in 1863. An exhibition building was erected on the frontage of Earlsfort Terrace, while the land at the rear was laid out as gardens as part of

[125] Clarke, 2002, p. 14.
[126] Craig, p. 229.
[127] WSC map 467-1.
[128] WSC maps 159.
[129] Goodbody, 2014, p. 2.

the exhibition of 1865. A second exhibition was held on the premises in 1872 and following the closure of the exhibition some of the buildings were retained and were acquired by the government as the base for the Royal University. A new building was erected in 1914 for the National University, which had come into being in place of the Royal University, though a significant element of the exhibition building was retained in the new college. The building was converted to the National Concert Hall in the 1980s.[130] The gardens are now known as the Iveagh Gardens.

26.4.4.15.3 Protection Status

Within this section of the study area there are of a number of protected structures including the National Concert Hall with its boundary walls, gates and railings and the adjacent Real Tennis Court, together with five buildings in Earlsfort Terrace, the Presbyterian church in Adelaide Road and 11 buildings and a well in Harcourt Terrace.

Table 26.25: Architectural Heritage Constraints from St Stephen's Green Station to Charlemont Station

Constraint Number	Location	Description	Status	Evaluation
BH-550	Real Tennis Court, Earlsfort Terrace	Double-height, five-bay, red-brick building with gabled front and with twelve-bay northern façade and three-storey element at western end	RPS 2426 DCC; 50920269	1
BH-551	Conservation area at National Concert Hall	Conservation area	CA	3
BH-552	National Concert Hall, Earlsfort Terrace	Three-storey, nine-bay central section with ionic colonnades, flanked by thirteen-bay, three-storey wings terminating at pavilions with ionic columns in antis; faced with limestone ashlar	RPS 2425 DCC; NIAH 50920271	1
BH-553	15 Earlsfort Terrace	Four-storey over basement, three-bay, red-brick fronted end of terrace building	NIAH 50110446	2
BH-554	16 Earlsfort Terrace	Four-storey over basement, three-bay, red-brick fronted terraced building	NIAH 50110447	2
BH-555	17 Earlsfort Terrace	Part-three, part-four-storey over basement, three-bay terraced building faced with red brick and with first-floor oriel window	RPS 2420 DCC; NIAH 50110448	1
BH-556	18 Earlsfort Terrace	Part-three, part-four-storey over basement, three-bay terraced building faced with red brick and with first-floor oriel window	RPS 2421 DCC; NIAH 50110449	1
BH-557	22 Earlsfort Terrace	Three-storey over basement plus attic storey, two-bay terraced house with balustraded porch and with three-storey canted bay	RPS 2422 DCC; NIAH 50110443	1
BH-558	23 Earlsfort Terrace	Three-storey over basement plus attic storey, two-bay terraced house with balustraded porch and with three-storey canted bay	RPS 2423 DCC; NIAH 50110444	1
BH-559	24 Earlsfort Terrace	Three-storey over basement plus attic storey, two-bay end of terrace house with balustraded porch and with three-storey canted bay	RPS 2424 DCC; NIAH 50110445	1

[130] Casey, pp. 485-488.

Constraint Number	Location	Description	Status	Evaluation
BH-560	Presbyterian church, 18a Adelaide Road RPS is confined to the front façade, portico, steps and railings	Double-height church façade with ionic portico and raised on plinth; building to rear is replacement	RPS 35 DCC; NIAH 50110462	1
BH-561	St Finian's Church, 23 Adelaide Road	Gable-ended church building with four lancet windows above gothic doorway; façade of rock-faced stone with dark stone embellishment	RPS 36 DCC; NIAH 50110477	1
BH-562	24 Adelaide Road	Single-storey over basement house faced with red brick; double-height canted bay window and steps to front door	NIAH 50110478	2
BH-563	Conservation area at Harcourt Terrace	Conservation area	CA	3
BH-564	1 Harcourt Terrace	Three-storey over basement, three-bay detached house with central breakfront and rendered façade	RPS 3561 DCC; NIAH 50110463	1
BH-565	2 Harcourt Terrace	Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey porch to side	RPS 3562 DCC; NIAH 50110464	1
BH-566	3 Harcourt Terrace	Three-storey, three-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey porch to side	RPS 3563 DCC; NIAH 50110465	1
BH-567	4 Harcourt Terrace	Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey porch to side	RPS 3564 DCC; NIAH 50110466	1
BH-568	5 Harcourt Terrace	Three-storey, three-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey porch to side	RPS 3565 DCC; NIAH 50110467	1
BH-569	6-7 Harcourt Terrace RPS is confined to the original front façade	Three-storey, five-bay detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey wings on either side. The house was demolished and rebuilt behind the façade	RPS 3566 DCC; NIAH 50110468	1
BH-570	8 Harcourt Terrace	Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey bay to side	RPS 3567 DCC; NIAH 50110469	1
BH-571	r/o 8 Harcourt Terrace	Ancient well at rear of 8 Harcourt Terrace	RPS 3568 DCC	1
BH-572	9 Harcourt Terrace	Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single-storey bay to side	RPS 3569 DCC; NIAH 50110470	1

Constraint Number	Location	Description	Status	Evaluation
BH-573	10-11 Harcourt Terrace	Pair of three-storey, two- and three-bay semi-detached houses with rendered façade and with ionic pilasters at ground-floor level; single-storey bays to sides	RPS 3570 DCC; NIAH 50110471	1
BH-574	Harcourt Terrace Garda Station, Harcourt Terrace	Two-storey, thirteen-bay, brick-fronted building set back from street behind railings	NIAH 50110473	2
BH-575	21 Harcourt Terrace	Three-storey, three-bay detached house faced with red brick	RPS 3571 DCC; NIAH 50110475	1
BH-576	22 Harcourt Terrace	Three-storey, seven-bay red-brick building originally in institutional use	RPS 3572 DCC; NIAH 50110476	1

26.4.4.16 Charlemont Station

26.4.4.16.1 Description

The final station at the southern end of the proposed Project is to be Charlemont Station, which will be located to the south of Grand Parade, adjacent to the Grand Canal and to the east of the elevated section of the Luas Green Line at the Luas Charlemont Stop. The proposed station is to adjoin the rear of houses in Dartmouth Square to the east and the southern end would project under the street at Dartmouth Road, where there will be a station access. It is noted that the Grand Canal is on an embankment at this location, Grand Parade being raised about a metre above the natural ground level.

The greater part of the site for the proposed station is number 2 Grand Parade, which is the site of a protected structure known as the Carroll's Building, and which is an office building erected in the 1960s. The site to the rear of the office building has a number of subsidiary structures.

Immediately to the east of the proposed Charlemont Station is Dartmouth Square, which is a late-19th century development with a central rectangular park surrounded by red-brick houses. The houses on the western side of the square and some on the northern and southern sides lie within the study area, as does the western end of the park.

To the south of the proposed station other houses in Dartmouth Road and Cambridge Terrace lie within the study area. To the west is the high viaduct that carries the Luas Green Line and beyond it are the houses on the eastern side of Ranelagh Road, which are protected structures.

26.4.4.16.2 Historical Background

By the 1830s a house had been built to the south of the Grand Canal, probably the dwelling associated with a nursery, as most of the land between Ranelagh Road and Leeson Street Upper was then open farmland. This property belonged to Henry Reid, or Read, who held more than twelve hectares on which more than a dozen houses had been built by 1847.[131]

Dartmouth Road was laid out in the 1840s and was named Northumberland Street, though like its earlier namesake very little development occurred for a number of years. By the 1860s five houses had been built to the west of the railway line, while it was not until the 1890s that houses appeared to the east.[132] The roads and footpaths at Dartmouth Square were laid out at least as early as 1882, though as yet without further development.[133] It was not until the late 1890s that the construction of the houses commenced, beginning on the western side, then known as Uxbridge Terrace and finishing at the canal end of the eastern side by 1908, except for numbers 37 to 40.[134] After a short interval six smaller houses

[131] Griffith, Richard, 1847, pp. 61-65.
[132] OS maps; Thom's Directories.
[133] OS map, Dublin XVIII sheet 87.
[134] Kelly, 1995, pp. 147-148.

were built on the four sites designated numbers 37 to 70 and these were known as 1 to 6 Dartmouth Villas initially, since re-numbered as 37 to 40, 40a and 40b Dartmouth Square.[135]

The railway line from Dublin to Bray via Dundrum was the last of the alignments out of Dublin to be built, opening between Harcourt Road and Bray in 1854, with the terminus at Harcourt Street opening in 1859. The line crossed the Grand Canal at Charlemont Place and running on a viaduct between high retaining walls to the south of the canal. At first the railway ran non-stop to Dundrum, before a station was provided at Milltown in 1860, while the Rathmines and Ranelagh Station did not open until 1896.[136] Following the closure of the line in 1958 the viaduct remained in place, while the track was lifted, and the bridges removed for their scrap value. Following years of proposals for a new railway on the former Harcourt Street line the necessary Light Railway Order was signed in 1999, construction commenced in 2001 and the line opened from St Stephen's Green to Sandyford in 2004.[137]

On the northern side of Dartmouth Road, to the east of the railway viaduct, the land was occupied by a builder and contractor named Henry Sharpe. This land had the address 19-25 Dartmouth Road, as if it was intended as a site for housing, though houses were not built on that land. Henry Sharpe was succeeded as occupier of the land by the Belfast firm of building contractors, McLaughlin and Harvey and this firm occupied numbers 19-25 Dartmouth Road until about 1980, following which the building entered a long period of vacancy.[138]

In the late 19th century, a factory was built on the plot of ground between Dartmouth Square and the Harcourt Street railway.[139] In about 1960 the site was acquired by P J Carroll & Company, cigarette manufacturers as the location for its new headquarters. Construction commenced in 1962 to the designs of Patrick J Robinson of Robinson Keefe and Devane, and the building was completed in 1964. The building contractors were McLaughlin and Harvey, based at the adjacent site on Dartmouth Road.[140]

26.4.4.16.3 Protection Status

Numbers 26 to 34 Dartmouth Road are protected structures, included in the RPS under references 2138 to 2146. Numbers 1 to 68 Dartmouth Square, including numbers 40a and 40b, are protected structures, included in the RPS under references 2147 to 2216, though only numbers 1 to 26 and 60 to 68 lie within the study area. To the west of the station numbers 74 to 95 Ranelagh Road lie within the study area and are protected structures, references 6997 to 7018.

The Carroll's Building on Grand Parade is a protected structure, reference 3280 in the RPS.

The Dartmouth Square and Environs ACA was designated by DCC in February 2008. The boundary of the ACA is defined in the document produced by the city council in 2008 and is also indicated in green outline and green hatching on Map E of the Dublin City Development Plan 2016-2022.[141] On the western side the ACA boundary runs along the rear garden walls the houses at 1 to 17 Dartmouth Square and crosses Dartmouth Road to include numbers 5 to 11 Cambridge Terrace. The northern boundary includes the sides of the properties at 17 and 37 Dartmouth Square, with the street to the front, and runs along the rear of the houses at 18 to 36 Dartmouth Square, thereby excluding the rear gardens and the mews buildings at the rear. The southern and eastern boundaries also run at the backs of the houses, and also incorporate number 5 Dartmouth Road, number 36 Leeson Park and number 36 Dartmouth Lane.

The Grand Canal lies within a CA that is designated on development plan Map E with red hatching, but which is not an ACA. The hatching includes the canal and the parallel streets on either side, as well as a strip extending approximately 30m to the south of Grand Parade, thereby taking in the Carroll's Building, though not the land to the rear, along with numbers 16 and 17, with most of number 15 Dartmouth Square

[135] Thom's Directories.
[136] Shepherd, 1998, p. 154.
[137] MacAongusa, 2003, pp. 94-96.
[138] Thom's Directories, 1884-2012.
[139] OS map 1907, Dublin sheet 18-15.
[140] Rowley, 2018, p. 449.
[141] *Dartmouth Square and Environs Architectural Conservation Area (ACA),* February 2008.

and the mews buildings along Dartmouth Walk. The northern part of the proposed Charlemont Station box would be within this CA.

The NIAH has not yet published a survey of the area in the vicinity of the proposed Charlemont Station to the south of the Grand Canal.

At Charlemont Station the tunnel will run within 50m of a number of protected structures, including the Carroll's Building on Grand Parade and eighteen buildings in Dartmouth Square – i.e., Nos 1 to 17 on the western side of the square and Nos 18 to 28 at the western end of the northern side.

Table 26.26: Architectural Heritage Constraints at Charlemont Station

Constraint Number	Location	Description	Status	Evaluation
BH-577	Grand Canal	Canal	DCIHR	1
BH-578	Conservation area at Grand Canal	Conservation area	CA	3
BH-579	Carroll's Building, Grand Parade	Seven-storey plus penthouse level, purpose-built office building	RPS 3280 DCC	1
BH-580	Former Harcourt Street Railway line	Railway viaduct faced with limestone retaining walls	DCIHR	1
BH-581	Dartmouth Square and Environs ACA	ACA	ACA	1
BH-582	Dartmouth Square	Historic granite kerbing	Draft DCC DP App 8., 2.1	2
BH-583	1 Dartmouth Square	Two-storey over basement, three-bay end of terrace house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2147 DCC	1
BH-584	2 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2148 DCC	1
BH-585	3 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2149 DCC	1
BH-586	4 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2150 DCC	1
BH-587	5 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2151 DCC	1
BH-588	6 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2152 DCC	1
BH-589	7 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2153 DCC	1
BH-590	8 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on	RPS 2154 DCC	1

Constraint Number	Location	Description	Status	Evaluation
		upper floors and rock-faced granite ashlar at garden level		
BH-591	9 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2155 DCC	1
BH-592	10 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2156 DCC	1
BH-593	11 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2157 DCC	1
BH-594	12 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2158 DCC	1
BH-595	13 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2159 DCC	1
BH-596	14 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2160 DCC	1
BH-597	15 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2161 DCC	1
BH-598	16 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2162 DCC	1
BH-599	17 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2163 DCC	1
BH-600	18 Dartmouth Square	Two-storey over basement, three-bay end of terrace house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2164 DCC	1
BH-601	19 Dartmouth Square	Two-storey over basement, three-bay end of terrace house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2165 DCC	1
BH-602	20 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2166 DCC	1
BH-603	21 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on	RPS 2167 DCC	1

Constraint Number	Location	Description	Status	Evaluation
		upper floors and rock-faced granite ashlar at garden level		
BH-604	22 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2168 DCC	1
BH-605	23 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2169 DCC	1
BH-606	24 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2170 DCC	1
BH-607	25 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2171 DCC	1
BH-608	26 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2172 DCC	1
BH-609	60 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2208 DCC	1
BH-610	61 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2209 DCC	1
BH-611	62 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2210 DCC	1
BH-612	63 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2211 DCC	1
BH-613	64 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2212 DCC	1
BH-614	65 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2213 DCC	1
BH-615	66 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2214 DCC	1
BH-616	67 Dartmouth Square	Two-storey over basement, three-bay terraced house faced with red brick on	RPS 2215 DCC	1

Constraint Number	Location	Description	Status	Evaluation
		upper floors and rock-faced granite ashlar at garden level		
BH-617	68 Dartmouth Square	Two-storey over basement, three-bay end of terrace house faced with red brick on upper floors and rock-faced granite ashlar at garden level	RPS 2216 DCC	1
BH-618	Railway bridge at Dartmouth Road	Rock-faced ashlar abutments supporting replacement steel beam deck	DCIHR	3
BH-619	Dartmouth Road	Historic granite kerbing	Draft DCC DP App 8, 2.1	2
BH-620	19a & 19-25 Dartmouth Road	Two-storey, six-bay commercial building with channelled ashlar surround to doorway	n/a	4
BH-621	26 Dartmouth Road	Two-storey, two-bay house with brick front	RPS 2138 DCC	1
BH-622	27 Dartmouth Road	Two-storey, two-bay house with brick front	RPS 2139 DCC	1
BH-623	28 Dartmouth Road	Two-storey, two-bay house with rendered front and Wyatt window in arched recess	RPS 2140 DCC	1
BH-624	29 Dartmouth Road	Two-storey, three-bay house with brick front	RPS 2141 DCC	1
BH-625	30 Dartmouth Road	Two-storey, two-bay house with brick front	RPS 2142 DCC	1
BH-626	31 Dartmouth Road	Two-storey, two-bay house with brick front	RPS 2143 DCC	1
BH-627	32 Dartmouth Road	Two-storey over basement, two-bay semi-detached house faced with red brick and with two-storey wing on western side	RPS 2144 DCC	1
BH-628	33 Dartmouth Road	Two-storey over basement, two-bay semi-detached house faced with red brick	RPS 2145 DCC	1
BH-629	34 Dartmouth Road	Two-storey over basement, two-bay detached house faced with red brick and with two-storey wing on eastern side	RPS 2146 DCC	1
BH-630	5 Cambridge Terrace	Two-storey over basement, two-bay terraced house with brick-faced upper floors over rock-faced granite garden level	RPS 1115 DCC	1
BH-631	6 Cambridge Terrace	Two-storey over basement, two-bay end of terrace house with brick-faced upper floors over rock-faced granite garden level	RPS 1116 DCC	1
BH-632	7 Cambridge Terrace	Two-storey over basement, two-bay semi-detached house with brick-faced upper floors over rock-faced granite garden level	RPS 1117 DCC	1

Constraint Number	Location	Description	Status	Evaluation
BH-633	8 Cambridge Terrace	Two-storey over basement, two-bay semi-detached house with brick-faced upper floors over rock-faced granite garden level	RPS 1118 DCC	1
BH-634	9 Cambridge Terrace	Two-storey over basement, two-bay semi-detached house with brick-faced upper floors over rock-faced granite garden level	RPS 1119 DCC	1
BH-635	10 Cambridge Terrace	Two-storey over basement, two-bay semi-detached house with brick-faced upper floors over rock-faced granite garden level	RPS 1120 DCC	1
BH-636	11 Cambridge Terrace	Two-storey over basement, three-bay detached house faced with brick	RPS 1121 DCC	1
BH-637	74 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 6997 DCC	1
BH-638	75 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 6998 DCC	1
BH-639	76 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 6999 DCC	1
BH-640	77 Ranelagh Road	Two-storey over basement, two-bay, terraced house with rendered façade	RPS 7000 DCC	1
BH-641	78 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 7001 DCC	1
BH-642	79 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 7002 DCC	1
BH-643	80 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted end of terrace house with front door and entrance steps in wing to side	RPS 7003 DCC	1
BH-644	81 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted end of terrace house with front door and entrance steps in wing to side and with cast-iron balconettes on first and second floors	RPS 7004 DCC	1
BH-645	82 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7005 DCC	1
BH-646	83 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7006 DCC	1
BH-647	84 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7007 DCC	1
BH-648	85 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7008 DCC	1

Constraint Number	Location	Description	Status	Evaluation
BH-649	86 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7009 DCC	1
BH-650	87 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7010 DCC	1
BH-651	88 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7011 DCC	1
BH-652	89 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house with cast-iron balconettes on first and second floors	RPS 7012 DCC	1
BH-653	90 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 7013 DCC	1
BH-654	91 Ranelagh Road	Two-storey over basement, two-bay, brick-fronted terraced house	RPS 7014 DCC	1
BH-655	92 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house	RPS 7015 DCC	1
BH-656	93 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house	RPS 7016 DCC	1
BH-657	94 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house	RPS 7017 DCC	1
BH-658	95 Ranelagh Road	Three-storey over basement, two-bay, brick-fronted terraced house	RPS 7018 DCC	1

26.4.4.17 Tunnel South of Charlemont Station

26.4.4.17.1 Description

The proposed Project will run southward in tunnel from Charlemont Station for a short distance to Ranelagh Luas stop. The first part of this alignment would cross under the Luas Green Line and run to the west of it, crossing beneath Northbrook Road, Orchard Lane, Ranelagh Road and Manders Terrace. Alongside the tunnel and to the east is to be a second tunnel to provide an escape route in case of emergency.

26.4.4.17.2 Historical Background

Ranelagh Road is one of the routes out of the city that dates back to time immemorial. The northern part of the study area is an area that remained as open fields until the 19th century, with the exception of a few houses built in the 18th century, such as Old Mountpleasant and Selskar Terrace. Development began to take off in the area in the early 19th century, with the construction of projects such as Mountpleasant Square from 1807, to the west of Ranelagh Road.[142] Manders Terrace was commenced soon after this by Edward Manders.[143]

The village of Ranelagh is not of great age and was preceded by the village of Cullenswood, which was a little further to the south. Some earlier buildings remain in Ranelagh, but the genesis of the village as it

[142] Roundtree, p. 127.
[143] Kelly, p. 85.

is today lies in the opening of pleasure gardens in the grounds of a house called Willsbrook, just to the north of the village. There in 1769 an entrepreneur opened pleasure gardens, which he named Ranelagh Gardens, after the pleasure gardens of that name in London.[144] The gardens were closed in 1788 when Willsbrook was sold to a group of Carmelite nuns. By that time the name Ranelagh had become attached to the area and to the village that had grown up in the vicinity of the gardens.

Until the middle of the 18th century the city of Dublin was relatively compact, such that the circular roads, which were laid out under statutes passed in 1763 and 1777, ran for the most part through open countryside. Development took place along the radial routes to the city and gradually the built-up area expanded. In 1764 a new street was laid out connecting the road to Milltown to that leading to Donnybrook and it was named Northumberland Street in honour of the Lord Lieutenant at the time.[145] In 1790 the Grand Canal Company commenced the construction of its circular line to connect its original harbour at James's Street with the River Liffey near Ringsend and this was completed, with the Grand Canal Dock, in 1796.[146] The canal severed Northumberland Street, though no development had occurred along this street except at either end; the buildings at the western end becoming part of Charlemont Place, while those at the eastern end were incorporated into Leeson Street Upper.[147]

By the 1830s a house had been built to the south of the Grand Canal, probably the dwelling associated with a nursery, as most of the land between Ranelagh Road and Leeson Street Upper was then open farmland. This property belonged to Henry Reid, or Read, who held more than twelve hectares on which more than a dozen houses had been built by 1847.[148]

A significant trend that led to the growth of the Ranelagh area was the tendency of the middle classes to relocate beyond the boundaries of the city. Those boundaries had been set in 1840 and on the southern side of the city the boundary ran along the Grand Canal.[149] Locations outside the city not only provided for cleaner air and more space, but the rates paid annually to the local authority were lower. The initial disadvantage was the lack of a suitable system of local administration to provide paving, lighting, drainage and other services, but this was resolved by the passing of the Towns Improvement Act of 1828. The first district to adopt this act and establish a township was Kingstown, now Dun Laoghaire, which became a township in 1834. It was not until 1847 that Rathmines followed suit, becoming a township under the provisions of an Act of Parliament in July 1847.[150]

Following the closure of the Harcourt Street Railway line in 1958, the viaduct remained in place, while the track was lifted, and the bridges removed for their scrap value. Following years of proposals for a new railway on the former Harcourt Street line the necessary Light Railway Order was signed in 1999, construction commenced in 2001 and the line opened from St Stephen's Green to Sandyford in 2004.[151]

26.4.4.17.3 Protection Status

There is a significant number of protected structures along this part of the study area, as well as the Elmwood Avenue Upper and Lower and Elmpark Avenue ACA, which lies on the eastern side of the Luas Green Line viaduct just to the south of The Angle in Ranelagh village. The protected structures include thirteen in Ranelagh Road, six in Selskar Terrace, nine in Manders Terrace, ten in Charleston Road, 27 in Oakley Road, nine in Dunville Road and 11 in Moyne Road.

Table 26.27: Architectural Heritage Constraints beyond Charlemont Station

Constraint Number	Location	Description	Status	Evaluation
BH-659	1 Cambridge Terrace	Two-storey over basement, two-bay end of terrace house with brick-faced	RPS 1111 DCC	1

[144] Kelly, pp. 43-47, 60.
[145] Goodbody, 2014, pp. 2, 33.
[146] Delany, 1973, pp. 51-53.
[147] As seen on Fadden, 1797, Campbell, 1811 and OS 1843.
[148] Griffith, Richard, 1847, pp. 61-65.
[149] Act of Parliament, 3 & 4 Vict, c. 108.
[150] Ó Maitiú, pp. 24-25, 36.
[151] MacAongusa, 2003, pp. 94-96.

Constraint Number	Location	Description	Status	Evaluation
		upper floors over rock-faced granite garden level and with entrance-level oriel window		
BH-660	2 Cambridge Terrace	Two-storey over basement, two-bay terraced house with brick-faced upper floors over rock-faced granite garden level and with entrance-level oriel window	RPS 1112 DCC	1
BH-661	3 Cambridge Terrace	Two-storey over basement, two-bay terraced house with brick-faced upper floors over rock-faced granite garden level	RPS 1113 DCC	1
BH-662	4 Cambridge Terrace	Two-storey over basement, two-bay terraced house with brick-faced upper floors over rock-faced granite garden level	RPS 1114 DCC	1
BH-663	Railway bridge at Northbrook Road	Rock-faced ashlar abutments supporting replacement steel beam deck	DCIHR	3
BH-664	1 Osborne Terrace, Northbrook Road	Two-storey, two-bay, semi-detached house faced with brick	RPS 6140 DCC	1
BH-665	2 Osborne Terrace, Northbrook Road	Two-storey, two-bay, semi-detached house faced with brick	RPS 6141 DCC	1
BH-666	15a Northbrook Road	Two-storey over basement plus attic storey institutional building of rock-faced ashlar and with tower rising at front	RPS 5859 DCC	1
BH-667	Railway bridge at Ranelagh	Rock-faced ashlar abutments supporting replacement steel beam deck	DCIHR	3
BH-668	Seventh Day Adventist church, Ranelagh Road	Brick-faced, gable-fronted church building with single-storey element to side	n/a	4
BH-669	47 Ranelagh Road	Two-storey over basement, three-bay, detached house with brick upper floors over rock-faced granite garden level	n/a	3
BH-670	52 Ranelagh Road	Two-storey over basement, two-bay, semi-detached house with brick upper floors over rendered garden level	RPS 6978 DCC	1
BH-671	53 Ranelagh Road	Two-storey over basement, three-bay, semi-detached house with brick upper floors over rendered garden level	RPS 6979 DCC	1
BH-672	54 Ranelagh Road	Two-storey over basement, rendered two-bay end of terrace house with single-bay wing recessed behind façade	RPS 6980 DCC	1
BH-673	55 Ranelagh Road	Two-storey over basement, terraced two-bay house with brick on first	RPS 6981 DCC	1

Constraint Number	Location	Description	Status	Evaluation
		floor and channelled render at entrance level		
BH-674	56 Ranelagh Road	Two-storey over basement, terraced two-bay house with brick on first floor and rendered at entrance level	RPS 6982 DCC	1
BH-675	57 Ranelagh Road	Two-storey over basement, terraced two-bay house with rendered façade	RPS 6983 DCC	1
BH-676	58 Ranelagh Road	Two-storey over basement, terraced two-bay house with rendered façade	RPS 6984 DCC	1
BH-677	59 Ranelagh Road	Two-storey over basement, terraced two-bay house with rendered façade	RPS 6985 DCC	1
BH-678	60 Ranelagh Road	Two-storey over basement, terraced two-bay house with rendered façade	RPS 6986 DCC	1
BH-679	61 Ranelagh Road	Two-storey over basement, terraced two-bay house with rendered façade	RPS 6987 DCC	1
BH-680	62 Ranelagh Road	Two-storey over basement, rendered two-bay end of terrace house with single-bay wing recessed behind façade	RPS 6988 DCC	1
BH-681	63 Ranelagh Road	Two-storey, two-bay end of terrace house with brick façade	RPS 6989 DCC	1
BH-682	64 Ranelagh Road	Two-storey, four-bay terraced house with brick façade	RPS 6990 DCC	1
BH-683	1 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 7481 DCC	1
BH-684	2 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 7482 DCC	1
BH-685	3 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 7483 DCC	1
BH-686	4 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 7484 DCC	1
BH-687	5 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house with Wyatt window at ground-floor level	RPS 7485 DCC	1
BH-688	6 Selskar Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 7486 DCC	1
BH-689	1 Manders Terrace	Two-storey over basement, four-bay brick-fronted house with carriage arch	RPS 4863 DCC	1
BH-690	2 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4864 DCC	1
BH-691	3 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4865 DCC	1
BH-692	4 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4866 DCC	1
BH-693	5 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4867 DCC	1
BH-694	6 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4868 DCC	1

Constraint Number	Location	Description	Status	Evaluation
BH-695	7 Manders Terrace	Two-storey over basement, three-bay brick-fronted house	RPS 4869 DCC	1
BH-696	8 Manders Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 4870 DCC	1
BH-697	9 Manders Terrace	Three-storey over basement, two-bay brick-fronted house	RPS 4871 DCC	1
BH-698	Railway bridge at Charleston Road	Rock-faced ashlar abutments supporting replacement steel beam deck	DCIHR	3
BH-699	Ranelagh Gardens Park	Former Ranelagh Gardens, now a public park, with a lake	n/a	4
BH-700	Railway bridge at Ranelagh Road	Arched access to park with limestone radiating voussoirs	DCIHR	3
BH-701	32 Charleston Road	Two-storey, two-bay brick-fronted house	RPS 1429 DCC	1

26.4.5 Proposed MetroLink Grid Connections

Two 110kV GIS stations are to be provided as part of the proposed Project, one at the DANP and the other at Dardistown Depot. These substations will be provided with power from existing HV substations located at Belcamp, which is a 220kV station, and the 110kV station at Newbury. In each case the provision of the power supply will necessitate the laying of cables beneath the ground and analysis has been carried out by ESBN to determine the preferred route for the cables. The three proposed routes are outlined below, identifying any architectural heritage sites that may be affected. It is not anticipated that there would be any direct impact due to vibration or settlement along the routes other than as noted below, and there would be no indirect impacts.

26.4.5.1 Forrest Little to Belcamp

Three options were considered by ESBN for the route of the cable between the 220kV substation at Belcamp and the Metrolink GIS station at Forrest Little. The selected option will take the cable southward from the Belcamp substation to the R139, from where it will run eastward along that road to the Clare Hall junction, where it is to turn northward along the R107 Malahide Road. On reaching Baskin Lane the cable is to run westward to the junction with Stockhole Lane, where it turns north to run along Naul Road to reach the GIS station site at Forrest Little.

Along the Malahide Road the route of the cable would cross two bridges. The one carrying Malahide Road over the Mayne River has been widened and it is not certain whether any of the original bridge survives below the road. A little to the north, close to the junction with Limekiln Lane, Malahide Road crosses over St Doolough's Bridge, which is a twin-arched bridge, probably dating from the 18th or early 19th century.

Table 26.28: Architectural Heritage Constraints on Cable Route between Forrest Little and Belcamp

Constraint Number	Location	Description	Status	Evaluation
BH-702	St Doolough's Bridge	Small twin-span masonry arched bridge carrying Malahide Road over a stream	n/a	4

26.4.5.2 Newbury to Ballystruan

As with the route between Belcamp and Forrest Little, three options were considered for the route running from the substation at Newbury to the GIS station at Ballystruan. The preferred route runs from

the substation in the Clonshaugh Business and Technology Park, running eastward, then southward and westward within the Business and Technology Park and the Gateway Business Campus to reach the eastern side of the M1 Motorway before crossing the motorway to Turnapin Lane. From Turnapin Lane the route runs westward, then turns northward to run beneath the M50 Motorway and up the R132 Swords Road, then running westward to join the Old Airport Road to the destination at Dardistown.

Along this route the cable would cross the site of Turnapin Bridge, though the bridge appears to have either been replaced with a wider concrete bridge or to have been buried beneath the widened road.

26.4.5.3 Ballystruan to Forrest Little

The third cable route would connect the two GIS stations at Forrest Little and Ballystruan. Three route options were examined before the preferred route was selected, running from Ballystruan westward along Harristown Road and the R108 to the junction with the R122. From there, the route will run northward, turning eastward to run along Naul Road to Forrest Little.

This route would not cross any historic bridges and would not affect any other architectural heritage.

26.5 Predicted Impacts

This section examines the study area in the same sequence as the study of the baseline environment. Where a potential impact is identified it is included in tabular form and given an impact reference with the prefix AHI. Each affected feature is listed in the second column along with the BH number assigned to it in the baseline survey.

Unless otherwise specified, all impacts included below are negative impacts.

The potential impacts are separated into those that may occur during the Construction Phase and those which may occur during the Operational Phase. The latter includes day-to-day operation of the metro and also maintenance factors insofar as they are known at this stage. Rolling stock are to be maintained at the Dardistown Depot, away from elements of architectural heritage. Maintenance of the tunnel, the track, signals, drainage, the stations and other elements of the proposed Project will be the subject of a detailed maintenance plan to be developed by the future operator of the system. However, it is not anticipated that there will be any significant impacts on architectural heritage arising through operation.

In all cases where the built heritage structures are in the vicinity of the proposed tunnelling these buildings will be included in the Property Owner Protection Scheme, whereby they are to have condition surveys carried out prior to the commencement of tunnelling and again after completion. In those cases where the POPS survey identifies that damage has occurred as a result of the tunnelling works repairs are to be to be prepared in accordance with method statements prepared by the POPS Conservation Architects and approved where necessary by the MetroLink Project Conservation Architect (PCA). It is currently envisaged that all such repairs will relate to the infilling of cosmetic cracking and will not constitute 'works'.

The potential impacts of the tunnelling works on structures of architectural heritage significance will be temporary. In an EIAR "temporary" relates to effects that last less than a year – however, as the TBMs will move at a rate of approximately 10m a day the impact in the vicinity of any particular building will be of much shorter duration. The duration of the construction of each of the stations is set down in Chapter 5 (MetroLink Construction Phase) and this indicates the timescale during which there would be works carried out in the vicinity of those structures of architectural heritage significance that are close to a proposed station. The direct impacts would not last for the full length of time that the station is under construction as specific works, such as blasting, would be of much shorter duration at a certain stage during the construction of the station and thus be temporary in nature. However, the duration of indirect visual impacts from hoarding and the presence of construction plant and equipment, will be 'short term' relating to effects lasting one to around nine years.

Chapter 20 (Soils & Geology) and appendix A5.17 address the potential for settlement arising from the tunnelling operation and estimates the degree of settlement that may occur at certain structures, some of which are of architectural heritage significance.

26.5.1 AZ1: Northern Section

26.5.1.1 Estuary Station

26.5.1.1.1 Description of the Proposed Project

The northern terminus of the proposed Project would be at Lissenhall Little, to the west of the R132 Swords Bypass. This will include Estuary Station with a large multi-storey Park and Ride Facility and access roads. The works will cover a substantial area of land, stretching more than 300m along the western side of the N132 and extending more than 400m westward. The existing Ennis Lane is to be severed, with the eastern part providing access to the station, which will cross the line of Ennis Lane, while to the west of the station Ennis Lane is to be modified to provide for access to adjoining lands. It is proposed to erect noise barriers to screen the Emmaus Retreat Centre on Ennis Lane from operational noise generated in the vicinity; some of these barriers will be 2.5m high and others 3m high.

26.5.1.1.2 Potential Impacts at Construction Phase

Table 26.29: Potential Direct Impacts During Construction at Estuary Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 1	BH-2: Demesne of Lissenhall Little. Short sections of wall survive adjacent to gateway and alignment of driveway still extant	Very low	High	Slight	The construction of Estuary Station and associated works will directly impact these sections of wall and the remnants of the driveway resulting in their total loss and will also remove some of the surviving hedgerows within the demesne. The magnitude of this impact is high, but the impact affects features of low heritage value, so the effect is considered to be slight.
AHI- 2	BH-3: Balheary demesne	Medium	High	Very Significant	The construction of the scheme, including Estuary Station, the realignment of Ennis Lane and associated works will directly impact on 500m of the demesne wall of the former Balheary House resulting in its removal. There will also be some impact on surviving hedgerows and trees within the demesne, though most would be outside the work area and would be unaffected. The magnitude of this impact is high, and the demesne wall is a surviving feature of Balheary demesne; the impact will be very significant.

There would be no potential indirect impacts in this section of the study area at Construction Phase.

26.5.1.1.3 Potential Impacts at Operational Phase

Table 26.30: Potential Direct Impacts at Operational Phase at Estuary Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 3	BH-2: Demesne of Lissenhall Little	Negligible	High	Not significant	The changes to the eastern part of the former demesne of Lissenhall Little will be permanent with resultant alteration of its character through the construction of Estuary Station and its associated roads and parking on former demesne lands. The magnitude of this impact is high, but the affects features of low heritage value, so the effect is considered to be slight.
AHI- 4	BH-3: Balheary demesne wall	Medium	High	Very significant	The changes to the land in the vicinity of Balheary demesne will be permanent and will impact the setting of the demesne. While the demesne itself has been altered to a significant degree the demesne wall survives along the frontage of Ennis Lane and would be impacted. The magnitude of this impact is high, but the demesne is much altered, and the impact is considered to be slight.

Table 26.31: Potential Indirect Impacts at Operational Phase at Estuary Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 5	BH-3: Balheary demesne	Medium	High	Very Significant	The changes to the land in the vicinity of Balheary demesne, including the erection of noise barriers, will be permanent and will impact the setting of the demesne, however the demesne has been altered significantly with resultant loss of character and hence the significance of the effect is lower than if it had been intact The magnitude of this impact is high, but the demesne is much altered, and the impact is considered to be very significant.

26.5.1.2 Broadmeadow River and Ward River

26.5.1.2.1 Description of the Proposed Project

The proposed Project will run southward from Estuary Station to the northern bank of the Broadmeadow River, from where it will run on a viaduct over low-lying land for a distance of about 260m, crossing the Ward River. The elevated alignment is to be 30m to 34m from the western face of Lissenhall Bridge and

18m from Balheary Bridge and will be 4m to 5m above the field level to the south of Broadmeadow River. A footbridge over the Ward River stands approximately 75m to the west of the proposed alignment.

26.5.1.2.2 Potential Impacts at Construction Phase

Table 26.32: Potential Direct Impacts During Construction at Broadmeadow River and Ward River Viaduct

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 6	BH-4: Lissenhall Bridge	High	High	Profound	The construction of the viaduct for the proposed Project will take place in proximity to the bridge and will have the potential to impact the bridge directly through accidental damage or use by construction vehicles and machinery. The magnitude of this impact would be high, and the potential effect would be profound.
AHI- 7	BH-3: Balheary Bridge	High	High	Profound	The construction of the viaduct for the proposed Project will take place in proximity to the bridge and will have the potential to impact the bridge directly through accidental damage or use by construction vehicles and machinery. The magnitude of this impact would be high, and the potential effect would be profound.

Table 26.33: Potential Indirect Impacts During Construction at Broadmeadow River and Ward River Viaduct

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 8	BH-4: Lissenhall Bridge	High	High	Profound	The construction of piles as part of the works will have the potential to damage the bridge through vibration or settlement. The magnitude of this impact would be high, and the potential effects would be profound.
AHI- 9	BH-3: Balheary Bridge	High	High	Profound	The construction of piles as part of the works will have the potential to damage the bridge through vibration or settlement. The magnitude of this impact would be high, and the potential effects would be profound.

26.5.1.2.3 Potential Impacts at Operational Phase

Following the completion of the proposed Project, the Broadmeadow and Ward River Viaduct will be in place permanently and will have the overhead line electricity (OHLE) pylons and cables necessary to provide power to the system. There will be no direct effects on architectural heritage during the Operational Phase in this section of the study area.

Table 26.34: Potential Indirect Impacts at Operational Phase at Broadmeadow River and Ward River

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 10	BH-4: Lissenhall Bridge	High	Medium	Very significant	The finished project will result in a raised viaduct running in proximity to the bridge, which is a National Monument, and with high OHLE pylons and cables with consequent visual impact on the setting of the bridge. The magnitude of this impact will be medium, and the potential impact will be very significant.
AHI- 11	BH-3: Balheary Bridge	High	Medium	Significant	The finished project will result in a raised viaduct running in proximity to the bridge and with high OHLE pylons and cables with consequent visual impact on the setting of the bridge. The magnitude of this impact will be high, and the potential effects will be significant.

26.5.1.3 Ward River to Dublin Airport North Portal

26.5.1.3.1 Description of the Proposed Project

To the south of Ward River, the proposed Project is to run on a viaduct raised above ground, initially along the western side the R132 before crossing to the eastern side. The route would run some 4.5km to the proposed Fosterstown Station, to the south of which the route is to turn southward, crossing the R132 and Naul Road.

26.5.1.3.2 Potential Impacts at Construction Phase

There would be no direct effects on the milestone (BH-8) arising from the proposed Project at either Construction Phase or Operational Phase.

Table 26.35: Potential Direct Impacts During Construction between Ward River and DANP

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 12	BH-9: Pair of semi-detached houses	V. Low	High	Slight	The construction of the viaduct for the proposed Project will result in the demolition of these houses. The magnitude of this impact would be high, though as the houses are of low architectural heritage merit the impact would be slight.
AHI- 13	BH-10: Pair of semi-detached houses	V. Low	High	Slight	The construction of the viaduct for the proposed Project will result in the demolition of these houses. The magnitude of this impact would be high, though as the houses are of low architectural heritage merit the impact would be slight.

There would be no indirect effects on architectural heritage at Construction Phase in this part of the study area and no effects at Operational Phase.

26.5.2 AZ2: Airport Section

26.5.2.1 Dublin Airport Station

26.5.2.1.1 Description of the Proposed Project

At the DANP, the route is to descend into a tunnel that will run beneath the airport, emerging back to the surface at the DASP at Dardistown.

Dublin Airport Station will be located on this section of the route and is to be constructed in an underground box by means of cut and cover construction, with ventilation grilles, lift and staircases at surface level. The station is to be located in an area at present used for surface car parking. Alongside this car park, to the west, is a covered walkway, beyond which is the Church of Our Lady Queen of Heaven, which is a protected structure. The original airport terminal building is also a protected structure but is some 350m from the proposed station site and hence is not considered in this assessment.

The work area for the station is to be adjacent to the covered walkway and this walkway is to remain in situ, between the work area and the church.

26.5.2.1.2 Potential Impacts at Construction Phase

There would be no direct effects on architectural heritage at Construction Phase.

Table 26.36: Potential Indirect Impacts During Construction Phase at Dublin Airport Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI-14	BH-11: Church of Our Lady Queen of Heaven	High	Medium	Very significant	The construction of the station at Dublin Airport will take place in proximity to the church and will have the potential to impact the church indirectly through vibration or settlement. In particular, there is potential for vibrations to damage the stained glass in the church. The magnitude of this impact would be medium, and the potential effect would be very significant.

26.5.2.1.3 Potential Impacts at Operation Phase

Table 26.37: Potential Indirect Impacts at Operational Phase at Dublin Airport Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI-15	BH-11: Church of Our Lady Queen of Heaven	High	Negligible	Not significant	The station at Dublin Airport is to be located below ground but is to have associated structures above ground level ventilation grilles, staircases and lift. There is a potential visual impact on the setting of the church. The magnitude of this impact would be moderate, but the church is separated from the station site by a covered walkway that will act as a screen, as a result of which the potential effects will be not significant.

26.5.3 AZ3: Dardistown to Northwood

26.5.3.1 Dardistown to M50 Motorway

26.5.3.1.1 Description of the Proposed Project

A substantial depot for the proposed Project is to be located at Dardistown to the west of the route, which will continue southward from the DASP at Dublin Airport towards the M50. The line is to cross over the M50 on a viaduct and descend to ground level on the southern side.

There are no structures of architectural heritage significance in this section of the study area.

26.5.3.2 M50 Motorway to Northwood

26.5.3.2.1 Description of the Proposed *Project*

On reaching the southern side of the M50 the route will descend to enter Northwood Portal, beyond which it will run in a tunnel to the southern end of the route. In its approach to the portal the line will cross the driveway of a private house and will then cross the Old Ballymun Road and noise barriers will be erected to rise 2m above track level to ameliorate the noise from the proposed Project where it is raised on an embankment. At this point the Old Ballymun Road turns from a more or less northward direction towards the north-west and at the bend in the road is an access road leading into a commercial facility. This will require the realignment of the Old Ballymun Road to the east of the proposed route so as to maintain accessibility to the private house and the commercial facility. The section of the Old Ballymun Road that lies to the west of the route and the proposed portal will be severed and will require a new access. It is proposed to run a new access road from a junction to the south of the portal, through the adjacent land to the west of Old Ballymun Road, where it would run northward to connect with the severed section of the road.

The land through which the proposed alignment would run is part of the grounds of Santry Lodge.

26.5.3.2.2 Potential impacts at Construction Phase

Table 26.38: Potential Direct Impacts During Construction between the M50 Motorway and Northwood Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI-16	BH-13: House on Old Ballymun Road to the north of gate lodge of Santry Lodge	V. Low	High	Slight	The realignment of Old Ballymun Road and the construction of the portal will require the demolition of this house. The magnitude of this impact will be high, though the house has no statutory status. The predicted effect would be slight.
AHI-17	BH-15: Gate lodge, gates and walls at Santry Lodge	V. Low	High	Slight	The realignment of Old Ballymun Road and the construction of the portal will require the demolition of the gate lodge and gateway at Santry Lodge. The magnitude of this impact will be high, though the lodge and gateway have no statutory status. The predicted effect would be slight.
AHI-18	BH-16: House on Old Ballymun	V. Low	High	Slight	The realignment of Old Ballymun Road and the provision of a new access road will require the

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	Road to the south of gateway to Santry Lodge				demolition of this house. The magnitude of this impact will be high, though the architectural heritage significance of this house is low. The predicted effect would be slight.

Table 26.39: Potential Indirect Impacts During Construction Phase between the M50 Motorway and Northwood Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 19	BH-14: Santry Lodge	Medium	High	Significant	The realigned section of Old Ballymun Road will run through the grounds of Santry Lodge at a distance of 60m directly to the front of the house, severing it from its present access and gateway and from its gate lodge. The magnitude of this impact would be high, and the architectural heritage value of the house is medium and so the predicted level of the indirect effect is significant.

26.5.3.2.3 Potential Impacts at Operational Phase

Table 26.40: Potential Indirect Impacts at Operational Phase between the M50 Motorway and Northwood Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 20	BH-14: Santry Lodge	Medium	High	Significant	The realigned section of Old Ballymun Road will run through the grounds of Santry Lodge at a distance of 60m directly to the front of the house, severing it from its present access and gateway and from its gate lodge. There will also be a visual impact on the setting of Santry Lodge, including the impact of noise barriers. The magnitude of this impact would be high, and the architectural heritage value of the house is medium and so the predicted level of the indirect effect is significant.

26.5.4 AZ4: Northwood to Charlemont

26.5.4.1 Northwood to Collins Avenue

26.5.4.1.1 Description of the Proposed Project

The route is to run in tunnel from the Northwood Portal at Old Ballymun Road southward and in this part of the study area there will be stations at Northwood and Ballymun. The former is to be located beneath Ballymun Road at the junction with Northwood Avenue, while the latter will be at Ballymun town centre, at the junction with Balbutcher Lane.

There will be no impact on architectural heritage arising from this section of the proposed Project.

26.5.4.2 Collins Avenue Station

26.5.4.2.1 Description of the Proposed Project

The station is to be located underground, partly beneath the landscaped forecourt to the Church of Our Lady of Victories and partly under Ballymun Road, Albert College Road and an area of open space adjacent to Ballymun Road. In common with the other underground stations this will have features above ground level. The principal access is to be located in the landscaped area in front of the church, adjacent to the public footway on Ballymun Road. An emergency stairway and an intervention shaft are to be located further into the landscaped area and others in the strip of open space to the south. Skylights are also to be located in the open space to the front of the church. Ventilation grilles will be located in the central median of Ballymun Road, at Albert College Drive and within the open spaces.

26.5.4.2.2 Potential Impacts at Construction Phase

Table 26.41: Potential Direct Impacts During Construction Phase at Collins Avenue Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 21	BH-17: Pillar letter box at Albert College Drive	Low	High	Slight	The pillar letter box is located within the work area for Collins Avenue Station and will need to be removed during construction. The effect will be slight.
AHI- 22	BH-18: Church of Our Lady of Victories	Medium	High	Significant	The construction of the station will require excavation of the landscaped forecourt of the church and provision of above-ground structures associated with the station within the church grounds. The magnitude of the impact will be high, and the architectural heritage value of the church is medium. The effect will be significant.

Table 26.42: Potential Indirect Impacts During Construction Phase at Collins Avenue Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 23	BH-18: Church of Our Lady of Victories	Medium	High	Significant	The construction of Collins Avenue Station will take place partly on the forecourt of the church and will have the potential to impact the church indirectly through vibration or settlement. In particular, there is potential for vibrations to damage the stained glass in the church. The works will have a visual impact on the setting of the church. The magnitude of this impact would be high, and the potential effect would be significant.

26.5.4.2.3 Potential Impacts at Operational Phase

Table 26.43: Potential Indirect Impacts at Operational Phase at Collins Avenue Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 24	BH-18: Church of Our Lady of Victories	Medium	Medium	Significant	The station at Collins Avenue is to be located below ground but is to have associated structures above ground level including an access, emergency stairway and intervention shaft in addition to a revised landscaping design and significant bicycle parking provisions. There is a potential

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					visual impact on the setting of the church. The magnitude of this impact would be significant.

26.5.4.3 Albert College Park Intervention Shaft

26.5.4.3.1 Description

On the alignment southward from Collins Avenue Station the tunnel is to run beneath Albert College Park, where an intervention shaft is to be located. The structures associated with the shaft are to be sited in an area near Ballymun Road, set back from the street boundary. Access to the park for the works will require the removal of a section of the boundary onto Ballymun Road during the works, though this is to be reinstated on completion.

26.5.4.3.2 Potential Impacts at Construction Phase

There would be no potential impacts on architectural heritage at Construction Phase.

26.5.4.3.3 Potential Impacts at Operational Phase

There would be no potential impacts on architectural heritage at Operational Phase.

26.5.4.4 Griffith Park Station

26.5.4.4.1 Description of the Proposed Project

A station is to be provided at Griffith Park on grounds currently laid out as a sports pitch.

The site for the station is a sports field that lies between Whitehall College and Mobhi Road. The indicative construction site takes up the entire sports field and the works will necessitate the demolition of a building used as a changing room associated with Home Farm Football Club and the removal of part of the railings along the street frontage and to the south of the pitch alongside the avenue to the college. The above-ground elements of the station, including air intake shafts, fire access lifts, ventilation grilles and access points will be concentrated on the western side of the station, towards the road.

The works will also require that the gateway to the college be removed and reinstated further back along the entrance driveway to facilitate the entrance to the station and ensure that it is outside the college gates.

26.5.4.4.2 Potential Impacts at Construction Phase

Table 26.44: Potential Direct Impacts During Construction Phase at Griffith Park Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 25	BH-21: Whitehall College	High	Medium	Very significant	The construction of the station will require excavation of the playing fields to the front of the college and provision of above-ground structures associated with the station. The magnitude of the impact will be medium, and the architectural heritage value of the college is high. The effect will be very significant.
AHI- 26	BH-21: Whitehall College	High	Medium	Very significant	The railings to the front of the college and alongside the driveway to the college will be removed and the entrance to the college, with its gates, gate piers and railings will be taken up and reinstated further back along the access driveway to the college. The magnitude of the impact will be medium, and the architectural heritage value of the college is high. The effect will be very significant.

Table 26.45: Potential Indirect Impacts During Construction Phase at Griffith Park Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 27	BH-21: Whitehall College	High	Medium	Very significant	The construction of the station will require excavation of the playing fields to the front of the college which will affect the setting of the college buildings. The magnitude of the impact will be medium, and the architectural heritage value of the college is high. The effect will be very significant.

26.5.4.4.3 Potential Impacts at Operational Phase

Table 26.46: Potential Direct Impacts at Operational Phase at Griffith Park Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 28	BH-21: Whitehall College	High	Medium	Moderate	The gateway is to be relocated, which will be a permanent impact on the protected structure. The magnitude of the impact will be medium, and the architectural heritage value of the college is

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					high. The impact will be moderate.

Table 26.47: Potential Indirect Impacts at Operational Phase at Griffith Park Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 29	BH-21: Whitehall College	High	Medium	Moderate	The construction of the station will result in permanent above-ground features to the front of the college and within its curtilage, which will affect its setting. The magnitude of the impact will be medium, and the architectural heritage value of the college is high. The impact will be moderate.

26.5.4.5 Griffith Park Station to Glasnevin Station

26.5.4.5.1 Description of the Proposed Project

To the south of Griffith Park, the route will continue in tunnel, running to the east of Botanic Road initially before crossing over to the western side to reach the proposed site for Glasnevin Station. As was noted above, the study area includes some buildings that are protected structures as well as a number of structures that are listed in the NIAH and it also includes parts of a CA and an ACA.

26.5.4.5.2 Potential Impacts at Construction Phase

Table 26.48: Potential Indirect Impacts During Construction Phase from Griffith Park Station to Glasnevin Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 30	BH-23 – Dean Swift Bridge	Medium	Negligible	Imperceptible	The bridge lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value high. The effect will be imperceptible

There will be no direct impacts during Construction Phase in this section of the study area.

26.5.4.5.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts during Operational Phase in this section of the study area.

26.5.4.6 Glasnevin Station

26.5.4.6.1 Description of the Proposed Project

There is to be a major proposed transport interchange at Glasnevin Station, adjacent to Cross Guns Bridge on the Royal Canal. At present Prospect Road crosses the canal at this point, offering bus alignments as public transport, while the canal is little used for transportation. There are, however, two railway lines that run beneath Prospect Road and run parallel to the canal, though neither offers interconnection with the road as there is no railway station at this point. Both of these lines terminate at Connolly Station to the east; to the west one turns southward to cross to the Heuston to Cork Line via the Phoenix Park tunnel and the other is the commuter line to Maynooth, though the two lines interconnect to the west of Cross Guns Bridge. The works will involve alterations to the two existing railway lines in either direction, with the existing track levels lowered by up to 2.5m to allow for a tie-in with the station and to provide clearance for electric cabling under the two overbridges at Prospect Road to facilitate the electrification of the line under the DART Expansion project. The next station to the west on the Maynooth Line is at Broombridge, where the railway interconnects with the Luas Green Line.

The proposed station at Glasnevin will provide a station box on the proposed alignment, interconnecting with the road, and the provision of a main line railway station serving both mainline routes.

The provision of the interconnecting station at Glasnevin will involve the construction of the station box between 24.5m and 25.5m deep beneath the Western Commuter Line and South Western Commuter Line on the western side of Prospect Road. This would occupy the space to the rear of the houses in Dalcassian Downs at its northern end and would run close to the Royal Canal at its southern end. In between these extremities the station box would be on the site of the open space at Dalcassian Downs, the Brian Boru licensed premises, a terrace of three houses in office use and a retail carpet warehouse, as well as crossing beneath the two railway lines. The construction of the station will necessitate the removal of the historic railings at Dalcassian Downs, the demolition of the licensed premises, the three houses and the carpet warehouse. It will be necessary to close the canal for a period during construction and to drain the canal basin temporarily to enable the northern side of the basin, with its towpath, to be separated from the canal by piling to allow for works to be carried out. During the works the northern towpath will be closed to public access and an alternative access will be provided on the southern side of the canal which will also ensure there is no inadvertent impact on the proposed Royal Canal Way. This will be facilitated by the insertion of a cantilevered temporary pedestrian and cycle path along the southern tow path and a temporary bridge over the canal, utilising the abutments of a former railway bridge adjacent to the sixth lock. The temporary bridge will accommodate pedestrians/cyclists, emergency vehicles and residential access to Coke Oven Cottages. Upon completion of the works in this area the canal basin will be drained again to facilitate the removal of the piling, following which the canal margin and towpaths will be reinstated and reopened to the public and the temporary bridge will be removed. These works will be carried out in association with Waterways Ireland.

The provision of the main line railway station is to involve the removal of the western section of the railway tunnel and the cut-and-cover section beyond it, along with the ground between the two railways. None of these are protected structures, though the railway tunnel is included in the NIAH. The railways at this location, including the railway bridges and the tunnel, are included in the DCIHR.

26.5.4.6.2 Potential Impacts at Construction Phase

Table 26.49: Potential Direct Impacts During Construction at Glasnevin Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 31	BH-29: Railings and gates at	High	High	Profound	The railings lie within the work area for Glasnevin Station and a significant section is to be removed during construction and

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	Dalcassian Downs				reinstated on completion of the works in this area. During the works the site will need to be closed off with a good quality hoarding bearing appropriate historical images. The magnitude of the impact will be high, and the architectural heritage value of the railings is high. The impact will be profound.
AHI- 32	BH-31: Brian Boru, 5 Prospect Road	Medium	High	Very significant	These licensed premises are to be demolished to facilitate the construction of Glasnevin Station. The magnitude of the impact will be high, and the architectural heritage value of the building is medium. The impact will be very significant.
AHI- 33	BH-32: Three houses at 1 to 3 Prospect Road	Low	High	Moderate	These houses are to be demolished to facilitate the construction of Glasnevin Station. The magnitude of the impact will be high, and the architectural heritage value of the three buildings is Low. The impact will be moderate.
AHI- 34	BH-36: Railway tunnel at Cross Guns	Medium	High	Very significant	The western section of this tunnel will be demolished as it extends westward from Prospect Road beneath the carpet showroom and projects into the site for the proposed station. The retaining wall on the southern side of the tunnel and adjacent railway cutting will be taken down and rebuilt to facilitate the provision of a railway platform. The magnitude of the impact will be high, and the architectural heritage value of the tunnel is medium, though not all of it would be removed. The impact will be very significant.
AHI- 35	BH-41: Disused railway bridge	Low	High	Significant	The excavations required for the construction of the station will necessitate the demolition of the railway bridge to the west of the Cross Guns tunnel (Irish Rail reference OBD221). The magnitude of the impact will be high, and the architectural and industrial heritage value of the bridge is medium. The impact will be very significant.

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 36	BH-38: Fifth Lock, Royal Canal	High	Low	Moderate	The canal lock lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value high. The effect will be moderate
AHI- 37	BH-39: Royal Canal	High	High	Very significant	The construction of the station will necessitate the closure of the Royal Canal and dewatering and infilling of a section of the canal during construction, with reinstatement on completion. Depending on condition, part or all of the quay wall on the northern side of the canal will be removed and reinstated at the end of the works in this area. The towpath will be closed for the duration of the works. Depending on condition, the southern quay wall may require repair to support the temporary pedestrian and cycle path. The magnitude of the impact will be very significant, and the architectural and industrial heritage value of the canal is high. The impact will be very significant, though the canal will be reinstated.
AHI- 38	BH-39: Royal Canal	Low	High	Moderate	The retaining wall on the northern side of the canal, bordering the railway will be taken down and will be rebuilt. The magnitude of the impact will be significant, and the architectural and industrial heritage value of the canal wall is low. The impact will be moderate.
AHI- 39	BH-42: Abutments of former railway bridge	High	High		To facilitate movement along the Royal Canal Greenway and to provide access to the houses known as Coke Oven Cottages it will be necessary to provide a temporary bridge over the canal. This will be erected on the surviving abutments of a former bridge that carried a railway siding over the canal. The magnitude of the impact will be high, and the architectural and

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					industrial heritage value of the bridge abutments is high. The impact will be very significant.
AHI- 40	BH-44: South Western Commuter Line to Phoenix Park tunnel	Low	Low	Slight	The railway line will be regarded as part of the works to construct the interchange at Glasnevin Station, affecting approximately 750m of the track. The track itself is not of heritage value, being a later replacement, while the historic levels, the embankments and retaining walls will be impacted. The magnitude of the impact will be low, and the heritage value of the railway is low. The impact will be slight.
AHI- 41	BH-47: Western Commuter Line	Low	Low	Slight	The railway line will be regarded as part of the works to construct the interchange at Glasnevin Station, affecting approximately 1200m of the track. The track itself is a later replacement and is not of heritage significance, though the historic track bed, embankments and retaining walls would be impacted. The magnitude of the impact will be low, and the heritage value of the railway is low. The impact will be slight.

Table 26.50: Potential Indirect Impacts During Construction at Glasnevin Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 42	BH-29: Railings and gates at Dalcassian Downs	High	Medium	Significant	The works will take place close to the railings and gates with consequent effects on the setting. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be significant
AHI- 43	BH-37: Prospect Lodge	High	Moderate	Significant	The works will include the provision of stacked site offices at the western end of the existing car park close to the boundary of Prospect Lodge with consequent effects on the setting of the

					house. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be significant.

26.5.4.6.3 Potential Impacts at Operational Phase

It is not anticipated that there will be direct or indirect impacts on architectural or industrial heritage at Operational Phase.

26.5.4.7 Glasnevin Station to Mater Station

26.5.4.7.1 Description of the Proposed Project

To the south of Glasnevin Station, the route will continue in tunnel, running to the east of Phibsborough Road and crossing North Circular Road to reach the proposed site for Mater Station at Berkeley Road. As was noted above, the study area includes some buildings that are protected structures as well as a number of structures that are listed in the NIAH and it also includes parts of a CA and an ACA.

26.5.4.7.2 Potential Impacts at Construction Phase

There will be no direct or indirect impacts during Construction Phase in this section of the study area.

26.5.4.7.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts during Operational Phase in this section of the study area.

26.5.4.8 Mater Station

26.5.4.8.1 Description of the proposed Project

There is a proposed station at Berkeley Road known as Mater Station because of its proximity to the Mater Misericordiae University Hospital, more commonly known as the Mater Hospital. The hospital building is set back slightly from the street and the ground level within the hospital site is slightly below street level. The front boundary is marked by a retaining wall topped by a stone balustrade.

On the southern side of Eccles Street, opposite the hospital, is a small triangular park bounded by Eccles Street, Berkeley Road and the grounds of St Joseph's Church. The station box is to run parallel to the south-eastern section of Berkeley Road, mainly beneath the park, though with its northern extremity running beneath the junction of Eccles Street and Berkeley Road. At the southern end the station box would extend into the grounds of St Joseph's Church. These works will necessitate the removal of a substantial area of the park in the short term, along with the perimeter railings, a 19th century memorial cross and a sculpture. It is noted that the railings continue around all sides of the park, including the boundary with St Joseph's Church, which was built at a slightly later date. The south-eastern corner of the station box will be located within the grounds of St Joseph's Church. The frontage of the church grounds to Berkeley Road is marked by iron railings on a low granite plinth wall and this terminates with a decorative granite pier that stands adjacent to the railings of the park. These, along with the grotto and dedicatory plaque will be removed to storage to facilitate construction. As a consequence of Covid-19 the grotto, which venerated on a daily basis, is now used as an area for holding outdoor confessions. It is therefore proposed to relocate the grotto, in modified form, to the southern area of the church grounds for the duration of construction works.

The excavation for the construction of station will approach to 8.5m from the retaining wall at the perimeter of the Mater Hospital on the Eccles Street frontage and 14m from the hospital building. While the LOD is not restricted in this area, the necessity for the tunnel to align with the nearby Mater Station

will ensure that the location of the tunnel will not deviate to the extent that the perimeter retaining wall could be directly affected.

During the construction works the construction site will be enclosed by a hoarding 4m in height to act as a noise barrier to reduce the impact on properties in the vicinity, including the hospital. This will also, to a degree facilitate the implementation of air quality (dust and aspergillus) mitigation measures. However, pending the outcome of the proposed Projects' PCA Condition surveys, it may be necessary to carry out a hierarchy of conservation measures to the front façade historic windows to further support the noise and air quality mitigation measures and protection of building occupants. This could range from localised repairs to window frames and glazing, to the introduction of secondary acoustic glazing or, where deemed essential, the removal of a window for full conservation and insertion of a bespoke temporary window for the duration of works.

On completion of the station box the surface features would be substantially reinstated, and the park landscaped, with the Four Masters memorial cross and the Healing Hands sculpture re-erected. While the station would be below ground, it would have a number of expressions on the surface, including ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. These would be placed along the Berkeley Road frontage, mainly in the park, and the park gates and railings will need to be modified to facilitate these elements.

The footways on either side of the park are bordered by traditional narrow granite kerb stones, except in the vicinity of the junction between Berkeley Road and Eccles Street, where the paving has been replaced. On the Eccles Street side, the rainwater channel alongside the footway is paved with traditional stone setts.

The works area extends eastward along Eccles Street to the front of St Joseph's Church on its eastern side, directly adjacent to 39 Eccles Street. The vehicular access to the church grounds on Eccles Street is paved with traditional stone setts. Beyond this entrance to the front of numbers 39 to 43 Eccles Street there are traditional granite kerbstones bordering the footway, while the presence of cast-iron coalhole covers in the footway indicate that there are coal cellars projecting beneath the street to the front of these houses; while these are within the Project Boundary, they are outside the work area.

The works will also involve the excavation of a shaft in the roadway to the front of numbers 20 and 21 Berkeley Road.

26.5.4.8.2 Potential impacts at Construction Phase

Table 26.51: Potential Direct Impacts During Construction at Mater Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 44	BH-69: Mater Hospital	High	Medium	Very significant	Excavation to construct Mater Station will involve deep excavation to within 8.5m of the hospital boundary and 14m from the hospital building, with works to divert utilities away from the site for the station. Mitigation measures for noise and air quality and occupants' health may require a hierarchy of repair and conservation works to the front façade windows. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant.
AHI- 45	BH-70: Four Masters Park	High	High	Profound	The construction of Mater Station will take place largely within Four Masters Park and all features associated with the park will be removed into safe storage prior to construction by a specialist heritage contractor. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be profound
AHI- 46	BH-71: Four Masters Cross	High	High	Profound	The cross will be removed into safe storage by a specialist heritage contractor prior to the construction of the station. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be profound
AHI- 47	BH-72: Railings, gates and plinth walls at Four Masters Park.	High	High	Profound	The railings, gates and plinth walls are to be removed into safe storage by a specialist heritage contractor prior to the excavation for the construction of the station box. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be profound.
AHI- 48	BH-73: Healing Hands sculpture	High	High	Profound	The sculpture will be removed into safe storage by a specialist heritage contractor prior to the construction of the station. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be profound
AHI- 49	BH-74: Granite	Medium	Medium	Significant	The works to construct Mater Station will include part of Eccles Street and

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	kerbing adjacent to Four Masters Park on Eccles Street and Berkeley Road.				Berkeley Road and this will require the removal into safe storage by a specialist heritage contractor of the traditional granite kerbstones. The magnitude of the impact will be medium, and the architectural heritage value is medium. The impact will be significant
AHI- 50	BH-75: Historic lamp standards on Eccles Street	Medium	Medium	Significant	The works in Eccles Street will require the removal into safe storage by a specialist heritage contractor of two of the Scotch Standard lamps on the southern side of Eccles Street adjoining the park and two on the northern side outside the hospital. The magnitude of the impact will be medium, and the architectural heritage value is medium. The impact will be significant
AHI- 51	BH-76: St Joseph's Church, Berkeley Road	High	Medium	Very significant	The site for Mater Station encroaches into the grounds of St Joseph's Church and the station box will be less than 5m from the western wall of the church. This will require removal into safe storage of a railing within the church grounds by a specialist heritage contractor prior to the construction of the station and an excavation in part of the church grounds to facilitate the construction of the station. The railings and church grounds will be reinstated on completion of the works. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant.
AHI- 52	BH-76: St Joseph's Church, Berkeley Road	High	High	Profound	The works within the grounds of St Joseph's Church will necessitate the removal of a grotto (and short-term relocation), a stone pier, a pedestrian gate and approximately 18m of plinth wall and wrought-iron railing on the Berkeley Road frontage of the church. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be very significant.
AHI- 53	BH-77: Stone setts at access to St Joseph's Church on	Medium	Medium	Significant	The access to St Joseph's Church from Eccles Street will be within the work area for the construction of Mater Station and the traditional paving setts at that entrance will be vulnerable to damage.

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	Eccles Street				The magnitude of the impact will be medium, and the architectural heritage value is medium. The impact will be significant.
AHI- 54	BH-78: Granite kerbing on both sides of Berkeley Road to the west of the Mater Hospital	Medium	Medium	Significant	The work area for the construction of Mater Station will include part of the northern section of Berkeley Road alongside the Mater Hospital and the upgrading of the paving in this area will have a potential impact on the traditional granite kerbstones. The magnitude of the impact will be medium, and the architectural heritage value is medium. The impact will be significant
AHI- 55	BH-79: Granite kerbing outside 39 to 43 Eccles Street	Medium	Medium	Medium	The work area for the construction of Mater Station will include part of the section of Eccles Street to the front of numbers 39 to 43 Eccles Street and the upgrading of the paving in this area will have a potential impact on the traditional granite kerbstones. The magnitude of the impact will be medium, and the architectural heritage value is medium. The impact will be significant
AHI- 56	BH-80: Coal cellars and coalhole covers on Eccles Street	High	Medium	Very significant	The upgrading of the paving of the footway outside these houses has the potential to damage or remove the coalhole covers and their associated granite flagstones. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant

Table 26.52: Potential Indirect Impacts During Construction of Mater Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 57	BH-69: Mater Hospital	High	Medium	Very significant	During the construction of Mater Station, the construction site will be directly to the front of the original Mater Hospital building and will detract from the setting of the protected structure, including the provision of noise barriers that will alter the setting during construction. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant
AHI- 58	BH-76: St Joseph's Church,	High	Medium	Very significant	During the construction of Mater Station, the construction site will be close to the western side of St

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	Berkeley Road				Joseph's Church and will detract from the setting of the protected structure, including the provision of noise barriers that will alter the setting during construction. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant
AHI- 59	BH-63 and BH-64: 20 and 21 Berkeley Road	Medium and low	Low	Slight	During the construction of Mater Station, the works will take place close to the front of these properties with an impact on their settings. The magnitude of the impact will be low, and the architectural heritage value is medium to low. The impact will be slight.

26.5.4.8.3 Potential impacts at Operational Phase

Table 26.53: Potential Direct Impacts During Operation at Mater Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 60	BH-70: Four Masters Park	High	Low	Moderate	The park is to be reinstated on completion of the works. However, the works will result in permanent changes to the character of the park through the addition of pop-ups, repositioning of monuments, realignment of boundaries and modification of landscaping. The impact will be moderate.

Table 26.54: Potential Indirect Impacts During Operation at Mater Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 61	BH-76: St Joseph's Church, Berkeley Road	High	Negligible	Imperceptible	The church lies within the study area in the vicinity of Mater Station in use for operational purposes, with some impact on the setting of the church. The magnitude of the impact will be negligible, and the architectural heritage value is high. The impact will be imperceptible

26.5.4.9 Mater Station to O'Connell Station

26.5.4.9.1 Description of the proposed Project

Beyond Mater Station, the route will continue in tunnel, running down Berkeley Street and Blessington Street, across Dorset Street Upper and down Frederick Street North, Parnell Street and Cavendish Row

and Parnell Street to the station site in O'Connell Street Upper. Along the route the tunnel also passes Nelson Street, Hardwicke Street and Gardiner Row. As was noted above, the study area includes some buildings that are protected structures or are listed in the NIAH, most of them falling into both categories, and it also includes parts of a CA and an ACA. The study area also includes the Parnell Monument, which is a protected structure, is included in the NIAH and is a National Monument.

26.5.4.9.2 Potential Impacts at Construction Phase

There will be no direct or indirect impacts during Construction Phase in this section of the study area.

26.5.4.9.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts during Operational Phase in this section of the study area.

26.5.4.10 O'Connell Station

26.5.4.10.1 Description of the Proposed Project

It is intended that O'Connell Street Station be capable of being constructed in conjunction with the development of the Site 2 of the Dublin Central Masterplan or on a standalone basis and it is noted that whether or not the development at Site 2 proposed by Dublin Central proceeds, the footprint of the proposed station and compound, as present on 43-58/ rear of 59-60 O'Connell Street Upper and the rear of 24-25 Moore Street remains the same and hence the impacts on architectural heritage on these property plots would be the same. It is noted that the Dublin Central Site 2 Project includes the whole of the land affected by the station proposal and a significant quantity of additional land extending east-west between O'Connell Street Upper and Moore Street and north-south between Parnell Street/O'Rahilly Parade and Henry Street. However, in isolation of the Dublin Central Project, all such lands apart from the aforementioned plots comprising 43-58/ rear of 59-60 O'Connell Street Upper and the rear of 24-25 Moore Street will be external to the proposed project boundary and would therefore not be directly impacted by the proposed Project.

The proposed station is to be sub surface running parallel to O'Connell Street Upper (120m length, 26m width, 34.5m depth), and the Dublin Central Site 2 Project, if it proceeds, will include the provision of new buildings above the station. Access to the station is to be provided on the eastern side on the site of the present number 44 O'Connell Street Upper and there will also be an access onto Moore Lane at the rear, on the site presently occupied by the offices at 46-49 O'Connell Street Upper.

The protected structures at 43, 44, 52-54, 57 and 58 O'Connell Street Upper would be demolished except for the façades, which are to be retained in situ. It is noted that the protection assigned in the RPS extends to the upper parts of the façades only. The Draft Dublin City Development Plan 2022-2028 proposes to extend the protection in the cases of numbers 43, 44, 57 and 58 O'Connell Street Upper to the entire front façade. Numbers 45 and 55-56, which are not protected structures, but are included in the NIAH, would also be demolished with the facades of 55-56 retained by the proposed project in the absence of Dublin Central Site 2 Project. In order to support the facades of those buildings between 43 and 58 O'Connell Street Upper that are to be retained it will be necessary to backfill the cellars to the front so as to ensure that there is sufficient bearing capacity to support the shoring that will be required during construction.

The Construction Phase will make use of lands within the site of the proposed Dublin Central Site 2 Project that are cleared to facilitate the Dublin Central Site 2 Development, and which will be used for storage, site compounds and similar uses during the construction of the station. Along the street frontage of the proposed station the 18th-century coal cellars beneath the footway will be backfilled with concrete in order to provide the bearing capacity for the framework required to support the facades that are being retained. In the event that the Dublin Central Site 2 Project does not proceed these sites will need to be largely cleared as part of the present Project in order to provide the areas that will be required as construction compounds, though no deep excavation works will be required outside the footprint of the station box itself. The proposed Project works, in isolation of Dublin Central Site 2 Project, will facilitate the protection in situ of the rear boundary wall defining the east side of

Moore Lane and haul routes on public roads will be confined to a circular pattern accessing Parnell Street via O'Rahilly Parade and the northern end of Moore Lane/Moore Street. The works will necessitate the demolition of 19 Henry Place/60A Moore Lane for fire tender access.

26.5.4.10.2 Potential Impacts at Construction Phase

Table 26.55: Potential Direct Impacts During Construction at O'Connell Street Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 62	BH-274: 42 O'Connell Street Upper	High	High	Very significant	The adjacent building at 43 O'Connell Street Upper is to be demolished and the deep excavation for the construction of O'Connell Street Station will be located from number 44 O'Connell Street Upper southward. The removal of number 43 and the deep excavation have significant implications for the stability of 42 O'Connell Street Upper requiring underpinning of the party walls/foundations. The magnitude of the impact would be high, and the architectural heritage value of the building is high. The predicted impact is very significant.
AHI- 63	BH-275: O'Connell Hall, O'Connell Street Upper	Medium	Medium	Significant	The adjacent two-storey building at the rear of 43 O'Connell Street Upper is to be demolished and the deep excavation for the construction of O'Connell Street Station will be located from number 44 O'Connell Street Upper southward. The removal of the adjacent structure and the movement of construction vehicles has the potential for significant implications for the stability of the O'Connell Hall. The magnitude of the impact would be medium, and the architectural heritage value of the building is medium. The predicted impact is significant.
AHI- 64	BH-276: 43 O'Connell Street Upper	High and Medium	Medium and High	Very significant	Number 43 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. The section to be demolished is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The architectural heritage value of the protected element of the building is high and magnitude of the impact would be medium, while the architectural heritage value of the remainder of the building would be medium and the impact would be high. The predicted impact is very significant.
AHI- 65	BH-277: 44 O'Connell	High and Medium	Medium and High	Very significant	Number 44 O'Connell Street Upper is to be demolished, except for the façade,

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
	Street Upper				as part of the works to construct O'Connell Station. The section to be demolished is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The architectural heritage value of the protected element of the building is high and magnitude of the impact would be medium, while the architectural heritage value of the remainder of the building would be medium and the impact would be high. The predicted impact is very significant.
AHI- 66	BH-278: 45 O'Connell Street Upper	Medium	High	Very significant	Number 45 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The magnitude of the impact would be high, and the architectural heritage value of the building is medium. The predicted impact is very significant.
AHI- 67	BH-279: 52-54 O'Connell Street Upper	High and Medium	Medium and High	Very significant	The Carlton Cinema at 52-54 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. The section to be demolished is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The architectural heritage value of the protected element of the building is high and magnitude of the impact would be medium, while the architectural heritage value of the remainder of the building would be medium and the impact would be high. The predicted impact is very significant.
AHI- 68	BH-280: 55-56 O'Connell Street Upper	Medium	High	Significant	Number 55-56 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. A hoarding

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					will be erected along the frontage of the construction site. The magnitude of the impact would be high, and the architectural heritage value of the building is medium. The predicted impact is significant.
AHI- 69	BH-281: 57 O'Connell Street Upper	High and Medium	Medium and High	Very significant	Number 57 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. The section to be demolished is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The architectural heritage value of the protected element of the building is high and magnitude of the impact would be medium, while the architectural heritage value of the remainder of the building would be medium and the impact would be high. The predicted impact is very significant.
AHI- 70	BH-282: 58 O'Connell Street Upper	High and Medium	Medium and High	Very significant	Number 58 O'Connell Street Upper is to be demolished, except for the façade, as part of the works to construct O'Connell Station. The section to be demolished is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction the cellars beneath the footway will be infilled with concrete. A hoarding will be erected along the frontage of the construction site. The architectural heritage value of the protected element of the building is high and magnitude of the impact would be medium, while the architectural heritage value of the remainder of the building would be medium and the impact would be high. The predicted impact is very significant.
AHI- 71	BH-283: 59 O'Connell Street Upper	Medium	Medium	Significant	The adjacent building at 58 O'Connell Street Upper is to be demolished and the deep excavation for the construction of O'Connell Street Station will be located from number 57 O'Connell Street Upper northward. The removal of number 58 and the deep excavation have significant implications for the stability of the building at 59

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					O'Connell Street Upper requiring underpinning. The magnitude of the impact would be medium, and the architectural heritage value of the building is medium. The predicted impact is significant.
AHI- 72	BH-283: 59 O'Connell Street Upper	Medium	High	Very significant	Construction of the southern end of the proposed O'Connell Station will take part of the land at the rear of 59 O'Connell Street Upper and passing close to the rear return of the building and the 18th-century former kitchen and reading room towards the rear of the property. The magnitude of the impact would be high, and the architectural heritage value of the building is medium. The predicted impact is very significant.
AHI- 73	BH-284: 60 O'Connell Street Upper	High	Medium	Significant	The southern end of the site for O'Connell Station will encroach into the rear of number 60 O'Connell Street Upper, removing the back boundary wall and a small section of the structure at the rear of the main building. The magnitude of the impact would be medium, and the architectural heritage value of the building is high. The predicted impact is significant.
AHI- 74	BH-285: 60a O'Connell Street Upper/19 Henry Place	Low	High	Slight	The building is to be demolished in order to facilitate fire tender access. The predicted impact will be slight.
AHI- 75	BH-294: Historic paving in Moore Lane	Medium	Medium	Moderate	Moore Lane is to be used as a haulage route for access to the construction site and to the various stores and compounds used in conjunction with the building of the station and is also to be used as the location for a tower crane. Stone setts provide a hard-wearing surface that will withstand heavy traffic, but damage can be caused by track-laying vehicles or from drilling the surface to provide anchorage. These setts are to be removed into safe storage by a specialist heritage contractor and reinstated on completion of the works. The magnitude of the impact would be medium, and the architectural heritage value of the paving is low. The predicted impact is moderate.

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 76	BH-304: 14 Moore Street	Very High	Medium	Very significant	The rear of number 14 Moore Street backs on Moore Lane introducing the potential for impact by vehicles. The magnitude of the impact would be medium, and the architectural heritage value of the building is high. The predicted impact is very significant.
AHI- 77	BH-305: 15 Moore Street	Very High	Medium	Very significant	The rear of number 15 Moore Street backs on to Moore Lane, introducing the potential for impact by vehicles. The magnitude of the impact would be medium, and the architectural heritage value of the building is high. The predicted impact is very significant.
AHI- 78	BH-306: 16 Moore Street	Very High	Medium	Very significant	The rear of number 16 Moore Street backs on to Moore Lane introducing the potential for impact by vehicles. The magnitude of the impact would be medium, and the architectural heritage value of the building is high. The predicted impact is very significant.
AHI- 79	BH-307: 17 Moore Street	Very High	Medium	Very significant	The rear of number 17 Moore Street backs on to Moore Lane introducing the potential for impact by vehicles. The magnitude of the impact would be medium, and the architectural heritage value of the building is high. The predicted impact is very significant.

Table 26.56: Potential Indirect Impacts During Construction of O'Connell Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 80	BH-273: 42 O'Connell Street Upper	High	High	Very significant	There is potential for damage to this building during blasting operations for the excavation of the station site. The magnitude of the impact will be high, and the architectural heritage value is high. The impact will be very significant.
AHI- 81	BH-273 and BH-274: 42 O'Connell Street Upper and O'Connell Hall	High	Low	Slight	The settings of the buildings will be affected by the presence of supports for the facades of the adjacent buildings during construction. The magnitude of the impact will be low, and the architectural heritage value is high. The impact will be slight.
AHI- 82	BH-283 to BH-284:59 to 60 O'Connell Street Upper	High	Low	Slight	The settings of the buildings will be affected by the presence of supports for the facades of the

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					adjacent buildings during construction. The magnitude of the impact will be low, and the architectural heritage value is high. The impact will be slight.

26.5.4.10.3 Potential Impacts at Operational Phase

No direct or indirect impacts on architectural heritage are anticipated at Operational Phase.

26.5.4.11 O'Connell Station to Tara Station

26.5.4.11.1 Description

To the south of O'Connell Street Station, the tunnel will run cross under O'Connell Street Lower, turning to the south-east, across Abbey Street Lower and the southern end of Marlborough Street before crossing under Eden Quay, the River Liffey and George's Quay to reach Tara Street and the site for Tara Station.

26.5.4.11.2 Potential Impacts at Construction Phase

There will be no direct or indirect impacts on architectural heritage during Construction Phase in this section of the study area.

26.5.4.11.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area.

26.5.4.12 Tara Station

26.5.4.12.1 Description of the Proposed Project

Tara Station is to be located below ground and adjacent to the Tara Street DART Station. The approach would cross the River Liffey at the western end of George's Quay and run south-eastward alongside the DART Line. The tunnel would then run onward, turning toward the south. The northern end of the station box is to be beneath Poolbeg Street and the centre beneath Luke Street, while the southern end would be close to Townsend Street. The construction of the station will involve the demolition of a number of buildings, none of which are protected structures.

Two local authority apartment buildings dating from the early 20th century at the corner of Townsend Street and Luke Street would be demolished; these are four-storey, three-bay, red-brick buildings and are vacant and in poor condition. A terrace of late-20th century residential buildings on Townsend Street would also be demolished.

26.5.4.12.2 Potential Impacts at Construction Phase

Table 26.57: Potential Direct Impacts During Construction at Tara Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 83	BH-409: Tara Street DART Station and Loop Line Railway	High	Low	Moderate	The railway lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value high. The effect will be moderate
AHI- 84	BH-410: Luke Street railway bridge	Low	Low	Slight	The bridge lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value low. The effect will be slight.
AHI- 85	BH-411: Townsend Street railway bridge	Low	Low	Slight	The bridge lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value low. The effect will be slight.
AHI- 86	BH-413: 22 Luke Street	Very low	High	Slight	Number 22 Luke Street would be demolished to facilitate the construction of Tara Station. The magnitude of the impact would be high, and the architectural heritage value is very low. The impact will be significant.
AHI- 87	BH-414: 24 Townsend Street	Very low	High	Slight	Number 24 Townsend Street would be demolished to facilitate the construction of Tara Station. The magnitude of the impact would be high, and the architectural heritage value is very low. The impact will be significant.

There will be no indirect impacts on architectural heritage during Construction Phase in this section of the study area.

26.5.4.12.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area.

26.5.4.13 Tara Station to St Stephen's Green Station

26.5.4.13.1 Description of the Proposed Project

To the south of Tara Station, the tunnel will run south-eastward, crossing Pearse Street and running beneath the eastern end of the campus of TCD, beneath a number of buildings, before crossing under Leinster Street South and running southward beneath the National Gallery, between Kildare Street and Merrion Street, beneath Leinster House and southward beneath the annex to the Shelbourne Hotel and entering the proposed site for St Stephen's Green Station beneath St Stephen's Green Park.

26.5.4.13.2 Potential Impacts at Construction Phase

There will be no direct or indirect impacts on architectural heritage during Construction Phase in this section of the study area.

26.5.4.13.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area.

26.5.4.14 St Stephen's Green Station

26.5.4.14.1 Description of the Proposed Project

The station at St Stephen's Green is to be located on the eastern side of St Stephen's Green Park, partly within the enclosed section of the park and partly within part of the park outside the railings in the adjacent footway and the roadway. The station is to be below ground, which will necessitate excavating a substantial area, prior to which a number of structures of architectural heritage significance will need to be removed into safe storage from the surface. This includes sections of the park railings, bollards, lamp standards and paving outside the park railings, the Wolfe Tone monument, the Famine sculpture and trees within the park and outside it. Within the park there are short stretches of railing bordering the entry to the park from the gates on the eastern perimeter and there are low iron railings bordering the paths alongside the lawns; these will also have to be removed within the construction area. The memorials, railings, lamp standards and paving are to be reinstated on completion of the work and trees are to be planted to replace those removed.

All of the features that would be removed are to be reinstated, including replanting of trees and reconstruction of railings, walls, gates, paths, bollards and lamp posts.

There are to be above-ground elements, as with other stations. The main entrance is to be near the north-eastern corner at the rear of the Wolfe Tone monument, close to the eastern railings. The smoke and ventilation exhaust vent are to be located in the planted area inside the eastern boundary railings. Other vents are to be located close by within the park. Other ground-level elements are to be located outside the park, alongside the road margin and these will include the passenger lift, the fire brigade access lift and various vents.

26.5.4.14.2 Potential Impacts at Construction Phase

There would be a significant effect on the park railings, gates, plinth walls, bollards and traditional lamp posts in the immediate vicinity of the proposed station box at St Stephen's Green Park during

construction. A section of the railings and plinth wall will have to be removed over a distance of approximately 195m, along with two pedestrian gateways, six traditional-style lamp posts, fifty granite bollards outside the park railings and lengths of railing at the park entrances and at the margins of the walkways in the park will need to be lifted. These are to be reinstated on completion of the works.

The Wolfe Tone monument, including the stone columns and the Famine sculpture will be removed into storage for the duration of the works and will be re-erected in a new location further into the park at the completion of the works.

There will be no direct effect on the buildings at numbers 27 to 56 St Stephen's Green or on the pillar letter box arising from the works, though there would be indirect effects through the impact on their settings arising from the works during construction.

The works to the public realm is to include the widening of the footway on the northern side of Hume Street. This will have a potential impact on the surviving historical paving, cellars and coalhole covers in the street.

Table 26.58: Potential Direct Impacts During Construction at St Stephen's Green Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 88	BH-502: St Stephen's Green Park.	Very high	High	Profound	Part of the park will become a construction site during the works to provide St Stephen's Green Station, with the removal of paths, railings alongside paths, vegetation, the addition of hoardings, the installation of plant and other equipment, the removal of trees and the carrying out of other works. The magnitude of the impact will be medium, and the architectural heritage quality of the park is high. The impact will be profound.
AHI- 89	BH-503: St Stephen's Green Park: railings, plinth walls and gates of perimeter boundary.	Very high	High	Profound	The railings, plinth walls and gates around part of the perimeter of the park will be removed during construction. The magnitude of the impact will be high, and the architectural heritage quality of the perimeter railings, plinth and gates is high. The impact will be profound.
AHI- 90	BH-504: St Stephen's Green Park: surrounding bollards and traditional-style lamp posts	Very high	High	Profound	Some of the lamp posts and bollards along the eastern perimeter of the park will be removed during construction. The magnitude of the impact will be high, and the architectural heritage quality of the bollards and lamp standards is high. The impact will be profound.
AHI- 91	BH-505: St Stephen's Green Park: Wolfe Tone monument, including Famine sculpture	Very high	High	Profound	The Wolfe Tone monument, including its granite columns and the Famine sculpture will be removed during construction. The magnitude of the impact will be high, and the architectural heritage

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					quality of the monument is high. The impact will be profound.
AHI- 92	BH-522: Historic paving in Hume Street	High	Medium	Very significant	The widening of the pavement on the northern side of Hume Street may impact the historic paving. The magnitude of the impact will be medium, and the architectural heritage quality of the paving is high. The impact will be very significant.
AHI- 93	BH-499 to BH-517: 39 to 56 St Stephen's Green	High	Medium	Very significant	The diversion of utilities and laying of new paving may affect cellars of these houses located beneath the public roadway. The magnitude of the impact will be medium, and the architectural heritage quality of the cellars is high. The impact will be very significant.
AHI- 94	BH-534 to BH-536: 15 to 17 Hume Street	High	Medium	Very significant	The diversion of utilities and laying of new paving may affect cellars of these houses located beneath the public roadway. The magnitude of the impact will be medium, and the architectural heritage quality of the cellars is high. The impact will be very significant.

Table 26.59: Potential Indirect Impacts During Construction at St Stephen's Green Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 95	BH-495 to BH-501 and BH-509 to BH-517: St Stephen's Green Park and buildings on northern and eastern sides of St Stephen's Green	Very high	Medium	Very significant	During the construction of St Stephen's Green Station, the construction site will be directly to the front of the protected structures at the eastern end of the northern side of St Stephen's Green and those on the eastern side of St Stephen's Green and will detract from the setting of the protected structures. The magnitude of the impact will be medium, and the architectural heritage value is high. The impact will be very significant. On completion of the works the impact will be not significant.

26.5.4.14.3 Potential Impacts at Operational Phase

The works will make permanent changes to the north-eastern part of St Stephen's Green Park, representing a direct impact at operational stage. There will be no other direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area.

Table 26.60: Potential Direct Impacts During Operation at St Stephen's Green Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 96	BH-495: St Stephen's Green Park	Very high	Medium	Very significant	The introduction of a new entrance to the Metrolink station within the park, the introduction of pop-ups, the repositioning of monuments and the alterations to the landscaping represent permanent changes to the setting of the park at operational stage and the impact will be very significant.

26.5.4.15 St Stephen's Green Station to Charlemont Station

26.5.4.15.1 Description of the Proposed Project

To the south of St Stephen's Green Station, the tunnel will run across the south-eastern corner of St Stephen's Green Park, crossing under the street and up Earlsfort Terrace, turning slightly eastward and crossing beneath Adelaide Road. It will then run beneath Harcourt Terrace and the Grand Canal to reach the site of Charlemont Station. A site at the southern end of Harcourt Terrace, on the eastern side of the street, will be used as a site compound and this is considered below in the assessment of Charlemont Station.

26.5.4.15.2 Potential Impacts at Construction Phase

There will be no direct impacts during Construction Phase in this section of the study area other than those considered below in discussing Charlemont Station.

26.5.4.15.3 Potential Impacts at Operational Phase

There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area.

26.5.4.16 Charlemont Station

26.5.4.16.1 Description of the Proposed Project

The terminal station at the southern end of the proposed Project is to be Charlemont, which will be located to the south of Grand Parade, adjacent to the Grand Canal and to the east of the elevated section of the Luas Green Line at the Luas Charlemont Stop. The station is to run parallel to the rear of houses in Dartmouth Square to the east and would project under the street at Dartmouth Road at the southern end of the proposed station. It is noted that the Grand Canal is on an embankment at this location, Grand Parade being raised about a metre above the natural ground level.

The greater part of the site for the proposed station is number 2 Grand Parade, which is the site of a protected structure known as the Carroll's Building, and which is an office building erected in the 1960s. The site to the rear of the office building has a number of subsidiary structures.

Planning permission was granted in April 2019 for the refurbishment of the eight-storey office building, demolition of the warehouses at the rear, provision of offices and other works (DCC reference 2373/17, An Bord Pleanála reference PL29S.300873). Permission was granted in February 2020 for amendments to the previously approved proposal (DCC reference 4755/19). The permission includes a condition requiring the developer to enter an agreement with TII/NTA *inter alia*, "to accommodate the potential development, construction and operation of a metro or light railway on, at or near the site of the approved development."

The warehouses at the rear of the Carroll's Building have been demolished as part of the development currently under way on the site and part of the station box has been constructed, as part of that development. There is a laneway to the east of the Carroll's Building site, and this is a stable lane associated with the houses on the western side of Dartmouth Square. At the southern end of the station a two-storey commercial building would be demolished to facilitate the construction.

To facilitate pedestrian movement to and from the proposed station it is proposed to erect a lift and staircase to provide access to the adjacent Luas viaduct.

26.5.4.16.2 Potential impacts at Construction Phase

The building at numbers 19 to 25 Dartmouth Road would be demolished to facilitate the construction of the station. This building is not a protected structure and is considered to be rated "Record only". Accordingly, a record would be made prior to demolition, but as it is not considered to have any greater level of significance than "Record only" its demolition would not have any appreciable impact on architectural heritage. There may be slight settlement of the Carroll's Building, the Luas Green Line viaduct and the railway bridge at Dartmouth Road arising from the boring of the tunnel and construction of the station at this location.

Table 26.61: Potential Direct Impacts During Construction at Charlemont Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 97	BH-579: Carroll's Building, Grand Parade	High	Low	Moderate	The Carroll's Building lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value high. The effect will be moderate
AHI- 98	BH-580: Former Harcourt Street railway line	High	Low	Moderate	The railway lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value high. The effect will be moderate
AHI- 99	BH-581 and BH-582: Dartmouth Square and Environs ACA and granite kerbing at Dartmouth Square	High and medium	Medium	Significant	The provision of utilities along Dartmouth Square West will impact the steps leading down from Grand Parade to Dartmouth Square, with potential impact on granite steps, granite kerbing and historic concrete lamp standards. The magnitude of the impact will be medium, and the architectural heritage quality is high and

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
					medium. The impact will be significant.
AHI- 100	BH-620: 19 to 25 Dartmouth Road	Low	High	Moderate	The construction of Charlemont Station will require the demolition of this building. The magnitude of the impact will be high, and the architectural heritage quality of the buildings is low. The impact will be moderate
AHI- 101	BH-618: Railway bridge at Dartmouth Road	Low	Low	Slight	The bridge lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value low. The effect will be slight.

Table 26.62: Potential Indirect Impacts During Construction at Charlemont Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 102	BH-579: Carroll's Building, Grand Parade	High	Medium	Very significant	The construction of a lift and stairway to the front of the Carroll's Building will impact on the architectural heritage of the front of the building. The magnitude of the impact will be medium, and the architectural heritage quality of the building is high. The impact will be very significant.
AHI- 103	BH-579: Carroll's Building, Grand Parade	High	Medium	Significant	During the construction of Charlemont Station, the construction site will be directly to the rear of the Carroll's Building and the pavement to the front of the building will be widened; these works will detract from the setting of the protected structure. The magnitude of the impact will be medium, and the architectural value is high. The impact will be very significant and would decrease to not significant following construction.

26.5.4.16.3 Potential Impacts at Operational Phase

It is anticipated that there will be no direct or indirect impacts on architectural heritage at Operational Phase other than the impact on the character and setting of the Carroll's Building.

Table 26.63: Potential Indirect Impacts During Construction at Charlemont Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 104	BH-579: Carroll's Building, Grand Parade	High	Medium	Very significant	The presence of a lift and stairway to the front of the Carroll's Building and the widening of the pavement will impact on the architectural heritage of the front of the building. The magnitude of the impact will be medium, and the architectural heritage quality of the building is high. The impact will be very significant.

26.5.4.17 Beyond Charlemont Station

26.5.4.17.1 Description of the Proposed Project

Beyond Charlemont Station, the tunnel will run in the vicinity of the viaduct of the Luas Green Line, which is the former Harcourt Street railway line, crossing beneath it to the western side and crossing Dartmouth Road and Northbrook Road. It will then run beneath Ranelagh Road and Manders Terrace and at Charleston Road it will turn to run beneath the railway viaduct on which the Luas Green Line runs, passing Ranelagh to reach Beechwood Station on the Luas Green Line.

26.5.4.17.2 Potential Impacts

It is not anticipated that there will be any impacts on architectural heritage in the area beyond Charlemont Station at either Construction or Operational Phase.

Table 26.64: Potential Direct Impacts During Construction beyond Charlemont Station

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 105	BH-663: Railway bridge at Northbrook Road	Low	Low	Slight	The railway bridge lies within the study area in the vicinity of the proposed bored tunnel while it is being bored, with potential for settlement as identified in Appendix A5.17, Building Damage Report. The magnitude of the impact will be low, and the architectural heritage value low. The effect will be slight

26.6 Potential Impacts of Proposed MetroLink Grid Connections

26.6.1.1 Description of the Proposed Grid Connections

To provide the proposed Project with power supply there are proposed MetroLink Grid Connections. As noted above, the provision of the power supply requires the laying of cables along the preferred routes. More detail on these routes can be found in Chapter 4 (Description of the MetroLink Project) of the EIAR and Section 12.4.5 of this Chapter. These routes have been selected to run predominantly along public roads, though there are some stretches on other lands.

It was also noted above that no sites of architectural heritage significance have been identified along the routes between Newbury and Ballystruan and between Ballystruan and Forrest Little. On the route between Belcamp and Forrest Little the route will cross St Doolough's Bridge with the potential for the excavation for the cable to damage the vaulting of the bridge.

Table 26.65: Potential Direct Impacts During the Laying of the Cable Between Belcamp and Forrest Little

Impact Reference	Affected Feature	Baseline Rating	Magnitude of Impact	Significance of Effect	Impact Assessment Prior to Mitigation
AHI- 106	BH-702: St Doolough's Bridge, Malahide Road	Low	Medium	Moderate	Laying the cable will involve digging a trench up Malahide Road with the potential to damage the vaults of the bridge. The magnitude of the impact will be medium, and the architectural heritage quality of the bridge is low. The impact will be moderate.

26.7 Mitigation Measures and Residual Impacts

The need for mitigation has been identified in a number of instances where there are predicted effects on architectural heritage. Each of these is listed in the table below, with an assessment of the nature of the effect following mitigation. In each case the impact is identified by an architectural heritage impact reference number with the prefix AHI-, and the number corresponds to the impact reference given above in section on impacts.

A Project Conservation Architect (PCA) has been engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the Project Conservation Architect (PCA) will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints. The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement required preservation of in situ works.

It may occur that sites of architectural heritage significance not identified to date will be discovered during the works, such as cellars surviving from buildings that have otherwise disappeared. Equally, it may at construction stage be deemed safer to remove items of historic street furniture and paving currently identified for protection in situ to secure storage, to ensure no inadvertent damage may arise (e.g. from construction traffic). In such a case the mitigation measures to be adopted will be the same as those that have been identified in this Chapter inclusive of the protection of underlying cellars where present. Any such changes will be reflected in forthcoming iterations of the TII Cultural Heritage Strategy provided as Appendix A25.1 to this EIAR.

A number of different forms of mitigation are specified, the most common of which, given the length of the tunnels to be bored, relates to the carrying out of condition surveys of buildings and other structures of architectural constraints in the proximity of the tunnel prior to and following the completion of the tunnels. This will be undertaken through a Property Owner Protection Scheme (POPS) which will undertake condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and it will recommend repairs as appropriate.

At station locations mitigation measures for extant architectural heritage constraints directly impacted by the works will generally be carried out be the Project Conservation Architect (PCA). The role of the PCA, and the condition surveys and specifications they are required to undertake, is outlined listed in the Draft MetroLink Cultural Heritage Strategy.

In a relatively small number of instances buildings are to be demolished or cellars are to be acquired and infilled to facilitate the Project and where these buildings are of architectural heritage significance the mitigation involves making a record of the building for posterity. For those of minor interest the level of detail in the record is to English Heritage level 2, while those of higher significance the detail is to be to English Heritage level 3. These levels are defined as follows:[152]

Level 2:

This is a **descriptive record**, made in similar circumstances to Level 1 but when more information is needed. It may be made of a building which is judged not to require a more detailed record, or it may serve to gather data for a wider project. Both the exterior and interior of the building will be seen, described and photographed. The examination of the building will produce an analysis of its development and use, and the record will include the conclusions reached, but it will not discuss in detail the evidence on which this analysis is based. A plan and sometimes other drawings may be made but the drawn record will normally not be comprehensive and may be tailored to the scope of a wider project.

Level 3:

Level 3 is an **analytical record** and will comprise an introductory description followed by a systematic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building's appearance and structure and to support an historical analysis.

In a number of instances, such as at the sites of Mater Station and St Stephen's Green Station, architectural constraints are to be removed on a temporary basis during construction and are to be reinstated on completion. Mitigation in these cases involves the removal into secure storage of those items and their return and re-erection and in each case the dismantling, transportation, storage, conservation or repairs and reinstatement are to be carried out in accordance with specifications to be compiled by the Metrolink Project Conservation Architect (PCA) and the works supervised by suitably qualified professionals.

Mitigation in appropriate locations includes protection against damage during construction and this will include, where appropriate, suitable barriers such as hoardings and monitoring of vibration and settlement to ensure that vibration or settlement at the building or other structure does not exceed defined threshold limits. The hoardings are to be decorated with appropriate images to mitigate visual impacts and are to be well maintained at all times. Dust mitigation measures are to be implemented and under no circumstances should a constraint protected in situ be power washed by any contractor. Should cleaning be required as a consequence of the works the methodology must be submitted to and approved by the Metrolink PCA in advance. At the proposed O'Connell Street Station, a number of buildings are to be taken down while leaving their façades standing and in these instances the structures will need to be propped in such a way as to ensure that they remain stable during construction while at the same time allowing space for the construction work to proceed.

In some instances, buildings, bridges, railway and canal elements being retained/protected in situ in the vicinity of the works, will need to be propped and underpinned to protect them from damage during construction.

Where method statements are called for in the mitigation set out in this Chapter, they should be informed by recognised conservation principles, including, but not restricted to;

- The International Charter for the Conservation and Restoration of Monuments and Sites (The Venice Charter), ICOMOS, 1964.

[152] Historic England, 2016, p. 26.

- The Charter for the Conservation of Historic Towns and Urban Areas (The Washington Charter), ICOMOS, 1987.
- Principles for the Recording of Monuments, Groups of Buildings and Sites, ICOMOS, 1996.
- The Charter for the Conservation of Places of Cultural Significance (The Burra Charter), ICOMOS Australia, 1999.
- Joint ICOMOS-TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures and Landscapes (The Dublin Principles), ICOMOS, 2011.
- Understanding Historic Buildings – a guide to good recording practice, Historic England, 2016.
- Energy Efficiency and Historic Buildings – secondary glazing for windows, Historic England, 2016.

In particular, where appropriate, the following conservation principles should be adhered to:

- The recording of buildings by means of photographs, written descriptions and, where appropriate, measured drawings, prior to, during and at the completion of works.
- The use of materials consistent with those used in the original construction of the building or other structure on which the works are to be carried out.
- Works carried out on a historic building should be reversible.
- New works should respect the character of the historic building while being distinguishable from the original works.

26.7.1 Proposed Mitigation

Table 26.66: Proposed Mitigation

Impact Reference	Affected Feature	Mitigation Measures
AHI- 1	BH-2: Demesne of Lissenhall Little.	The wall is to be recorded by means of photography and written description prior to demolition. The impact would decrease to not significant following mitigation:
AHI- 2	BH-3: Balheary demesne	The wall is to be recorded by means of photography and written description prior to demolition and is to be reinstated on a new alignment, where practicable using stone salvaged from original. The impact would decrease to moderate following mitigation:
AHI- 3	BH-2: Demesne of Lissenhall Little.	No mitigation necessary
AHI- 4	BH-3: Balheary demesne wall	No mitigation necessary
AHI- 5	BH-3: Balheary demesne	No mitigation necessary
AHI- 6	BH-4: Lissenhall Bridge	The bridge is to be protected by hoardings to prevent plant and machinery from approaching close to it. Obstructions are to be placed on the approach to the bridge close to, but not on, the bridge deck to prevent access by vehicles and machinery. Hoardings will be placed around the works area in such a way as to avoid any opening of the surface of the bridge deck so as to avoid damage to the fabric of the bridge. Pedestrian access will be maintained. The impact would decrease to Imperceptible following mitigation.
AHI- 7	BH-3: Balheary Bridge	The bridge is to be protected by hoardings to prevent plant and machinery from approaching close to it. Obstructions are to be placed on the approach to the bridge close to, but not on, the bridge deck to prevent access by vehicles and machinery. Hoardings will be placed around the works area in such a way as to avoid any opening of the surface of the bridge deck so as to avoid damage to the fabric of the bridge. Pedestrian

Impact Reference	Affected Feature	Mitigation Measures
		access will be maintained. The impact would decrease to Imperceptible following mitigation.
AHI- 8	BH-4: Lissenhall Bridge	The extent of vibrations is to be monitored by means of vibration monitors fixed to the bridge and constantly monitored to ensure that vibration limits are not exceeded. Should limits be exceeded work in the vicinity of the bridge is to cease until the source of vibration is identified and measures to reduce vibration are introduced. The impact would decrease to not significant following mitigation.
AHI- 9	BH-3: Balheary Bridge	The extent of vibrations is to be monitored by means of vibration monitors fixed to the bridge and constantly monitored to ensure that vibration limits are not exceeded. Should limits be exceeded work in the vicinity of the bridge is to cease until the source of vibration is identified and measures to reduce vibration are introduced. The impact would decrease to not significant following mitigation.
AHI- 10	BH-4: Lissenhall Bridge	The potential impact is to be addressed by means of landscaping in the area between the bridge and the Metrolink viaduct. The impact would reduce to moderate following mitigation.
AHI- 11	BH-3: Balheary Bridge	The potential impact is to be addressed by means of landscaping in the area between the bridge and the Metrolink viaduct. The impact would reduce to moderate following mitigation.
AHI- 12	BH-9: Houses at Nevinstown West	The houses are to be recorded by means of photography and written description prior to demolition. The impact would decrease to not significant following mitigation.
AHI- 13	BH-10: Houses at Nevinstown West	The houses are to be recorded by means of photography and written description prior to demolition. The impact would decrease to not significant following mitigation.
AHI-14	BH-11: Church of Our Lady Queen of Heaven	The PCA is to carry out a condition survey to determine whether the stained glass may remain in situ during the works. The extent of vibrations is to be monitored by means of vibration monitors fixed to the church and constantly monitored to ensure that vibration limits are not exceeded. Should limits be exceeded work in the vicinity of the church is to cease until the source of vibration is identified and measures to reduce vibration are introduced. The impact would decrease to not significant following mitigation.
AHI-15	BH-11: Church of Our Lady Queen of Heaven	No mitigation necessary
AHI-16	BH-13: House on Old Ballymun Road to the north of gate lodge of Santry Lodge	The house is to be recorded by the PCA by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to moderate following mitigation.
AHI-17	BH-15: Gate lodge, gates and walls at Santry Lodge	The gate lodge is to be recorded by the PCA by means of photography and written description to English Heritage level 2 prior to demolition. The walls and gates are to be reinstated on a new alignment in accordance with a specification, inclusive of conservation works, to be provided by the PCA. The impact would decrease to moderate following mitigation.
AHI-18	BH-16: House on Old Ballymun Road to the south of	The house is to be recorded by means of photography and written description prior to demolition. The impact would decrease to not significant following mitigation.

Impact Reference	Affected Feature	Mitigation Measures
	gateway to Santry Lodge	
AHI- 19	BH-14: Santry Lodge	No mitigation necessary.
AHI- 20	BH-14: Santry Lodge	The impact on the setting of Santry Lodge is to be minimised by means of boundary treatment and landscaping including the reinstatement of the walls and gateway. The magnitude following mitigation would decrease to moderate.
AHI- 21	BH-17: Pillar letter box at Albert College Drive	The pillar letter box will be reinstated on completion of the works. The impact would decrease to imperceptible following mitigation.
AHI- 22 and AHI- 24	BH-18: Church of Our Lady of Victories	The forecourt of the church is to be reinstated in a modified/reduced footprint and provided with new landscaping as part of the works, though the access, emergency stairway and intervention shaft will remain within the forecourt. The impact would decrease to moderate following mitigation.
AHI- 23	BH-18: Church of Our Lady of Victories	The methodology for the piling for the construction of the station box to the front of the church is to be devised in conjunction with the Metrolink PCA and is to take into account the nature of the construction of the church, including the stained glass. The PCA is to carry out a condition survey to ensure that the stained glass may remain in situ as per the Cultural Heritage Strategy. Vibration monitors are to be provided in the church in the vicinity of the works with alarms to identify any vibration that exceeds acceptable levels. In the event of the alarms being triggered works are to cease until the cause of the vibration is identified and systems modified to prevent recurrence. The impact would decrease to imperceptible following mitigation.
AHI- 25	BH-21: Whitehall College	The grounds at the entrance to the college are to be reinstated in so far as possible with new landscaping and planting provided. The impact would be moderate following mitigation
AHI- 26	BH-21: Whitehall College	Prior to any works the gates, piers and railings are to be recorded by means of photography and written description. The features are to be removed in accordance with the specification to be prepared by the PCA and any required conservation works will take place and are to be stored in a secure store pending returning to the site and being reinstated. The impact would be moderate following mitigation.
AHI- 27	BH-21: Whitehall College	The grounds at the entrance to the college are to be reinstated in so far as possible with new landscaping and planting provided The impact would be moderate following mitigation
AHI- 28	BH-21: Whitehall College	This has been accommodated within the architecture design. No further mitigation is required.
AHI- 29	BH-21: Whitehall College	This has been accommodated within the architecture design. No further mitigation is required.
AHI- 30	BH-23: Dean Swift Bridge	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 31	BH-29: Railings and gates at Dalcassian Downs	The railings and their plinth walls are to be recorded by photography and written description prior to its removal. The railings and walls are to be taken down in accordance with a specification to be prepared by the PCA and the materials removed into secure storage pending reinstatement. At the appropriate stage of construction, the materials are to be returned to site and the railings and walls reinstated in accordance with a conservation method statement to be prepared by the PCA. All works of dismantling, protection, transportation and reconstruction are to be carried out by a dedicated heritage contractor. The impact would be imperceptible following mitigation.
AHI- 32	BH-31: Brian Boru, 5 Prospect Road	The licensed premises are to be recorded by means of photography and written description to English Heritage level 3 prior to demolition. The impact would decrease to significant following mitigation.
AHI- 33	BH-32: Three houses at 1 to 3 Prospect Road	The houses are to be recorded by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to moderate following mitigation.
AHI- 34	BH-36: Railway tunnel at Cross Guns	The tunnel is to be recorded by means of photography and written description to English Heritage level 2 prior to demolition. The section of the tunnel that is to be retained is to be made good following removal of the demolished section using the stones from the arch ring at the western end of the tunnel. The walls on either side of the MGWR railway cutting are to be taken down and the facing stones stored in a safe location during construction. Following construction of the new retaining wall on the southern side of the Irish Rail station the wall is to be faced with stone salvaged from the walls of the railway cutting. This work is to be carried out under the supervision of a suitably qualified architectural conservation specialist and in accordance with a conservation method statement prepared by the PCA. The impact would decrease to significant following mitigation.
AHI- 35	BH-41: Disused railway bridge	The bridge is to be recorded by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to significant following mitigation.
AHI- 36	BH-38: Fifth Lock, Royal Canal	A detailed assessment of the canal lock should be carried out during the detailed design stage and appropriate protective or control measure implemented to ensure they remain operational and meet the performance requirements. The impact would decrease to negligible following mitigation.
AHI- 37	BH-39: Royal Canal	If following the draining of the canal basin a survey indicates that the canal walls are deemed to be susceptible to damage the north will be removed in whole or in part; this may extend to the entire wall of the canal basin or just the copings. The south wall should be repaired in situ to accommodate the pedestrian/cycle way. Any damaged coursing exposed on draining of the canal should be made good, if the north wall is in very poor condition, it may be deemed best to be removed entirely and reinstate post construction – the PCA and TII will consult with and take direction from Waterways Ireland on this issue, though preference will be given to protection in situ. The form of the protection for the canal bed and repair/removal of canal walls is to be in accordance with a method statement to be prepared by the PCA in consultation with Waterways Ireland. A good quality hoarding with sensitive images is to be erected. The impact would decrease to not significant following mitigation
AHI- 38	BH-39: Royal Canal	The retaining wall on the northern side of the canal is to be recorded by photography and written description prior to its removal. The wall is to be

Impact Reference	Affected Feature	Mitigation Measures
		taken down in accordance with a conservation method statement to be prepared by the PCA and the materials removed into secure storage pending reinstatement. At the appropriate stage of construction, the materials are to be returned to site and the wall reconstructed in accordance with a conservation method statement to be prepared by the PCA. All works of dismantling, protection, transportation and reconstruction are to be carried out under the supervision of a suitably qualified architectural conservation specialist. The impact would decrease to slight following mitigation.
AHI- 39	BH-42: Abutments of former railway bridge	The abutments of the former railway bridge are to be recorded by photography and written description and all loose masonry is to be repaired prior to the erection of the temporary bridge. The repair works, the erection of the temporary bridge and its subsequent removal are to be carried out in accordance with a conservation method statement to be prepared by the PCA. All works of dismantling, protection, transportation and reconstruction are to be carried out under the supervision of a suitably qualified architectural conservation specialist. The impact would decrease to slight following mitigation.
AHI- 40	BH-44: GSWR railway	The works to regrade the railway line are to be carried out in accordance with a method statement to be prepared by a conservation engineer/architect to ensure that the works do not result in any adverse impact on the retaining walls of the cuttings and on the bridges and tunnel adjacent to the track. The impact would decrease to slight following mitigation.
AHI- 41	BH-47: MGWR railway	The works to regrade the railway line are to be carried out in accordance with a method statement to be prepared by a conservation engineer/architect to ensure that the works do not result in any adverse impact on the retaining walls of the cuttings and on the bridges and tunnel adjacent to the track. The impact would decrease to slight following mitigation.
AHI- 42	BH-29: Railings and gates at Dalcassian Downs	During the works a good quality hoarding with sensitive/historic imagery replicating the railings should be erected on the site frontage. At the completion of the works the railings are to be reinstated in accordance with a specification prepared by the Metrolink PCA and ground in the vicinity of the gates and railings is to be landscaped. The impact would decrease to slight following mitigation.
AHI- 43	BH-37: Prospect Lodge	The site offices are to be located as far as possible from the house, given the constraints of the working site. The impact will remain significant for the duration of the works.
AHI- 44	BH-69: Mater Hospital	The methodology for the construction of the D-wall for the station box to the front of the Mater Hospital is to be devised in conjunction with the Metrolink PCA and is to take into account the nature of the construction of the retaining wall and boundary wall at the front of the hospital and the nature of the hospital building. Vibration and settlement monitors are to be provided in the hospital building in the vicinity of the works with alarms to identify any vibration that exceeds acceptable levels. In the event of the alarms being triggered works is to cease until the cause of the vibration is identified and systems modified to prevent recurrence. The boundary walls are to be protected by means of hoardings to be erected prior to the commencement of construction. Following the PCA condition surveys of the windows a hierarchy of mitigation measures for necessary interventions will be agreed with the property owner and noise and air quality specialists to safeguard building occupants. The impact would decrease to slight following mitigation.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 45	BH-70: Four Masters Park	A good hoarding with images of the park or images sensitive to the receiving environment is to be erected and to be in place for the duration of the works. The park is to be reinstated following completion of the construction of the station, though the park site will now incorporate an access to the station, ventilation shafts and other structures related to the station and a revised layout to the park and railings will be implemented. The impact would decrease to significant following mitigation.
AHI- 46	BH-71: Four Masters Cross	The cross is to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA and it is to receive necessary conservation and repairs. On completion of the construction of the station the cross is to be returned to the park and re-erected in a place to be agreed as part of the landscaping design of the park and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 47	BH-70: Railings, gates and plinth walls at Four Masters Park.	The gates, railings and plinth walls are to be removed in accordance with a conservation method statement to be prepared by the PCA and are to be brought to a place of secure storage during the works. Following construction of the station box the gates, railings and plinth walls are to be reinstated on a revised alignment in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 48	BH-73: Healing Hands sculpture	The sculpture is to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA. On completion of the construction of the station the sculpture is to be returned to the park and re-erected in a place to be agreed with the park owners as part of the landscaping design of the park and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 49	BH-74: Granite kerbing adjacent to Four Masters Park on Eccles Street and Berkeley Road.	The kerbing is to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA. On completion of the construction of the station the kerbing is to be returned to the site and re-used as part of the paving scheme in Eccles Street and Berkeley Road and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 50	BH-75: Historic lamp standards on Eccles Street	The removal of the lamp standards is to be carried out by the specialist heritage contractors to the specifications of the PCA and re-erected on or close to their original locations by that section as part of the reinstatement of the street surfaces and street furniture. The impact would decrease to negligible following mitigation.
AHI- 51	BH-76: St Joseph's Church, Berkeley Road	The methodology for the construction of the D-wall for the station box to the side of St Joseph's Church is to be devised in conjunction with the Metrolink PCA and is to take into account the nature of the construction of the church. Vibration monitors are to be provided in the church in the vicinity of the works with alarms to identify any vibration that exceeds acceptable levels. In the event of the alarms being triggered works is to cease until the cause of the vibration is identified and systems modified to prevent recurrence. The impact would decrease to slight following mitigation.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 52	BH-76: St Joseph's Church, Berkeley Road	The stone pier, gate, railings and plinth wall are to be removed in accordance with a conservation method statement to be prepared by the PCA and are to be brought to a place of secure storage during the works. The grotto is to be relocated within the grounds of the church on a short-term basis and in modified format in accordance with a method statement to be prepared by the PCA and in consultation with the church authorities. Following construction of the station box the stone pier, gate, railings and plinth wall and grotto are to be reinstated to original locations in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 53	BH-77: Stone setts at access to St Joseph's Church on Eccles Street	No excavation is to take place in such proximity to the setts that would damage them and the programme for traffic management and the design for upgrading the paving in Eccles Street is to accommodate this area of stone setts without disturbing them. The impact would decrease to imperceptible following mitigation.
AHI- 54	BH-78: Granite kerbing on both sides of Berkeley Road to the west of the Mater Hospital	The kerbing is to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA. On completion of the construction of the station the kerbing is to be returned to the site and re-used as part of the paving scheme in the northern section of Berkeley Road and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to moderate following mitigation.
AHI- 57	BH-69: Mater Hospital	Setting of protected structure will be reinstated on completion of works and no further mitigation is necessary.
AHI- 58	BH-76: St Joseph's Church, Berkeley Road	The provision of landscaping within the Four Masters Park will reduce the impact of the Project on the setting of the church. The impact would decrease to imperceptible following mitigation.
AHI- 59	BH-63 and BH-64: 20 and 21 Berkeley Road	The impact of the works has been reduced as much as possible at design stage and no further mitigation is possible.
AHI- 60	BH-70: Four Masters Park	The impact of the works on the park has been mitigated through design of the station and of the landscaping. The impact will decrease to slight following mitigation.
AHI- 61	BH-76: St Joseph's Church, Berkeley Road	This has been mitigated through the sensitive design of the scheme and hence no further mitigation is necessary.
AHI- 62	BH-274: 42 O'Connell Street Upper	The demolition of number 43 O'Connell Street Upper and the structures to the rear and the propping of number 42 O'Connell Street Upper are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in number 42 and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to slight following mitigation.
AHI- 63	BH-275: O'Connell Hall, O'Connell Street Upper	The demolition of number 43 O'Connell Street Upper and the structures to the rear and the propping of the O'Connell Hall are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the

Impact Reference	Affected Feature	Mitigation Measures
		O'Connell Hall and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to slight following mitigation.
AHI- 64	BH-276: 43 O'Connell Street Upper	Prior to the demolition of number 43 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 65	BH-277: 44 O'Connell Street Upper	Prior to the demolition of number 44 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 66	BH-278: 45 O'Connell Street Upper	Prior to the demolition of number 45 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 67	BH-279: 52-54 O'Connell Street Upper	Prior to the demolition of number 52-54 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the facade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 68	BH-280: 55-56 O'Connell Street Upper	Prior to the demolition of number 55-56 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 69	BH-281: 57 O'Connell Street Upper	Prior to the demolition of number 57 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 70	BH-282: 58 O'Connell Street Upper	Prior to the demolition of number 58 O'Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the façade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to very significant following mitigation.
AHI- 71	BH-283: 59 O'Connell Street Upper	The demolition of number 58 O'Connell Street Upper and the structures to the rear and the propping of number 59 O'Connell Street Upper are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor's conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in number 59 and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to slight following mitigation.
AHI- 72	BH-283: 59 O'Connell Street Upper	Prior to clearance of the site at the rear of number 59 O'Connell Street Upper to facilitate the works the proposed work area is to be recorded by photographs and written description, following which the buildings to be retained are to be protected against any incursion or damage arising from the construction. Vibration and settlement monitoring equipment is to be installed in the buildings at the rear of number 59 and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being

Impact Reference	Affected Feature	Mitigation Measures
		exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to slight following mitigation.
AHI- 73	BH-284: 60 O'Connell Street Upper	Prior to the demolition of 60a O'Connell Street Upper (BH-285) and the wall at the rear of number 60 O'Connell Street Upper to facilitate the works the proposed work area is to be recorded by photographs and written description, following which the buildings to be retained are to be protected against any incursion or damage arising from the construction. Vibration monitoring equipment is to be installed in number 60 and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. The impact would decrease to slight following mitigation.
AHI- 74	BH-285: 60a O'Connell Street Upper/19 Henry Place	The building is to be recorded by means of measured drawings, photographs and written description prior to its demolition and the results lodged in Dublin City Library and in the Irish Architectural Archive. The impact following mitigation will be slight.
AHI- 75	BH-294: Historical paving in Moore Lane	Prior to the commencement of works in the Moore Lane area the street surface is to be recorded by photographs and written description and the presence of surviving historical paving beneath the surface is to be determined by means of ground-penetrating radar. A conservation method statement is to be prepared by the PCA for the lifting of the stone setts and their removal into safe storage and their reinstatement on completion of the works, augmented by compatible setts as necessary, in consultation with the relevant statutory authorities. The impact would decrease to not significant following mitigation.
AHI- 76	BH-304: 14 Moore Street	The exclusion zone established by the Ministers office is to be maintained at all times and settlement and vibration monitoring is to be carried out as a precautionary measure. The threshold limits are to be agreed with the Ministers office. In the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved are to be protected from potential damage by means of strong hoardings during construction. The impact would decrease to imperceptible following mitigation.
AHI- 77	BH-305: 15 Moore Street	An exclusion zone is to be provided around numbers 14 to 17 Moore Street, extending to Moore Lane, and the structures adjacent to the haul route are to be protected from potential damage by means of strong hoardings during construction. The impact would decrease to imperceptible following mitigation.
AHI- 78	BH-306: 16 Moore Street	An exclusion zone is to be provided around numbers 14 to 17 Moore Street, extending to Moore Lane, and the structures adjacent to the haul route are to be protected from potential damage by means of strong hoardings during construction. The impact would decrease to imperceptible following mitigation.
AHI- 79	BH-307: 17 Moore Street	An exclusion zone is to be provided around numbers 14 to 17 Moore Street, extending to Moore Lane, and the structures adjacent to the haul route are to be protected from potential damage by means of strong hoardings during construction. The impact would decrease to imperceptible following mitigation.
AHI- 80	BH-274: 42 O'Connell Street Upper	The impact on the setting of the protected structure has been mitigated as far as possible at design stage and no further mitigation is possible.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 81	BH-274, BH-275: 42 O'Connell Street Upper and O'Connell Hall	The identified architectural constraints within this section of the study area are to be surveyed prior to the commencement of works to ascertain their condition and surveyed again on completion of the works to ensure that no damage has occurred as a result of the works. Any damage to architectural heritage receptors is to be repaired in accordance with a method statement to be prepared by the PCA or by the appointed contractor's conservation architect and approved by the PCA. The impact following mitigation will be imperceptible.
AHI- 82	BH-283 to BH-284: 59 to 60 O'Connell Street Upper	The identified architectural constraints within this section of the study area are to be surveyed prior to the commencement of works to ascertain their condition and surveyed again on completion of the works to ensure that no damage has occurred as a result of the works. Any damage to architectural heritage receptors is to be repaired in accordance with a method statement to be prepared by the PCA or by the appointed contractor's conservation architect and approved by the PCA. The impact following mitigation will be imperceptible.
AHI- 83	BH-409:	An appropriate instrument monitoring strategy is to be development and implemented during construction in accordance with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 84	BH-410	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 85	BH-411	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 86	BH-413: 22 Luke Street	The building is to be recorded by the PCA by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to moderate following mitigation.
AHI- 87	BH-414: 24 Townsend Street	The building is to be recorded by the PCA by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to moderate following mitigation.
AHI- 88	BH-502: St Stephen's Green Park.	At the completion of the construction of the station the park layout will be reinstated as near to the original layout as possible given that there will be structures associated with the station within the park. The revised entrance arrangement and infrastructure facilities in the north-eastern corner are to be provided with landscaping. The site management and hoardings to be erected are to be agreed with the OPW and the Minister's office (Housing) prior to the commencement of development on this site. The impact would decrease to moderate following mitigation.
AHI- 89	BH-503: St Stephen's Green Park: railings, gates and plinth walls of perimeter boundary.	The railings, gates and plinth walls are to be removed by a specialist heritage contractor in accordance with a method statement to be prepared by the PCA, brought into secure storage for the duration of the works and conserved as necessary. At the completion of the construction of the station the railings, plinth wall and gates will be reinstated in their original locations in accordance with a method statement prepared by the PCA. All works of removal, transportation, storage and reinstatement are to be supervised by the PCA and agreed with the OPW and the Minister's office (Housing).

Impact Reference	Affected Feature	Mitigation Measures
		The impact would decrease to moderate following mitigation.
AHI- 90	BH-504: St Stephen's Green Park: surrounding bollards and traditional-style lamp posts	The bollards and lamp standards are to be removed by a specialist heritage contractor in accordance with a method statement to he prepared by the PCA, brought into secure storage for the duration of the works and conserved as necessary. At the completion of the construction of the station the bollards and lamp standards will be reinstated in their original locations in accordance with a method statement prepared by the PCA. All works of removal, transportation, storage and reinstatement are to be supervised by the PCA and agreed with the OPW and the Minister's office (Housing). The impact would decrease to moderate following mitigation.
AHI- 91	BH-505: St Stephen's Green Park: Wolfe Tone monument, including Famine sculpture	The Wolfe Tone monument, granite columns and Famine sculpture are to be removed in accordance with a method statement to he prepared by the PCA and brought into secure storage for the duration of the works. At the completion of the construction of the station the monument will be re-erected in its revised location in accordance with a method statement prepared by the PCA. All works of removal, transportation, storage and re-erection are to be supervised by the PCA and agreed with the OPW and the Minister's office (Housing). The impact would decrease to moderate following mitigation.
AHI- 92	BH-522: Historical paving in Hume Street	The design of the widening of the footway is to allow for the retention *in situ* of the historical paving, coalhole covers and kerbing, and all works to the paving are to be carried out in a way that will ensure the protection of the cellars beneath. The impact would decrease to insignificant following mitigation.
AHI- 93	BH-499 to BH-517: 39 to 56 St Stephen's Green	Works to provide or divert utilities in the area to the front of these houses will be carried out in accordance with a method statement to be prepared by the PCA in order to minimise the impact on cellars. The impact would decrease to slight following mitigation.
AHI- 94	BH-534 to BH-536: 15 to 17 Hume Street	Works to provide or divert utilities in the area to the front of these houses will be carried out in accordance with a method statement to be prepared by the PCA in order to minimise the impact on cellars. The impact would decrease to slight following mitigation.
AHI- 96	BH-495: St Stephen's Green Park	The works to the park have been mitigated by design. The impact following mitigation will be significant.
AHI- 95	BH-495 to BH-501 and BH-509 to BH-517: Buildings on northern and eastern sides of St Stephen's Green	Settings of protected structures will be reinstated on completion of works and no further mitigation is necessary.
AHI- 97	BH-579: Carroll's Building, Grand Parade	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 98	BH-580: Viaduct of former Harcourt Street railway line	An appropriate instrument monitoring strategy is to be development and implemented during construction in accordance with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.

Impact Reference	Affected Feature	Mitigation Measures
AHI- 99	BH-581 and BH-582: Dartmouth Square ACA and granite kerbing in Dartmouth Square	Works to provide or divert utilities within the Dartmouth Square ACA will be carried out in accordance with a method statement to be prepared by the PCA in order to minimise the impact historic granite steps, kerbing and lamp standards. The impact would decrease to slight following mitigation.
AHI- 100	BH-620: 19 to 25 Dartmouth Road	The buildings are to be recorded by means of photography and written description to English Heritage level 2 prior to demolition. The impact would decrease to moderate following mitigation.
AHI- 101	BH-618: Railway bridge at Dartmouth Road	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 102	BH-579: Carroll's Building, Grand Parade	The lift and staircase are to be kept as small as possible and impinge on the frontage of the protected structure to the least possible extent and the design is to be such as to compliment that of the protected structure and is to be reversible, not being tied into the building. The impact will decrease to significant following mitigation.
AHI- 103	BH-579: Carroll's Building, Grand Parade	The works area to the front of protected structure will be reinstated on completion of works and no further mitigation is necessary.
AHI- 104	BH-579: Carroll's Building, Grand Parade	The provision of a lift, stairs and a widened pavement will be mitigated by design to reduce the impact on the protected structure. Following mitigation the impact will be significant.
AHI- 105	BH-663: Railway bridge at Northumberland Road	A detailed assessment is to be carried out at detailed design stage to determine the extent of predicted settlement and a solution devised and implemented to obviate the impacts in line with the recommendations in Appendix A5.17: Building Damage Report. The impact following mitigation will be imperceptible.
AHI- 106	BH-702: St Doolough's Bridge	The trench for the cable is to be dug in accordance with a method statement to be prepared by the PCA to ensure that no damage occurs to the structure of the bridge. The impact will decrease to negligible following mitigation.

26.8 Difficulties Encountered in Compiling Information

There were no significant difficulties encountered in compiling information for this assessment.

26.9 Glossary

Term	Meaning
Archaeological Conservation Area / Conservation Area	Archaeological and cultural heritage sites may also be designated as Protected Structures under Section 51(1) of the Planning and Development Act 2000 (as amended). Section 51(1) requires that each Local Authority compiles and maintains a Record of Protected Structure to record and protect structures of special architectural, historical, archaeological, artistic, cultural, scientific or technical interest, which are then listed and mapped in each County/City development plan. In accordance with Section 81 of the Planning and Development Act 2000 (as amended) an ACA is defined as 'a place, area, group of structures or townscape, taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure, and whose character it is an objective of a development plan to preserve.' (DoAHG, 2011, 40). ACAs have statutory protection. County/City development plans also provide a list of Conservation Areas which are established to protect the architectural design and overall setting of an area.
Conservation	The process of managing change to a heritage asset in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations.
Mitigation	The process whereby the impacts of development upon archaeology can be avoided, minimised or offset. It may include preservation in-situ of remains or full archaeological excavation. Also referred to as Mitigation Strategy.
Park and Ride facility	A location usually sited out of the main urban areas comprising a large car park and connected with a mass transit system, in the case of MetroLink an urban metro to attract potential travellers to drive and park at the facility and take the metro into the city centre and avoid driving into the city centre.
Preservation in-situ	The retention of an archaeological site in its original location.
Setting	The immediate and extended environment that is part of – and contributes to – the significance and distinctive character of a heritage assets, and through which a heritage asset is understood, seen, experienced and enjoyed.
Significance	The value of a heritage asset to past, present and future generations because of the sum of its embodied heritage interests. Those interests may be archaeological, architectural, historic or others. Significance also derives from its setting.
Surface station	A railway station designed at ground level.
Tunnel portal	The openings at the end of the tunnel.
Underground stations	A railway station located fully underground with a roof slab over the station to enclose it

26.10 References

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