

Chapter 15
Archaeological &
Cultural Heritage

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15. Archaeological & Cultural Heritage

15.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential archaeological and cultural heritage impacts associated with the Construction and Operational Phases of the Templeogue / Rathfarnham to City Centre Scheme (hereafter referred to as the Proposed Scheme).

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

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

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

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

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

15.2 Methodology

15.2.1 Introduction

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

15.2.1.1 Defining Archaeology and Cultural Heritage

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

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

Cultural heritage as set out in the Environmental Protection Agency (EPA) Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022) includes archaeology, architectural heritage, folklore and history. It is a broad term that includes a wide range of tangible and intangible cultural considerations. Cultural heritage can relate to settlements, former designed landscapes, buildings and structures, folklore, townland and place names, and historical events, as well as traditions (e.g. mass paths and pilgrim ways) and traditional practices (e.g. saints' pattern days).

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

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

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

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

Remnants of Dublin's industrial heritage can be found throughout Dublin City and its wider environs (e.g. the canals, tramlines and railways, mill buildings and mill races, breweries and factories of the 18th and 19th centuries),

some of it upstanding, the rest possibly surviving below-ground. Many of Dublin's streets and roads also contain historic street furniture, such as limestone and granite kerb stones, cobblestones, cast-iron post boxes, water pumps, milestones, street lighting, statues, water troughs, railings, and protective bollards. These features all contribute to the present-day character and uniqueness of an area by reflecting its historic past and are assessed as part of the historic streetscape within Chapter 16 (Architectural Heritage).

15.2.1.2 Approach

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

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

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

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

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

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

- Appendix A15.1 - List of Archaeological Investigations
- Appendix A15.2 – Inventory of Archaeological and Cultural Heritage Sites
- Appendix A15.3 – Glossary of Impacts and Assessment Criteria
- Appendix A15.4 – Relevant Extracts from City and County Development Plans
- Appendix A15.5 – Archaeological Monitoring of Geotechnical Works (Whitty 2021, Licence 21E0053)

15.2.2 Study Area

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

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

For historic towns and villages that have a designated zone of archaeological potential (ZAP) on the published RMP maps (Dúchas The Heritage Service 1998), these areas were considered in addition to the point data from the online Historic Environment Viewer (HEV) provided by the National Monuments Service (NMS) (NMS 2021).

15.2.3 Relevant Guidelines, Policy and Legislation

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

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports, May 2022;
- EPA (2015). Advice Notes for preparing Environmental Impact Statements, Draft September 2015;
- EPA (2002). Guidelines on the information to be contained in Environmental Impact Statements;
- EPA (2003). Advice Notes on Current Practice (in preparation of Environmental Impact Statements);
- Heritage Act, 1995;
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);
- ICOMOS (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, as amended, 1930 to 2014;
- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 to 2017;
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

15.2.4 Data Collection and Collation

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

15.2.4.1 Desk Study

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR. SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP; pursuant to Section 12 of the National Monuments (Amendment) Act, 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DHLGH), which is available online (NMS 2020) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;
- The topographical files of the National Museum of Ireland (NMI 2020);
- Cartographic sources, comprising pre-19th century historic maps and various editions of the Ordnance Survey (OS) six-inch maps, 25-inch maps and five-foot plans;
- Excavations Bulletins and Excavations Database (Excavations 1970 to 2021);
- Dublin County Archaeology GIS, online (The Heritage Council 2015);
- Dublin City Council (DCC) Dublin City Development Plan 2022 - 2028 (DCC 2022);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- South Dublin County Council (SDCC) Development Plan 2022 - 2028 (SDCC 2022);
- Dun Laoghaire-Rathdown County Council (DLRCC) Development Plan (2022-2028) (DLRCC 2022)
- NIAH, Building Survey and Garden Survey (NIAH 2020);
- Dublin City Industrial Heritage Record (DCIHR) (DCC 2003 to 2009);
- Placenames Database of Ireland (Logainm 2020);
- Aerial imagery online: Google Earth 2001 to 2018 (Google Earth 2020), Bing 2013 (Bing 2020) and Ordnance Survey Ireland (OSI) 1995; 2000; 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, Section 15.7).

15.2.4.2 Field Survey

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

15.2.4.3 Mapping

The locations for all archaeological and cultural heritage assets identified in the course of the assessment have been mapped and are shown on Figure 15.1 in Volume 3 of this EIAR. The coordinates for each asset are provided in Irish Transverse Mercator (ITM) in the Inventory of Archaeological and Cultural Heritage Sites in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

15.2.5 Appraisal Method for the Assessment of Impacts

Archaeological and cultural heritage sites are considered to be a non-renewable resource and cultural heritage material assets are generally considered to be location sensitive. In this context, any change to their environment, such as construction activity and ground disturbance works, could adversely affect these sites. The likely

significance of all impacts is determined in consideration of the magnitude of the impact and the baseline rating upon which the impact has an effect (i.e. the sensitivity or value of the asset). Having assessed the potential magnitude of impact with respect to the sensitivity / value of the asset (Table 15.1, Table 15.2 and Image 15.1), the overall significance of the impact is then classified as not significant, imperceptible, slight, moderate, significant, very significant, or profound (Table 15.3).

A glossary of impact assessment terms, including the criteria for the assessment of impact significance, is contained in Appendix A15.3 in Volume 4 of this EIAR.

Table 15.1 Significance / Sensitivity Criteria

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

Table 15.2: Magnitude of Impact Criteria

Impact Magnitude	Criteria
High	These impacts arise where an archaeological / cultural heritage asset is completely and irreversibly destroyed by a proposed development. A change such that the value of the asset is totally altered or destroyed, leading to a complete loss of character, integrity and data about the site.
Medium	An impact which, by its magnitude, duration or intensity alters an important / significant aspect of the environment. An impact like this would be where an archaeological / cultural heritage asset would be impacted upon leading to a significant loss of character, integrity and data about the site. Or an impact which by its magnitude results in the partial loss of a historic structure (including fabric loss or alteration) or grounds including the part removal of buildings or features or part removal of demesne land (e.g. severance, visual intrusion or degradation of setting and amenity). A permanent positive impact that enhances or restores the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in a clearly noticeable manner.
Low	A low impact arises where a change to the site is proposed which though noticeable is not such that the archaeological / cultural heritage character / integrity of the site is significantly compromised, and where there is no significant loss of data about the site. A positive impact that results in partial enhancement of the character and / or setting of a cultural heritage site or upstanding archaeological heritage site in the medium to long-term.
Negligible	An impact which causes very minor changes in the character of the environment and does not directly impact an archaeological / cultural heritage asset, or affect the appreciation or significance of the asset. There would be very minor changes to the character and integrity of the asset and no loss of data about the site.

Table 15.3: Defining Significance of Impacts

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

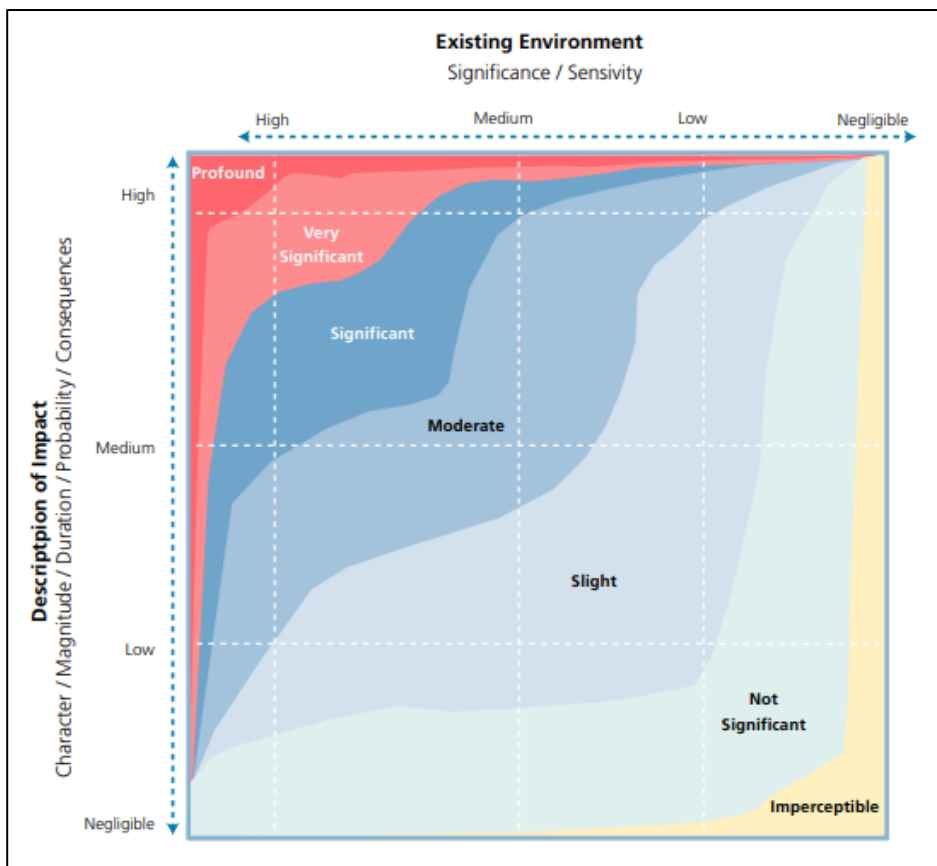


Image 15.1 Description of Impacts from the EPA Revised Guidelines on Information to be Contained in EIS (EPA 2022)

Ongoing interaction with the wider EIAR team took place, in particular the landscape (townscape) and visual and the architectural heritage specialists, as well as the engineering design team for the Proposed Scheme. This facilitated an interdisciplinary approach for the assessment of archaeology and cultural heritage.

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

15.3.1.1 Templeogue

Between Templeogue and Tallaght, a range of low hills extending from Balrothery to Greenhills rise gradually to form the Tallaght Hills which dominate local topography to the south and east. These hills are particularly rich in prehistoric remains and artefacts dating to the Bronze Age.. However, the recorded archaeological presence along the Proposed Scheme is largely medieval to post-medieval in date.

Templeogue, located in Tallaght parish and the barony of Uppercross, is written *Tachmelog* in a 13th century church register called the *Crede Mihi* (Price 1940). The appellation *Tachmelog* can be translated as ‘St Malog’s (or Molagga’s) house’.

15.3.1.1.1 Templeogue in the Medieval Period

The church at Templeogue (RMP DU022-009; Sheet 14 and Sheet 15 of 19, Figure 15.1 in Volume 3 of this EIAR), however, is an Anglo-Norman foundation, roughly dating to 1273. The church was a chapel annexed to the Church of Kilmesantan which stood outside the boundaries of the Pale and was built in its present location within the Pale in response to attacks on the district of Tallaght by the displaced Irish clan, the O’Tooles.

The surviving medieval church consists of an undivided nave and chancel structure, of coursed ashlar blocks, within a slightly raised and roughly oval-shaped walled graveyard. Two grave makers survive in the interior of the church at its east end, one with a date of 1700. In the graveyard to the south of the church, a narrow granite graveslab can be located. The church at the turn of the century, as described by Ball was ‘*nearly destroyed*’ and only ‘*fragments of the western half of the south wall and portions of the east wall remain*’ (Ball 1905).

At the beginning of the 14th century, the lands at Templeogue, which were then part of the Archbishop of Dublin’s Manor of Tallaght, were held by members of the Harold clan. However, as the area around Tallaght suffered much from the resurgent activity of the Irish of the Wicklow massif, the area was very much on the frontiers of the Pale, subject to hostile assault and yielding no profit to the Crown. As a result, formerly royal land was leased out or alienated to powerful local landholders, who were able by their presence on the ground to maintain some level of governmental control.

Settlement around Templeogue in the early medieval period was strongly influenced by its proximity to the early ecclesiastical site of Tallaght, one of the most prestigious centres of religion and learning in early medieval Ireland. Tallaght was founded in AD 769 by St. Mael Ruain and became one of the wealthier foundations in the area. It became a possession of the archdiocese, and after the Anglo-Norman invasion, was one of the archbishop’s principal manors. In 1179, the Pope’s confirmation of diocesan lands to St. Lorcán Ó Tuathail, shows Tallaght preceded only by Lusk, Swords, Finglas and Clondalkin in terms of rank and wealth.

On the borders of the Pale, the castle at Templeogue was one of a number erected in the vicinity by strong local landlords. One of its nearest neighbours was the castle of Timon, or Tymon (RMP DU022-007), the chief seat in the lordship or manor of Tymothan erected in the reign of King John. A turret survives at the north-east corner of Templeogue House rising to three storeys and is thought to incorporate a late tower house (RMP DU022-010) with vaulted basement. This took place in the 18th century when Sir Compton Domville took over the property from the Talbot family and built a red brick mansion on the site (Hancock 1877; Ball 1905). The exterior is pebble-dashed making it difficult to identify early architectural features.

15.3.1.1.2 Templeogue in the Post-Medieval Period

The grounds of Templeogue House as depicted on the first edition OS six-inch map, show a mill complex adjacent the road. Milling activity is commonly found along the banks of the River Dodder (which flows to the south of the road). It is evident from historical references and maps that the River Dodder, from well above Oldbawn down to

the tidal waters below Ballsbridge, together with its small tributaries, supported a whole series of water mills from the medieval period until the first half of the 20th century. The historical significance of the River Dodder is clear, with some two dozen different mill sites recorded along the River Dodder itself, many more along its tributaries and the City Watercourse, which is fed from the River Dodder at Firhouse.

The Talbots were typical of the local landowners who represented English control in the Pale, and by the end of the 16th century, they had become prominent lay landholders in the area when the lands of Templeogue became the residence of Richard Talbot, second Justice of the Common Bench (Ball 1905). As an Old English Catholic family, the Talbots suffered forfeitures of lands in the confiscations and regrants of the 17th century. Following the ascendancy of the Commonwealth in 1649, Henry Talbot's name appeared on the list of those ordered to transplant to Connaught. At this time, there were about 40 inhabitants in the village including Theobald Harold, town steward, and aside from the castle (RMP DU022-010) and a number of cottages, there was a cloth mill and a substantial dwelling in disrepair (Ball 1905). The Act of Settlement in 1653 redistributed forfeited land, and for a time a Mr. Roger Brereton held the castle at Templeogue. After the Restoration (1660), the castle was initially placed in the charge of a caretaker but within a few years Henry Talbot was restored to his ancestral home.

In 1686, the castle at Templeogue passed into the possession of Sir Thomas Domville who constructed a redbrick mansion with a gable roof (Ball 1905), incorporating portions of the preceding structure. Further improvements were made under Sir Compton Domville (Sir Thomas Domville's son) who, from 1721, focused on laying out the grounds and gardens which included artificial cascades in the Marlay Style arranged on either side with statues and urns (Ball 1905). In 1751, Sir Compton succeeded to Santry Court on the death of the last Lord Santry, his nephew, but continued to use Templeogue House (as it had become known) as a residence. Following his death in 1768, the house passed to his nephew Mr. Charles Pocklington who was residing full time at Santry Court by 1780. Templeogue House was pulled down in the early 19th century, but leaving whatever remained of the walls of the original Talbot castle so that they were incorporated a second time into the present structure which was complete by 1843 when it acted as residence for the novelist Charles Lever. At the turn of the 20th century, Templeogue House was the residence of a Mr. William Alexander (Ball 1905).

Both the Talbots and the Domville's as owners of Templeogue claimed rights over the city's watercourse (RMP DU022-003; Sheet 14 and 15 of 19, Figure 15.1 in Volume 3 of this EIAR) which on its course from a weir on the River Dodder at Balrothery, through Templeogue and Kimmage, and on to the city basin near James's Street via Dolphin's Barn, passed through the grounds of Templeogue House where it was diverted into a series of ornamental cascades or waterfalls. Rents were payable in respect of it, as well as a yearly tribute of corn from the mills.

A second aspect of the watercourse throughout its history was its power supply to mills erected along its channel. In December 1557, Richard Talbot of Templeogue was granted the mill corn due to the city for maintenance of the course of the water to the mill. However, by 1597, the commons of the city complained that the flow of water had been disrupted at will by the Talbots of Templeogue, who claimed legal rights to corn from mills along its course. Though proved at this time that they had no legal rights in this respect, the feud continued over the next one hundred years.

Toward the end of the 18th and into the early 19th century, the importance of the watercourse lessened owing to the increasing use of the canals as a means of obtaining water. Nonetheless, general upkeep continued, and in 1815 sluice gates were constructed on the south-west side of the Balrothery weir to divert the River Dodder's water in times of flood. After this date, the main use of the watercourse was to drive the numerous mills in the Templeogue area, a function that continued up to 1952 (Keeley 1985).

Templeogue Mill was demolished in 1985 to make way for the Tallaght Bypass (Templeogue Road R137). There was a mill recorded here since 1394 when William, heir to Robert Meones quit his claim to the right of the watermill '*on the waters of Doder in Taghmeloge*' (Healy 2004). A mill is also shown on the Down Survey map for the barony of Newcastle in the Templeogue area (Image 15.2) (Trinity College Dublin (TCD) 2013), however, given the scale it is difficult to pinpoint its exact location. In relation to Templeogue, it states the following within the Civil Survey of 1647 '*the improvements there in are at Templeogue; there stands a Castle in Repaire a Tuck Mill and a House out of Repaire*' (Simington 1945).

The mill was operated by the Burkes in the 19th century when it was burnt down and subsequently rebuilt. Prior to its removal it had been derelict and had fallen into disrepair (Image 15.4).

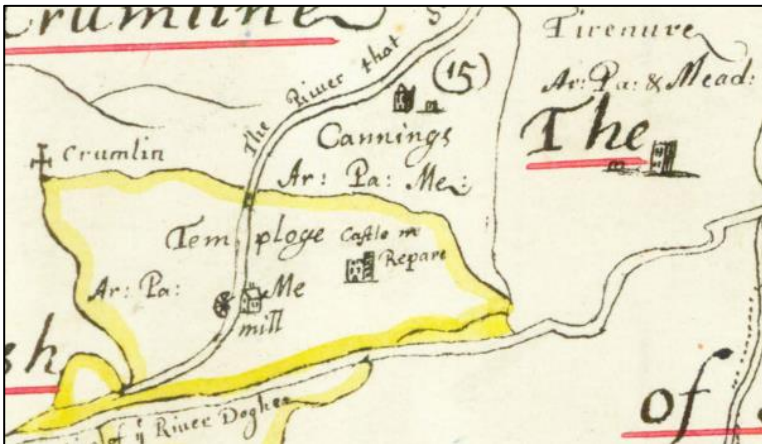


Image 15.2 Down Survey Newcastle Barony, 1656 to 1658 (TCD 2013)

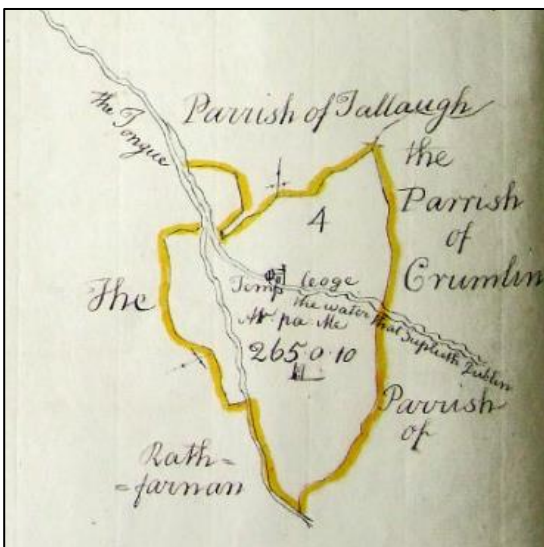


Image 15.3 Down Survey Parish Map of Tallaght, Newcastle, 1656 to 1658 (TCD 2013)



Image 15.4 Templeogue Mill (Healy 2004)

The once famous spa at Templeogue (RMP DU022-059; Sheet 14 of 19, Figure 15.1 in Volume 3 of this EIAR), at its most fashionable in the early 18th century, was situated where Spawell House used to stand (now D'Arcy McGees), close to the channel of the old City Watercourse. Spawell was located opposite the old church of Templeogue, and a long avenue of stately elms led up to the house (Joyce 1912).

The mineral spa at Templeogue was discovered not long after the arrival of the Domville family to Templeogue, and enjoyed popularity throughout the first half of the 18th century, reaching its zenith as a curative spa in 1730. Lodgings were established near the well, which was open from April to September, and the activities of its patrons chronicled in 1728 in the pages of weekly journal called 'The Templeogue Intelligencer'. According to 'The Templeogue Ballad', dances were held each Monday in Templeogue that were attended by Dublin's elite during the height of the Spa's popularity. Such activities are advertised in connection with an inn called 'The Domville Arms and Three Tons'. Popularity quickly waned, and by the middle of the 18th century, Templeogue's spa had lost its reputation. According to Dr. Ruddy, the naturalist, it lost its properties as a spa between the years 1749 and 1751 (Joyce 1912). By the close of the 19th century, 'The Domville Arms and Three Tons' had become a farmhouse. At the height of the spa's popularity, an announcement appeared that coal had been found at Templeogue. However, the colliery was short lived (Ball 1905).

15.3.1.2 Rathfarnham

Rathfarnham is dominated by Rathfarnham Castle, a national monument in State ownership (RMP DU022-014; national monument 628) which was the residence of the Loftus family. The name of Rathfarnham, or *Ráth Fearnáin*, points to early medieval settlement in earthen-banked enclosures called ringforts or 'raths'. The name translates as the 'Rath of the Aldertree', possibly indicating a wooded landscape. Joyce translates the name as 'Farannan's Rath' (Joyce 1920).

15.3.1.2.1 Rathfarnham in Prehistory

While there are no recorded prehistoric sites in Rathfarnham, the discovery of stray prehistoric artefacts indicates some sort of activity of this period in this townland. This appears to date to as early as the Mesolithic period, with the discovery of Late Mesolithic Bann Flakes in a garden and at The Mill House on the Whitechurch Road (NMI 1959:39-44; 1961:249-250). A copper halberd, a ceremonial weapon dating to the Copper Age was also found in Rathfarnham, approximately 8.5m (28 feet) below the surface in a gravel pit (NMI 1897:1316).

15.3.1.2.2 Rathfarnham in the Early Medieval Period

The name of Rathfarnham refers to the settlement type favoured in the early medieval period. A rath, or ringfort as it is better known, was an earthen-banked enclosure which would have accommodated dwellings and ancillary structures. They were typically dispersed in the landscape, and the comparative lack of these monuments in Dublin is most likely due to their destruction by agricultural activity and the early Anglo-Norman occupation of this area.

The church and graveyard at Rathfarnham (RMP DU022-013001; DU022-013002; DU022-013003) are first recorded in 1225, but the discovery of a pre-Norman graveslab in 1981 confirms the postulated existence of an earlier foundation at this location. The slab is of the Rathdown type, which is associated with Viking burials in the Dublin area from the 9th to the 12th centuries (Breen 1981).

15.3.1.2.3 Rathfarnham in the Medieval Period

Following the arrival of the Anglo-Normans in Ireland, the demesne of Rathfarnham was granted to Milo le Bret in 1199. Le Bret would likely have constructed a castle in the area, as it would have been his responsibility to contribute to the defence of the Pale, and state papers reference some sort of fortified dwelling in the area. The earliest Anglo-Norman castles were earth and timber motte and baileys, which were subsequently replaced with masonry structures. There may have been an early masonry castle at the site of the current castle, but excavations have failed to reveal evidence of such a structure at this site, possibly due to rebuilding and landscaping works in

the post-medieval and early modern periods. There have been suggestions, however, that a building on the north side of the manor house with 1m thick walls, a vaulted roof and loop-hole windows may have formed the undercroft of a 14th or 15th century castle (Carroll 1988).

Rathfarnham remained in the possession of the le Brets throughout the 14th and 15th centuries, leasing them to the Harold family. The lands passed to the Crown following the death of John le Bret at the beginning of the 15th century. They were subsequently under the ownership of James Fitzwilliam, John Galvey, Thomas Hall, James Cornwalsh and the Eustace family. The lands were confiscated from the Eustaces owing to the involvement of James Eustace in the Desmond Rebellion and it was at this time, 1583, that they were leased by Adam Loftus, Archbishop of Dublin, who built Rathfarnham Castle. Incursions by the Gaelic Irish from the nearby hills had impacted the settlement at Rathfarnham such that it was described as a waste village, and Ball suggests that the original castle must have been in ruin before being replaced by Loftus' castle (Ball 1903). The 16th century castle was a large semi-fortified house of enlarged tower house type. It had a rectangular plan with a very thick central spine and four flanker towers.

Archaeological investigations in the vicinity of Rathfarnham Castle have revealed some evidence of the medieval phase of occupation (Ministerial Consent E000342, E004468) (Carroll 1988; Giacometti 2018). Judith Carroll recovered several finds dating to the 14th to the 16th centuries, including a floor tile, and local and imported pottery, and decorated masonry window fixtures. Antoine Giacometti also discovered several original 16th century features in the course of restoration works on the castle. This included the original foundations and battering, as well as a 16th century doorway into the north-west flanker at basement level. 16th century gunloops in the flanker towers indicate part of the original defensive structure. Internally, a 16th century doorway, fireplaces, oven, original floor-levels and sub-floor drains have been recorded, and the northern basement room, which probably functioned as a kitchen in the 16th century, revealed a huge pair of original fireplaces. Some evidence for a pavement of this date was also found, having survived extensive landscaping works in the grounds of the castle.

The church in Rathfarnham functioned as the parish church, dedicated to SS. Peter and Paul. It was the subject of a dispute in 1225, as the Archbishop of Dublin objected to the claims of Milo le Bret as '*lord of the soil*'. Their claims were subsequently handed over to the Prior and the Canons of the Holy Trinity, and the Archdeacon of Dublin. The Pope interceded and assigned adjudication to the Priors of St. John and St. Thomas of Dublin and of Old Connell, County Kildare. While this resulted in the assignment of the church to the Priory of the Holy Trinity, the Archdeacon further disputed the claim in 1253. The adjudication was this time assigned to the Dean and Precentor of the Cathedral of Lismore. This was eventually settled by assigning the church to the Archdeaconry, but with the Priory entitled to large annual payments from it. As part of this settlement, Rathfarnham was raised to the status of Prebend in the Cathedral of St. Patrick, conferring on the Archdeacon the right to a '*stall in the choir and a seat in the Chapter*' (Ball 1903).

It is evident from historical references and maps that the River Dodder, from well above Oldbawn down to the tidal waters below Ballsbridge, together with its small tributaries, supported a whole series of water mills from the medieval period until the first half of the 20th century. There are three mill sites recorded in Rathfarnham which may be related to this medieval milling activity (RMP DU022-070; DU022-044001; DU022-099; DU022-099 is a redundant record; Sheet 1 of 19 Figure 15.1 in Volume 3 of this EIAR). The River Dodder also required a bridge at this location, and the earliest record of one in this area dates to 1381 at the site of the present 'Big Bridge', or Pearse Bridge (RMP DU022-044002) (Ball 1903).

15.3.1.2.4 Rathfarnham in the Post-Medieval Period

Rathfarnham Castle remained with the Loftus family for several generations before Philip Loftus was forced to sell it to settle heavy debts in 1724. It then passed between several owners in the 18th century, including Speaker William Connolly of Castletown House, Archbishop John Hoadley and Bellingham Boyle before it returned to the ownership of the Loftus family under Nicholas Loftus, Earl of Ely, in 1762 (Ball 1903). Many improvements to the grounds were undertaken throughout this time, most notably by Archbishop Hoadley, who was a horticulturalist and keen to implement land improvements. He devised schemes for the employment of the poor and encouraged local landowners and tenants to engage in new agricultural techniques. His son-in-law and successor, Bellingham Boyle, continued in this fashion. Many of the 18th century renovations of the castle are the result of work by Henry

Loftus, who inherited the estate in 1769. This included new fixtures, the neo-classical portico, stuccoed ceilings, painted panels by the artist Angelica Kaufmann, and the installation in the grounds of ornamental ponds.

Archaeological investigations have revealed considerable evidence of the improvements and changes made to the estate at this time (Ministerial Consent E000342; E004468; Licence 94E0161; 95E0200) (Carroll 1988; Giamometti 2018; Carroll 1994; Carroll 1995). This included an 18th century underground passageway which led from the kitchen wing westwards, under the current road and the Proposed Scheme, towards the kitchen gardens. Other features included drains, walls and new additions of doors, stairs, chimneys, floors and previously undiscovered coal cellars. Finds have included discarded 17th century plasterwork, which was probably dumped during the 18th century renovations, and a washpit which contained 17,500 artefacts dating to the 17th century.

The Elys remained in the castle until the early 19th century, at which time it was sold to the Roper family. The Jesuits took possession of the castle in 1912 as a retreat house, adding a new wing to the west of the structure which concealed the 18th century kitchen wing.

While there had been considerable unrest during the rebellions of the 17th century, during which time a garrison was held at the castle, the village of Rathfarnham was of considerable size by this time. Pender's Census of 1659 records 70 occupants and 22 houses, including three gentlemen – Mr. Darby Burgoyne, Mr. James Bishop and Mr. William Graham – as well as a smith, carman, cow herd, gardener and cooper (Ball 1903). Ball (ibid.) names the owner of a cloth mill at Rathfarnham at the time of the 1641 Rebellion as John Higginson. He was attacked in his mill and escaped by way of the sluice to seek refuge in the castle. The Down Survey map of the Barony of Newcastle of 1656 to 1658 (Image 15.5) demonstrates the significance of the settlement, depicting the castle, church, two mills (probably RMP DU022-070 and DU022-099) and the road from Dublin to Rathfarnham which clearly shows either a ford or bridge at the same location as the existing bridge.

The village became a popular health resort in the late 17th / early 18th centuries, but by the end of the 18th century it was described as 'a small village with very few houses of the better class' (Ball 1903). However, it is evident that milling continued to be a profitable industry in the area, as Mr. Benjamin Sherrard, a successful linen manufacturer, had connections with the area. Paper was also manufactured there by a Mr. Mansergh and Thomas Slater, although the works were destroyed by fire in 1775, and a dye works was established by Elizabeth Fisher near the bridge, where the first edition OS six-inch map shows the Ely Cloth Factory next to a large mill pond (OSI 2020). Lewis recorded that about 100 people were employed there in 1837 (Lewis 1837).

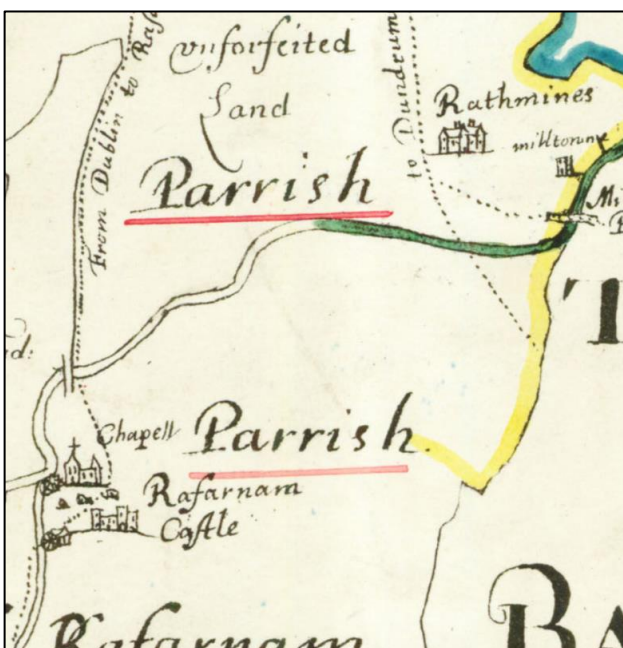


Image 15.5: Down Survey Map of the Barony of Newcastle Showing Rathfarnham and Rathmines, 1656 to 1658 (TCD 2013).

15.3.1.3 Terenure

The Templeogue Section of the Proposed Scheme meets the Rathfarnham Section of the Proposed Scheme at Terenure. Terenure comes from *Tír an Iubhair*, 'the land of the yew-tree', describing the vegetation of the area (Logainm 2020). The name first appears around the time of the Anglo-Normans and is mentioned in various documents between 1212 and 1317 with various spellings (Tyrynwer, Thirinwyr, Tyrnyvyr).

While there are no recorded prehistoric monuments in this area, prehistoric activity can be inferred by the occasional recovery of stray finds of this period. A beehive quern stone has been found (NMI 2002:42) in Terenure; this quern appears to have been in its original depositional location and dates to the Iron Age.

15.3.1.3.1 Terenure in the Early Medieval Period

While the Irish placename of Terenure, and of Rathgar and Rathmines, suggests early medieval settlement, there are no recorded archaeological monuments of this period in the area. The names suggest the existence of ringforts, which were probably dispersed across what would have been fertile agricultural land.

Historical sources suggest that tillage crops were important at this time and Clarke tells us that the ale of Cualu was renowned for its quality and was consumed from vessels made from horns of wild ox (Clarke 1978). According to one early text '*He is not king over glorious Ireland who does not consume the ale of Cualu*' (Corlett 1999). The vast residential developments which were constructed early in the 20th century and the lack of archaeological investigations in Terenure probably account for the lack of early medieval evidence in this area.

15.3.1.3.2 Terenure in the Medieval Period

The history of Terenure has been closely associated with the demesne of Terenure Castle (RMP DU022-095; Figure 15.1 in Volume 3 of this EIAR). The townland comprises 569 acres within the Civil Parish of Rathfarnham. As Terenure was neither a parish nor a district it tended to be in private ownership (Bennett 1991).

Ball writes that the earliest mention of Terenure is of a grant made in 1206 to Audoen le Brun, Chamberlain of the Irish Exchequer, of the tithes of the demesne lands in Terenure and Kimmage (Ball 1903). The lands of Terenure, Kimmage and Drimnagh were granted in 1215 by King John to Hugh de Barnewall, whose family had joined William the Conqueror in his conquest of England. When Edward Barnewall died in 1590 he left Terenure and Kimmage to his son Peter, who had a castle in Terenure (RMP DU022-095; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR) near the present Carmelite College (Terenure College).

15.3.1.3.3 Terenure in the Post-Medieval Period

In the 17th century, a castle (RMP DU022-095; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR) and six other dwellings stood upon the lands of Terenure and Kimmage, which were then in the possession of Peter Barnewall. He was residing there when the Rebellion broke out and, according to depositions made by his tenants, escaped plunder himself and showed little real sympathy with those not so fortunate (Ball 1903).

Cromwell confiscated the land of the Barnewalls and during the Commonwealth, Terenure was described as a castle '*in good repair with a dwelling house which had been a mill*' (Simington 1945). The population is given as 20 persons and a young farmer called John Sheppey is noted as the principle inhabitant. Shortly before the Restoration Mr. Erasmus Cooke appeared as a resident there, in a dwelling-house with land for which he paid a rent of £90 a year (Ball 1903).

Following the Rebellion, the Barnewall estates were granted to the Earl of Tyrconnell and were subsequently sold to Edward Deane of Crumlin in 1671 for £4,000. Terenure House became the seat of the Deane family, several of whom served in Parliament. It remained in the possession of the Deanes until the end of the 18th century, when it was purchased by Abraham Wilkinson for his daughter and her husband, Sir Robert Shaw.

Arthur Bushe of Dangan, Co. Kildare, who was secretary to the Revenue Commissioners, built a very early 18th century house (1700) at Bushy Park Demesne (Bennett 1991). Bushy Park was formed out of part of the original demesne of Terenure House. Subsequently, this house was either demolished or completely rebuilt to make way for the existing Georgian building, modified by the addition of 19th century windows on the ground floor (Moriarty 1998).

It was sold in 1743 to a butcher, John County. In 1772 John Hobson changed the name from 'Bushe House' to 'Bushy Park'. It was sold to Abraham Wilkinson with 11 acres, to which he added a further 100 acres as a dowry for his daughter Maria, who married Robert Shaw Jnr. in 1796, the well known banker and Lord Mayor from 1815 to 16. There were two exits from the house, one onto Rathfarnham Road at Rathdown Park and another at Fortfield Road (Bennett 1991).

The Templeogue Road, or the road to Tallaght as it was known, was opened in 1801 and divided the properties of Robert Shaw Jnr. He moved his official residence at that time to Bushy Park following his marriage, and Terenure House became the residence of Mr. Frederick Bourne, in whose time it was noted for the beauty of its gardens (Ball 1903).

Terenure House was eventually purchased from the Bourne family in 1860 by the Carmelite Order who opened it as a secondary school (Bennett 1991).

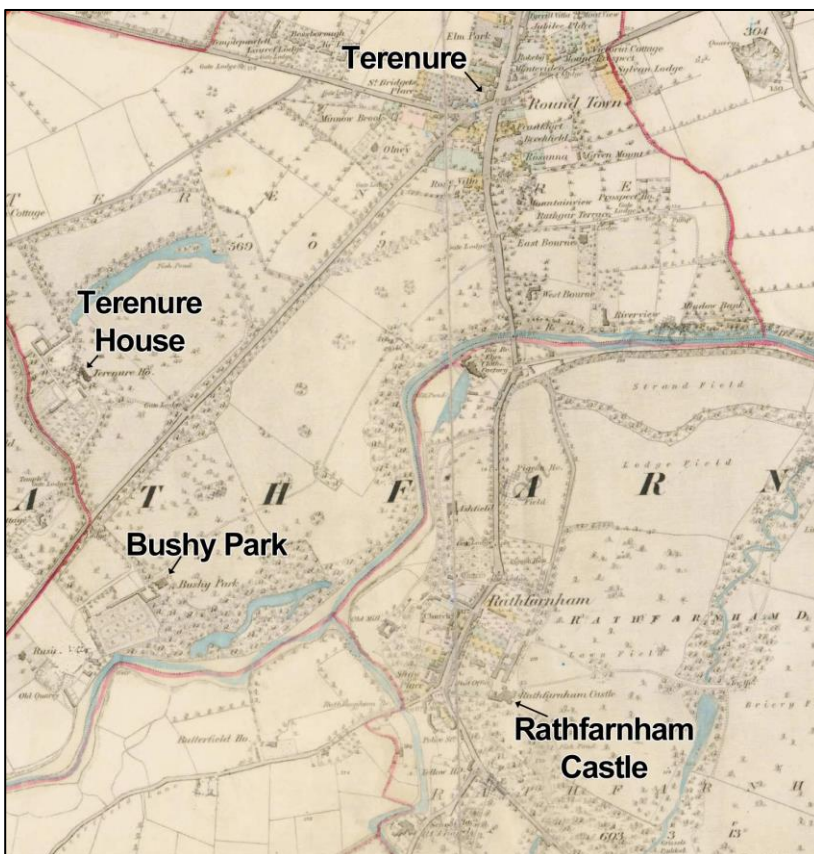


Image 15.6: Rathfarnham Castle, Bushy Park, Terenure House and 'Round Town' (Terenure), First Edition OS Six-Inch map, 1836 (OSI 2020)

The village was known in the 18th and 19th centuries as 'Roundtown', named after a circle of small cottages in the village centre which is depicted on the first edition OS six-inch map (Image 15.6). It became quite a prosperous area in the 19th century, with several named dwellings depicted on historic mapping, and no doubt helped by the development of the Dublin and Blessington Steam Tramway and the Dublin Tramways Company (DTC), which both had termini at the village.

15.3.1.4 Rathgar

The name Rathgar derives from the Irish ‘*Rath Gharbh*’. ‘*Rath*’ meaning ringfort and ‘*Gharbh*’ meaning rough or uncultivated ground (Logainm 2020). The townland name can be translated as ‘the rough ring fort’ or ‘the ring fort upon rough ground’, which preserves an idea of the early medieval landscape.

Like Terenure, little is known of prehistoric activity in this area, but stray finds indicate activity in the vicinity. These finds comprise of a possible flint blade, a copper axe head and a flint ‘slug-knife’ fragment which is likely to date from the Bronze Age (NMI RIA1917:85; 1944:244; I.A. 4/57).

15.3.1.4.1 Rathgar in the Medieval Period

In the centuries immediately succeeding the Anglo-Norman Conquest, Rathgar was the grange or the home farm of the Abbey of St. Mary de Hogges, a convent for nuns of the rule of St. Augustine, which stood upon College Green, then called the ‘Hogges’ or the ‘mounds’. In the 16th century, when the dissolution of the religious houses took place, the premises and lands were returned as containing ninety acres arable and three woods, which were held under the convent of James Richards, and some years later they were granted by the crown to Nicholas Segrave (Ball 1903). Rathgar Castle (RMP DU022-086001; now demolished; Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR) was constructed at that time.

Archaeological investigations at a development site on 13 Orwell Road uncovered two skeletons associated with 16th century activity on the site, but no trace of the castle (Licence 06E1183) (Lohan 2008). It is possible that the castle itself lay closer to the crossroads in Rathgar.

15.3.1.4.2 Rathgar in the Post-Medieval Period

At the beginning of the 17th century, the castle or manor house of Rathgar (RMP DU022-086001; Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR) had become the country residence of the Cusacks, one of the oldest and leading mercantile families in Dublin, and was occupied by John Cusack, who was Lord Mayor of Dublin in 1608.

The lands and castle of Rathgar suffered during the Battle of Rathmines in 1649, when it was occupied and defended by parties of fugitives from Lord Inchiquin’s portion of the Royalist army (Joyce 1912). Being a Protestant, Mr. Cusack was allowed to remain in possession of his lands under the Commonwealth. At the time of the Restoration, he lived in a house containing five hearths, assumed to be Rathgar Castle (Ball 1903). A roadway now represented by Rathgar Avenue was probably a private avenue in its original form which led to Rathgar Castle from Harold’s Cross Road (Joyce 1912).

Rathgar Castle fell into ruin in the 18th century. In 1782 Austin Cooper, the well-known antiquarian, found at Rathgar only the walls of a large and extensive building, which he says, had a modern appearance, with the remains of several offices near to them. He also noted an entrance gateway with a staircase, indicating that it had formally been arched and looked older than the surrounding structures (SMR DU022-086002; Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR).

Geoghegan, the author of ‘The Monks of Kilcrea’, probably either saw the ruins of Rathgar Castle himself or obtained a description of them from someone who had seen them when he wrote:

*“Rathgar, upon thy broken wall,
Now grows the lusmore rank and tall-
Wildgrass upon thy hearthstone springs,
And ivy around thy turret clings;
The night-owls through thy arches sweep,
Thy moat dried up, thy towers a heap,
Blackened, and charr’d and desolate-
The traveller marvels at thy fate!”* (Joyce 1912).

This passage indicates the castle walls comprised of a turret and arches, and it appears that it was surrounded by a moat. It is possible that wall footings and an infilled moat may survive beneath the surface close to the crossroads at Rathgar.

The lands of Rathgar were let to market gardeners and dairymen in the 18th century. One lease holder was a John Mooney, whose son's disreputable career and execution for highway robbery formed a subject of the religious tract of the period. In 1753 the lands of Rathgar were opened up for the construction of an avenue from the gate of Rathmines castle to Terenure, along which the Proposed Scheme will be located. By 1756 the new Highfield Road had been completed, joining Rathmines, Rathgar and Terenure. Rathgar castle is last mentioned in 1784 when a sham fight of Dublin Volunteers took place. During the fight, a number of troops fortified the ruins of the castle and they were eventually driven out with great difficulty (Ball 1903).

15.3.1.5 Rathmines

Rathmines comes from *Ráth Maonais* ('fort of Meones'), and is in fact named after Anglo-Norman settlers, the de Meones family who came into possession of the area at the beginning of the 14th century. Prior to this, the area was simply known as 'The Rath'. It was henceforth known as 'Meonesrath' and eventually known in the 17th century as Rathmines (Logainm 2020). Although there are no known monuments or stray artefacts dating to the early medieval period, the survival of this name is a clear indication of a Gaelic Irish population prior to Anglo-Norman settlement.

15.3.1.5.1 Rathmines in the Medieval Period

Rathmines, which was previously held by Richard de Welton, came was under the ownership in the early 14th century of the de Meones family (Ball 1902). The Rath (probably a ringfort) appears to have lain within the See of Dublin and the Manor of St. Sepulchre. The de Meones supposedly originated from Hampshire, travelling to Ireland in the entourage of Archbishop John de Derlington, who was appointed to the See of Dublin in 1279. William de Meones held the positions of a Canon of St. Patrick's Cathedral along with the lay office of Chamberlain and Baron to the Exchequer. Other members of the same family held equally high positions as bailiff and Mayor of Dublin. Rath was held in 1326 by Gilbert de Meones, while William acceded to the Rath in 1382, at which time he assumed the title of 'Lord of Meonesrath'. Either the latter part of this title became inverted or was a corruption of 'Rath de Meones'. In any case this serves to explain the origin of the name Rathmines.

15.3.1.5.2 Rathmines in the Post-Medieval Period

Sir George Radcliffe constructed a manor, Rathmines Castle, on lands previously held by the Barons of Howth, c. 1633 (RMP DU022-087). Radcliffe served as counsellor to the Viceroy, the Earl of Stafford, upon whose overthrow Radcliffe lost everything and was impeached by the House of Commons. The house stood close to the road through Old Rathmines, which was then the highway from Dublin to Dundrum, approximately 1km south-east from the village centre, on the ground now lying between Palmerston Villas and Cowper Villas. Its value was estimated at £7,000, which was then an enormous amount (Ball 1903).

The house survived the Rebellion of 1641, and was briefly occupied by the Earl of Ormond, but was burned in 1642. The house was restored and occupied by Sir William Shore, although Radcliffe is still cited as the owner of the lands when it was rated for taxation as containing six hearths.

The Battle of Rathmines (Image 15.7), in 1649, was a conflict between the Royalist and Parliament forces outside the city walls. James Butler, Duke of Ormond and Viceroy of Ireland, was in possession of Dublin three years prior to the battle. At that time the city was in a poor state and trade was at a standstill. Ormond, no longer capable of holding the city, offered it to the Parliament. In 1647, Colonel Jones became Governor of Dublin, which became a roundhead stronghold. Jones expelled large numbers of Catholics from the city, and in 1649 he banished all Catholics from the city.

On 21 June 1649, Ormond set about regaining the city, concentrating his 11,000 strong force on the north of the city from Finglas. During the siege the garrison was restocked, and reinforcements were brought in from England. At the end of July, Ormond marched to Rathmines where he encamped his force. The force assembled at

Rathmines appears to have been equal in number to Jones's with between 4000 and 5000 cavalry and infantry. Rathmines afforded a clear view of Dublin castle and the open sea. From Rathmines, Ormonde put pressure on the besieged city by cutting off the fresh water supply, which deprived Dublin of drinking water and prevented the mills from operating. Ormonde's force took Rathgar Castle on 27 July.

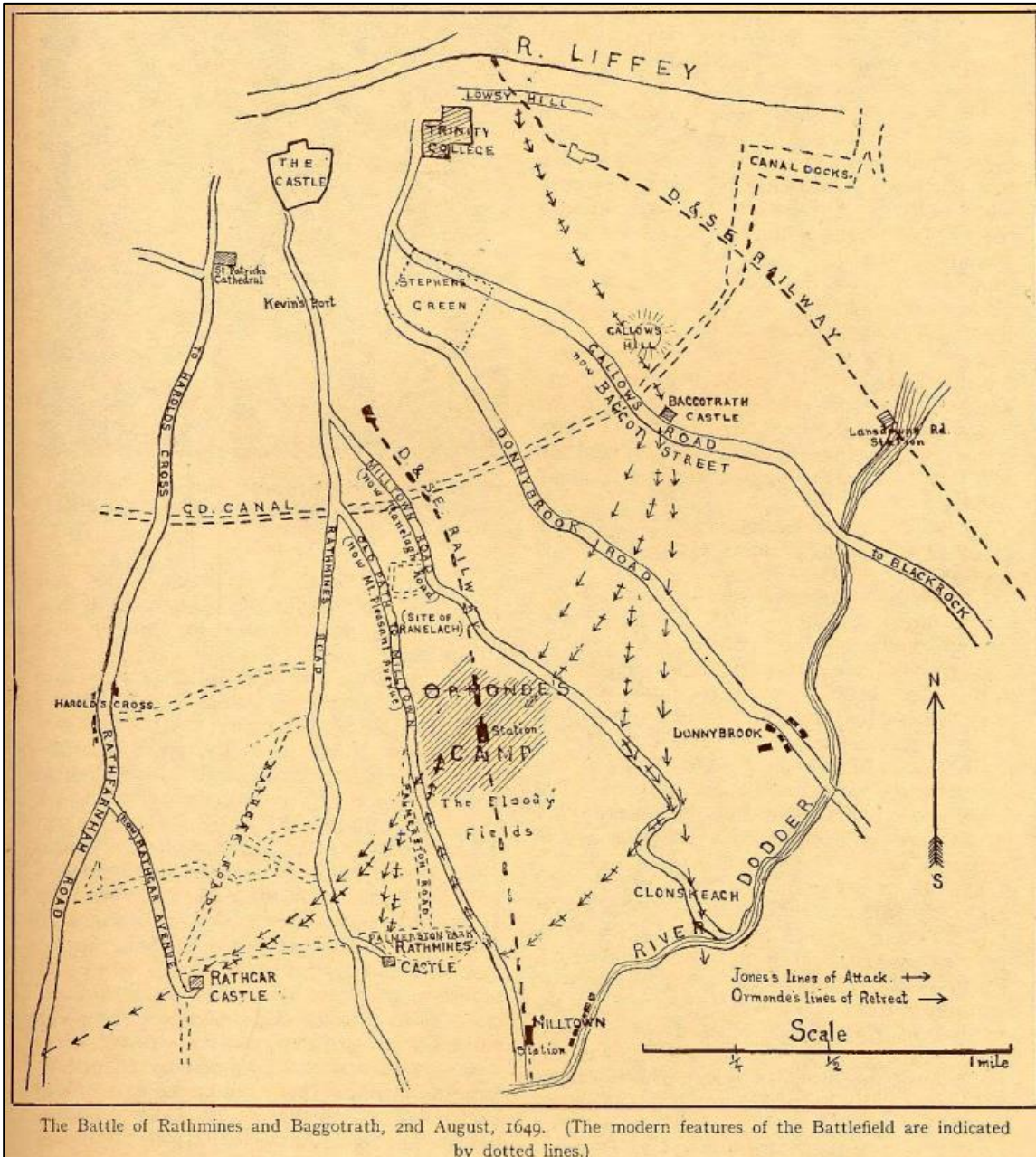


Image 15.7: The Battle of Rathmines and Baggotrath (Joyce 1921)

Following a failed attempt to attack Parliamentary forces at Baggotrath Castle, Ormonde's troops were left halved between Rathmines and Baggotrath. On 2 of August 1649, The Battle of Rathmines was fought with the full force of Jones' 1200 cavalry and 4000 foot. The battle lasted only two hours. Ormonde tried to restore order, succeeding in halting the retreat, and turned to face the onslaught of the Parliamentarians as they advanced from the city. Colonel Jones despatched a cavalry unit that attacked Ormonde's force in the rear from what is now the Sandford Road. The Royalist troops surrendered and threw their lot in with the Parliamentarians. Ormonde

retreated towards Kildare leaving his artillery, ammunition and trappings at Rathmines. The Parliamentarians seized the camp and its contents.

In the aftermath of the Battle, the Parliamentarians accepted the surrender of some of Inchiquin's troops who had barricaded themselves within the walls of Rathmines Castle, as well as that of a further two thousand foot in a grove adjacent to Rathgar Castle. The battle site location (RMP DU022-081), as defined on the published RMP map (Dúchas The Heritage Service), corresponds to contemporary accounts of the Battle and to the area known as 'The Bloody Fields' around Cowper Road (Image 15.7).

The Temple family came into possession of Rathmines at the beginning of the 18th century. In 1746 by Henry, first Viscount Palmerston, the mansion house of Rathmines became the country seat of the Right Hon. William Yorke, Chief Justice of the Common Pleas in Ireland.

The manor was converted to a school at the end of the 18th century, in which Rev. Charles Barry taught. The leased land with the house had by this time diminished to 22 acres. By the 19th century, the school was used as a boarding-house, and as a convalescent home for consumptives.

The early 19th century Rathmines Castle appropriated the name of the demolished 17th century 'Rathmines Castle,' which in the first edition OS six-inch map was demoted to 'Rathmines Castle Old' (OSI 2020). It was described by Lewis as having been formerly an obscure village, but the development of the South Dublin suburbs had allowed it to emerge as a fine suburb, containing '*handsome houses, with some pretty detached villas*' (Lewis 1837).

Housing development in Rathmines, along with Terenure and Rathgar, really took off in earnest in the 1850s and 1860s with the commencement of an exodus from an industrially polluted city. The Rathmines Township was created in 1847 by an Act of Parliament, with Rathgar and Sallymount added in 1862 under the Rathmines and Rathgar Improvement Act. The new Rathmines and Rathgar Township was responsible for many improvements made to the area at this time, including street widening, the construction of the town hall, housing schemes and various public works. The construction of a new drainage system to serve the growing township excited demand for housing in the area. They were eventually incorporated into the City of Dublin only after the Local Government (Dublin) Act 1930.

15.3.1.6 City Centre

The Proposed Scheme will cross the Grand Canal at Portobello via Latouche Bridge, entering into the historic municipal area of the City of Dublin. The area covered by the Proposed Scheme would have been outside of the medieval City of Dublin however, and would have been mostly rural in nature until the expansion of the city from the 17th to the 19th centuries. Being well inside the Pale boundary, Irish influence in this area would have diminished after the arrival of the Anglo-Normans, and this is evidenced by the absence of Irish placenames in this area. Indeed, many of the names associated with this part of Dublin in fact originated in the 17th and 18th centuries when this part of the city was designed.

15.3.1.6.1 The City Centre in the Early Medieval Period

There are references to abbots and at least two bishops of Dublin prior to the establishment of the Norse settlement of *Dubh Linn*, suggesting that there was a monastery there (RMP DU018-020089; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR). Though the exact layout of the monastic site is uncertain, the distinctive curvature to the street pattern formed by Stephen Street, the original Whitefriar Street and Peter's Row appear to fossilise the remains of an ecclesiastical enclosure associated with this monastery. South Great George's Street probably led to this site. The outline preserved by this curving street pattern corresponds to the medieval parish of St. Peter's, and may originally have demarcated the line of an enclosure that contained a church dedicated to that saint, a popular figure in the early medieval period. Several archaeological excavations have revealed portions of curving a pre-Norman ditch in this area, which would be consistent with other ecclesiastical enclosures such as Tallaght, and would have measured approximately 335m north-south by 260m east-west. It is thought that the monastery would have been suppressed by the Vikings and probably destroyed at that time. While there is no documentary evidence of the medieval parish before AD 1170, it is thought to pre-date the arrival of the

Anglo-Normans. Clarke suggests that Camden Street / Wexford Street / Redmond Hill may have led to this enclosure (Clarke 1977).

The Viking longfort of *Dubh Linn*, meaning 'Black Pool', was established in AD 841 in a pool around the confluence of the River Poddle and the River Liffey. Although the Proposed Scheme will lie outside of the walled settlement, archaeological investigation at South Great George's Street and Stephen's Street Upper have revealed a Viking habitation and associated burial site along the southern flank of the 'Black Pool' (SMR DU018-132; DU018-133; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR; Licence 99E0414) (Simpson 2008). The Black Pool originally extended into the site as an inlet and may have been used as a landing point and a location for safely storing ships; finds from the coarse gravels include boat nails and an iron axehead. Dame Street was one of the earliest thoroughfares of Viking Dublin, and South Great George's Street would have provided access to the 'Black Pool'.

This habitation occurred on the higher ground to the east of the site, which was preserved as the remains of a defensive bank and ditch, a series of postholes, metalled surfaces, the outlines of possible buildings, and hearths which contained foodstuffs. It probably predates the mid-9th century as it was subsequently used as a burial site. One of the hearths contained the remains of a human torso laid across it. The male was unburnt and had the remains of an iron object on his chest, probably a shield boss. A total of four Viking burials were found (a fifth burial was of 15th century date), all male, aged between 17 and 29, and very strong. Personal possessions and weaponry suggest formal warrior-burials, with grave-goods from the three earlier burials including two shields, a dagger, burnt wooden objects, and a horn core which may have been a deliberate deposition. The fourth burial also included an antler comb, a decorated bone pin, a possible knife and an iron blade.

Radiocarbon dating indicated that three of the burials dated from AD 670 to 882 with another dating to AD 786 to 995. Simpson notes that there was an 'intercept' date of c. AD 780 to 800 for the earlier three burials, which raises the possibility that these burials date to before the first recorded Viking encampment in Dublin (Simpson 2008). Oxygen isotope analysis suggested that two of the individuals came from Scandinavia, with another two probably having come from the Norse colonies in the Northern or Western Isles of Scotland. It is possible that these individuals were involved in Viking raiding parties; they also raise the possibility that the Viking longfort was located on the east side of the River Poddle, rather than the west as was previously thought. Occupation continued on the site for over 100 years after the burials, including a large rectangular structure with a central aisle which was replaced at least once.

15.3.1.6.2 The City Centre in the Medieval Period

After the Anglo-Normans took Dublin in 1170, the suburbs expanded on the eastern side of the city along Dame Street. The Church of St. George was established on South Great George's Street. South of this, the early ecclesiastical enclosure became the focus for three separate important church sites – St. Peter's, St. Stephen's and St. Mary's. Outside of these precincts and the city proper, the rest of the land in this area continued to be very much rural in nature. While this area was inside the Pale boundary, it was vulnerable to attack from the Gaelic Irish, primarily the O'Tooles and O'Byrnes who frequently attacked from the Wicklow Mountains.

The medieval parish church of St. Kevin's lay some distance outside of the walled city on St. Kevin Street at the site of the existing church, within what would have been an independent 'Liberty of St. Sepulchre' in the medieval period (RMP DU018-020078; Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR). It was dedicated to St. Kevin of Glendalough and dates at least as early as 1179 when it was listed among the possessions of the Canons of Holy Trinity. However, the nearby site of a holy well may suggest earlier origins (RMP DU018-020336; Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR). From the 13th century, it was part of the Manor of St. Sepulchre. The Archbishop Dermot O'Hurley was interred there following his execution in 1584, after which it became a place of pilgrimage for Catholics. The general area of Camden Street would at that time and up until the 15th century have been known as 'St Kevin's Common' where residents of the liberty could graze their animals (Bolger 2005). While some evidence of medieval activity has been identified in archaeological excavations in the immediate vicinity of the church on Kevin Street (Licence 96E0061; 97E0090) (Murtagh 1997; McConway 1997), only a single sherd of 13th century pottery has been found on Camden Street (Licence 96E0340) (Scally 1996), suggesting that this area was undeveloped.

The earliest documentary evidence of the medieval parish of St. Peter's dates to 1170, with the wider area referred to as the 'Steine'. Archaeological investigations within the area delimited by the supposed early ecclesiastical enclosure have revealed a series of ditches of pre-Norman date, as well as a series of later divisions and boundaries (Licence 93E0035; 00E0136; 00E0137; 00E0559; 02E1779; 05E0764; 06E0986) (McConway 1993; Simpson 2003; Ó Néill 2001; Lynch 2003; Elliot 2004; Corcoran 2006; Moriarty 2006). Several significant religious institutions were established within this boundary, including St. Peter's on the west, St. Stephen's on the east and the St. Mary's Priory on the south-west.

St. Peter's Church, which pre-dated the arrival of the Anglo-Normans, was known as 'St Peter's on the Hill' i.e. overlooking the 'Black Pool' (Clarke 1977). It was noted in 1290, however, that it was too poor to be taxed, and it had fallen into a state of disrepair in 1370, when a papal indulgence was passed of a year and 40 days to repair it (Donnelly 1911). Archaeological investigations have revealed the remains of burials associated with St. Peter's, as well as medieval floor tiles and stone with mortar adhesions (Licence 97E0094; 00E0559; 00E0687) (Reid 1997; Lynch 2003; Myles 2000). While the exact location of the church is unknown, a curving ditch which delimited the grounds was identified, and the organised space of the graveyard, including footpaths, was revealed. The graveyard would have been in use throughout the medieval period, with later burials cutting earlier ones.

The east side of the 'enclosure' was occupied by the leper house of St. Laurence and the church of St. Stephen. The earliest reference to the leper hospital is in 1224 (M'Cready 1975), and in 1275 it is recorded in a legacy, which included monies left to '*the lepers of St. Stephen and St. Laurence*' (Ronan 1940). The hospital was attached to the hospital of St. Laurence, which was located at Chapelizod, as well as to the Church of St. Stephen. The hospital and church continued to administer to lepers throughout the medieval period amassing a large amount of lands in Dublin, for example at Leopardstown (Leperstown) in South County Dublin. The hospital was not suppressed by Henry VIII during the Dissolution in the 16th century and continued to function throughout the late medieval period. Efforts were consistently made to recover '*such lands and tenements belonging to the poor lazars of St. Stephen's as are out of their possession*' (Ronan 1940).

The Carmelite Priory of St. Mary's was founded in 1275. It was surrendered in 1539 and at that time included a half-acre site with seven gardens and two meadows. In 1465, the lands were leased by the city to the monks of Whitefriars. Their holdings were listed during the Dissolution of the Monasteries in 1541 as '*An enclosure of pasture to the south containing two acres, and another enclosure containing one acre*'. The land subsequently passed to Francis Aungier, Master of Rolls.

South Great George's Street, which was known as George's Lane until 1766, was first mentioned in c. 1280 when it was noted as leading to the medieval parish church of St. George's (RMP DU018-020076; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR). It is thought to have been located on the west side of the street, somewhere between Numbers 72 to 76 (Simpson 2008). This church was incorporated with the Priory of All-Hallows by the Archbishop of Dublin from 1213 to 1238 and ratified by Pope Gregory IX in 1233 (Gilbert 1861). After suffering a number of attacks from the 13th to the 16th centuries, it was eventually razed at the end of the 16th century, and by 1607 it was described as a '*void garden in South George's Lane called St. George's churchyard*' (M'Cready 1975).

The Irish exchequer was located in George's Lane, on the east side of the street, close to the corner of Exchequer Street and South Great George's Street (RMP DU018-020137; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR). This was the medieval equivalent of the department of finance and the bank where all the finances of the colony were channelled and dispensed. By the 14th century, however, this location outside the walls was considered to be too vulnerable and the exchequer was moved into Dublin Castle. The old buildings in South Great George's Street were then granted to the Augustinian friary, which was located at Cecilia Street, in Temple Bar.

15.3.1.6.3 The City Centre in the Post-Medieval Period

Speed's map of Dublin, dating to 1610, depicts the city at the beginning of the 17th century (Image 15.8). It depicts a large featureless area south of St. Stephen's and St. Peter's Churches. South Great George's Street was known that time as St. George's Lane, and although it is depicted as quite straight, this may be a cartographic error as de Gomme depicted the curving street as it survives today (Image 15.9). The Exchequer building is depicted,

although by this time it operated as an inn called 'Colletts Inn', and the tower of St. George's is shown on the west side of the street. Although no other features are depicted, documentary sources indicate that there were a number of large gardens in the area. The curve of St. Stephen's Street is shown, with a toll gate at the junction with Golden Lane and Ship Street Great (Whitefriar Gate; part of national monument DU018-020001). White Friar's, St. Peter's Church and St. Stephen's Church are all located within this curve, and this predates the development of Aungier Street. To the south, the road to Rathmines, modern Camden Street, is probably the road shown abutting Kevin Street. This would seem to confirm that the land outside of the former ecclesiastical enclosure remained rural in nature until the 17th century.

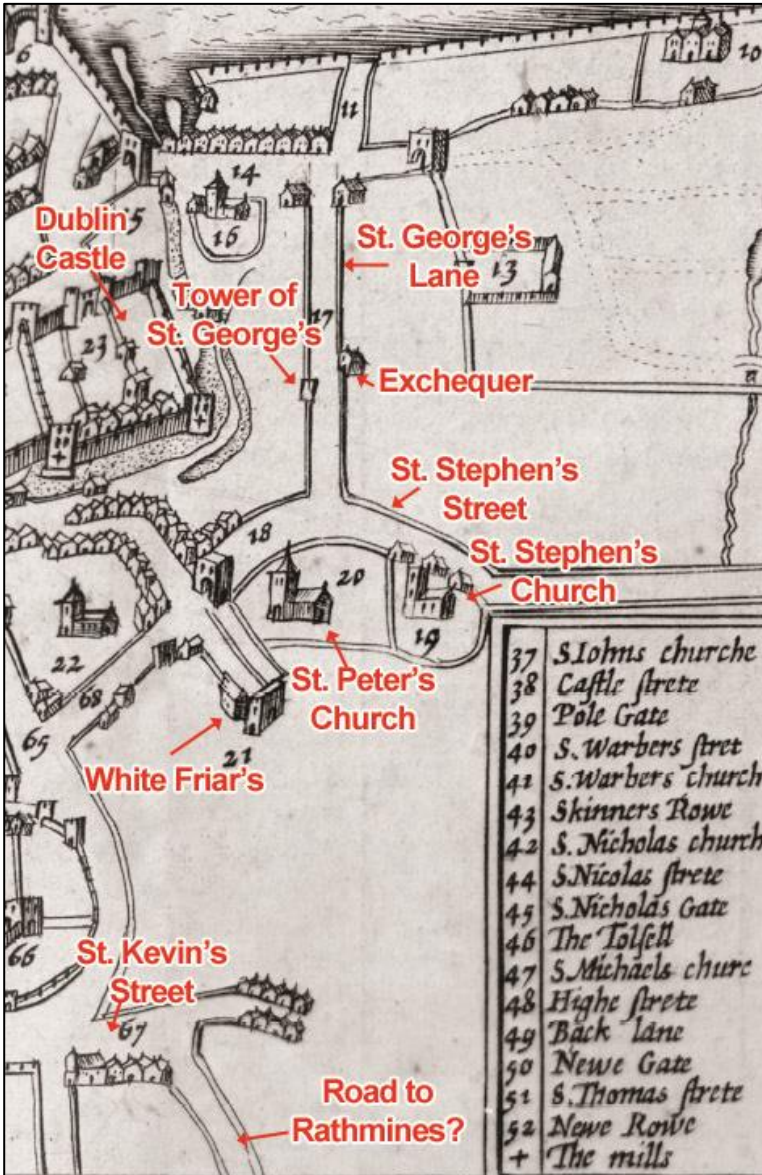


Image 15.8: Speed's Map of Dublin Showing Early Street Layout, 1610 (Lennon 2008)

By the late 16th and early 17th centuries, the confines of the medieval city had become over-crowded and dilapidated. The areas outside of the city walls were ideal for rapid city expansion with a more organised layout. The relative peace and prosperity of the period also made the undefended eastern suburbs more attractive. The subsequent unrest from the Rebellion of 1641 and Cromwell's campaign precipitated further destruction of the medieval city (Simpson 2008). While there was a significant decline in the population at that time, the 1660s saw an influx of Dutch and Flemish refugees who transformed the city with terraced brick houses known as 'Dutch Billies'. These distinctive houses had front gables and hipped roof-eaves, with shared corner chimneys.

The 17th century saw the development of a number of new streets and dwellings, including Aungier Street which was laid out through the centre of the former 'enclosure' in the 1660s (Image 15.9). The Aungier estate was well positioned adjacent to the existing city for this redevelopment. Francis Aungier, grandson of the Francis Aungier to whom the land was granted, was close to the Earl of Ormonde, who was one of the key instigators of the development of the city in the 17th century. The street was opened in 1661 and measured approximately 70 feet (21m) wide, making it one of the widest in Dublin at the time. It cut through the churchyard of St. Peter's in the north-west of the 'enclosure', while large mansions were constructed on its southern end. A new St. Peter's Church was constructed on the south end of the street in 1680, replacing St. Peter's on the Hill which was probably in ruins at this time.

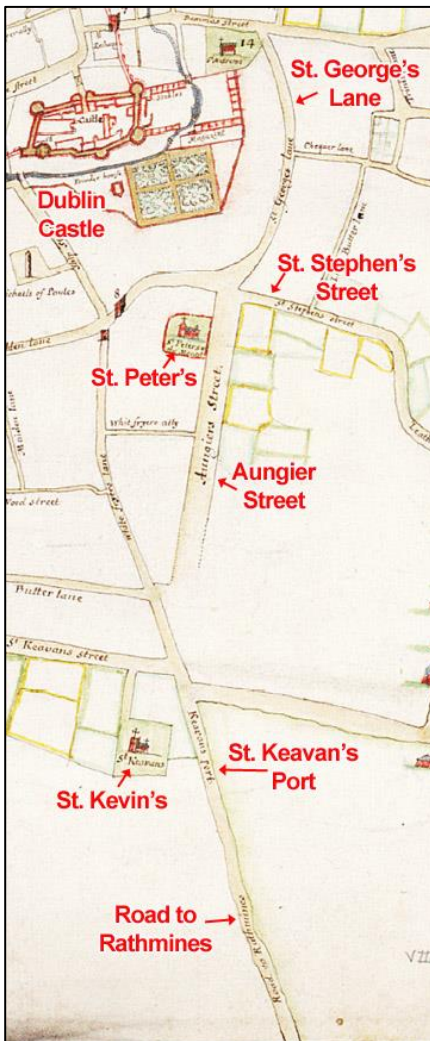


Image 15.9: De Gomme's Map of Dublin Showing 17th Century Development, 1673 (Lennon 2008)

The 17th century church was demolished and the graveyard exhumed in the 1980s, with approximately 1200 individuals relocated to St. Luke's in The Coombe. Later archaeological investigations revealed significant quantities of disturbed and undisturbed burials that had been left behind from the exhumation (Licence 02E1779) (Elliot 2004). There was evidence for at least 127 burials surviving on site, including 10 infant and 14 juvenile burials. A number of graveslabs were recovered, and some burials contained pins and evidence of shrouds. The majority of the burials dated from the mid-18th century and later.

Some of these changes are depicted in de Gomme's map of 1673 which shows several new streets (Image 15.9). Only St. Peter's was depicted by this time, while plots are shown marked out on the east side of the street. Wexford Street / Camden Street was known by that time as 'St Keavan's Port', named after the adjacent church

of St. Kevin's and St. Kevin's Gate. The 'Road to Rathmines' is clearly indicated on the southern portion of the map in an area without any defining features. An inn is known to have been located on this road at the site of the existing Bleeding Horse pub at least as early as the 17th century, when it was a well-established landmark where routes to Portobello, Rathmines, Dartry Road and Clonskeagh diverged (RMP DU018-051; Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR).

Brooking's map of 1728 (Image 15.10) shows a very much urbanised landscape between the River Liffey and St. Kevin's. The street fronts of Aungier Street and South Great George's Street appear to have been built up, and although very few features are specifically named, St. Peter's Church is labelled and clearly still of some importance. A cattle market is also shown at the junction of South Great George's Street and Dame Street (DCIHR 18-11-209). Bow Lane was one of the new streets laid out in this time, known then as 'Elbow Lane'.

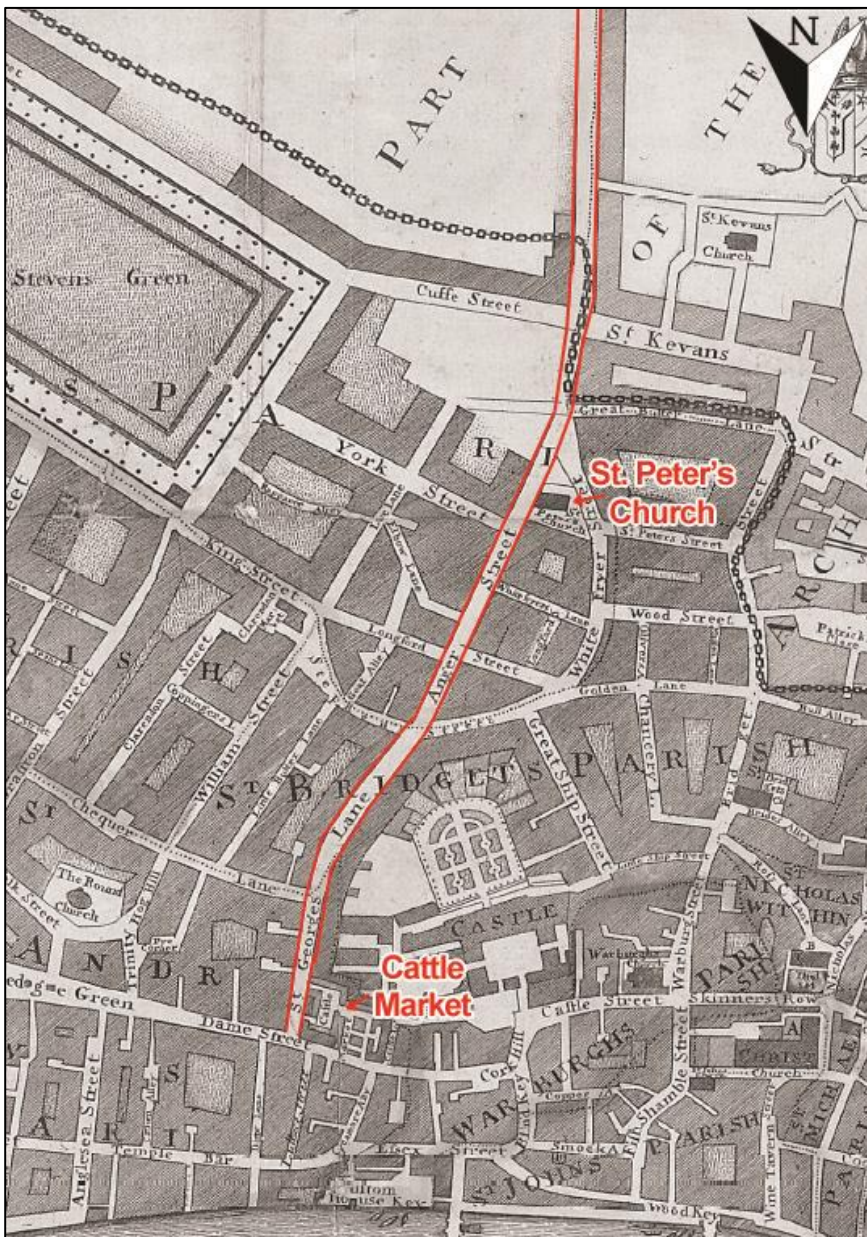


Image 15.10: Brooking's Map Showing the Early 18th Century Urban Landscape (Lennon 2008)

Eighteenth century features of this streetscape included the Madame Violante 'New Booth' theatre on George's Lane and the Aungier Street Theatre (RMP DU018-020162; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR).

Dr. Bartholomew Mosse also opened the first 'lying-in' hospital for pregnant women in Dublin in 1745, on a site of South Great George's Street. This was later converted to the 'Lock' hospital for the treatment of venereal disease by surgeon George Doyle (Gilbert 1861). The Aungier property was also divided in these years between James Macartney and Michael Cuffe, according to a deed dating to 1724.

Further detail is shown on Rocque's map of 1756 (Image 15.11) and a series of 17th / 18th century houses on Aungier Street which are recorded on the RMP are depicted on this map.

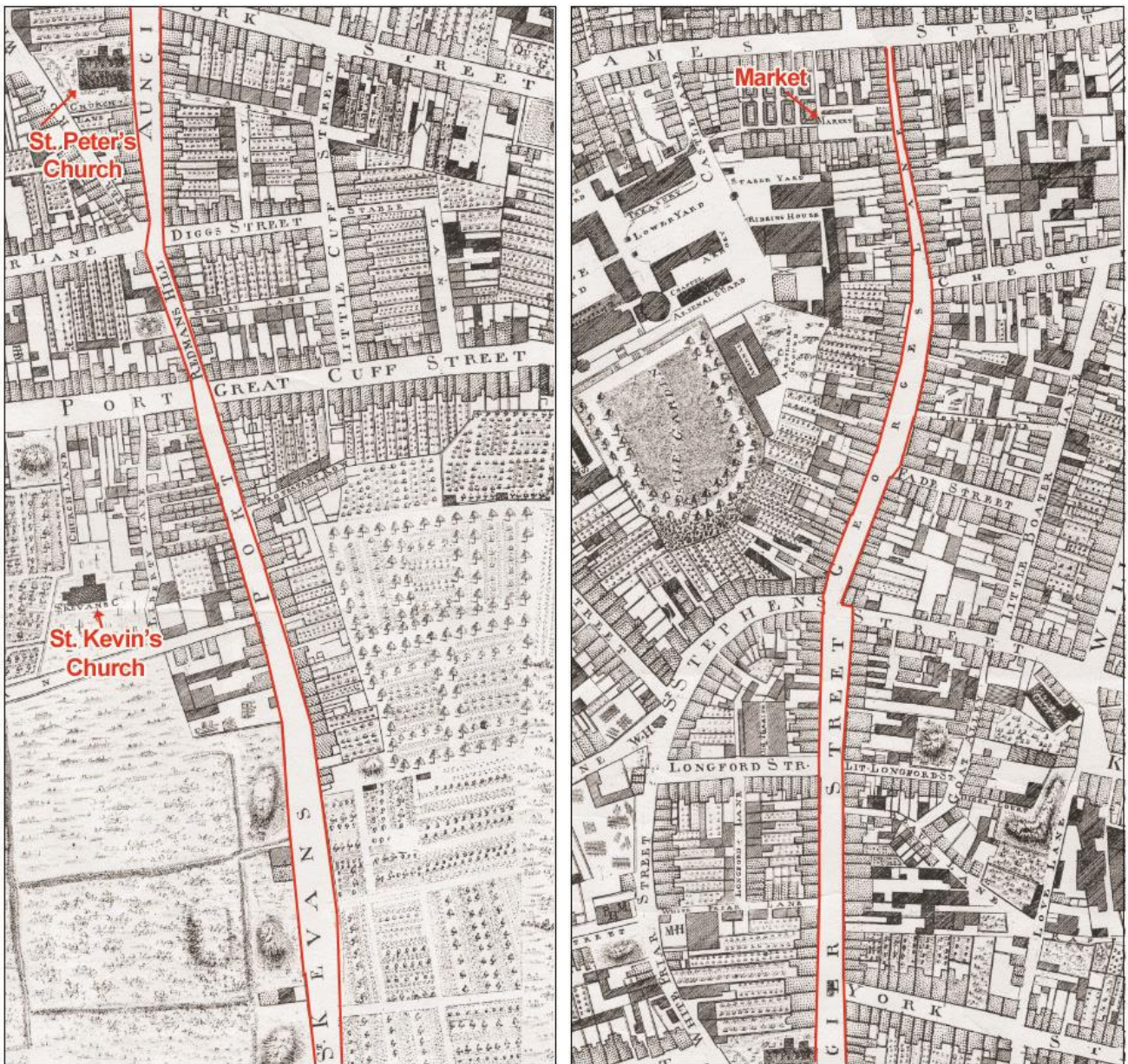


Image 15.11 Rocque's Map Showing Developing City North of St. Kevin's Church, 1756 (Lennon 2008)

15.3.1.7 Historic Routeways and Transport

15.3.1.7.1 Early Roads

Roads and routeways are features of the Irish landscape which see remarkable continuity of use throughout history. This is evident within the Proposed Scheme, as several parts functioned as important roads or streets from the early medieval period.

The road through Rathfarnham is described in several sources as being the potential route of the *Slighe Chualann*, one of the five ancient *slighe*, or principle roads in Ireland. The *Slighe Chualann* was the road south from the Central Eastern Plain which, most authors agree, took an inland route along the River Dodder and through the Dublin foothills (O' Brien 2017). The bridge is certainly a crossing point of some antiquity. The discovery of a flint arrowhead 180 / 280m from 'Big Bridge', or Pearse Bridge, may indicate a prehistoric fording point. Works in 1912 revealed a stone causeway, c. 7m (23 feet) below the road level and measuring 2.7m (9 feet) wide. Parallel

grooves were thought to have been the result of wheeled traffic (Healy 2005). The earliest reference to a bridge at this location dates to 1381, as the will of Joan Douce of St. Audoen's Parish bequested one mark towards its construction (Ball 1903). A 1652 account by Gerard Boate in his *Natural History of Ireland* describes a timber bridge which must have undergone several phases of rebuilding. It was noted that:

'though it be high and strong nevertheless hath several times been quite broke and carried away through the violence of sudden floods'.

It was eventually replaced with a stone structure in 1765.

The road from Rathmines to Redmond's Hill in the City Centre is also an early road. Redmond's Hill terminates at the edge of the putative ecclesiastical enclosure and Clarke suggests that it may have led to this site (Clarke 1977). This road is illustrated on the Down Survey map of the Barony of Newcastle between the city and Rathmines, labelled 'Keavensport as it leaves the city (Image 15.12). Speed's map of 1610 does not depict the wider area, but a road south is clearly depicted to the east to St. Kevin's Church (Image 15.8).

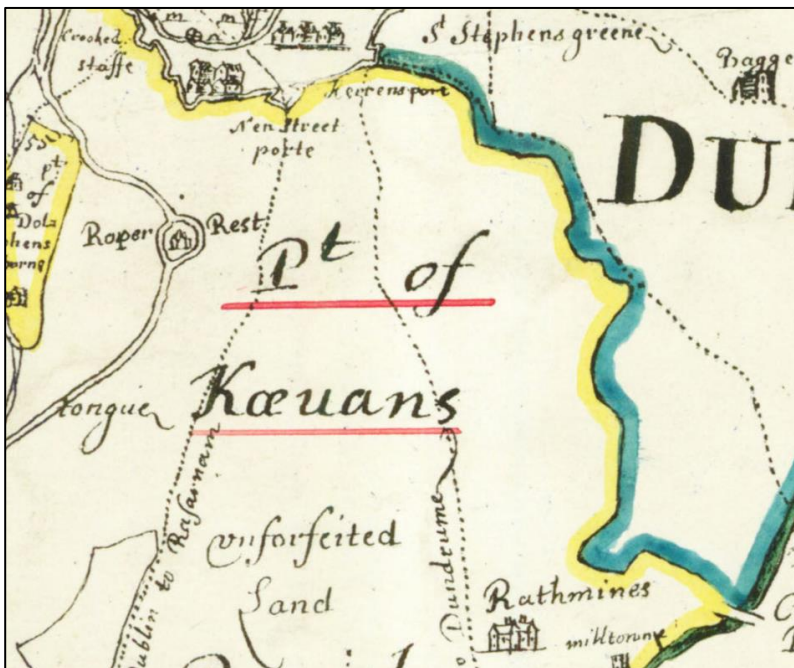


Image 15.12: Down Survey Map of the Barony of Newcastle, 1656, Showing 'Keavansport' Between City and Rathmines (TCD 2013)

Dame Street was one of the earliest thoroughfares through Viking Dublin, and South Great George's Street most likely led at that time from this street to the 'Black Pool' of *Dubh Linn*. It became an important street in the medieval period, as it was the location of St. George's Church and the Exchequer building. It is clearly depicted on Speed's map, the tower of St. George and the Exchequer both shown flanking the street.

15.3.1.7.2 Tramlines

An urban public transport system first began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008). The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (*ibid.*). At its peak, the system

was heavily used, with over 60 miles (96.5km) of active line, and was profitable and advanced in both technology and passenger facilities (ibid.). By the early 20th century, the Dublin tramway system was seen as the most efficient of its type in Europe, and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19th century into the 1920s (DCC 2003 to 2009). The decline of the trams accelerated in the 1940s due to the rise in popularity of the more versatile motorbus and the private ownership of cars, and the last trams in Dublin city ran on 9 July 1949.

Almost the entirety of the Proposed Scheme from Rathfarnham to Dame Street once carried tramlines. These modes of transport facilitated the growth of Rathfarnham, Terenure, Rathgar and Rathmines as fashionable and well-connected South Dublin suburbs in the late 19th and early 20th centuries. Indeed, the DUTC constructed houses for their employees in Terenure, contributing to the architectural character of the area and providing comfortable accommodation for their staff. The Number 15, Number 16 and Number 17 trams ran along this route, with the Number 15 being Dublin's first tramline, opened by the DUTC. It ran from Terenure, through Rathmines to terminate at Nelson's Pillar. The Numbers 16 and 17 trams served Whitehall, the City Centre, Harold's Cross, Terenure and Rathfarnham. The section from College Green to Harold's Cross, Terenure and Rathfarnham was opened in 1879 (Dublin Bus Stuff 2020). Terenure was a busy hub for the tram services and was served by a tramway shed and depot (DCIHR 22-03-019) and specially built accommodation for the tramway workers (DCIHR 22-03-030; 22-03-020). Another Tramway Depot was located in Templeogue Village but this site is now occupied by Templeogue Tennis Club and residences.

The Dublin and Blessington Steam Tramway was one of the most efficient in Europe. It opened in 1888 with an extension to Poulaphouca in 1895. It was originally intended to terminate in the city close to St. Patrick's Cathedral, but Dublin Corporation would not allow it and it thus terminated at Terenure where it would meet the existing horsepower tramline. It carried passengers, goods and post, and each compartment could contain 68 passengers, with 38 outside on the roof. It was profitable up to the end of WW1, but declined in use in the following years, and was eventually closed in 1932 (Ask About Ireland 2020).

15.3.1.7.3 The Grand Canal

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

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

The building of the Grand Canal precipitated an unprecedented period of prosperity from the mid-18th century, resulting in a major change to the rural landscape beyond the city boundaries. Population growth, increased income from rentals, an upsurge in economic activity, and better prices for the agricultural sector all contributed to this new wealth. The Grand Canal, with its tow paths, bridges, locks, subsidiary harbours, and water basins, became a significant feature of the cityscape, while the waterway itself provided a major transport route for goods into and out of the city.

15.3.2 Archaeological Heritage: Tallaght Road to Rathfarnham Road

15.3.2.1 National Monuments

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

15.3.2.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There is one recorded archaeological site on this section of the Proposed Scheme; it is not captured in the dataset as its locational information is point data but the feature is linear, i.e. the City Watercourse, which was important for the supply of water to the medieval city. An open aqueduct was constructed to divert water from the River Dodder to the River Poddle (which has long been culverted and now flows underground), thus increasing the water supply for the City Watercourse. A section of the City Watercourse coincides with the Proposed Scheme where it travels east and west of the Wellington Lane Roundabout (RMP DU022-003; Sheet 14 of 19, Figure 15.1 in Volume 3 of this EIAR) (Image 15.13).

A total of eight RMP / SMR sites are located within 50m of the Proposed Scheme (Table 15.4: RMP / SMR Sites within the Proposed Scheme (Tallaght Road to Rathfarnham Road Section))

All of which are associated with the ecclesiastical remains just north of the Wellington Lane Roundabout in Templeogue (Sheet 14 of 19, Figure 15.1 in Volume 3 of this EIAR). The cluster of sites includes two redundant records, with the remainder being the church, graveyard and four graveslabs. The present boundary of the graveyard is located c. 30m north of the roundabout / R137 Templeogue Road. Although the Proposed Scheme will traverse the edge of the ZAP for the sites, this is a modern road alignment, created in the late 20th century when the dual-carriageway and Wellington Lane Roundabout were constructed. In the earlier road layout depicted on the first edition OS six-inch map, the road (the present Wellington Lane) skirts close to the boundary of the graveyard through the area that is now a landscaped green space.

The church is mentioned in the Crede Mihi list of churches of the diocese in 1275, and according to Archbishop Alen (c.1531 AD) the church of Tachmeloge was not a parochial church but a chapel annexed to the church of Kilmesantan at Boherbreena (Ronan 1942 to 43; cited in NMS 2020). The chapel once stood within the grounds of Templeogue House, which also contained the site of a tower house (RMP DU022-010; Sheet 15 of 19, Figure 15.1 in Volume 3 of this EIAR). This had been incorporated into a later house, a red-brick mansion built by the Talbot family in the 18th century. Archaeological investigations at the site of the tower house, which lies c. 115m north of the Templeogue Road, have dated the activity there to the late 16th / early 17th century; no evidence was uncovered of earlier activity (Excavations 2004) (Image 15.14).

The watercourse dates from 1244 when a dam or weir was built on the River Dodder at Balrothery Hill (property of the Abbey of St. Thomas the Martyr) and a channel constructed that carried water eastward into the city. Its construction was in reaction to increasing demands for water from the growing population of the medieval city than could be met with combined supplies from the River Liffey and River Poddle in the earlier part of the 13th century. The Talbots and the Domvilles, owners of the estate at Templeogue, claimed the rights over the City Watercourse from the 16th to the 19th centuries, which brought them rents and a yearly tribute of corn from the many mills along its course which were powered by it. Spawell Archway, a 6m high archway, which is a Recorded Protected Structure (RPS 244) is located adjacent to the Watercourse, and is described and assessed within Chapter 16 Architectural Culture and Heritage of this EIAR.

Entries relating to the RMP / SMR sites in Table 15.4 and Table 15.5 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Figure 15.1 in Volume 3 of this EIAR.

Table 15.4: RMP / SMR Sites within the Proposed Scheme (Tallaght Road to Rathfarnham Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU022-003	Watercourse	Templeogue Road	711910, 728315

Table 15.5: RMP / SMR Sites within 50m of the Proposed Scheme (Tallaght Road to Rathfarnham Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU022-009	Redundant record / Ecclesiastical remains	Templeogue Road	712037, 728441
DU022-009001	Church	Templeogue Road	712037, 728434
DU022-009002	Graveyard	Templeogue Road	712035, 728444
DU022-009003	Graveslab	Templeogue Road	712036, 728444
DU022-009004	Redundant record / Graveslab	Templeogue Road	712036, 728445
DU022-009005	Graveslab	Templeogue Road	712036, 728445
DU022-009006	Graveslab	Templeogue Road	712036, 728445
DU022-009007	Graveslab	Templeogue Road	712037, 728434

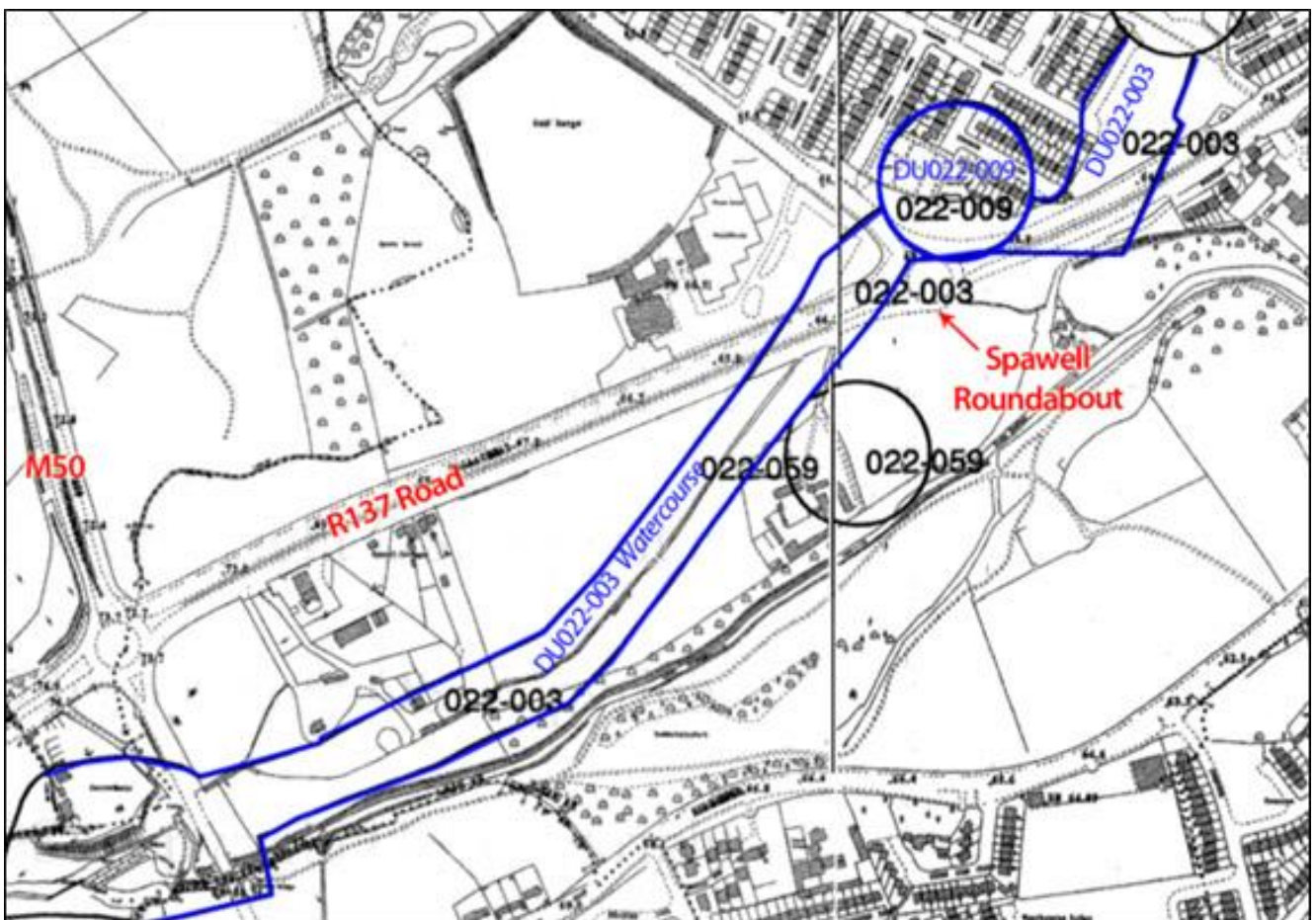


Image 15.13: RMP Published Map Showing ZAP for City Watercourse, RMP DU022-003 (Dúchas The Heritage Service 1998)

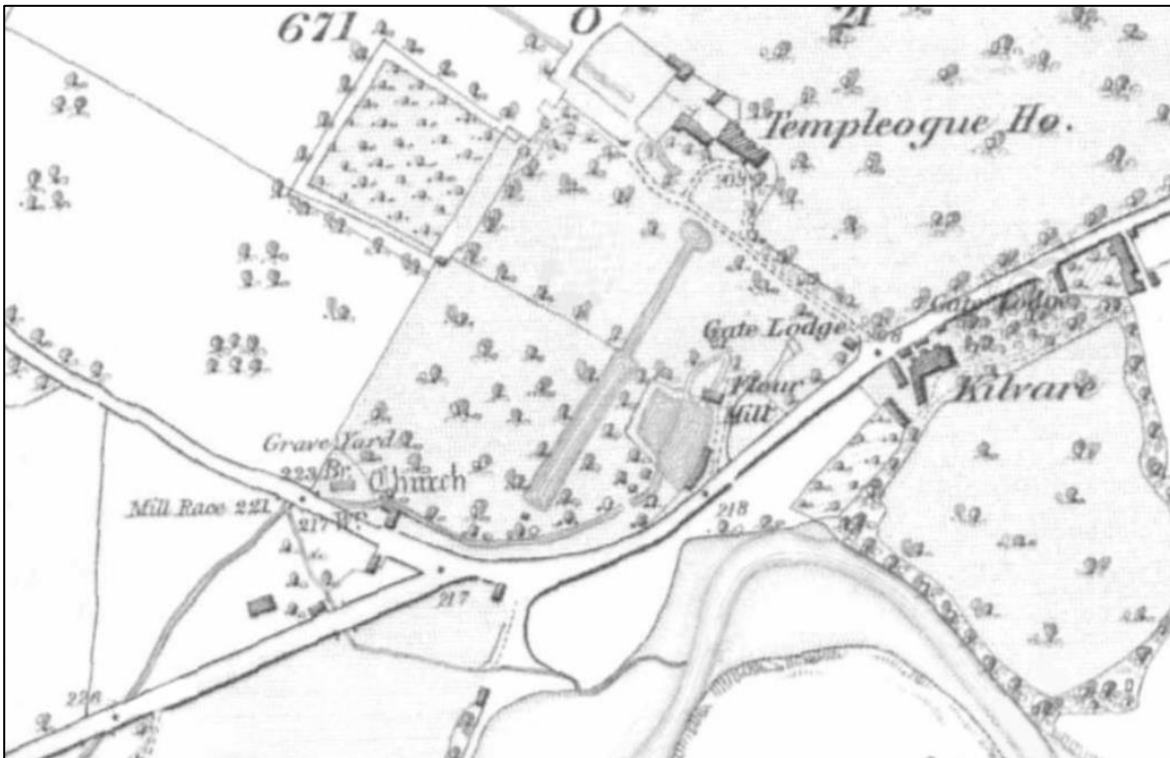


Image 15.14: First Edition OS Six-Inch Map Showing Templeogue House and Grounds (OSI 2020)

15.3.2.3 Topographical Files, NMI

The Topographical files held at the archives at the NMI include the discovery of a perforated bronze disk and shell object in Templeogue townland from the surface of a ploughed field (NMI 1977:2200–2201), possible indicators of prehistoric activity in the general area.

In the townland of Terenure in the barony of Rathdown (Rathfarnham Parish) pottery fragments (NMI 1942:1918, 1919) were found in a mound. This mound was present of the lands of Lady Shaw, Bushy Park, Terenure and the mound was excavated by Joseph Raftery in 1942.

15.3.2.4 Previous Archaeological Investigations

Archaeological investigations in the vicinity of Templeogue include those focused on the precinct of the original castle at Templeogue, now Templeogue House. Archaeological investigations in 1996, and again in 1998, have yielded no evidence of pre-16th century occupation, thereby confirming the conclusion that the castle was built in the mid to late 16th century.

Investigations within the undercroft (a vaulted underground room) in 1996, revealed an early cobbled surface cut through by a number of channels beneath the present flooring. Handcock in 1877 recorded the existence of several great arches and conduits under the house and other places that possibly gave rise to a local belief in the presence of a passageway in the grounds. A significant deposit of stoneware dated this activity to the later 16th or to the early to mid-17th century (Swan 1997). Testing and monitoring undertaken in 1998 in the castle grounds revealed a ditch to the north of the house, believed to be part of Sir Compton Domville's later water garden constructed in the early 18th (Swan 2000).

Test excavation in 2004 and 2005 (Licence 04E1111) in the grounds of Templeogue House revealed a high level of disturbance as well as the stone foundations for the existing building of Templeogue House. A brick floor and possible outhouse pit were noted in Test Trench 1. The remains of a wall foundation dating to the 18th or 19th century was revealed in Test Trench 2 (Giacometti 2005).

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

15.3.2.5 Industrial Heritage

The DCIHR does not extend across most of this section of the Proposed Scheme. However, Terenure is included in the survey, which recorded one industrial heritage site within this section of the Proposed Scheme and one adjacent site. Both relate to the Dublin and Blessington Steam Tramway. The tramway (DCIHR 22-02-019; Sheet 3 of 19, Figure 15.1 in Volume 3 of this EIAR) ran the entirety of this section of the Proposed Scheme and terminated at Terenure where it turned off-road (DCIHR 22-03-031). The site of a tramway depot (DCIHR 22-02-019; Sheet 16 of 19, Figure 15.1 in Volume 3 of this EIAR) in Templeogue Village is also associated with this service. Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

Table 15.6: Industrial Heritage Sites Within the Proposed Scheme (Tallaght Road to Rathfarnham Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-02-019	Dublin and Blessington Steam Tramway	Templeogue Road	714186, 730041

Table 15.7: Industrial Heritage Sites within 50m of the Proposed Scheme (Tallaght Road to Rathfarnham Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-03-031	Dublin and Blessington Steam Tramway	Templeogue Road	714285, 730107

15.3.2.6 Cultural Heritage

There are three cultural heritage sites along this section of the Proposed Scheme. A modern memorial statue of the Virgin Mary stands at the junction of the R137 Templeogue Road with the R112 Springfield Avenue (CBC1012CH001; Sheet 16 of 19, Figure 15.1 in Volume 3 of this EIAR).

A stone depot related to the construction and maintenance of the then New Road from Terenure to Templeogue is within the Proposed Scheme on the R137 Templeogue Road (CBC1012CH002; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR).

The former street pattern of Terenure, or Roundtown as it was known, is preserved in the layout of buildings surrounding the village centre which can be seen from the air (Sheet 3 of 19, CBC1012CH003; Figure 15.1 in Volume 3 of this EIAR).

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

15.3.2.7 Field Survey

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

15.3.2.7.1 Physical and Cultural Environment

Within the Proposed Scheme and the specific section of Tallaght Road and Rathfarnham Road, the historic character of the area is defined by its former demesne lands which were broken up and developed during the closing decades of the 19th century and throughout the 20th century. The development of the area followed the

opening of the Templeogue Road in 1801 and the construction of the tramline from Terenure to Blessington in 1888 (DCIHR 22-02-19; Sheet 3 of 19, Figure 15.1 in Volume 3 of this EIAR). Prior to this, the popularity of the area was associated with the curative powers of the spa at Templeogue, this was at its zenith in 1730 and is where the name 'Spawell' comes from.

New Victorian terraces constructed for the middle-class professionals and civil servants commuting to the city were built along new roads, and institutions, educational facilities and parklands occupied the larger demesne houses and converted their lands into playing fields. Terenure College (RMP DU022-095; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR) and Our Lady's School and Bushy Park (NIAH Garden Survey Site ID 2335) now occupy the lands of Terenure House and Bushy Park House while Cheeverstown occupies the lands of Kilvare House and Templeogue Bridge Club is located within the grounds of Templeogue House. Other houses are gone but the former gates and entrance ways remain, such as Templeogue Lodge or their name sake is now incorporated into the modern housing estates such as Olney in Terenure or Cypress Grove in Templeogue.

The development of roads, for example the M50, and the R137 Tallaght Road and the R137 Templeogue Road from the beginning of the Proposed Scheme to Templeogue Bridge has had a lasting impact on the character of the area. Along this section of the Proposed Scheme, the modern road network developed in the 1990s dominates the streetscape and presents as a the busy dual-carriageway. The rustic arch (NIAH 11216047) (Sheet 15 of 19, Figure 15.1 in Volume 3 of this EIAR), previously obscured by vegetation and now cleared and conserved as part of the works associated with this Proposed Scheme, within the grounds of Templeogue House is the last upstanding remnants of a folly or a structure and was possibly formerly associated with the City Watercourse.

The villages of Templeogue and Terenure and the survival of 19th and 20th century street furniture provide a link with the historic development of the area as a busy Dublin suburb. Features include boundary walls to former demesnes, now parklands or educational centres, a statue of the Virgin Mary (CBC1012CH001; Sheet 16 of 19, Figure 15.1 in Volume 3 of this EIAR) a stone depot (CBC1012CH002; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR), a pillar post-box and two wall post-boxes, a milestone, and a number of plain cast-iron lamp posts as well as stone setts and granite paving.

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is one recorded archaeological site along this section of the scheme and that is the route of the City Watercourse (RMP DU022-003). With the development of Wellington Lane, Templeogue Road and Tallaght Road, this linear feature has been subjected to a great deal of disturbance and whilst at one stage it was open to view, now all signs of it have disappeared.

Templeogue Church and graveyard complex (RMP DU022-009001-007) is set back c.30m from the scheme and will not be affected by the Proposed Scheme.

Other sites along this section of the Proposed Scheme were identified from the DCIHR (DCC 2003 to 2009) and through historic mapping. The existing road was widened in the 20th century over the features identified from historic mapping. They are houses and gate lodges associated with the estates which once existed in this area, comprising the gate lodge to Cypress Grove House (CBC1012AH001; Sheet 15 of 19, Figure 15.1 in Volume 3 of this EIAR), a series of buildings or dwellings on the R137 Templeogue Road (Sheet 16 of 19, CBC1012AH002; Figure 15.1 in Volume 3 of this EIAR) and the gate lodges to Temple Ville and Rose Hall (Sheet 16 of 19, CBC1012AH003; Figure 15.1 in Volume 3 of this EIAR), the gate lodge to Bushy Park (CBC1012AH004; Sheet 17 of 19, Figure 15.1 in Volume 3 of this EIAR). There is also the potential for the tracks of the Dublin and Blessington Steam Tramway (DCIHR 22-02-019; Sheet 3 of 19, Figure 15.1 in Volume 3 of this EIAR) to survive beneath the surface.

15.3.3 Archaeological Heritage: Nutgrove Avenue to Terenure Road North

15.3.3.1 National Monuments

Rathfarnham Castle (national monument 628; Preservation Order (PO 2/1986); RMP DU022-014) (refer to Figure 15.1, sheets 1 of 19 in Volume 3 of this EIAR), a national monument in State ownership, is located c. 20m east of the Proposed Scheme. It is situated within Rathfarnham Castle Park, separated from the wide modern roadway by a boundary of railings / rendered wall and mature trees. While the HEV (NMS 2020) depicts the ZAP for this site outside of the Proposed Scheme, it should be noted that the published RMP maps show a larger ZAP which extends into the Proposed Scheme (Image 15.15). The preservation order map for the castle pertains to the immediate setting of the structure and extends around it (Image 15.15).

The structure is visible from the roadside through the railings that line this part of the boundary. The castle was built in the late 16th century by the Loftus family and underwent significant remodelling in the 18th century, with an extension and refurbishment during the 20th century.

The R114 Rathfarnham Bypass was constructed in the 1980s through the demesne lands, which originally extended as far as Main Street. Features associated with this demesne landscape have been identified on both sides of the road, but there are no reports of archaeological discoveries at the time of construction. However, adjacent discoveries have included an underground passageway which extended from the Kitchen Wing of the castle to the fruit gardens (Ministerial Consent E000341; Licence 94E0161; 95E0200) (Excavations 1994; Carroll 1994; Carroll 1995). This feature was identified on both sides of the Proposed Scheme and it is possible that further remains survive beneath the surface of the road.

The existing boundary wall at Rathfarnham Castle is approximately 380m in length and will be demolished. A new boundary wall will be constructed over the same length along the Proposed Scheme boundary line. The new boundary wall will be circa 2.5m to 2.8m high with round capping rough cast render and will be reinstated like for like as discussed in Chapter 16 (Architectural Heritage). A short 20m section of low wall and railing will be constructed along the new set-back entrance point to the castle grounds. As part of the process of forming the new boundary, a number of trees directly impacted by the works will be removed. All works, both permanent and temporary within the boundary of the castle, will be archaeologically investigated and monitored.

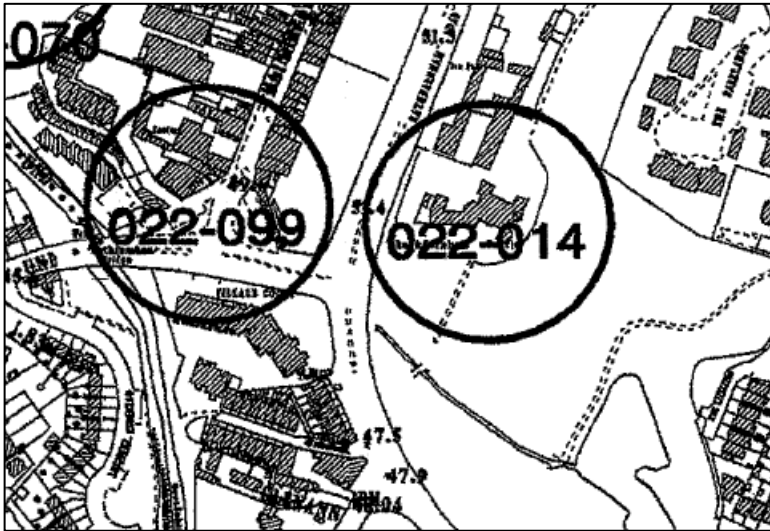


Image 15.15: RMP Map Showing ZAP of Rathfarnham Castle Extending Over Proposed Scheme (Dúchas The Heritage Service 1998)

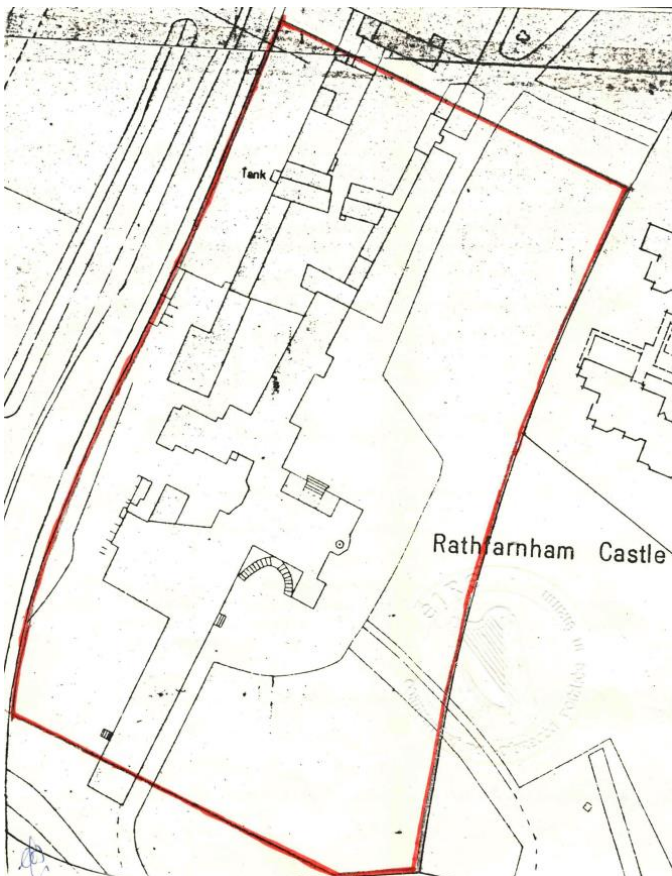


Image 15.16 Preservation Order 2/1986 Map (OPW 1986)

Table 15.8 National Monument Sites Within 50m of the Proposed Scheme (Nutgrove to Terenure Road North Section)

ID No.	Name / Type	Townland / Street Address	ITM
628 (RMP DU022-014)	House – Fortified House Rathfarnham Castle	R114 Rathfarnham Bypass, Rathfarnham Road	714410, 728904

15.3.3.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are five recorded archaeological monuments within this section of the Proposed Scheme, and a further five located within 50m (one of which is the national monument discussed above, Rathfarnham Castle RMP DU022-014).

The sites within this section of the Proposed Scheme comprise of a mill site (now classified as a redundant record) (RMP DU022-099; Sheet 1 of 19, Figure 15.1 in Volume 3 of this EIAR) The mill, on Butterfield Avenue, has been reclassified as a redundant record but there was a flour mill at that location until the end of the 19th century.

A bridge site and water mill (RMP DU022-044002, DU022-044001 Sheet 2 of 19, Figure 15.1 in Volume 3 of this EIAR).

The earliest record of a bridge at the site of Pearse Bridge dates to 1381, as the will of Joan Douce of St. Audoen's Parish bequested one mark towards its construction (Ball 1903: 116). There appears to have been several timber bridges constructed at this location throughout the medieval period, eventually replaced by a stone structure in 1765. The mill is one of several that operated along the River Dodder and its tributaries throughout the medieval and post-medieval periods. Rathfarnham appears to have been a focus for settlement during the early medieval and medieval periods, and these sites would undoubtedly have made the area attractive for settlement.

The Proposed Scheme includes Sections 2d and 2e, these sections extend from Terenure Road North to Harold's Cross. The construction activities will comprise the resurfacing of the roads, footpaths and cycle track pavements and new kerbs. No carriageway widening works or new boundary treatment is expected within this section.

The northern extent of Section 2e of the Proposed Scheme will enter the edge of the ZAP for Harold's Cross, an historic suburb of Dublin at Harold's Cross Road (RMP DU018-050). Of the recorded monuments within 50m of this section of the Proposed Scheme, three sites relate to Rathfarnham church and associated features (RMP DU022-013001; DU022-013002; DU022-013003; Sheet 2 of 19, Figure 15.1 in Volume 3 of this EIAR), and a mill formerly stood where Woodview Cottages are now located (Sheet 2 of 19, RMP DU022-070; Figure 15.1 in Volume 3 of this EIAR). The site of a windmill is also recorded on Orwell Road in Rathgar (RMP DU022-091) (Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR).

Entries relating to the RMP / SMR sites in Table 15.9 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Sheets 1-6 of 19, Figure 15.1 in Volume 3 of this EIAR.

Table 15.9: RMP / SMR Sites Within the Proposed Scheme (Nutgrove Avenue to Terenure Road North Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU022-014	House – Fortified House (national monument)	Rathfarnham Road	714410, 728904
DU022-099	Water mill / Redundant record	Butterfield Avenue, Rathfarnham	714234, 728883
DU022-044002	Bridge	Pearse Bridge, Rathfarnham Road, Rathfarnham	714416, 729692
DU018-050	Settlement	Harold's Cross Road	714653, 731864
DU022-044001	Water mill - unclassified	Rathfarnham Road	714425, 729709

Table 15.10: RMP / SMR Sites within 50m of the Proposed Scheme (Nutgrove Avenue to Terenure Road North Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU022-013001	Church	Rathfarnham Road	714284, 729164
DU022-013002	Graveyard	Rathfarnham Road	714289, 729149
DU022-013003	Graveslab	Rathfarnham Road	714290, 729149
DU022-070	Water mill (site of)	Woodview Cottages, Rathfarnham	714125, 729047
DU022-091	Windmill (site of)	Orwell Road, Rathgar	714990, 730304

15.3.3.3 Topographical Files, NMI

The stray finds from Rathfarnham, recorded in the National Museum's Topographical Files demonstrate the types of activity that would have taken place in these areas in the past.

The finds comprise of a flint arrowhead and a bronze pin which were recovered from the River Dodder, a copper halberd of Cotton type from a gravel pit, and two flint Bann flakes which were found at The Mill House (NMI 12:11:37; RIA1906:178; 1897:1316; 1961:49-50). The flint arrowhead was recovered a short distance from 'Big Bridge' / Pearse Bridge, and may indicate prehistoric use of this site as a fording point, while the Bann flake indicates activity in this area from as early as the Late Mesolithic period. Sometimes a feature such as a graveslab from Rathfarnham may also be recorded as a find from the National Museum (NMI 1995:707). Bronze Age activity is evidenced by stray finds of a bronze quoit and three bronze socketed and looped axe heads from Rathfarnham (NMI 1934:464 and 1939:20-22).

Terenure is also recorded in association with prehistoric artefacts comprising of a stone axe and five stone knives (NMI IA/229/1960).

15.3.3.4 Previous Archaeological Investigations

The majority of archaeological investigations in this section of the Proposed Scheme have been in the grounds (existing and former) of Rathfarnham Castle. These investigations have revealed finds from as early as the 14th to the 16th centuries, but the earliest features to survive were 16th century architectural features on the castle, and a 16th century pavement. The majority of discoveries were of post-medieval date, and are related to renovations to the castle and landscaping and drainage of the surrounding grounds.

Three investigations revealed portions of an 18th century underground passageway which led from the kitchen wing westwards towards the kitchen gardens, which were located on the west side of the R114 Rathfarnham Road (Ministerial Consent E000341; Licence 94E0161; 95E0200) (Excavations 1994; Carroll 1994; Carroll 1995). Portions of this passageway have been identified on both sides of the road and it is therefore possible that groundworks will reveal further evidence of this feature. This passage was approximately 2m in height and 2 to 3m wide with rough stone and mortar walls. A large brick drain ran alongside the passageway and appears to date to when the passageway was still in use. It was rebuilt as a stone drain following the collapse of the passageway in the 19th century. Several post-medieval drains have also been found in the course of archaeological investigations.

The ground level was raised by approximately 1m in the 18th or 19th century, but it is unclear how far from the castle this landscaping extended, and if earlier features will have survived within the Proposed Scheme (Ministerial Consent E004468) (Giacometti 2018).

Archaeological investigations on Village Green revealed human bone, but it was thought that it probably originated from a disturbed single burial associated with the adjacent church and graveyard (Licence 95E0173) (Swan 1996).

Archaeological monitoring of site investigation works took place in 2021 under licence no 21E0053 (Whitty 2021), two bore holes were monitored, these were located in the vicinity of Pearse Bridge (DU022-044002 and watermill (DU022-04401) along the banks of the Dodder River. No archaeological features were revealed.

Archaeological monitoring of the Dodder Greenway scheme did not reveal any artefacts and or features of an archaeological significance (Deery 2022, Licence 21E0216 and 21R0072).

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

15.3.3.5 Industrial Heritage

There are two recorded industrial heritage site within this section of the Proposed Scheme. These are different section of the Numbers 16 and 17 tram services which connected Rathfarnham, Terenure, Harold's Cross, the City Centre and Whitehall It is possible that the tracks may survive beneath some of the road surfaces (DCIHR 22-03-010; DCIHR 18-15-030; Sheet 3 of 19 and Sheet 6 of 19, Figure 15.1 in Volume 3 of this EIAR). Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage).

Table 15.11: Industrial Heritage Sites Within the Proposed Scheme (Nutgrove Avenue to Terenure Road North Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-03-010	Tramway	Rathfarnham Road	714363, 730103
DCIHR 18-15-030	Tramway	Terenure Road North, Harold's Cross Road	714637, 731668

The adjacent sites largely relate to the heritage of the tramways, and comprise Tramway Villas, now Rathmore Villas, and a tram shed which provided accommodation for tramway workers (DCIHR 22-03-030; DCIHR 22-03-020) along with the site of former smithies, a laundry and telephone exchange.

Table 15.12: Industrial Heritage Sites within 50m of the Proposed Scheme (Nutgrove Avenue to Terenure Road North Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-03-030	Tramway Cottages	Cormac Terrace, Terenure	714352, 730056
	Tram Shed	Rathfarnham Road, Terenure	714321, 730088
DCIHR 22-03-028	Smithy	Rathfarnham Road, Terenure	714350, 730127
DCIHR 22-03-027	Telephone Exchange	Rathfarnham Road, Terenure	714348, 730141
DCIHR 22-03-032	Laundry	Beechlawn Way, Terenure	714423, 730151
DCIHR 22-03-026	Smithy	Rathfarnham Road, Terenure	714407, 730186
DCIHR 22-03-020	Tramway Villas	Terenure Road North	714436, 730357

15.3.3.6 Cultural Heritage

The cultural heritage of this section of the Proposed Scheme indicates the prosperity of this part of South County Dublin in the early 20th century.

Historic street furniture and cultural heritage sites of architectural interest that contribute to the historic streetscape are discussed in Chapter 16 (Architectural Heritage).

Historic events are commemorated at Rathfarnham through a bronze statue which was erected on Main Street in 2004 (CHC1012CH004) (Sheet 1 of 19, Figure 15.1 in Volume 3 of this EIAR). It is dedicated to Anne Devlin, who assisted Robert Emmet at Rathfarnham in the planning of the 1803 Rebellion.

15.3.3.7 Field Survey

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

15.3.3.7.1 Physical and Cultural Environment

The cultural heritage of this section of the Proposed Scheme reflects the prosperity of this part of South County Dublin in the early 20th century. Short segments of granite kerbstone were identified in Rathfarnham on St. Mary's Avenue, Main Street, Church Street, Pearse Bridge, and at Terenure and Harold's Cross. A variety of street lighting was recorded, including a number of cast iron lamp posts, and slender lamp posts which date to the latter half of the 20th century. Vent pipes, stamped with S.D. R.D.C. (South Dublin Rathdown District Council) logo and the years 1909 or 1912, are features of the water drainage system developed by the Rathmines and Rathgar Township. Terenure Road North and Harold's Cross Road has a slightly more modern appearance, with modern buildings and dwellings interspersed with terraced housing which dates to the late 18th / early 19th centuries.

While Rathfarnham Castle and the village centre preserve some of the historic character in Rathfarnham, the modern road which travels through the former demesne has reorganised how movement would historically have taken place through this area. However, the 19th century Pearse Bridge, albeit widened and altered, preserves the site of an historic fording point which has been in existence since at least the 14th century. The bridge and some of the adjacent roads in Rathfarnham also retain items of historic street furniture, such as granite kerbstones and cast iron vent pipes and lamp posts (Chapter 16 Architectural Heritage). Watercourses such as the River Dodder and the River Owendoher would have served as the power source for several mills and have been of great importance to the area.

Terenure retains the thriving nature of the 19th century village, then known as 'Roundtown'. The street pattern is unchanged, and many of the early 20th century features, such as stone settings, and the accommodations and depots of the tramway infrastructure, have survived.

15.3.3.7.2 Archaeological Potential and Non-Designated Archaeological Sites

It is possible that archaeological features survive beneath the R114 Rathfarnham Bypass, which was constructed in the 1980s through the former lands of Rathfarnham Demesne. This may include features from as early as the medieval period, but the most notable area of potential is an underground passageway which extended from the Kitchen Wing of Rathfarnham Castle (RMP DU022-014; Sheet 1 of 19, Figure 15.1 in Volume 3 of this EIAR) to the fruit gardens. This feature has been identified through archaeological investigations on both sides of the Proposed Scheme, but there is no record of its discovery at the time of the construction of the road.

While the boundaries of the church grounds at Rathfarnham (RMP DU022-013001; DU022-013002) are depicted as a rectangular enclosed area in historical mapping, the presence of a Rathdown type graveslab dates the site to between the 9th and 12th centuries. The nature and extent of this early church site is not known, and it is possible that related features may extend beyond the existing boundary wall.

There is inherent archaeological potential associated with the watercourses of the River Owendoher and the River Dodder (CBC1012AH007; CBC1012AH008), particularly given the prevalence of milling in this area.

Other sites along this section of the Proposed Scheme were identified through historic mapping. They are the site of 19th century buildings on the R114 Rathfarnham Road (CBC1012AH005; CBC1012AH006; Sheet 2 of 19, Figure 15.1 in Volume 3 of this EIAR) and the site of the former Ely Cloth Factory, a mill which overlooked the River Dodder (CBC1012AH009; Sheet 2 of 19, Figure 15.1 in Volume 3 of this EIAR).

There is also the potential to reveal portions of the former tramway between Main Street in Rathfarnham to Terenure (DCIHR 22-03-010) (Figure 15.1 in Volume 3 of this EIAR).

15.3.4 Archaeological Heritage: Terenure Road North to Charleville Road

15.3.4.1 National Monuments

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

15.3.4.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are two recorded archaeological monuments within 50m of this section of the Proposed Scheme. They are Rathgar Castle (RMP DU022-086002) and an associated gateway (RMP DU022-086001; Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR),

The castle was constructed in the 16th century by Nicholas Segrave but fell into ruin in the 18th century. The gateway was described in 1782 by the antiquarian Austin Cooper as being arched with a staircase and the castle may have included a moat in its defences. There is no visible trace of either structure, and it was thought during archaeological investigations at 13 Orwell Road that it may have been closer to the crossroads (Licence 06E1183) (Lohan 2008).

Entries relating to the RMP / SMR sites in Table 15.13 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR. Table 15.13: RMP / SMR Sites within 50m of the Proposed Scheme (Terenure Road North to Charleville Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU022-086001	Castle - unclassified	Rathgar Road / Zion Road	715021, 730427
DU022-086002	Gateway	Rathgar Road / Zion Road	715022, 730424

15.3.4.3 Topographical Files, NMI

There are three artefacts recorded in the Topographical Files of the NMI from Rathgar. They are a possible flint blade and a cast copper alloy ring, both found in gardens, and a flint slug knife fragment which was in private possession in 1957 (NMI RIA1917:85; 1882:263; IA/004/1957).

A polished stone axehead and flat bronze axehead also represent prehistoric activity at Harold's Cross (NMI 1874:95; 1959:752). An unusual discovery of two mummified feet was found in an attic of a house in Harold's Cross. One was an adult's right foot which appeared to have been torn from a body and the second was a child's right foot (NMI 2009:130-131). They had the appearance of bog bodies and were radiocarbon dated to cal. AD 52-60 and 60 BC-AC 53 respectively, which would be consistent with the dates of other known bog bodies. It was thought that the original provenance was from the Midlands.

15.3.4.4 Previous Archaeological Investigations

Archaeological investigations at 13 Orwell Road, Rathgar, revealed two phases of activity, the first of which comprised of late 16th and early 17th century features, along with two human skeletons which had been buried together in a single grave. Phase 2 comprised of 18th and 19th century ground-raising deposits, a stone drain and wall foundations (Licence 06E1183) (Lohan 2008). Further evidence of post-medieval wall was found on an adjacent site facing onto the Proposed Scheme (Licence 04E1350) (Kehoe 2005).

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

15.3.4.5 Industrial Heritage

There is one recorded industrial heritage site within this section of the Proposed Scheme and two sites within 50m of it. A tramway ran through the area, the Number 15 service ran from Terenure through Rathgar and Rathmines to Nelson's Pillar. (DCIHR 22-03-010;; Sheets 4, 7 and 9 of 19, Figure 15.1 in Volume 3 of this EIAR).

The adjacent site also relates to the heritage of the tramways, and comprises of a very large tramway depot which now functions as an Aldi, (DCIHR 22-03-019) Sheet 4, Figure 15.1 in Volume 3 of this EIAR.

Table 15.14: Industrial Heritage Sites Within the Proposed Scheme (Terenure Road North to Charleville Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-03-010	Tramway	Terenure Road East, Rathgar Road	715285, 731162

Table 15.15: Industrial Heritage Sites within 50m of the Proposed Scheme to the (Terenure Road North to Charleville Road Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 22-03-019	Tramway depot	Terenure Road East	714488, 730276

15.3.4.6 Cultural Heritage

Terenure and Rathgar were prosperous areas in the 19th and 20th centuries and the historic street furniture and cultural heritage sites of an architectural heritage interest, belonging to this period are discussed in Chapter 16 (Architectural Heritage).

15.3.4.7 Field Survey

A field survey was undertaken on 4 June and 5 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.4.7.1 Physical and Cultural Environment

The environment of this section of the Proposed Scheme is entirely urban and suburban in character, comprising of urbanised settlements at Terenure and Rathgar, with the areas between defined by residences of 19th and 20th century date, with red brick being the building material of choice in this area. Terenure Road East is the site of some particularly notable residences, comprising of a number of large detached Victorian dwellings which were constructed for the wealthy individuals leaving the increasingly crowded City Centre at the time. Other residences on this road and on the Rathgar Road include a large number of more modest later Victorian detached or terraced dwellings.

Miscellaneous items of historic street furniture include granite kerbstones and stone settings, cobblestones, a variety of cast iron and concrete street lighting, sewer vent pipes, a milestone, pillar post boxes and boundary stones.

15.3.4.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is archaeological potential associated with the castle and gate at Rathgar (RMP DU022-086001; DU022-086002; Sheet 4 of 19, Figure 15.1 in Volume 3 of this EIAR) and it is possible that tramlines (DCIHR 22-03-010;; Sheets 4, 7 and 9 of 19, Figure 15.1 in Volume 3 of this EIAR) may survive beneath the road surface along the entirety of this section of the Proposed Scheme.

It is otherwise difficult to determine the archaeological potential of this area in the absence of many previous archaeological investigations. The survival of Irish placenames, occasional stray finds and the fact that this area would have provided excellent agricultural land would suggest that settlement did take place here prior to the 16th century, but the rapid development of this area in the 19th and 20th century appears to have destroyed any trace of previous activity.

15.3.5 Archaeological Heritage: Charleville Road to Dame Street

15.3.5.1 National Monuments

The city defences include a number of gates which were formerly given unique RMP numbers, but following the National Policy of Town Defences, all defensive structures are to be considered a single monument and they have been subsumed into the overall record (RMP DU018-020001, a national monument) Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR. Even though the Proposed Scheme will lie outside of the medieval city, extra-mural gateways stood on some of the approaches to the city and form part of the overall national monument (Image 15.17). St. Kevin's Gate stood within the Proposed Scheme on Wexford Street and it is what gave the street the historical name of 'Kevin's Port', as shown in de Gomme's and Rocque's maps (Image 15.9; Image 15.11). The gate was used as a city-boundary mark in the Riding of the Franchises from the 12th to the 18th century (Logainm 2020 [under Camden Street entry]).

Clarke's map of Medieval Dublin shows three unnamed gates in and around the former monastic 'enclosure' delimited by Peter Row and Stephen Street, with a fourth being Whitefriar's Gate at the junction of Golden Lane and Ship Street where Whitefriar Street once ran. Whitefriar's Gate is depicted on Speed's map as a substantial arched structure with an upper storey showing two windows (Image 15.8). The three unnamed gates are uncertain, but Clarke depicts them on Redmond's Hill at the junction of Aungier Street / Digge's Street Upper, on Bow Lane East and on Whitefriar Street.

There are therefore two gate sites associated with the national monument within the Proposed Scheme, on Wexford Street and on Redmond's Hill (junction of Aungier Street / Digge's Street Upper).

Table 15.16: National Monument Sites Within the Proposed Scheme (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020001	Town defences / Gateway (national monument)	Wexford Street	715504, 733271
DU018-020001	Town defences / Gateway (national monument)	Redmond's Hill	715471, 733421

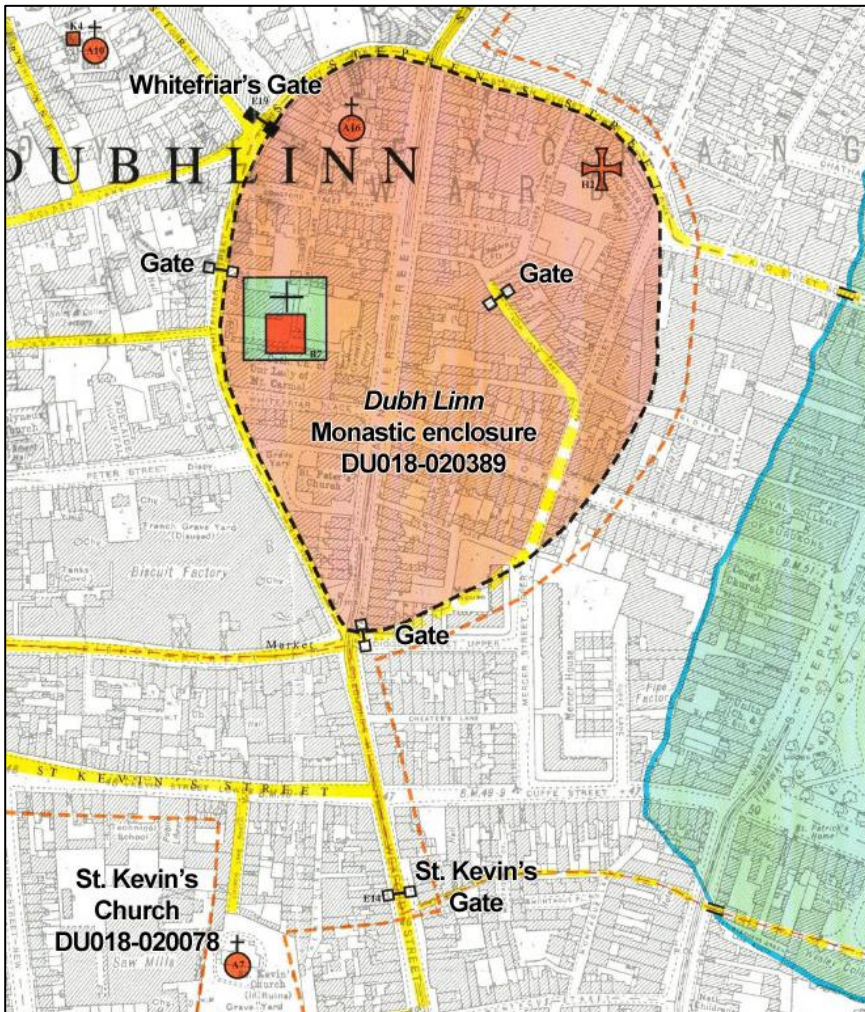


Image 15.17: Clarke's Map of Medieval Dublin Showing Extra-Mural Gates, RMP DU018-020001 (Clarke 2002)

15.3.5.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are 35 recorded archaeological monuments within 50m of the Proposed Scheme. All but two these sites, an inn and a building (RMP DU018-051; SMR DU018-120), are located inside the ZAP for the Historic City of Dublin (the latter site has been incorrectly mapped on the record and refers to a site located in the Coombe). The Proposed Scheme will enter the ZAP for Dublin on Camden Street Lower, just south of the Camden Row / Montague Street junction (Image 15.18) (Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR).

A total of five recorded sites are located within this section of the Proposed Scheme, including the Historic City, a building, a cross, the *Dubh Linn* ecclesiastical enclosure, and a 17th / 18th century house (site of) (RMP DU018-020; DU018-020124; DU018-020389; DU018-439; SMR DU018-120; Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR). However, one of these sites, the building (SMR DU018-120; Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR), is recorded at the incorrect location and is actually outside of the Proposed Scheme at the Coombe. Apart from the Historic City, there are no upstanding remains associated with these sites surviving within the Proposed Scheme., The presumed limits of the ecclesiastical enclosure are preserved in the curving street pattern defined by Peter Row, Stephen Street Upper and Stephen Street Lower.

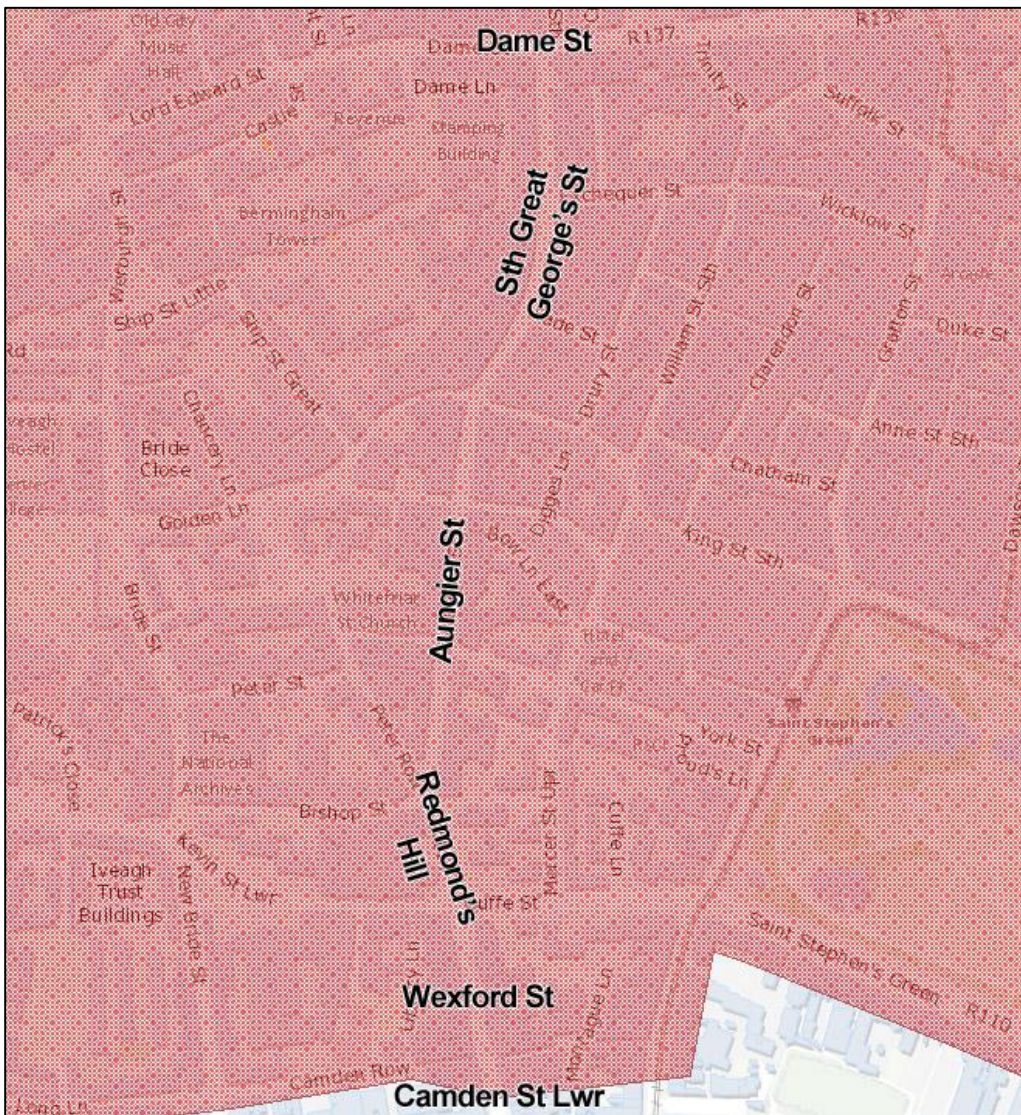


Image 15.18: ZAP for the Historic City of Dublin (The Heritage Council 2020)

Buildings dating from the 16th to 19th centuries which are detailed in Table 15.19 as being located within 50m of this section of the Proposed Scheme may contain cellars, and it is possible that these features may extend under the footpaths into the Proposed Scheme. One archaeological monument is located adjacent to the Proposed Scheme outside of the Historic Dublin ZAP, with twenty-nine within the ZAP. The site located outside the ZAP is the Bleeding Horse Inn (RMP DU018-051; Sheet 12 of 19, Figure 15.1 in Volume 3 of this EIAR). The existing Bleeding Horse occupies the site of an older inn which was described as early as 1710. Inside of the ZAP for Dublin, eleven of the recorded sites relate to 17th / 18th century houses, although one is a duplicate record. There are also three 16th / 17th century houses two houses are of undetermined date, and one is 18th / 19th century in date, the majority of these dwellings are located on Aungier Street which opened in 1661 (RMP DU018-020184; DU018-020340; SMR DU018-438; DU018-437; DU018-386; DU018-436; DU018-435; DU018-434; DU018-385; DU018-384; DU018-433; DU018-432; DU018-020052; DU018-020368, DU018-020647 and DU018-020248 Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR). Some of these buildings are important survivals of the 17th century street laid out by Francis Aungier.

Other notable sites are the habitation site and burial ground which were identified through archaeological investigations on South Great George's Street (SMR DU018-133; DU018-132; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR; Licence 99E0414) (Simpson 2008). A Viking habitation and associated burials were identified on what would have been the southern flank of the 'Black Pool'. Dame Street was one of the earliest

thoroughfares of Viking Dublin, and South Great George's Street would have provided access from it to the 'Black Pool', with the habitation and burials evidently occurring adjacent to this street. However, the nature and width of this street at that time is unknown, and it is possible that if it were narrower than it appears today, then features associated with these sites may extend as far as the Proposed Scheme.

Two churches and a building are also recorded on South Great George's Street (RMP DU018-020076; DU018-020137; SMR DU018-020825; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR). One of the churches is the medieval parish church of St. George, while the building was the site of the medieval Exchequer. While none of these features are upstanding, they were located in the plots immediately adjacent to the Proposed Scheme, and since the width of the street in the medieval period is unknown, it is possible that features associated with these sites may extend into the Proposed Scheme.

Finally, there are four sites in the vicinity where associated features may extend into the Proposed Scheme. The medieval parish church of St. Peter's and its associated graveyard (RMP DU018-020089; SMR DU018-378; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR) were located in the north-west of the presumed *Dubh Linn* enclosure. St. Peter's Church, also known as 'St Peter's on the Hill', pre-dated the arrival of the Anglo-Normans, and archaeological investigations have revealed a series of pre-Norman ditches, as well as boundaries of later date. While the exact location of the church is unknown, a curving ditch which delimited the grounds was identified, and the organised space of the graveyard, including footpaths, was revealed. When Aungier Street was laid out in the 1660s, it cut through part of the grounds of the church, which appears to have been in ruins at the time. It is therefore possible that features associated with this site survive beneath the road surface.

In designing a new street, Francis Aungier also replaced the dilapidated St. Peter's with a new church and graveyard on the south end of Aungier Street in 1685, although it is now classed as a redundant record (RMP DU018-020415; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR). The church was demolished and the graveyard exhumed in the 1980s. Historic mapping shows the church facing onto Aungier Street and it was therefore immediately adjacent to the Proposed Scheme (Image 15.10; Image 15.13).

The Whitefriar's Abbey, which stood on the site of the modern Carmelite friary, was founded in c. 1280 and is depicted in Speed's map of Dublin as a substantial collection of buildings (RMP DU018-020049; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR) (Image 15.8). Given the inexact nature of Speed's map, it is by no means clear what the true extent of the friary was prior to being dissolved in 1541. It is entirely possible that when Aungier Street was constructed in the 17th century that the new street encroached on grounds or features previously associated with the friary.

Entries relating to the RMP / SMR sites in Table 15.17 to Table 15.20 are contained in Appendix A15.2 in Volume 4 of this EIAR and identified on Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR.

Table 15.17: RMP / SMR Sites Within the Proposed Scheme (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-120	Building	Camden Street Upper (incorrect location, located at the Coombe).	715555, 732885
DU018-020	Historic City	Camden Street Lower, Wexford Street, Redmond's Hill, Aungier Street, South Great George's Street	715572, 732878
DU018-020124	Cross	Bishop Street	715442, 733414
DU018-020389	Ecclesiastical enclosure	Aungier Street	715491, 733608
DU018-439	House – 17 th / 18 th century	Aungier Street	715491, 733637

Table 15.18: RMP / SMR Sites Within 50m of the Proposed Scheme, Outside of the Dublin City ZAP (DU018-020) (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-051	Inn	Camden Street Upper	715572, 732878

Table 15.19: RMP / SMR Sites Within c.50m of the Proposed Scheme, Within the Dublin City ZAP (DU018-020) (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020647	House	Camden Street Lower	715508, 733189
DU018-020336	Holy well	Camden Street Lower	715537, 733191
DU018-020248	House 18 th / 19 th century	Cuffe Street	715599, 733329
DU018-020187	Redundant Record	Digges Street Upper	715532, 733420
DU018-438	House – 17 th / 18 th century	Aungier Street	715498, 733564
DU018-437	House – 17 th / 18 th century	Aungier Street	715497, 733577
DU018-020184	House – 17 th / 18 th century	Aungier Street	715502, 733591
DU018-020340	House – 17 th / 18 th century / Redundant record	Aungier Street	715501, 733593
DU018-386	House – 17 th / 18 th century	Aungier Street	715505, 733606
DU018-436	House – 17 th / 18 th century	Aungier Street	715505, 733617
DU018-435	House – 17 th / 18 th century	Aungier Street	715506, 733623
DU018-434	House – 17 th / 18 th century	Aungier Street	715507, 733637
DU018-020052	House – 16 th / 17 th century	Longford Street Great	715466, 733667
DU018-020162	Theatre	Longford Street Great	715458 733693
DU018-020991	House – 16 th / 17 th century	Aungier Street	715512, 733665
DU018-385	House – Indeterminate date	Aungier Street	715514, 733684
DU018-384	House – 17 th century	Aungier Street	715515, 733695
DU018-433	House – 18 th century	Aungier Street	715512, 733702
DU018-432	House – 17 th / 18 th century	Aungier Street	715522, 733715
DU018-133	Habitation site	South Great George's Street	715498, 733780
DU018-132	Burial ground	South Great George's Street	715511, 733797
DU018-020825	Church	South Great George's Street	715540, 733853
DU018-020076	Church	South Great George's Street	715556, 733919
DU018-020137	Building (Exchequer)	South Great George's Street	715596, 733956
DU018-020368	House – 16 th / 17 th century	Dame Street	715542, 734045

Table 15.20: RMP / SMR Sites in the Vicinity of the Proposed Scheme, Within the Dublin City ZAP (DU018-020), Where Associated Features May Extend into the Proposed Scheme (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020415	Church and graveyard / Redundant record	Aungier Street	715450, 733510
DU018-020049	Religious house –Carmelite Friars (White Friars)	Aungier Street / Whitefriar Street	715431, 733590
DU018-378	Burial ground	Aungier Street	715457, 733703
DU018-020089	Church	Aungier Street	715464, 733723

15.3.5.3 Topographical Files, NMI

The Topographical Files of the NMI record the artefacts that have been recovered from the grounds of Dublin Castle. They include coins, metal objects, clay pipes, wooden objects, leather, pottery, human bone, animal bone, roof tiles, earthenware candlesticks, porcelain, glass, a Jew's Harp, copper alloy stick pin and a variety of miscellaneous objects (NMI 1948:55-69; 1969:864-952; 1971:1-891; 1974:8.1-8; 1304:W9; 3441:W21). While the majority of these objects date to the post-medieval period, a number of artefacts are of medieval date.

15.3.5.4 Previous Archaeological Investigations

Archaeological investigations south of the presumed *Dubh Linn* enclosure (SMR DU018-389; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR) have revealed post-medieval features of 18th and 19th century date, which is consistent with historical mapping which shows a rural landscape south of St. Kevin's until the late 18th century.

Post-medieval houses typically involved the sinking of basements which eradicated previous features, and it is expected that this will have been the case along the properties facing the Aungier Street and South Great George's Street, but some medieval features have survived which were associated with the enclosure and churches. Inside of the presumed enclosure, several ditches and boundaries were identified which appeared to delimit and subdivide the larger enclosure, some of which were pre-Norman in date (Licence 93E0035; 02E1779; 00E0137; 00E0136; 05E0764; 00E0559) (McConway 1993; Elliot 2004; Ó Néill 2001; Simpson 2003; Corcoran 2006; Lynch 2003), although one ditch was thought to have been an 18th century boundary between two landowners (Licence 16E0110; Excavations 2016). A series of medieval features dating from the 12th to the 16th centuries were identified on Longford Street, Digge's Lane, Stephen Street Lower and Stephen Street Upper (Licence 00E0137; 00E0136; 05E0764; 92E0086; 00E0559) (Ó Néill 2001; Simpson 2003; Corcoran 2006; Meenan 1992a; Lynch 2003).

Archaeological investigations close to the site of the medieval St. Peter's Church (RMP DU018-020089; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR) revealed twenty articulated human burials which appeared to have been buried in shrouds, as well as a number of sherds of medieval pottery and floor tiles (Licence 97E0094) (Reid 1997). It was assumed that it was a burial ground associated with the church (SMR DU018-378; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR), and it was estimated that 30-60 individuals had been interred in the area. Further excavations on an adjacent plot revealed a further 146 burials and disturbed remains (Licence 00E0559; 00E0687) (Lynch 2003; Myles 2000).

Excavations undertaken at the site of St. Peter's Church (; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR) revealed at least 127 burials which had survived the 1980s exhumation process on the site (Licence 02E1779) (Elliot 2004). In 2017, as a result of development, large scale excavations took place at the site of St Peter's Church (DU018-020089), burial ground (DU018-378) and Aungier's Street Theatre (DU018-020162) and revealed significant archaeological remains (Duffy 2018, Licence. 17E0212). A curving medieval ditch (11th century) that equates to the north-west corner of the enclosure was identified; this corresponds to a previously excavated ditch to the south (Coughlan 2003). In addition to this, a sunken floored structure was revealed towards the centre of the site and is thought to date to the 11th or early 12th century. A lime kiln also dating to the 11th century was encountered over which an extension of St Peter's Church was constructed. Surrounding this structure, 224 burials were revealed with some of the skeletal remains fragmentary nature and disturbed in context. This would appear to be an extension of the previously excavated area of the burial ground relating to St Peter's Church. All burials appeared to respect the church walls and the grave goods suggested that the graveyard was active between the 14th and 17th centuries. Cellars, out buildings, wells and tanning pits represented post medieval activity on site.

Physical remains associated with the Aungier Street Theatre were identified and included a 'pit trap' and timber footings for a stage. This and other features, now form public displays within the development and have been preserved in situ.

On South Great George's Street, archaeological investigations have revealed a Viking burial site on the edge of an inlet of the 'Black Pool' with an associated settlement (SMR DU018-132; DU018-133; Licence 99E0061) (Simpson 2008). The habitation was preserved as the remains of a defensive bank and ditch, a series of postholes, metalled surfaces, the outlines of possible buildings, and hearths which contained foodstuffs. Five Viking burials were found, three of which dated to AD 670 to 882 with another dating to AD 786 to 995. These remains may therefore date to before the first recorded Viking longphort in Dublin which was established in AD 841. At the corner of South Great George's Street and Lower Stephen Street, excavations (Licence 18E0661 ext) revealed boundary ditches along the southern edge of the site dating to the 11 /12th century. The earliest phase of these ditches ran alongside an inlet that flowed into the tidal pool (the Black Pool) of Dubh Linn and corresponded to the pre-Norman defenses (Simpson 2008), as mentioned above. Two large pits may indicate the development of plots alternatively they could represent the beginning of a 14th to 15th century tannery (Duffy 2019) an activity that continued from the 16th-18th century at the centre of the site.

Archaeological excavations to the rear of 19-22 Aungier Street at the site of a 16th /17th century house (RMP DU018-020184) revealed Georgian foundations, garden plot walls and two medieval ditches (Stirland 2018, Licence 16E0100 ext).

Many of the original 17th and 18th century buildings which were part of the post-medieval development of this area have been destroyed, but the cellar levels often survive the demolition process and have been identified through archaeological investigations. The remains of infilled cellars were identified on Bishop Street, Bow Lane, Aungier Street, Stephen Street Lower, Great Longford Street, Stephen Street Upper, South Great George's Street (95E0107; 03E0116; 93E0015; 93E0149; 92E0001; 92E0086; 94E0091; 03E1504; 00E0687; 99E0730; 92E0061; 99E0414; 99E0710) (Walsh 1995; McQuade 2003; Cassidy 1993; Excavation 1993; Meenan 1992b; Meenan 1992a; Meenan 1994; Coughlan 2003; Myles 2000; Walsh 2000; Halpin 1992; Simpson 2008; Simpson 2002). No Georgian cellars or earlier were encountered during the excavations at 41-46 South Great George's Street and 51-53 Lower Stephen Street (Licence 18E0661 ext). These may have been removed by the construction of an extensive Victorian cellar (Duffy 2019). Archaeological monitoring (18E0583) took place during groundworks at 91-92 Camden Street, where a recorded monument, a house of indeterminate date (DU018-020547) is located (Duffy 2019). A corner fireplace was identified within No.3 Camden Row, indicating that the structure had been adapted from an earlier 18th century 'Dutch Billy' structure. This feature was retained in situ.

15.3.5.5 Industrial Heritage

There are four recorded industrial heritage monuments within this section of the Proposed Scheme and ten located within 50m to it. Two records relate to lengths of the Number 15 tramway service which ran from Terenure to Nelson's Pillar and extended along the entirety of this section of the Proposed Scheme (DCIHR 18-15-030; DCIHR 18-11-002; Sheets 9, 11 and 12 of 19, Figure 15.1 in Volume 3 of this EIAR). Canal heritage is also represented, and the Proposed Scheme crosses over the Grand Canal by way of Latouche Bridge (DCIHR 18-15-008; DCIHR 18-15-006).

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

Industrial heritage sites within 50m of the Proposed Scheme comprise of seven factories or works, a canal lock on the Grand Canal and two markets. Of the factory / works buildings (a dye works, the Kelso Laundry, a motor assembly works, a mineral water works, a brewery, the Jacob's Biscuit Factory and a clothing factory), only the clothing factory which currently houses the Dublin Business School on Little Longford Street remains fully upstanding (DCIHR 18-11-175), with just the façade of the Kelso Laundry on Rathmines Road surviving (DCIHR 18-5-047; RPS 7205).

George's Street Arcade, opened in 1881, dominates South Great George's Street with its Gothic style red brick facade (DCIHR 18-11-166; RPS 3214-23). It was built to replace the earlier South City Markets, and it is clear from Brooking's (Image 15.9) and Rocque's (Image 15.10) maps that outdoor markets were once located close to the junction of South Great George's Street and Dame Street (DCIHR 18-110209; Image 15.10, Image 15.17) (Lennon 2008).

Table 15.21: Industrial Heritage Sites Within the Proposed Scheme (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-15-030	Tramway	Rathmines Road Lower, Richmond Street South, Camden Street Upper	715588, 732132
DCIHR 18-11-002	Tramway	Camden Street Lower, Wexford Street, Redmond's Hill, Aungier Street, South Great George's Street	715540, 732992
DCIHR 18-15-008	Grand Canal	Portobello Harbour	715609, 732494
DCIHR 18-15-006	Latouche Bridge	Richmond Street South, Portobello Harbour	715609, 732494

Table 15.22: Industrial Heritage Sites within 50m to the Proposed Scheme (Charleville Road to Dame Street Section)

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-15-049	Dye works	Rathmines Road Lower	715566, 732036
DCIHR 18-15-047	Kelso Laundry	Rathmines Road Lower	715556, 732114
DCIHR 18-15-040	Motor assembly works	Rathmines Road Lower	715603, 732458
DCIHR 18-05-007	Canal lock	Portobello Harbour	715599, 732492
DCIHR 18-11-183	Mineral water works	Camden Street Lower	715464, 733168
DCIHR 18-11-190	Brewery	Redmond's Hill	715447, 733372
DCIHR 18-11-180	Jacob's Biscuit Factory	Bishop Street / Peter's Row / Peter Street	715446, 733442
DCIHR 18-11-175	Clothing factory	Little Longford Street	715552, 733654
DCIHR 18-11-166	Market building	South Great George's Street	715577, 733895
DCIHR 18-11-209	Market	South Great George's Street / Dame Street	715531, 734038

15.3.5.6 Cultural Heritage

There are 11 cultural heritage sites along this section of the Proposed Scheme. The majority of these are the sites of coal hole covers which were noted between Richmond Street South and South Great Georges Street (CBC1012CH005; CBC1012CH006; CBC1012CH007; CBC1012CH008; CBC1012CH009; CBC1012CH010; CBC1012CH013; CBC1012CH014). Other features comprise of decorative electrical cabinets which bear the Dublin crest on Wexford Street and Aungier Street (CBC1012CH011; CBC1012CH012; Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR) and a memorial of the 1916 Proclamation on South Great George's Street (CBC1012CH015; Sheet 13 of 19, Figure 15.1 in Volume 3 of this EIAR).

15.3.5.7 Field Survey

A walkover survey was undertaken on 5 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.5.7.1 Physical and Cultural Environment

This section of the Proposed Scheme is urban in character, commencing in the formerly independent and prosperous town of Rathmines which retains many 19th and early 20th century red brick buildings. Several historic public buildings are particularly attractive landmarks in this area, including the Bank of Ireland, the Public Library, Rathmines College. The approach to the Grand Canal is lined on one side with Victorian terrace housing.

It is less residential in character north of the Grand Canal. These streets are lined with terraces of Georgian and Victorian dwellings, including some surviving 17th century 'Dutch Billy' houses, in what would have once been a residential district, but many have been converted to accommodate businesses on the lower floors. These terraces are interspersed with vacant lots and new builds. While Aungier Street is the site of the oldest surviving buildings on this section of the Proposed Scheme, South Great George's Street retains more character, owing in large part to the grand façade of the George's Street Arcade, which covers a whole block. The curve of this street also belies its antiquity, dating back to as least the Viking period, in contrast to the straight Aungier Street which was planned in the 1660s.

A significant portion of this segment of the Proposed Scheme retains granite kerbstones, stone settings and paving between Rathmines Road and South Great George's Street, including some cast iron coal hole covers set into granite paving on Richmond Street. Only a few historic cast iron lamp posts were recorded, with a series of Hammond Lane models noted on Harcourt Road and Richmond Street South, and at least one with a fluted base in Rathmines. Miscellaneous items of street furniture comprise of pillar post boxes and ornate electrical cabinets on Camden Street and Aungier Street bearing the Dublin crest (CBC1012CH011; CBC1012CH012; Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR).

15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

There is the potential for tramlines to survive beneath the road surface of the entirety of this section of the Proposed Scheme. In addition to this, the Proposed Scheme will enter the ZAP for the Historic City of Dublin on Camden Street Lower and there is potential to reveal features from early medieval to post-medieval date within this zone.

The area between Rathmines and St. Kevin Street was rural in nature until the 18th century, and archaeological investigations in this area have typically found the remains of 18th and 19th century structures. There is a chance that some of these structures will have had cellars which extend into the Proposed Scheme.

Inside the ZAP for Dublin, there is the potential to find features and ditches associated with the pre-Norman ecclesiastical enclosure on Aungier Street, as well as medieval features associated with the parish church of St. Peter's, which was encroached upon during the construction of the street. South Great George's Street was also the site of early medieval activity in the form of a Viking habitation and burial ground.

Many of the post-medieval structures which were constructed along these streets would have had cellars, with archaeological investigations having revealed several, and it is possible that they extend into the Proposed Scheme.

One other a former lodge on Rathmines Road Lower (CBC1012AH010; Sheet 9 of 19, Figure 15.1 in Volume 3 of this EIAR) was identified along this section of the Proposed Scheme were identified through historic mapping. There is no above ground trace remaining.

15.3.5.8 Offline Sections

There are eight isolated sections of offline works that are not directly located along the Proposed Scheme. The offline sections are listed as follows:

- Fortfield Road / Greenlea Road Junction;
- Fortfield Road / Lavarna Grove Junction;
- Kimmage Road Lower / Aideen Avenue Junction;
- Grand Parade / Dartmouth Place Junction;
- Cullenswood Road / Ranelagh Road Junction;

- Sandford Road / Merton Drive Junction;
- Ranelagh Road / Ashfield Road, Chelmsford Lane & Sallymount Avenue Junctions; and
- Highfield Road / Rathmines Road Upper Junction.

All works are localised and some minor utility diversions may be required. No offline works are occurring in proximity to a recorded monument and there are no known features of a cultural heritage interest at these locations.

15.3.6 Proposed Construction Compounds

TR1 – The Spawell Link Road Construction Compound is located to the south of the Spawell roundabout, at the Tallaght Road/ Spawell Link Road junction.

TR2 – This compound is located on Terenure Road North to the south of an existing carpark area. The compound will be constructed on an existing hard standing and no archaeological issues are anticipated.

TR3 – The Dodder Park Temporary Construction Compound is proposed within a large green and brownfield area to the west of Springfield Avenue/ Dodder View Road (R112) and to the north of Woodview Cottages, west of the River Dodder and Bushy Park. The Construction Compound is further detailed within Chapter 5 (Construction). The majority of the site is already a construction compound for the River Dodder Greenway Scheme and has been subjected to archaeological monitoring. No features of an archaeological nature were revealed as part of this monitoring regime (Deery 2022 21E0216). The proposed compound area falls to the northwest of the ZAP of a watermill (RMP DU022-070) and to the west of a ZAP for a church, graveyard and graveslab (RMP DU022-013001/002/003). As part of the compound site lies within a greenfield area in proximity to archaeological sites, archaeological monitoring is recommended.

TR4 – This compound is located on Military Road, perpendicular to Rathmines Road Lower, south of St Marys College. The compound will be constructed on an existing hard standing and no archaeological issues are anticipated.

TR5 – This compound is located on Richmond Street South, on a slip road between Richmond Street and Harcourt Road. There are no recorded archaeological monuments or sites in proximity to this location. No archaeological issues are anticipated at this location.

TR6 – This compound is located on the Spawell Link Road in the same location as an existing compound set up for the Dodder Park cycle track. The area is disturbed and has been previously archaeologically investigated and no finds or features were revealed (Deery 2022, 21E0216). No further archaeological investigation is required.

15.4 Potential Impacts

This section presents potential impacts that may occur due to the Proposed Scheme, in the absence of mitigation. This informs the need for mitigation or monitoring to be proposed (refer to Section 15.5). Predicted 'residual' impacts taking into account any proposed mitigation is presented in Section 15.6.

15.4.1 Characteristics of the Proposed Scheme

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

- Pavement construction, repairs and reconstruction works;
- Road resurfacing works;
- Any excavations of soil, including landscaping works; and
 - Any ground disturbance for utility works..

15.4.2 'Do Nothing' Scenario

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

15.4.3 Construction Phase

15.4.3.1 Tallaght Road to Rathfarnham Road

15.4.3.1.1 Archaeological Heritage

15.4.3.1.1.1 National Monuments

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

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

There are nine RMP / SMR sites located within 50m of this section of the Proposed Scheme. They comprise of the City Watercourse (RMP DU022-003) and a cluster of sites related to the ecclesiastical site on Templeogue Road (SMR DU022-009001 to DU022-009007). Ground-breaking works along the line of the City Watercourse at the environs of the Spawell Roundabout may result on impacting on subsurface archaeological remains associated with the feature. The RMP site has a medium sensitivity value and the magnitude of impact is medium given the extent of previous major road and utility works in the area, therefore the potential impact is Negative, Moderate, Permanent.

At the church and graveyard at Templeogue, the cluster of sites includes the original record of the ecclesiastical remains (RMP DU022-009) which has been made redundant and replaced with discrete records. Other records in this cluster comprise of a church (SMR DU022-009001), graveyard (SMR DU02-009002), four graveslabs (SMR DU022-009003; DU022-009005; DU022-009006; DU022-009007) and a duplication which has been made redundant (SMR DU022-004). There will be no impact. Templeogue Church will also be assessed as an architectural feature in Chapter 16 (Architectural Heritage).

The Proposed Scheme crosses the ZAP for the ecclesiastical site. Within this area there is a potential to reveal subsurface archaeological remains that may extend into the footprint of the Proposed Scheme. While construction

works will not directly or physically affect any upstanding or recorded element of the site, it has the potential to reveal buried below features associated with the site. The ZAP associated with the RMP site has a low sensitivity value and the magnitude of impact is medium given the extent of previous major road and utility works in the area, therefore the potential impact is Negative, Slight, Permanent.

At present the setting of the site is protected by a raised grassed bank and it is well screened from the busy junction. Due to the change of the function from a roundabout to a traffic light controlled junction, the reinstatement of lands will increase the grassed area to the northeast of the junction. As such it is anticipated that there will be no impact on this site.

15.4.3.1.1.3 Non-Designated Archaeological Sites

There are five non-designated archaeological sites within this section of the Proposed Scheme. One is the Dublin and Blessington Steam Tramway (DCIHR 22-02-019) which was recorded on the DCIHR (DCC 2003 to 2009). It ran for almost the entirety of this section of the Proposed Scheme and it is possible that the tramlines survive beneath the surface. Ground-breaking works at this location may impact on any remains that survive below ground. The tram tracks have a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

The remaining five sites were identified on historic mapping and comprise of buildings over which the existing R137 Templeogue Road has been extended or a new road has been constructed. The majority of these features are of gate lodges, associated with Cypress Grove House (CBC1012AH001), Temple Ville and Rose Hall (CBC1012AH003), and Bushy Park House (CBC1012AH004). The site of Rose Hall is itself also within the Proposed Scheme on Springfield Avenue. Other features comprise of unlabelled buildings (CBC1012AH002), however these features are located outside the Proposed Scheme and were formerly located on lands that form part of the public realm works associated with Templeogue Village.

Ground-breaking works at these locations of former structures (CBC1012AH001, 003 and 004) may result in a potentially negative, slight, permanent impact on any remains that survive below ground. The sites of the former structures have a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent to reveal subsurface remains.

15.4.3.1.2 Cultural Heritage

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

There are three cultural heritage sites within this section of the Proposed Scheme. They comprise of a memorial to the Virgin Mary (CBC1012CH001), a stone depot (CBC1012CH002) and the former street pattern of Terenure or 'Round Town' (CBC1012CH003).

The memorial (CBC1012CH001) at the Templeogue Crossroads is to be maintained in situ and no impact is anticipated.

The stone depot (CBC1012CH002) at Templeogue Road, is an upstanding stone structure that acts as a bay to the low stone wall along the road. There are no anticipated works to the structure. The closest works will take place to the south of the structure where a grassed path will be formalised as part of the landscape and urban realm works and landscaping works will take place around the structure. The stone depot site has a low sensitivity value and the magnitude of impact is none, therefore there is no potential impact.

The former street pattern (CBC1012CH003) at Terenure Village is only identifiable at an aerial level and as the structures that form the curving nature of the street plan are being maintained in situ there is no anticipated impact to the street pattern at the location.

Spawell Archway, a 6m high archway, which is a Recorded Protected Structure (RPS 244) is located adjacent to the City Watercourse (RMP DU022-003), and has been described and assessed within Chapter 16 Architectural

Culture and Heritage of this EIAR. Conservation works undertaken by approved specialists have taken place to stabilise the structure. These works included the removal of ivy and vegetation to reveal the structure again.

15.4.3.1.3 Summary of Impacts

The impacts are summarised in Table 15-23, which should be read in conjunction with Sheets 14-17 of 19, Figure 15.1 in Volume 3 of this EIAR.

Table 15.23: Summary of Potential Construction Phase Impacts (Tallaght Road to Rathfarnham Road Section)

Assessment Topic	Potential Impact
DU022-003; City Watercourse	Negative, Moderate, Permanent.
DU022-009; Ecclesiastical site / redundant record	No potential impact.
ZAP associated with DU022-009	Negative, Slight, Permanent
DU022-009001; Church (RPS SDCC 249)	No potential impact.
DU022-009002; Graveyard	No potential impact.
DU022-009003; Graveslab	No potential impact.
DU022-009004; Redundant record	No potential impact.
DU022-009005; Graveslab	No potential impact.
DU022-009006; Graveslab	No potential impact.
DU022-009007; Graveslab	No potential impact.
DU022-009003; Graveslab	No potential impact.
CBC1012AH001; Gate lodge (Cypress Grove)	Negative, Slight, Permanent
CBC1012AH002; Buildings	No potential impact, located outside the Proposed Scheme at Templeogue Village
CBC1012AH003; Gate lodges and house (Temple Ville and Rose Hall)	Negative, Slight, Permanent
CBC1012AH004; Gate lodge (Bushy Park)	Negative, Slight, Permanent
DCIHR 22-02-019; Dublin and Blessington Steam Tramway	Negative, Slight, Permanent
CBC1012CH001; Memorial	No potential impact
CBC1012CH002; Stone depot	No potential impact.
CBC1012CH003; Former street pattern	No potential impact.

15.4.3.2 Nutgrove Avenue to Terenure Road North

15.4.3.2.1 Archaeological Heritage

15.4.3.2.1.1 National Monuments

Rathfarnham Castle is a national monument (No.628) in State ownership and is subject to a Preservation Order (PO 2/1986), it is also a recorded monument (RMP DU022-014). The castle is located within Rathfarnham Castle Park. Proposed works include the removal of the existing boundary treatment and this is discussed in Chapter 16 (Architectural Chapter) and the construction of a new boundary wall with a working corridor of up to 3m at the interior of the wall within lands associated with the castle park. Once this working corridor has been cleared of vegetation, archaeological investigation and monitoring can take place. The majority of proposed works are to take place outside the zone of archaeological potential for the castle as shown on the RMP map (Dúchas The Heritage Council 1998) and also outside the preservation order map that encapsulates the immediate setting of the castle (Images 15.14 and 15.15).

Previous archaeological investigations have revealed that an underground passageway extended west from the castle, with portions having been discovered to the east and the west of the R114 Rathfarnham Road (Excavations 1994; Carroll 1994; Carroll 1995). It is possible that remains of this passageway survive within the Proposed Scheme beneath the surface of the road that was constructed in the 1980s. Any ground breaking works at this location may impact this feature.

This national monument has a high sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Significant, Permanent.

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

There are nine RMP / SMR sites located along this section of the Proposed Scheme. a church (RMP DU22-013001), a graveyard (RMP DU022-013002), and a graveslab (RMP DU022-013003), all belonging to the same complex of monuments located to the northwest of Main Street at Rathfarnham Village. The site of a watermill, now a redundant record (RMP DU022-099) and the site of a bridge and watermill at the River Dodder (DU022-044002 and 001). The site of a windmill (RMP DU022-091) to the rear of structures along Orwell Road and the historic settlement at Harold's Cross (RMP DU018-050).

The water mill (RMP DU022-099) is now categorised as a redundant record, although it is depicted on the first edition OS six-inch map at the junction of Main Street and Butterfield Lane, as Butterfield Avenue was called prior to the 20th century as a flour mill. There is no visible trace of this site and no anticipated work associated with the Proposed Scheme will impact the site. Therefore there is no potential impact.

The church, graveyard and graveslab (RMP DU022-013001; DU022-013002; DU022-013003) are sufficiently set back from the Main Street and will not be impacted by the Proposed Scheme, As features of architectural interest, these monuments and the gothic gateway to this site are assessed in Chapter 16 (Architectural Heritage).

The earliest reference to a bridge at Rathfarnham dates to the 14th century, but it may have served as a fording point prior to that (RMP DU022-044002). On the OS mapping it is referred to as 'Big Bridge'. The existing Pearse Bridge at this location will be assessed in Chapter 16 (Architectural Heritage). The works proposed to the bridge will be contained within the footprint of the existing bridge structure and will only consist of reallocating the road space, there will be no structural works to the bridge, the abutments and riverbanks. Therefore, there is no potential impact. The RMP site has a medium sensitivity value and the magnitude of impact is none, therefore the potential impact is none.

The site of a watermill (DU022-044001) located alongside the afore mentioned bridge has been suggested as the most likely location for a mill over the Dodder at Rathfarnham in 1381 (Ball 1903). The RMP site has a medium sensitivity value and the magnitude of impact is none, as there are no structural works taking place, therefore there is no potential impact.

The site of a water mill (DU022-070), located at Woodview Cottages is located to the south of the proposed compound (TR3). The RMP site has a medium sensitivity value and the magnitude of impact is none, as there are no structural works taking place within the ZAP that surrounds the site, therefore there is no potential impact to the recorded monument. As the compound is located in a greenfield environment in proximity to this recorded monument, and DU022-013 (Church and graveyard) there is a potential that buried previously unrecorded features could be revealed from excavation works. Therefore ground breaking works have a low sensitivity value on the greenfield environment and the magnitude of impact is medium, resulting in a potential impact that is Negative, Slight and Permanent.

The site of the windmill (RMP DU022-091) at Orwell Road is now covered by residential development and there will be no potential impact to this recorded monument.

At Harold's Cross, the Proposed Scheme is located within the ZAP that surrounds the historic settlement (RMP DU018-050). The construction activities will comprise the resurfacing of the roads, footpaths and cycle track pavements and new kerbs. No carriageway widening works or new boundary treatment is expected within this section. The historic settlement site has a medium sensitivity value and there will be no magnitude of impact, therefore there is no potential impact.

15.4.3.2.1.3 Non-Designated Archaeological Sites

There are five non-designated archaeological sites within this section of the Proposed Scheme. They comprise of buildings (CBC1012AH005; CBC1012AH006), identified on historic mapping, a tramway which ran from Main Street in Rathfarnham to Terenure (DCIHR 22-03-010) and another tram that ran from Terenure Road North to Harold's Cross Road (DCIHR 18-15-030), and the site of the 19th century Ely Cloth Mill (CBC1012AH009). The R114 Rathfarnham Road is now located over the sites of the buildings where ground breaking works may result in potentially negative, slight, permanent impact on any remains that survive.

Ground-breaking works at the location of building (CBC1012AH005) will impact on any remains that may survive below ground. The site of the structure has a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

Ground-breaking works at the location of building (CBC1012AH006) will impact on any remains that may survive below ground. The site of the structure has a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

It is possible that the tramlines (DCIHR 22-03-010) (DCIHR 18-15-030) may survive beneath the road surface of the R114 Rathfarnham Road and Harold's Cross Road. Ground-breaking works along the line of the former tram routes may impact on any remains that survive below ground. The tram tracks have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

There are no works proposed in the environs of the former Ely Cloth Factory (CBC1012AH009) which was located to the west of Pearse Bridge on the River Dodder. There is no anticipated potential impact.

15.4.3.2.2 Cultural Heritage

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

15.4.3.2.3 Summary of Impacts

The impacts are summarised in, Table 15.24 which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.24: Summary of Predicted Construction Phase Impacts (Nutmeg Avenue to Terenure Road North Section)

Assessment Topic	Potential Impact
DU022-099; Water mill / Redundant record (site of)	No potential impact
National Monument 628, DU022-014; Rathfarnham Castle (RPS SDCC 221)	Negative, Significant, Permanent
CBC1012AH005; Building (site of)	Negative, Slight, Permanent
DU022-013001; Church (RPS SDCC 213)	No potential impact.
DU022-013002; Graveyard (RPS SDCC 213)	No potential impact
DU022-013003; Graveslab (RPS SDCC 213)	No potential impact.
CBC1012AH006; Buildings (site of)	Negative, Slight, Permanent impact.
DU022-044002; Bridge (site of)	No potential impact
DU022-044001; Water mill	No potential impact
DCIHR 22-03-010; Tramway	Negative, Slight, Permanent impact.
DCIHR 18-15-030 Tramway	Negative, Slight, Permanent impact
DU022-070; Water mill (site of)	No potential impact.
DU018-050 Settlement Harold's Cross	No potential impact
DU022-091 Windmill (site of)	No potential impact
CBC1012AH009; Mill (site of)	No potential Impact
CBC1012CH004; Statue	No potential impact.
Compound TR3	Negative, Slight, Permanent impact

15.4.3.3 Terenure Road North to Charleville Road

15.4.3.3.1 Archaeological Heritage

15.4.3.3.1.1 National Monuments

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

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

There are two RMP sites within this section of the Proposed Scheme (RMP DU022-086001/002, a gatehouse and castle (site of); Figure 15.1 Sheet 4 of 19 in Volume 3 of this EIAR). There is no visible trace of these sites which were constructed in the 16th century. Ground-breaking works at Rathgar, within the present road take, will impact on any features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude

of impact is medium, therefore the potential impact on features associated with RMP DU022-086001/002, the gatehouse and castle (site of), is Negative, Moderate, Permanent.

15.4.3.3.1.3 Non-Designated Archaeological Sites

It is possible that the tramway (DCIHR 22-03-010) may survive beneath the road surface of the Terenure Road East and Rathgar Road. Ground-breaking works along the line of the former tram route may impact on any remains that survive below ground. The tram tracks have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.3.2 Cultural Heritage

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

15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15-25, which should be read in conjunction with Sheets 4, 7 and 9 of 19, Figure 15.1 in Volume 3 of this EIAR.

Table 15.25: Summary of Potential Construction Phase Impacts (Terenure Road North to Charleville Section)

Assessment Topic	Potential Impact
RMP DU022-086001/002, Gatehouse and castle (site of)	Negative, Moderate, Permanent
DCIHR 22-03-010, Tramline	Negative, Slight, Permanent

15.4.3.4 Charleville Road to Dame Street

15.4.3.4.1 Archaeological Heritage

15.4.3.4.1.1 National Monuments

There are two gate sites associated with the city defences. All defensive structures are national monuments (considered to be a single monument and have been subsumed into the overall record as RMP DU018-020001) No national monuments will be impacted by this section of the Proposed Scheme. Extra mural gateways stood on some of the approaches to the medieval city and form part of the overall national monument.

The sites of these gates are national monuments and have a high sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Moderate, Permanent.

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

There are five RMP site within this section of the Proposed Scheme (RMP DU018-120; Building, DU018-020; historic city, DU018-020124; cross, DU018-020389; ecclesiastical enclosure and DU018-439; house 17th / 18th century, Figure 15.1 Sheets 12 and 13 of 19 in Volume 3 of this EIAR).

The building (SMR DU018-120) is recorded in the incorrect position on the historic environment viewer (HEV). As the remains of this building is not located in this position (it is located at 4-6 Ardee Street) there is no potential impact to this site.

This section of the Proposed Scheme traverses the zone of archaeological potential (ZAP) for the historic city of Dublin (RMP DU018-020; Figure 15.1 Sheet 12 and 13 of 19 in Volume 3 of this EIAR) that extends to Camden Street Lower. There has been extensive development in this area, however, despite modern disturbances, there is a potential to reveal archaeological remains within the Proposed Scheme.

The proposed works along Wexford Street, Redmond's Hill, Aungier Street and South Great George's Street within the ZAP for the historic city will include excavation works below the existing road formation level. As such ground-breaking works within the ZAP may impact on any archaeological remains that may be present below ground. The ZAP for the historic city has a medium sensitivity value and the magnitude of impact is medium therefore the potential impact is Negative, Moderate Permanent.

The site of a cross (DU018-020124) is known about from documentation from the Friends of Medieval Dublin (Clarke 2002) and there is no visible surface trace (NMS 2020). The RMP site has a medium sensitivity value and the magnitude of impact is medium if ground breaking works are taking place in this general area, therefore the potential impact on RMP DU018-020124, a cross site, is Negative, Moderate, Permanent.

The Proposed scheme crosses the zone of archaeological potential associated with an ecclesiastical enclosure (RMP DU018-020389), when Aungier Street was laid out in the 1660's, it cut through the grounds of the church (St Peter's Church). It is possible that features associated with this site survive beneath the road surface. The RMP site has a medium sensitivity value and the magnitude of impact is medium if ground breaking works are taking place in this general area, therefore the potential impact on RMP DU018-020389, is Negative, Moderate, Permanent.

While the historic environment viewer (HEV) shows SMR DU018-439 within the centre of the road on Aungier Street, the site of a 17th /18th century house is now occupied by number 31 Aungier Street and is located at the corner of Aungier Place and Aungier Street. There will be no potential impact to this site.

A number of historic structures, sites known about by excavation works and historic mapping align Wexford Street, Redmond's Hill, Aungier Street and Georges Street. While the zone of archaeological potential that surrounds these sites extend into the Proposed Scheme, the sites themselves are located outside the Proposed Scheme and therefore will not be impacted by the proposed works. The potential of this area has been fully considered under the zone of archaeological potential for the Historic City of Dublin, where it has been acknowledged that the is potential for associated below ground remains may be revealed within the road take for the Proposed Scheme.

15.4.3.4.1.3 Non-Designated Archaeological Sites

There are two non-designated archaeological sites located within this section of the Proposed Scheme.

It is possible that the tramway (DCIHR 18-15-030) may survive beneath the road surface of the Rathmines Road, Richmond Road South and Camden Street Upper. Ground-breaking works along the line of the former tram route may impact on any remains that survive below ground. The tram tracks have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

Evidence of the tramway (DCIHR 18-11-002) may survive beneath the road surface at Camden Street Lower, Wexford Street, Redmond's Hill, Aungier Street and South Great George's Street. Ground-breaking works along the line of the former tram route may impact on any remains that survive below ground. The tram tracks have a low sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.4.2 Cultural Heritage

There are 10 cultural heritage sites along this section of the Proposed Scheme that have the potential to be impacted by the Proposed Scheme. Eight are the sites of coal hole covers which were noted between Richmond Street South and South Great Georges Street (CBC1012CH005; CBC1012CH006; CBC1012CH007; CBC1012CH008; CBC1012CH009; CBC1012CH010; CBC1012CH013; CBC1012CH014). There are two decorative electrical cabinets which bear the Dublin crest on Wexford Street and Aungier Street (CBC1012CH011; CBC1012CH012; Sheets 12 and 13 of 19, Figure 15.1 in Volume 3 of this EIAR). Upstanding industrial heritage sites, historic street furniture, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).

The coal hole cover (CBC1012CH005) at Charlemont Mall / Richmond Street South has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The coal hole cover (CBC1012CH006) at Richmond Street South has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The coal hole covers (CBC1012CH007) at Richmond Street South have a low sensitivity value and the magnitude of impact is medium due to having to relocate them as part of the cycle track proposal. This level of impact is due to a permanent loss of function and a loss of connection with subsurface coal cellars should they exist. This will result in a Negative, Moderate and Permanent impact.

The coal hole cover (CBC1012CH008) at Richmond Street South has a low sensitivity value and the magnitude of impact is medium due to having to relocate it as part of the cycle track proposal. This level of impact is due to a permanent loss of function and a loss of connection with the subsurface coal cellar should it exist. This will result in a Negative, Moderate and Permanent impact.

The coal hole cover (CBC1012CH009) at Camden Street Upper has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The coal hole cover (CBC1012CH010) at Camden Street Lower has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The decorative electrical cabinet (CBC1012CH011) located on Wexford Street has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The decorative electrical cabinet (CBC1012CH011) located on Aungier Street has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The coal hole cover (CBC1012CH013) on South Great George's Street has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

The coal hole cover (CBC1012CH014) on South Great George's Street has a low sensitivity value and the magnitude of impact is low resulting in a Slight impact. The impact will be temporary and only occur during the course of the construction works.

15.4.3.4.3 Summary of Impacts

The impacts are summarised in Table 15-26, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.26: Summary of Potential Construction Phase Impacts (Charleville Road to Dame Street Section)

Assessment Topic	Potential Impact
RMP DU018-020001, Town defences gateway Wexford Street	Negative, Significant, Permanent
RMP DU018-020001, Town defences gateway Redmond's Hill	Negative, Significant, Permanent
RMP DU08-120, Building	No potential Impact (marked in the incorrect location on the HEV)
RMP DU018-020, Historic City	Negative, Moderate, Permanent
RMP DU018-020124, Cross	Negative, Moderate, Permanent
RMP DU018-020389, Ecclesiastical Enclosure	Negative, Moderate, Permanent
SMR DU018-439, house 17 th /18 th century	No potential impact (marked in the incorrect location on the HEV)
DCIHR 18-15-030	Negative, Slight, Permanent
DCIHR 18-11-002	Negative, Slight, Permanent
CBC1012CH005	Negative, Slight, Temporary
CBC1012CH006	Negative, Slight, Temporary
CBC1012CH007	Negative, Moderate, Permanent
CBC1012CH008	Negative, Moderate, Permanent
CBC1012CH009	Negative, Slight, Temporary
CBC1012CH010	Negative, Slight Temporary
CBC1012CH011	Negative, Slight, Temporary
CBC1012CH012	Negative, Slight, Temporary
CBC1012CH013	Negative, Slight, Temporary
CBC1012CH014	Negative, Slight, Temporary

15.4.4 Operational Phase

No Operational Phase impacts were identified for the Proposed Scheme.

15.5 Mitigation and Monitoring Measures

15.5.1 Construction Phase

15.5.1.1 Archaeological Heritage

Archaeological mitigation measures can avoid, prevent, reduce or offset negative effects and these are achieved by preservation in situ, by design and /or by record. The appointed contractor will make provision for archaeological monitoring to be carried out under licence to the DHLGH and the NMI, and will ensure the full recognition of, and the proper excavation and recording of, all archaeological soils, features, finds and deposits which may be disturbed below the ground surface. All archaeological issues will be resolved to the satisfaction of the DHLGH and the NMI. The appointed contractor will ensure that the archaeologist will have the authority to inspect all excavation to formation level for the proposed works and to temporarily halt the excavation work, if and as necessary. They will be given the power to ensure the temporary protection of any features of archaeological importance identified. The archaeologist will be afforded sufficient time and resources to record and remove any such features identified in accordance with the licensing requirements agreed.

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

In the case of cellars, coal cellars and/or basements, the principle of preservation by record will be enacted and a full geodetic survey and recording of each individual structure that has been identified as subject to impact will be carried out in advance of any construction works.

Ground-breaking works in the environs of national monuments will require archaeological consent from the Minister of Housing, Local Government and Heritage. National monuments on or in the vicinity of the Proposed Scheme are Rathfarnham Castle, and the sites of the City Defences (Kevin's Gate) on Wexford Street and an unmanned gate at Redmond's Hill. Mitigation measures, in these instances, will be archaeological test excavation and archaeological monitoring at Rathfarnham Castle and archaeological monitoring at the city defences of all ground-breaking, excavation or earth-moving works, under Ministerial Directions from the Minister, under the terms of the National Monuments (Amendment) Act 2004.

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

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

15.5.1.1.1 Archaeological Management

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

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

A construction schedule will be made available to the archaeologist, with information on where and when the various elements and ground disturbance will take place.

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

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

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

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

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

During the construction all machine traffic must be restricted as to avoid any newly revealed archaeological or cultural heritage sites and their environs. Materials management will be in operation to ensure no damage to a site of archaeological interest.

15.5.1.2 Cultural Heritage

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

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

15.5.1.3 Tallaght Road to Rathfarnham Road - Archaeological Heritage

15.5.1.3.1 Archaeological Heritage

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

- Along the course of the Historic Dublin City Watercourse (RMP DU022-003) at Spawell Roundabout and Templeogue Road (Figure 15.1 Sheet 14 and 15 of 19 in Volume 3 of this EIAR);
- Within the ZAP associated with the church and graveyard (RMP DU022-009) at the upstanding religious remains (Church, graveyard and graveslabs) at Templeogue Road (Figure 15.1 Sheet 14 of 19 in Volume 3 of this EIAR);
- At the site of a gate lodge (CBC1012AH001) at Templeogue Bridge (Figure 15.1 Sheet 15 of 19 in Volume 3 of this EIAR);
- At the site of gate lodges for Temple Ville and Rose Hall (CBC1012AH003) at Templeogue Village (Figure 15.1, Sheet 16 of 19 in Volume 3 of this EIAR)

- At the site of a gate lodge (Bushy Park) (CBC1012AH004) (Figure 15.1, Sheet 17 of 19 in Volume 3 of this EIAR); and
- Along the course of the former tramline (DCIHR 22-02-019) on Templeogue Road (Figure 15.1, Sheets 15, 16 and 17 of 19 in Volume 3 of this EIAR)

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

15.5.1.3.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

Table 15.27: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Tallaght Road to Rathfarnham Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU022-003	Negative, Moderate, Permanent	No significant impact
RMP DU022-009	Negative Slight, Permanent	No significant impact
CBC1012AH001	Negative, Slight, Permanent	No significant impact
CBC1012AH003	Negative, Slight, Permanent	No significant impact
CBC1012AH004	Negative, Slight, Permanent	No significant impact
DCIHR 22-02-019	Negative, Slight, Permanent	No significant impact

15.5.1.4 Nutgrove Avenue to Terenure Road North

15.5.1.4.1 Archaeological Heritage

15.5.1.4.1.1 National Monuments

With regard to ground-breaking works (as defined in Section 15.5.1.1) in the environs of Rathfarnham Castle and shown on Sheet 1 of 19, Figure 15.1 in Volume 3 of this EIAR), archaeological consent is required from the Minister of DHLGH. Archaeological site investigation and monitoring of the works will require Ministerial Directions from the Minister under the terms of the National Monuments (Amendment) Act 2004:

- Within the landscaped park grounds that surround Rathfarnham Castle, a National Monument, at the preconstruction and post planning stage of works should planning be granted. Test excavation will take place once vegetation and scrub have been cleared along the 3m working corridor proposed for the establishment of a new boundary treatment for the castle.
- Archaeological monitoring along the Rathfarnham Road (R115) that lies to the west of Rathfarnham Castle and in the vicinity of the possible remains of an underground passageway that was revealed through archaeological excavation previously (Excavations 1994; Carroll 1994; Carroll 1995) will take place.

15.5.1.4.1.2 Undesignated Sites

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

- At the site of a structure (CBC1012AH005) Rathfarnham Road (R114) (Figure 15.1 Sheet 2 of 19 in Volume 3 of this EIAR);

- At the site of a structure (CBC1012AH006) Rathfarnham Road (R114) (Figure 15.1 Sheet 2 of 19 in Volume 3 of this EIAR);
- Along the line of the former tramway (DCIHR 22-03-010) Rathfarnham Road (Figure 15.1, Sheets 2 and 3 of 19 in Volume 3 of this EIAR);
- Along the line of the former tramway (DCIHR 18-15-030) Terenure Road North and Harold's Cross Road (Figure 15.1, Sheets 5 and 6 of 19 in Volume 3 of this EIAR); and
- At the compound TR3 (Dodder Park Construction Compound) at Dodder Park Road (Figure 15.1, Sheet 2 of 19 in Volume 3 of this EIAR).

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

15.5.1.4.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

15.5.1.4.3 Summary Table

Table 15.28: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Nutgrove Avenue to Terenure Road North)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
National Monument 628, DU022-014; Rathfarnham Castle (RPS SDCC 221)	Negative, Significant, Permanent	No significant impact
CBC1012AH005; Building (site of)	Negative, Slight, Permanent	No significant impact
CBC1012AH006; Buildings (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 22-03-010; Tramway	Negative, Slight, Permanent	No significant impact
DCIHR 18-15-030 Tramway	Negative, Slight, Permanent	No significant impact
Compound TR3	Negative, Slight, Permanent	No significant impact

15.5.1.5 Terenure Road North to Charleville Road

15.5.1.5.1 Archaeological Heritage

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

- Within the ZAP and at the recorded gatehouse and castle site (RMP DU022-086001/002) at Rathgar Village (Figure 15.1 Sheet 4 of 19 in Volume 3 of this EIAR);
- Along the course of the tram line DCIHR 22-03-010 on Terenure Road East and Rathgar Road (Figure 15.1 Sheets 4, 7 and 9 of 19 in Volume 3 of this EIAR).

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

15.5.1.5.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

15.5.1.5.3 Summary Table

Table 15.29: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Terenure Road North to Charleville Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU022-086001/002, Gatehouse and castle (site of)	Negative, Moderate, Permanent	No significant impact
DCIHR 22-03-010, Tramline	Negative, Slight, Permanent	No significant impact

15.5.1.6 Charleville Road to Dame Street

15.5.1.6.1 Archaeological Heritage

15.5.1.6.1.1 National Monuments

With regard to ground-breaking works (as defined in Section 15.5.1.1) in the environs of national monuments (listed below and shown on Sheets 12 of 19, Figure 15.1 in Volume 3 of this EIAR), archaeological consent is required from the Minister of DHLGH. Archaeological monitoring of the works will require Ministerial Directions from the Minister under the terms of the National Monuments (Amendment) Act 2004:

- At the site of a gateway (Town Defences) (RMP DU018-020001, national monument) on Wexford Street (Figure 15.1 Sheet 12 of 19 in Volume 3 of this EIAR);
- At the site of a gateway (Town Defences) (RMP DU018-020001, national monument) on Redmond's Hill (Figure 15.1 Sheet 12 of 19 in Volume 3 of this EIAR);

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

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

- Within the ZAP associate with the Historic City of Dublin (RMP DU018-020) (Figure 15.1 Sheets 12 and 13 of 19 in Volume 3 of this EIAR);
- At the environs of a cross (RMP DU018-020124) on Bishop Street (Figure 15.1 Sheet 12 of 19 in Volume 3 of this EIAR);
- Within the ZAP for the ecclesiastical enclosure RMP DU018-020389 on Aungier Street (Figure 15.1 Sheet 13 of 19 in Volume 3 of this EIAR);
- Along the course of the tramline DCIHR 18-15-030 on Rathmines Road Lower and Camden Street (Figure 15.1 Sheets 9 and 11 of 19 in Volume 3 of this EIAR);and
- Along the course of the tramline DCIHR 18-11-002 on Wexford Street, Redmond's Hill, Aungier Street and Georges Street Lower (Figure 15.1 Sheets 12 and 13 of 19 in Volume 3 of this EIAR).

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

15.5.1.6.2 Cultural Heritage

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

Coal Hole covers located at Richmond Street South CBC1012CH007 and CBC1012CH008 will be recorded by an archaeologist in relation to the associated property and coal cellar. The surrounding granite setting will be recorded, noting the presence and characteristics of any channel which has been carved into the setting. The

coal hole covers and associated granite settings will be removed under archaeological supervision and in accordance with a method statement agreed with the NTA and the statutory authorities. They will be reinstated as close as possible to their original location to accommodate a cycling track.

All other coal hole covers (CBC1012CH005, CBC1012CH006, CBC1012CH009, CBC1012CH010, CBC1012CH013 and CBC1012CH014; Figure 15.1 (Sheet 11, Sheet 12 and Sheet 13 in Volume 3 of this EIAR) will be recorded by an archaeologist in relation to the associated property and coal cellar. The surrounding granite setting will be recorded, noting the presence and characteristics of any channel which has been carved into the setting. If works are required in these areas, the coal hole covers and associated granite settings will be removed under archaeological supervision and in accordance with a method statement agreed with the NTA and the statutory authorities. They will be reinstated in their original locations at the completion of works.

The electrical cabinets (CBC1012CH011, CBC1012CH013; Figure 15.1 (Sheet 12 and Sheet 13 of 19) in Volume 3 of this EIAR) will be protected from any adverse impacts during construction works and if necessary for their protection, they will be removed under archaeological supervision. This will be undertaken in accordance with a method statement in consultation with the NTA and the statutory authorities. The cabinets will be returned to their current settings and as close as possible to their current locations, following the completion of the construction works.

Potential impacts will be ameliorated through mitigation measures that will be designed and undertaken to identify, record and protect features of a cultural heritage interest. Once these strategies are employed, no predicted impact is anticipated post mitigation.

15.5.1.6.3 Summary Table

Table 15.30: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Charleville Road to Dame Street Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU018-020001, Town defences gateway Wexford Street	Negative, Significant, Permanent	No significant impact
RMP DU018-020001, Town defences gateway Redmond's Hill	Negative, Significant, Permanent	No significant impact
RMP DU018-020, Historic City	Negative, Moderate, Permanent	No significant impact
RMP DU018-020124, Cross	Negative, Moderate, Permanent	No significant impact
RMP DU018-020389, Ecclesiastical Enclosure	Negative, Moderate, Permanent	No significant impact
DCIHR 18-15-030	Negative, Slight, Permanent	No significant impact
DCIHR 18-11-002	Negative, Slight, Permanent	No significant impact
CBC1012CH005	Negative, Slight, Temporary	No significant impact
CBC1012CH006	Negative, Slight, Temporary	No significant impact
CBC1012CH007	Negative, Moderate, Permanent	No significant impact
CBC1012CH008	Negative, Moderate, Permanent	No significant impact
CBC1012CH009	Negative, Slight, Temporary	No significant impact
CBC1012CH010	Negative, Slight, Temporary	No significant impact
CBC1012CH011	Negative, Slight, Temporary	No significant impact
CBC1012CH012	Negative, Slight, Temporary	No significant impact
CBC1012CH013	Negative, Slight, Temporary	No significant impact
CBC1012CH014	Negative, Slight, Temporary	No significant impact

15.5.2 Operational Phase

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

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

No Operational Phase impacts were identified for the Proposed Scheme.

15.6 Residual Impacts

15.6.1 Construction Phase

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

15.6.2 Operational Phase

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

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

15.7 References

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15.7.1 Relevant Guidelines, Policy and Legislation

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