



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 Bray to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

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

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

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

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

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process has 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 the relevant specialists in the EIAR team (Chapter 16 (Architectural Heritage) and Chapter 17 (Landscape (Townscape) & Visual)). By identifying, recording and articulating these sensitive cultural heritage values, they can be considered, respected and protected in the context of change in the future.

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

15.2.1.2 Approach

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

By using different information sources and data sets, an understanding of the historic landscape character that surrounds and is part of the Proposed Scheme has been developed. The modern landscape is a result of numerous modifications over time. Understanding how these processes occur, and how they are represented in today's urban and suburban landscape, is critical in providing an insight into the layering and development of the cultural heritage environment. It also facilitates an appreciation of an area's unique character. The process is concerned with identifying the dominant historic influences which have formed and define the present landscape. By using existing data sets such as the RPS, RMP, NIAH, for example, and 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 and historic boundary walls 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 – Archaeological and Cultural Heritage Inventory;
- Appendix A15.2 – Glossary of Impacts and Assessment Methodology; and
- Appendix A15.3 – Relevant Extracts from City and County Development Plans.

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 A15.3 (Relevant Extracts from City and County Development Plans) in Volume 4 of this EIAR.

- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999;
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland, 2017;
- Council of Europe (1985). Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention';
- Council of Europe (1992). European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention';
- Council of Europe (2005). Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention';
- DAHGI (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;
- European Commission (2017). Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report;
- Heritage Act, 1995 (as amended);
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);

- International Council on Monuments and Sites (ICOMOS) (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, 1930 to 2014;
- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 (as amended);
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

15.2.4 Data Collection and Collation

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

15.2.4.1 Desk Study

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR. The SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP; pursuant to section 12 of the National Monuments (Amendment) Act, as amended in 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DCHG), which is available online (NMS 2021) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;
- The topographical files of the National Museum of Ireland (NMI 2020);
- Cartographic sources, comprising pre-19th century historic maps and various editions of the Ordnance Survey (OS) six-inch maps, 25-inch maps and five-foot plans;
- Excavations Bulletins and Excavations Database (Excavations 1970 to 2020);
- Dublin County Archaeology GIS (The Heritage Council 2015);
- Dublin City Council's (DCC) Dublin City Development Plan 2022–2028 (DCC 2022);
- Dún Laoghaire-Rathdown County Council's (DLRCC) Dún Laoghaire-Rathdown County Development Plan 2022–2028 (DLRCC 2022);
- Wicklow County Council's (WCC) Wicklow County Development Plan 2022-2028 (WCC 2022);
- Bray Municipal District Local Area Plan 2018–2024 (WCC 2018);
- 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 Pro 2001 to 2018), Bing 2013 (Bing 2020); Ordnance Survey Ireland (OSI) 1995, 2000, 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, Section 15.7).

15.2.4.2 Field Survey

A walkover survey was undertaken along the extent of the Proposed Scheme, including offline elements, on 10 and 13 June and 13 July 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments based on professional judgement outside of it) were inspected. The survey also took cognisance of upstanding industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) that are situated within or adjacent to the Proposed Scheme. It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

15.2.4.1 Mapping

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

15.2.5 Appraisal Method for the Assessment of Impacts

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

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

Table 15.1: Significance/Sensitivity Criteria

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

Table 15.2: Magnitude of Impact Criteria

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

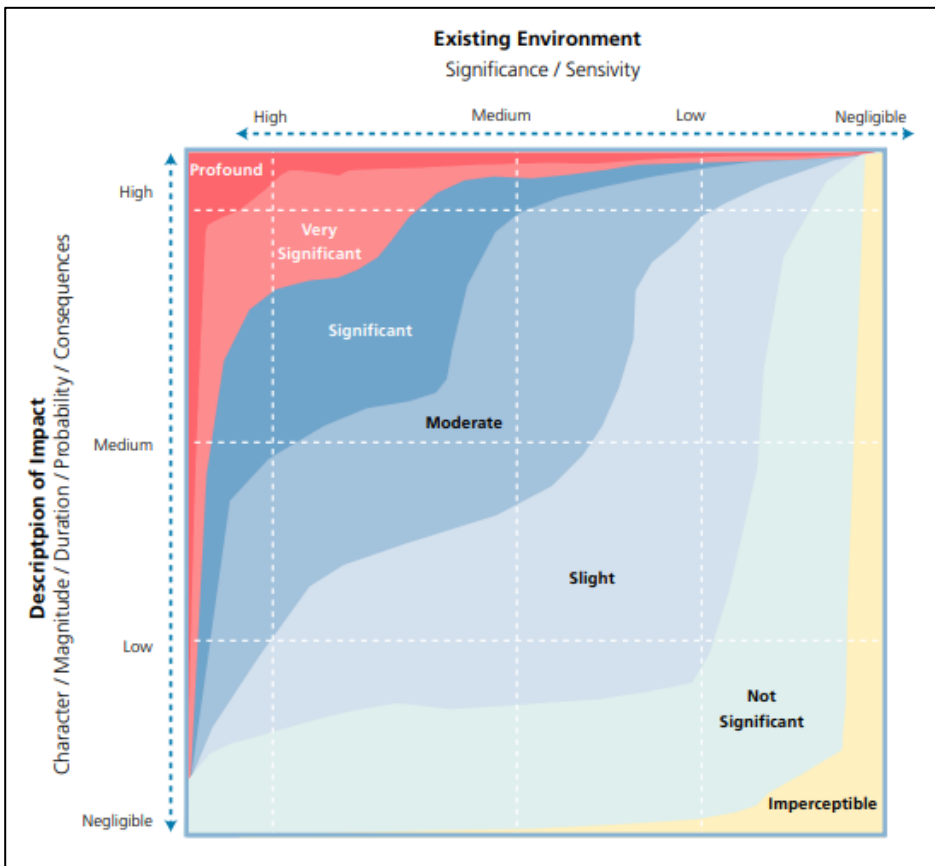


Image 15.1: Chart Showing Typical Classifications of the Significance of Effects, from the EPA Guidelines on Information to be Contained in EIAR (Figure 3.4; EPA 2022)

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

15.3.1.1 General Introduction

There is scant evidence for prehistoric activity along the Proposed Scheme. For the most part, as outlined below, evidence for prehistoric ritual and settlement activity is provided by the antiquarian accounts of stray finds discovered during the 19th century development of Dublin City's suburbs. Nonetheless, it is clear from the wealth of archaeological evidence in the general landscape of south County Dublin, that there was extensive prehistoric activity between the coastline and the foothills of the Dublin mountains. At Cherrywood, west of the Proposed Scheme, Neolithic (c. 4000 to 2400 BC) and Beaker (2450 to 2170 BC) pottery found in advance of development indicated that settlements during this period were located in the narrow valleys leading down to the Loughinstown River (Ó Néill 2000). Also, at Cherrywood, ring-barrows, cooking sites (fulacht fia), and prehistoric houses (RMP DU026-133, DU026-155) dating to the Bronze Age (c. 2200 to 600 BC), and a late Bronze Age/Early Iron Age burial enclosure were identified indicating continuity of settlement in this area (Ó Néill 2000).

The south County Dublin area was occupied in the 5th century by the Dal Meisin Corb, an early Leinster sept or clan whose power declined in the 7th and 8th centuries and with whom a number of early saints in the locality claimed ancestry (Ó Corráin 1972). In the 7th century, the area was known as the land of Cuala which was later divided into Uí Cellach Cualann and Uí Briúin Cualann. By the 10th century, the area was in the control of a Viking family known as the Sons of Thorchill (Mac Niocaill 1972). The territory dominated Uí Briúin Cualann which consisted of the southern parts of County Dublin and the coastal strip towards Wicklow.

A number of Viking finds were excavated by Frazer in 1879 from a burial mound in Simmonscourt townland east of Donnybrook (RMP DU022-084; NMS 2021). The finds included unburnt human bones (NMI 1920:454), a

ceramic whorl (NMI SA1900:29), and a fragment of a double-sided comb (NMI SA1900:30). Another find from the mound, a polishing stone or whetstone (NMI 1934:5952), was presented to the museum a few years later. Other finds from the burial mound, now apparently lost or in private collections, included two bronze pins, one with an ornamented head with a pattern like the cross markings on a pine apple or fir cone, and a small, broken, ringed pin. Two bronze finger rings were also found, one of which was found in situ upon the finger of a skeleton. An iron spearhead, with fragments of human bone adhering to its rusted surface, was also found, suggesting that not all those buried in the mound had died of old age. Viking settlement activity was also found in Cherrywood; the late Bronze Age/early Iron Age enclosure mentioned above was reused in the 6th and 7th centuries AD as an inhumation cemetery and was again reused in the 9th century (Ó Néill 2000). In the late 9th century Norse settlers constructed a long house on the site of the enclosure. The rubbish from the demolition of this long house was deposited in a pit on the site and contained a large amount of animal bone and artefacts, including a whale bone plaque, generally associated with Norse women, and other typical Norse finds. When the long house was deliberately demolished, it was replaced by two structures. The path linking the two structures survived in one place as a narrow cobbled area.

There are several early medieval ecclesiastical sites in the vicinity of the Proposed Scheme that developed into settlements such as Donnybrook and Stillorgan. Other sites failed to develop in the same way (for example at Mount Offaly (Killbogget) and Kiltuck (Shankill)). These sites are discussed in detail below.

By the time of the Norman invasion in 1169, the whole area had come under the control of an Irish chieftain named MacGillamochoilmog who married the daughter of the then king of Leinster, Dermot Mac Murrough. During the late 13th and the 14th century, the Irish living in the Wicklow and Dublin mountains began to launch raids on the Anglo-Irish settlements of south County Dublin. This, combined with the devastation of the Bruce invasion, led to a diminishing of the territory controlled by the administration of Dublin to the area of the Pale, which developed in the 15th century. The Pale was to be defended by an earthen bank and a ditch. Although this earthwork was never completed in its entirety a section has been found at Balally, as well as a possible section between Merrion and Donnybrook and in Bray (O’Keefe 1992). There are a number of tower houses recorded in the general area – Roebuck, Cornelscourt, Stillorgan Park, Loughlinstown, Shanganagh and Bray – which are likely to date to the 15th and 16th centuries AD and are indicative of the frontier nature of these areas as outposts of the Pale.

The villages of Donnybrook, Stillorgan, Cabinteely, Cornelscourt, Loughlinstown, Shankill, and Shanganagh were on the line of the main coach road to Bray, Wicklow and beyond. The Proposed Scheme runs along the existing N11, which realigned the ‘Dublin Road’ and bypassed these small settlements. The village of Stillorgan was however already bypassed by the mid-1900s.

15.3.1.2 St. Stephen’s Green and Leeson Street

The St. Stephen’s Green area lay outside both the core of the early medieval native settlement and the Viking settlement of Dublin. During the medieval period it was common land outside the walled city. It was separated from the core settlements by the River Steine, which ran down the southern side of Leeson Street and around the southern and western side of St. Stephen’s Green, continuing along the line of Grafton Street and Westmoreland Street into the River Liffey.

The area of St. Stephen’s Green was granted to Dublin Corporation by Henry II and was considerably larger than it is today, forming part of a landholding that extended as far as the banks of the River Dodder. Although the eastern side of the city was little developed in the medieval period, two of the three great green spaces of Viking Age and medieval Dublin, Hoggen Green (now College Green) and St. Stephen’s Green (RMP DU018-020334 and National Monument), were located in this area. The third of the green spaces, Oxmantown Green (RMP DU018-020), is located on the north side of the River Liffey. These greens were used as meeting-places, where hangings and other public spectacles took place, as open-air market places, for public recreation, and for the (often illegal) dumping of dung and other matter (Gowen 1996).

The place-name Hoggen is derived from the Scandinavian word ‘*haugr*’, meaning burial mound. This green, which was extensive in size, originally contained earthen mounds, possibly part of a Viking cemetery. The last of these mounds (RMP DU018-020132) in Suffolk Street was only removed in the late 17th century. St. Stephen’s Green also covered a large expanse and in the medieval period it extended over a far greater area than the present-day park. From at least the year 1250, the Green was dedicated to St. Stephen, because of its proximity to the leper hospital of St. Stephen, on the site of Mercer’s Hospital.

Medieval origins are claimed for a web of streets in the area around Hoggen Green. For example, a street led from Hoggen Green to St. Stephen's Green along a similar alignment to the present Grafton Street. However, the road frontage was not formerly settled until the late 17th/early 18th century. Prior to this, the land surrounding the road was open and formed part of St. Stephen's Green. It is also suggested that the Donnybrook Road, which is one of four main roads entering Dublin, may actually date to the pre-Norman period (Kelly 1996).

In the troubled middle years of the 17th century, as a result of the Confederate Wars (1641 to 53), a large earthen outer defence was thrown up around Dublin, encompassing both its inner walled medieval city centre and many of the newer surrounding suburbs. The Down Survey map 1656 (Image 15.2) illustrates the circuit of these defensive works, which are punctuated at regular intervals by diamond-shaped bastions. Its remnants were still visible at the time of Rocque's 1756 map (not shown) where the line of the defences can be traced up Harcourt Street and possibly across the western side of St. Stephen's Green.



Image 15.2: Down Survey Map 1656 (Trinity College Dublin (TCD) 2020)

In 1663, following the cessation of open hostilities, the Corporation earmarked 27 acres for preservation, with the remainder of the said land divided into 90 building lots for rental purposes, the rent from each to '*be disposed of for walling in the whole Greene and for paveing the rodes or streetes*' (Orpen *et al.* 1910). This development concentrated in the first instance around St. Stephen's Green, but as the green was gradually ringed with houses development spread outwards from it, with fashionable houses later appearing on William Street, Dawson Street, and Molesworth Street (Cullen 1992). The lands to the south of the green were divided into 24 lots, of which Leeson Street was Lot 24. There was to be consistency of building within the lots:

'The houses which might be built on the lots were to be brick, stone and timber, covered with tiles or slates, and at least two floors besides a cellar' (Orpen *et al.* 1910).

The formally laid-out green is first depicted on Bernard De Gomme's map of 1673 (Image 15.3) and its boundaries have not changed since then. A small cluster of houses is shown on its northern and western sides, the '*Highway to Donnebrook*' is also indicated which is along the line of Leeson Street. There is no trace of the later Dawson Street, Molesworth Street alignment. Although the lots were sold in 1664, the map illustrates that no houses had yet been built along the '*Highway to Donnebrook*'.

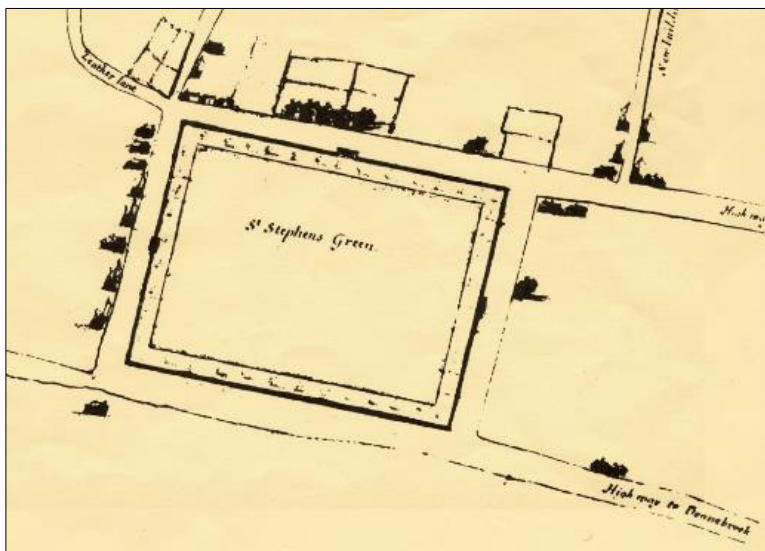


Image 15.3: Bernard De Gomme's Map of 1673 (Lennon 2008)

Several houses had been constructed in this area by the time of Brooking's Map of 1728 (not shown), which depicts a collection of large houses on all sides of the Green, but with many unbuilt lots. Grafton Street and Dawson Street are shown, and Kildare Street appears in outline. On this map Leeson Street was named Suesey Street and while several sources attribute this to a misprint, the Irish Georgian Society record one of the original owners of this lot as Rev. Alexander de Sussy Boan (M'Creedy 1892; Orpen *et al.* 1910). It is, therefore, from this owner that the name De Sussy Street and later Suesey Street was derived. In 1729 the lot came into the possession of the Leeson Family (Earl of Milltown) who subsequently let plots for building in 1735 (Kelly 1996).

Attesting to the rapid nature of development in the area, by the time Rocque's 1756 map was surveyed development on all four sides of the square was almost complete (Image 15.4). None of the original 17th century houses which ringed the green survive, though the Green itself remains on the same footprint. Many of the buildings surviving around the Green are Georgian (i.e. early 18th and 19th century in date) and east of the Proposed Scheme an 18th century house is recorded (DU018-020249).

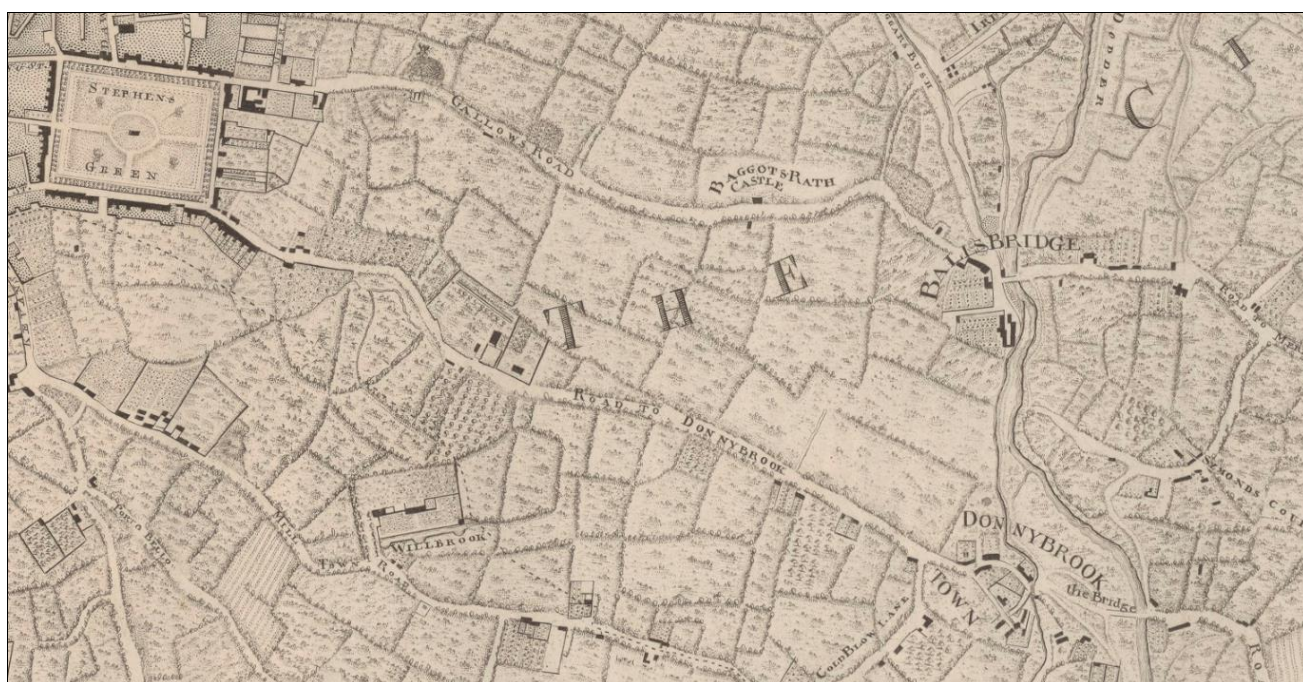


Image 15.4: A Survey of the City, Harbour, Bay and Environs of Dublin by John Rocque, 1756 (Kissane 1988)

By 1765 this road to Donnybrook or Suesey Street had been renamed after the landowner as Leeson Street (M'Creedy 1892). It proceeded to undergo development to the point that the street was ultimately divided into Leeson Street Upper and Leeson Street Lower.

Throughout the 18th century, up until 1783, most hangings in Dublin took place at or near to St. Stephen's Green, after a procession from the 'old' Newgate prison at Cutpurse Lane and Francis Street (Henry 1994). There are accounts of other executions occurring at the Green also, such as the burning at the stake of a woman convicted of murder in 1784 (Henry 1994). The location where a gallows was usually set up on the Green is not recorded, nor is any detail of what was done with the remains of the condemned. In other similar circumstances, however, they were sometimes interred nearby to the place of execution, and there is a possibility that some human remains may also have been interred at Stephen's Green.

By the beginning of the 19th century the condition of the Green had deteriorated. The perimeter wall was broken, and many of the trees were old and decaying. In 1814 an Act of Parliament was obtained for the improvement of the Green. Newly appointed Commissioners proceeded to level and drain the interior, change and improve the Green's landscape and remove the perimeter wall. The whole area was enclosed with railings and the present granite bollards and chains were erected, with access only permitted to householders fronting the Green. In 1877 Arthur E. Guinness, at his own expense, engaged the architect J.E. Fuller, landscape designer William Shepard, and the firm of Pulham & Sons, to produce the Green's current picturesque landscaping. This included the pond, central parterre and gateways at each of the corners. The park was opened once again to the general public in 1880. The Green's early 19th century layout and planting scheme is depicted on the first edition OS map (1843; Image 15.5). The St. Stephen's Green Act of 1877 was passed, vesting the park to the people of Dublin and in trust to the Public Works Commissioners. An additional three 'wicket gate' pedestrian entrances were added on its northern side, the locations of which remain in use. These entrance gates were matched by three similar entrances on the southern side and two on the east.



Image 15.5: First Edition OS Six-Inch Map, 1843, Showing the Layout of St. Stephen's Green (OSI 2020)

In 1907, the Royal Dublin Fusilier's Arch at the north-western corner was erected on the site of the 19th century gateway to commemorate the casualties of the Boer War. It was designed by J. Howard Pentland of the Office of Public Works (OPW) and consultant Sir Thomas Drew. It is a granite triumphal arch, flanked by four rusticated piers, creating a shallow, curved forecourt at the north-western entrance to the Green where it is approached from Grafton Street. It has inscribed panels in Sheephouse limestone.

During the 1916 Rising, St. Stephen's Green was the location of a fiercely contested, if short-lived, position. The Green was cleared, and the gates were closed while the process of barricading key routes commenced. Either through lack of foresight or troops, the tall buildings along the north side of the Green were not secured. These were rapidly occupied overnight by British forces who set up machine-gun positions. These were used, in just one morning, to force a retreat of the Irish fighters to the Royal College of Surgeons, where they managed to remain for a few days prior to surrender (Kissane 2006 and Shiels 2006). There does not appear to have been any action to the south of the Green.

The character and layout of the entrenched positions is recorded from eye-witness accounts which describe how the men were set to '*dig trenches; two trenches, one on either side of the gate*' (in this description referring to Earlsfort Terrace and Lower Lesson Street on the southern side of the Green, where the trenches were noted as being 3ft deep) (Shiels 2006). Another account suggests the location of trenches at the north-eastern corner. No descriptions explicitly mention the north-west corner, though the scars of machine-gun fire on the Fusilier's Arch testify to action in that location. In all, the republicans spent less than 24 hours holding the Green itself (Shiels 2006).

The landscape of the study area was built up and significantly altered in the 17th and 18th centuries with the enactment of the Highways Act, which required local parishes to maintain roads and gave them funding to construct new roads to better service market towns. This, along with the growth of industry in Dublin and new railways, meant the middle class moved to the newly emerging suburbs of Dublin, which all fuelled the growing industry. Despite the rapid development in the metropolitan pockets of Dublin and Bray, much of the area between them remained small villages with agricultural landscapes and farmsteads during the 19th century. There were also some intermittent infrastructural projects, such as the water reservoir that supplied southern suburbs of Dublin in Stillorgan and tram line that connected Donnybrook to Morehampton Road.

The majority of urbanization occurred in the 20th century with the boom in economic activity, which led to the creation of numerous housing developments throughout the city. This led to the outward expansion of the city and the expansion of public transportation, which caused many of the smaller villages along the route to become part of the urban sprawl.

15.3.1.3 Donnybrook

The name Donnybrook is an Anglicisation of the Irish name *Domhnach Broc*. The name is likely to derive from the site of an early medieval ecclesiastical settlement on the banks of the River Dodder founded about 750 AD by St. Broc (RMP DU018-060009; DU018-060011). Broc was one of the seven daughters of Dallbronach from Decce in County Meath and is mentioned in two manuscripts by Aengus the Culdee, a chronicler from the monastery in Tallaght (Bennett 2005). The site of the early medieval church is now occupied by Donnybrook Graveyard (RMP DU018-060011). The only other trace of the early ecclesiastical site is found in the modern street plan of Donnybrook Village, where the Donnybrook Road veers around what may be the vestiges of an ecclesiastical enclosure (RMP DU018-060009); this is seen clearly on Rocque's 1760 map (Image 15.6). The Crescent may define the western side of the ecclesiastical enclosure (Image 15.6). During a cleaning operation within the graveyard, the granite base (DU018-06012) for a wooden cross dating from the 8th/9th century was found, which provides further evidence indicating that the graveyard is indeed the site of St. Broc's ecclesiastical settlement.



Image 15.6: Rocque 1760 (Ferguson 1998) and Photo of the Crescent Showing the Curving Inner Enclosure (Courtney Deery 2020)

A church, which probably had its origins in the religious establishment of St. Broc, existed in Donnybrook at the time of the Anglo-Norman conquest. Sometime between 1181 and 1212 St. Mary's church was dedicated by Archbishop Comyn of Dublin. After the dissolution of the religious houses in the 16th century, the church at Donnybrook became the burying place of the Fitzwilliams. In the beginning of the 17th century both the chancel and the nave of the church were in good repair and there was a congregation of about 40. In 1787 a Catholic chapel was built beside the St. Mary's Church of Ireland's Church, and was also called St. Mary's. All that remains of both churches is a portion of wall in Donnybrook Graveyard.

At the beginning of the 14th century, the lands of Donnybrook were in the hands of the Bagods of Baggotrath and subsequently in those of the Fitzwilliams of Dundrum. The lands of Donnybrook eventually passed to the Ussher family, when in 1524 Alison Fitzwilliam, the daughter of Thomas Fitzwilliam, married Christopher Ussher. The Usshers were a wealthy Dublin mercantile family, and, like his father before him, Christopher Ussher held the office of Mayor. When the Usshers acquired Donnybrook, it contained three dwellings and one and a half carucates of land (a medieval unit of land area approximating the land a plough team of eight oxen could till in a single annual season), as well as a watermill (RMPDU018-060017). The mill was retained by the Fitzwilliams and was a substantial source of revenue. During the 16th century, the Usshers erected a fine Elizabethan dwelling, though its exact location is uncertain (Ball 1903) (RMP DU018-060016). At the beginning of the 18th century, the mansion house in Donnybrook was still held by the Usshers, but by 1726 the mansion house and the demesne lands of Donnybrook were sold to Robert Jocelyn. The mansion house was falling into decay by 1757 and it was finally demolished in 1759 (Ball 1903).

The rebellion of 1641 saw a number of farmhouses burnt and cattle killed. Oliver Cromwell, after taking Drogheda, selected Donnybrook as the rendezvous for his army in preparation for heading south. On September 22 1649, four regiments of light horses, four regiments of dragoons and four foot regiments assembled and encamped for the night (Ball 1903).

At the time of the restoration, in the 1660s, the population of Donnybrook was recorded as four persons of English and nine persons of Irish descent.

Until 1741 the River Dodder was crossed by means of a ford (RMP DU018-060004), which is located c. 490m north of the existing bridge, Anglesey Bridge (RMPDU022-082003). There was clearly a need for a safer means of crossing the river; it was recorded in the early 1600s that Arthur Ussher was drowned crossing the River Dodder. A bridge was built in 1741 upstream of the ford, on the site of the present bridge, but was destroyed by

flood six months later. The present bridge was built in 1832 and named Anglesey Bridge after the Lord Lieutenant at the time.

The River Dodder has served as a source of power for various mills and factories down through the years. John Rocque's map of 1760 shows a small diversion or millrace running from Ballsbridge to Clonskeagh. An estate map of 1701 shows the same mill race and gives a position for the mill, just to the south of the graveyard. In *Excursions Through Ireland*, Thomas Cromwell (1820) commented that the '*cotton manufactories [factories] employed a considerable portion of the population in Donnybrook*'.

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 is clear, with some two dozen different mill sites recorded along the River Dodder itself, and many more along its tributaries and the City Watercourse, which is fed from the Dodder at Firhouse (Hegarty 1939).

That the River Dodder has long supplied the motive power for many mills is evident from Rocque's map of 1760 and the first edition Ordnance Survey maps, published 1837 to 1843. To the south of Ballsbridge, for example, stood the water-powered Calico Print Factory, which dates to about 1740 (Lewis 1837). At Donnybrook there were two 19th century sawmills, though it is not known whether either of these occupies the site of the water mill recorded there during the mid-17th century Down Survey. Further upstream, mills dating to the 14th century are documented at Milltown where a proliferation of milling activity is depicted in the 19th century, while at Clonskeagh, the site of the 19th century Iron Works may be the location for Henry Jackson's mill that was first mentioned in 1316 (Hegarty 1939). Three unclassified mills (RMP DU018-060002; DU018-060003; DU018-060018), an unclassified water mill (RMP DU018-060017) and a windmill site (RMP DU018-006) are recorded in and around Donnybrook Village.

The Oxford English Dictionary defines the word Donnybrook as '*a scene of uproar and disorder; a riotous or uproarious meeting, or a heated argument*' (Burchfield 1972). The origins of this expression lie in the infamous Donnybrook Fair. The fair was established by Royal Charter in 1204 when King John wrote a letter to Meiler FitzHenry, Justiciar of Ireland directing him to build Dublin Castle but adding:

'We will also that there be a fair held at Donniburn annually to continue for eight days on the feast of the Invention of the Holy Cross' (Ó Maitiú 1996).

In the course of time the season of the fair was extended to 15 days and the date was advanced as the century wore on. In 1241 the fair was moved to the feast of the Translation of Thomas the Martyr, in 1279 it was moved to the Translation of St. Benedict the Abbot, and finally to the Decollation of St. John the Baptist on August 29.

The fair green (RMP DU018-060015, DCIHR 18-16-31) is depicted on John Taylor's map of 1816 (not shown here) and on First Edition six-inch OS map and five-foot plan (Image 15.7) as occupying a strip of land along the northern bank of the River Dodder both upstream and downstream of the Donnybrook Road. For nearly 600 years the fair flourished and while it was an important occasion for the more serious business of trading in livestock, it was better known as an occasion for drinking and fighting. The 19th century saw the end of the fair, when it was abolished due to concern for the morality of the local population. Shortly afterwards a Church was built on the southern bank of the River Dodder overlooking the site of the fair green; it was dedicated to the Sacred Heart in order to atone for the sins of Donnybrook Fair. The original fair ground was converted in 1881 to the playing grounds of Bective Rangers Rugby Football Club and remains in use for this purpose today.

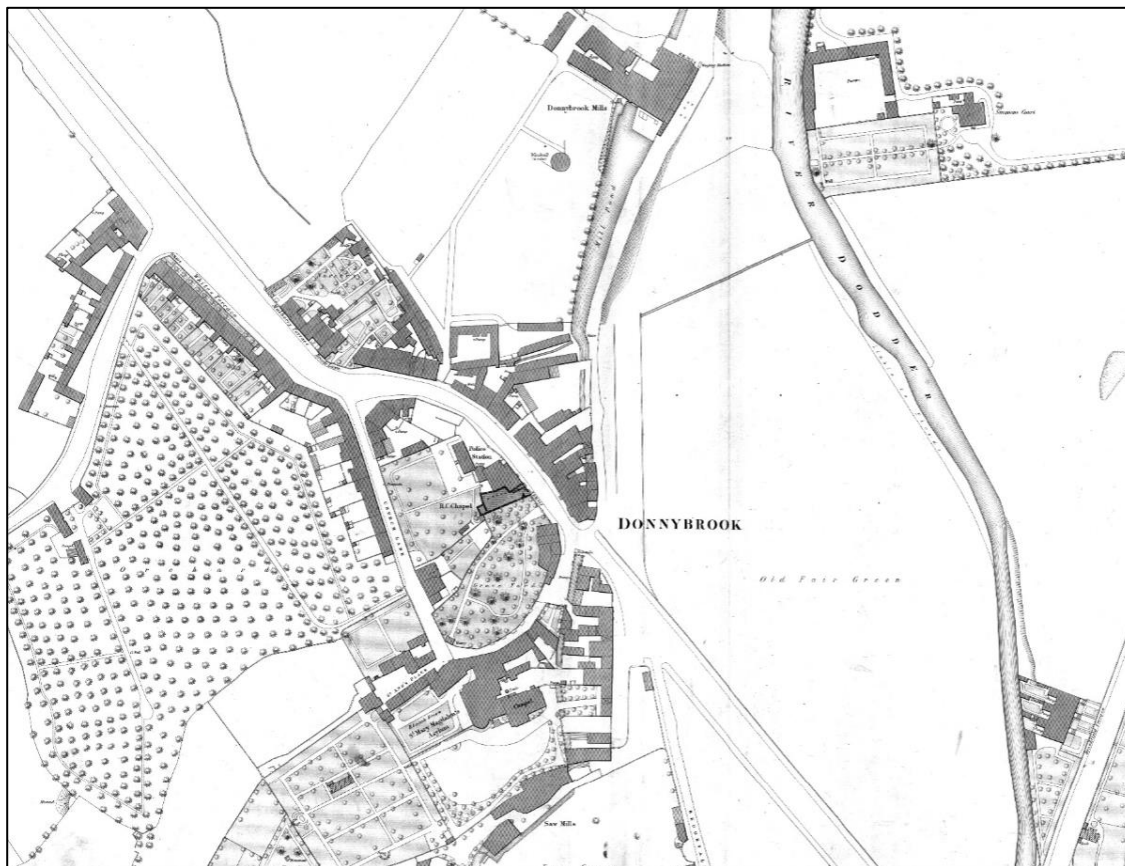


Image 15.7: OS Five-Foot Plan, 1865 (University College Dublin (UCD) 2020)

15.3.1.4 Stillorgan

There has been activity in this area since the Bronze Age (c. 2400 to 500 BC); a flat cemetery comprising several urns and a cist burial were discovered during the construction of Stillorgan House (Price 1940). Flat cemeteries generally contain three or more individual burials, in pits or cists, related to one another by rite, grave goods or simply by their close proximity to one another. Such burials are not covered by a mound.

There are two ecclesiastical sites in Stillorgan, St. Brigid's church and graveyard (RMP DU023-011001) and Woodland (RMP DU023-007), the site of a monastery.

The graveyard wall (RMP DU023-011002) of St. Brigid's encloses the site of a medieval church (RMP DU023-011001) associated in the 13th century with the Priory of the Holy Trinity (Turner 1984). The curving plan of the present walled-in graveyard however indicates the possible existence of an early ecclesiastical enclosure (RMP DU023-011004). The first record of a church site in Stillorgan dates to 1216 when the land was granted by Raymond Carew to the Augustinians of the Holy Trinity (Turner 1984) who had founded Christ Church Cathedral and Priory (Gwynn and Hadcock 1988). There are no signs of an early church; the present building dates to 1712 and the earliest grave markers date to the 18th and 19th centuries.

In Woodstown to the north of Stillorgan, another ecclesiastical site (RMP DU023-007) is recorded; it is noted as a 'Monastery (in ruins)' on the 1937 OS six-inch map edition (Image 15.8). It was located in lands associated with Stillorgan Abbey or 'The Priory', an Elizabethan style house built in 1833. It was demolished in 1950 along with its gateway and wall by Dublin County Council, when a compulsory purchase order (CPO) was issued on a portion of the plot to allow for the widening of the Bray Road.

Stillorgan became a manorial village and, with Sandyford (originally a chapel village), is listed as a nucleated settlement in 1630 (Simms and Fagan 1992). A castle (RMP DU023-071) is depicted on the First Edition OS map as 'Stillorgan Castle' (Image 15.8). This holding may relate to the manor of Stillorgan owned by John De Clahill,

Raymond de Carew, and by 1360 Sir John Cruise. It would appear that the manor house may have been sited at 'Stillorgan House'. The Wolverston family resided here during the 16th/17th century, between the dissolution of the monasteries and the Cromwellian period. Stillorgan House (DU023-012001) is mentioned in the Depositions of 1641 (RMP file, NMS 2021). Improvements were made to that house in 1684 by Sir Joshua Allen, said to be a master builder. In 1695 the then owner Viscount John Allen replaced the fortified manor house with a large mansion. It was demolished c. 1880.

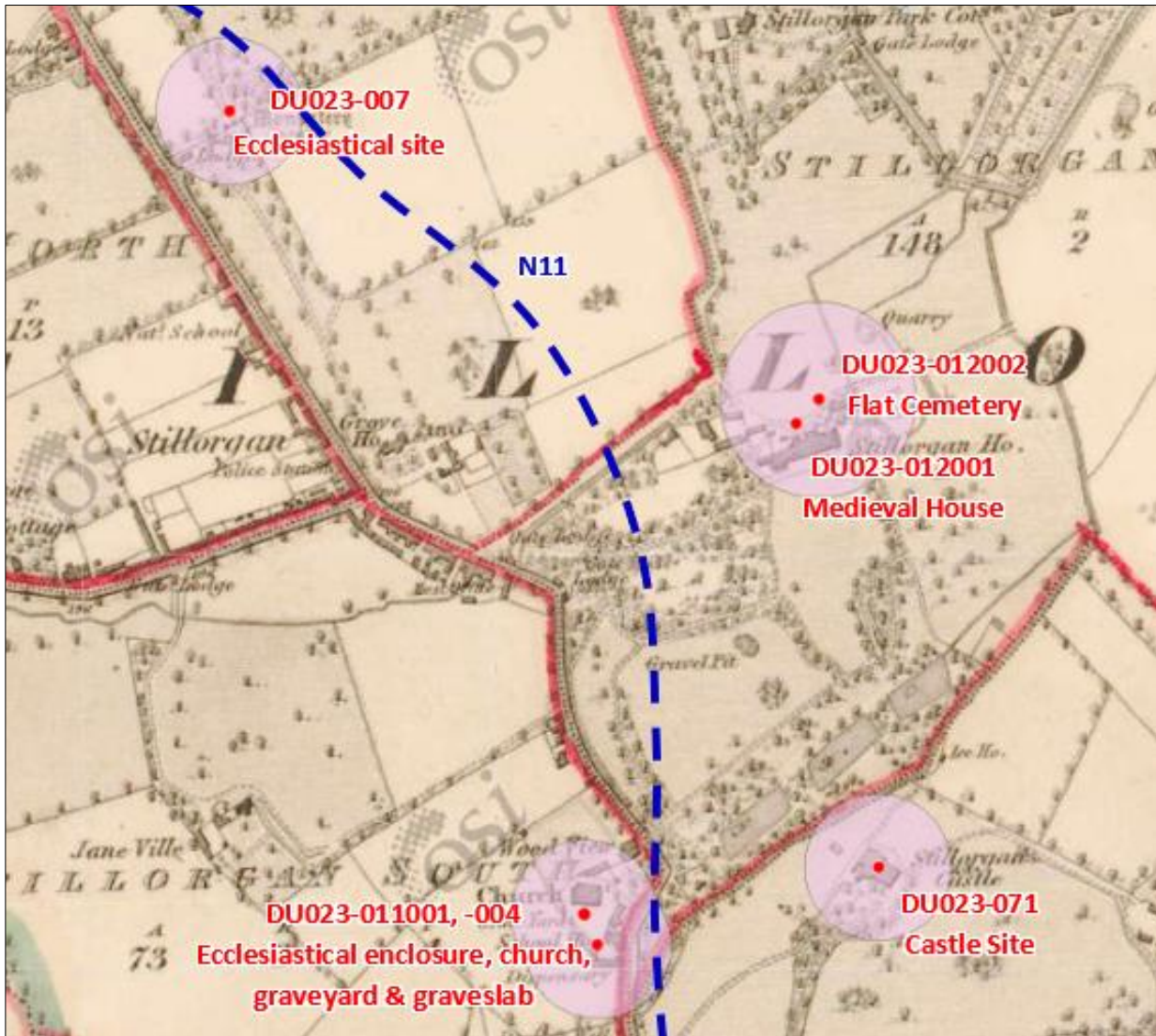


Image 15.8: OS First Edition Six-Inch Map Showing Stillorgan with the RMP Sites and the Line of the Existing N11 (OSI 2020, Overlay Courtney Deery 2020)

It is an unfortunate feature of many Dublin villages, such as Stillorgan, that there are no surviving traces of architectural fabric or features which might attest to medieval origins (Simms and Fagan 1992). During the 18th century, Stillorgan was one of only four churches which served the Anglican community in the area between Rathfarnham and Bray (Goodbody 1993).

15.3.1.5 Mount Offaly, Cabinteely

A large section of an early medieval enclosed cemetery was excavated at Mount Offaly in Cabinteely (RMP DU026-119, Figure 15.1 in Volume 3 of this EIAR; Conway 1999) on the western side of the N11 in advance of the construction of a service station. The excavations revealed an enclosed cemetery that had a dual religious and secular function. At least 1,553 individual burials were uncovered, along with disarticulated remains. The burials represent at least six phases of interments, which appear to date from around the 6th century through to,

at the latest, the early 12th century. The range and type of objects recovered from the site, especially the imported pottery of 6th to 7th century date, suggest that the site is of considerable status and importance. Many metal, bone, wood and stone artefacts, of ecclesiastical, industrial and secular functions, were also recovered from the excavation. The enclosure of the site by a series of ditches attests as much to the development and growth of the site over time as to its status.

The results of the excavation clearly suggest that burials extend to the north and west of the excavated area (as evidenced by excavations to the north and north-west of the site in 1957 and 1991 (see Table 15.8, Section 15.3.3.4) and also possibly to the south. The enclosure is estimated as being at least 70m in diameter, though it is unclear whether the site is circular, elliptical or D-shaped in plan. It is possible this site is associated with the townland name Kilbogget, or 'Cill Bheagóige' or St. Begnet's Church, suggesting an early church or ecclesiastical site.

15.3.1.6 Shankill and Kiltuck Church

Shanganagh estate was acquired by the Roberts family in the early 18th century and occupied a large area of the lands of the Proposed Scheme. The family carried out extensive improvements and planting on their land around Shanganagh Castle, which was itself remodelled by Sir George Cockburn in 1818. The house is a large castellated building, filled by Cockburn with an extensive collection of antiquities and antiques which he had collected in Europe, particularly in Italy but also in Egypt (Pearson 1998). The estate lands swept from Old Connaught to Shanganagh Castle and towards Loughlinstown River at Shanganagh Bridge.

There are a number of demesnes along the stretch of road between Shankill and Bray; this is illustrated on a contemporary Ordnance Survey Map of 1843 (Image 15.9). In 1837 the lands are described by Lewis as:

'...chiefly laid out in villas and ornamental plantations, and the part that is under tillage is occupied by substantial farmers. From its proximity to the sea, the Wicklow mountains, and the metropolis, with other natural advantages, this is a favourite place of residence.' (Lewis 1837)

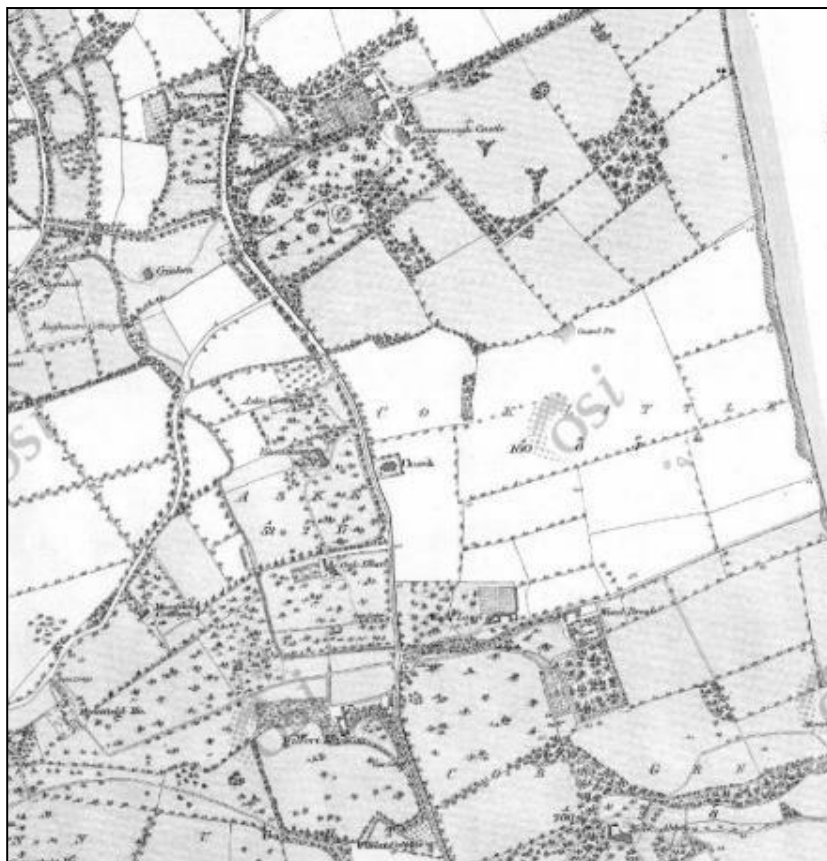


Image 15.9: Demesnes Along the Dublin Road as Shown on the 1843 First Edition OS Map (OSI 2020)

One of the original centres of settlement in the area is the 19th century Shankill Village, which has a relatively recent origin. In the 1860s Sir Charles Domville, a descendant from an Anglo-Norman family in Ireland, evicted tenants from his lands in Old Shankill on the slopes of Carrickgolligan after raising rents. The evicted tenants were given land by a Mr Tilly, from which the village developed. Shankill is called *Chantilly of Tillystown* on an OS Map of 1912. The cabins originally built for the displaced tenants were replaced in 1910 by granite cottages, to which were added Carnegie Library. Before this, the only roadside structure was an inn site called Nages Head, which was present on the site in 1757; a public house still occupies this site (Pearson 1998).

The remains of Kiltuck Church (RMP DU026-054001 to DU026-054005) are located east of the Proposed Scheme within the former demesne lands of Shanganagh Castle and are incorporated into part of a demesne wall. The church lies within a green space associated with Castle Farm residential development. It was founded by St. Tucha. The lands known as *Rathsalchan* and *Kiltuck* were originally the property of the Priory of the Holy Trinity, but were afterwards transferred to St. Patrick's Cathedral, while the remainder of the manor of Shankill was owned by the owner of Bray. The site of the chapel according to Ball is mentioned in the earliest of the Christchurch Deeds (Ball 1902). The foundations of a small rectangular church (surviving to a height of 0.65m) constructed with large boulders are described in the RMP files, and there is mention of a number of crosses or cross slabs, one of which (RMP DU026-109) was re-erected in 1911 at St. Anne's Church, Shankill. The latter is roughly circular in shape with short arms and a crucifixion scene in false relief and is probably 12th century in date (Image 15.10). Eugene O'Curry visited the site in 1837, at which time considerable walls were standing, and he mentioned part of another cross that had been built into a lodge and another small square building of which some restoration may have taken place by the owner of Shanganagh Castle (Herity 2002). Human remains were found in the vicinity (Ball 1902).

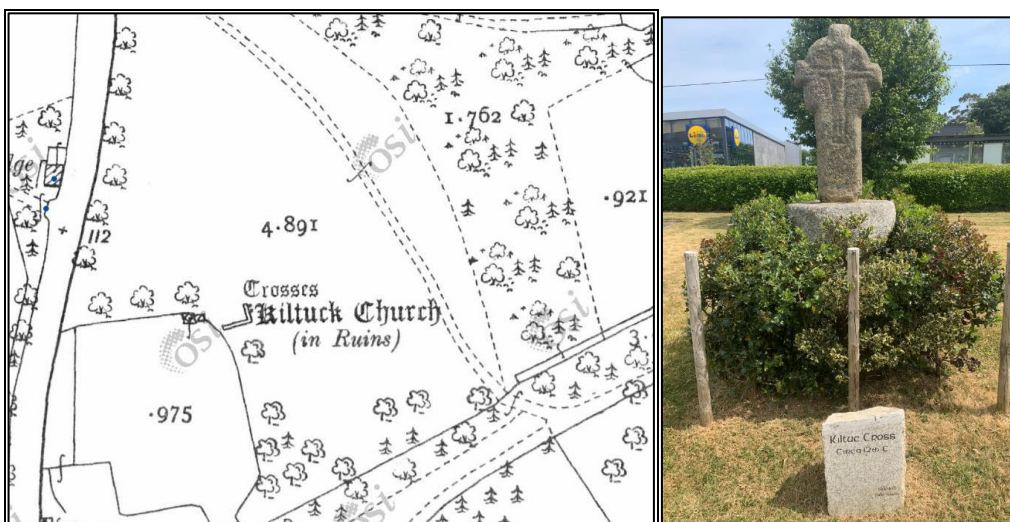


Image 15.10: Kiltuck Church, and Early 12th Century Cross (OSI 2020) Now in St. Anne's Church (Courtney Deery 2020)

15.3.1.7 Bray

Although Bray formed part of the rural hinterland of the Scandinavian kingdom of Dublin, nothing is known about the settlement in Viking times. The Annals of Ulster record that in AD 836, the '*heathens*' (Vikings) from '*Inber Deaae*' attacked Kildare and burned half of the church settlement there (Gwynn and Hadcock 1988). '*Inber Déa*' has variously been identified as Bray, Wicklow or Arklow, although the latter is the preference of most writers (Etchingam 1994).

After the invasion of Ireland by the Anglo-Normans in 1169, Strongbow granted Bray to Walter de Riddlesford, who built a castle to protect the ford at the River Dargle around 1172 (Davies 1994). There is no longer any trace of this castle (WI004-001 to -003), and its exact location is uncertain, but it is known to have been located on high ground overlooking the River Dargle at the north-western end of the town. It stood between the present Herbert Road and the Church Terrace (Davies 1994). The Down Survey map of 1654 depicts it as a square tower house with crenellations and a single slit window. However, this is unlikely to be the original de Riddlesford castle that occupied this site during the late 12th century, as it is recorded in 1334 that Geoffrey Crumpe received the manor

of Bray on condition that he rebuild the castle. From this date forward, the castle at Bray became an important garrison post. In 1356, for example, there were 20 light horsemen with 40 archers stationed there (Ball 1902). No visible traces of the castle can be seen today except for a section of stone wall possibly related to the bawn wall.

In the 14th century, during the Gaelic resurgence, the main threat to Bray's stability came from the south and south-west in the form of the O'Tooles and the O'Byrnes who had been expelled from the Co. Kildare area by the Anglo-Normans. Bray was a prime target for raids into English territory as the main O'Toole stronghold was at Powerscourt, only a few kilometres away. Sir Hugh Lawless, who had been granted the manor of Bray in 1316, returned it to the Crown in 1320, complaining that his profit during five years of tenancy had amounted to two salmon (Davies 1994). Since 1315, when the Scots had come to Ireland under Edward Bruce, he said, the Irish of the Leinster Mountains had gone to war against the king and had '*hostilely invaded, burned and altogether destroyed*' not only his lands at Bray but '*all other lands and tenements of divers faithful of the King in those parts*' (Gilbert 1870). Other tenants at Bray were also allowed a reduction in rents because '*divers wars of the Irish*' made their tenements '*untilled and uncultivated*' (Gilbert 1870). In 1402, the O'Byrnes were defeated by the mayor of Dublin at a site that became known as 'Bloody Bank' (later 'Sunny Bank') on the north side of the River Dargle (Davies 1994).

Bray was vulnerable to attack because the settlement was effectively on the wrong side of the river. The town had been burned in 1314 and it may have been after this that the castle was rebuilt as a three-storey tower house (Davies 1994). However, it was still necessary to build a new tower house in 1459 on the Dublin side of the River Dargle in order to defend the ford from raiders. This second castle is commemorated in Little Bray's Castle Street (RMP WI004-006) and is shown on the Down Survey map, Rocque's map of 1760 and on Ordnance Survey mapping (Image 15.11). In the Down Survey map terrier Little Bray is described as follows:

'There is a little town in Little Bray it meard on the north side with a faire River called Bray waters there is a verry large difficult passe over the water after any great Raine: the River parts the County of Dublin and the County of Wickloe. In Comnough there stands a very fayre Castle and a grove of trees'

This castle survived into living memory and had it not been destroyed in the 1930s, it would have provided the only visible link with Bray's medieval past. It may have marked the beginning of settlement in Little Bray (Davies 1994).



Image 15.11: Down Survey Map 1656 (TCD 2020), Rocque's Map of Dublin, 1760 (Ferguson 1998), and Revised OS Six-Inch Map (OSI 2020), All Indicating the Castle

There is no visible trace surviving of the castle site on Castle Street in Little Bray, the site of which is located in the public realm area of the Proposed Scheme on Castle Street. Structural remains associated with the castle may still be present below the ground surface; the area is currently paved over and in use for parking.

In the latter part of the 17th century, Bray underwent a number of changes that altered the character and fortunes of the town. In 1660, a stone bridge was built over the river as the successor to an earlier much less reliable one. The ford had become dangerous to cross with flash floods and high tides. Secondly, in 1666, the manor and lands of Great Bray were formally partitioned between the second Earl of Meath and the Earl of Tyrconnell.

A cross-inscribed slab (NMI 1965:50) was found approximately 1m below the surface at the rear of 24–25 Castle Street in Bray (also recorded as RMP WI004-001001). It consists of a rectangular slab of red sandstone and is rectangular in cross-section. On the flatter of the two wide faces, it has a deeply scored Latin cross. The extremities of the arms of the cross have T-shaped ends. Below the cross is a scored device resembling a fan shape or quarter circle. The segment bears four scored lines which run parallel to one of its straight sides. Further scorings close to the arm of the cross do not appear to form a pattern and they may be accidental. Liam Price (1945–67) claimed that its presence was proof that this had once been the site of an ancient monastic settlement and argues that this, and not the site of St. Paul's in Bray, was the most important church site in the area. However, it is now known that the cross base was moved to its present position from its find spot further north. This church is likely to be on the site of an earlier church, and milling activity is known to have been carried out on the south bank of the River Dargle from the medieval period through to the 19th century. The suggestion has also been put forward that the medieval church of St. Paul's, south of the bridge, occupied the position of the *dearteach* (oak church) mentioned in early Anglo-Norman records (Scott 1913), although it is impossible to be certain of this.

15.3.1.8 Post-Medieval Industrial/Transport Heritage

15.3.1.8.1 The Grand Canal

The Proposed Scheme crosses the Grand Canal at Leeson Street Lower; the road is carried over the canal by Eustace Bridge which was constructed in c.1790. The bridge forms part of a group of canal related structures including a lock to the north, a tow path and mooring posts.

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 rivers Shannon and Barrow. Interest waned until 1755, when the engineer Thomas Omer was appointed to the project. By 1763 he had completed three locks and six bridges towards Dublin and was concentrating on establishing a water supply from the Morell River near Sallins. At this point the Corporation of Dublin realised that the canal could be used to improve the water supply to the city and put up the money to complete the canal into the city. But when the canal was filled, the banks gave way and the city did not obtain its water. By 1768, £77,000 had been spent on the project and little more was forthcoming.

In 1772 the Grand Canal Company was established by a group of noblemen and merchants, with a combination of private funding and public subscription, to ensure the future of the canal. By 1779 the canal from Sallins had been opened to traffic. In 1790, work on the circular line through the city was begun, from Portobello to Ringsend, where large docks adjacent to the Liffey were constructed. This was opened in 1796. The new South Circular Road followed the line of the Grand 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 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 canal, with its tow paths, bridges (Eustace Bridge is crossed by the Proposed Scheme along Leeson Street Lower), 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 (McMahon and McCarthy, 2009).

15.3.1.8.2 Tramways

A tramway (DCIHR 18-11-002, 18-16-007 and 18-16-030) ran from St. Stephen's Green to Donnybrook along the line of the Proposed Scheme.

An urban public transport system began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008).

The Dublin Tramway Company commenced a horse-drawn tram service from Nelson's Pillar to Sandymount on 1 October 1872. The entire route was electrified in 1901 and was the only route with single deck electric cars. The line was electrified in 1898 to 1899 becoming the first cross-city electric service. By the early 20th century, the Dublin tramway system was seen as the most efficient of its type in Europe and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19th century into the 1920s (Carrig 2006). The decline of the trams accelerated in the 1940s and the last trams in Dublin City ran on 9 July 1949. The trams were replaced by a bus service on 31 July 1932 (Corcoran 2008).

15.3.1.8.3 Harcourt Street Railway

Following the success of the Dublin and Kingstown Railway (D&KR), which opened on 17 December 1834, proposals for a second commuter railway were put forward. These plans proposed the building of a 12.5-mile (20km) railway from Bray. The Dublin and South Eastern Railway line was constructed in 1854 and ran from Harcourt Street station initially to Bray in Co. Wicklow and later was extended to Wicklow town and on to Wexford town. There were seven stations on its route from Harcourt Street to Bray.

Harcourt Street station was built in 1859 to the design of George Wilkinson and the line was officially opened after the completion of the station. Much of the railway can still be seen including the spectacular nine arch viaduct at Milltown. The last train which ran from Harcourt Street to Bray left the station on December 31, 1958. The Proposed Scheme crosses two bridges over the former railway line in Shankill on Stonebridge Road and also on the road into Shankill Village.

15.3.2 Archaeological Heritage: Leeson Street to Donnybrook (Anglesea Road Junction) Section

15.3.2.1 National Monuments

St. Stephen's Green is a national monument in the ownership of the State (RMP DU018-020334, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR). The Proposed Scheme commences at the south-eastern corner of the park. The enclosing walls, railings and street furniture, a bandstand, the superintendent's house and a number of statues are also in the DCC RPS.

There are no sites under preservation order located along the Proposed Scheme or in its vicinity.

15.3.2.2 Recorded Archaeological Monuments (RMP/SMR Sites)

The Proposed Scheme runs partly through the RMP ZAP for the historic core of Dublin (RMP DU018-020, Image 15.12, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR), which incorporates St. Stephen's Green national monument (discussed above in Section 15.3.2.1), Leeson Street Lower and the southern side of its junction with Hatch Street Lower. This area lay outside of the medieval walled city and the majority of the archaeological sites recorded within the buffer zone along this part of the ZAP comprises houses of 18th/19th century date. There is one site within this zone within immediate proximity to the Proposed Scheme, an 18th/19th century house (DU018-020249) on Leeson Street Lower.

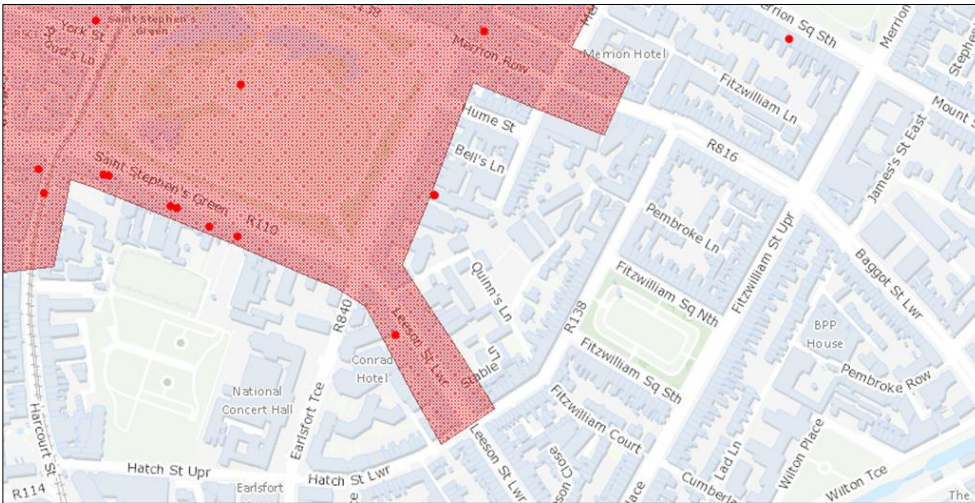


Image 15.12: Map Showing the Zone of Archaeological Potential (in Red) for Dublin City, RMP DU018-020 (The Heritage Council 2020)

The Proposed Scheme also runs through the RMP ZAP for Donnybrook Village (RMP DU018-060, Image 15.13). The settlement of Donnybrook had its origins as an early medieval ecclesiastical foundation located on the banks of the River Dodder. The interrelated sites recorded at Donnybrook include an ecclesiastical site, comprising a walled inner enclosure containing a church, graveyard, cross, tombs, and headstones. Outside of the enclosure, possibly within an outer enclosure is a holy well, watermills and windmill, a fortified house and a 16th/17th century house, and the site of an early bridge.

The Proposed Scheme crosses the line of the ecclesiastical enclosure and the site of the bridge. Entries relating to the RMP/SMR sites in Table 15.4 are contained in Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR.

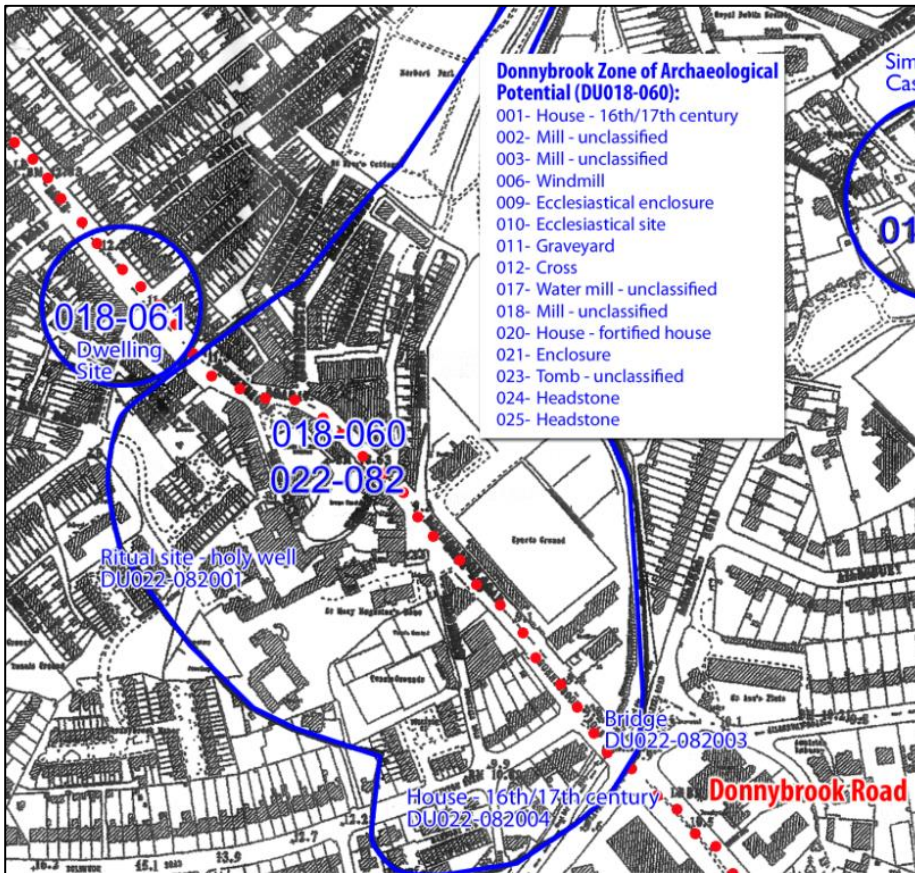


Image 15.13: Map Showing the RMP ZAP in Donnybrook, RMP DU018-060

Table 15.4: RMP/SMR Sites Within the Proposed Scheme (Leeson Street to Donnybrook (Anglesea Road Junction) Section)

ID No.	Name/Type	Townland/Street Address	ITM
DU018-020249	House – 18 th /19 th century	Leeson Street Lower, Dublin South City	716113, 733100
DU018-061	House – 18 th /19 th century	Morehampton Road	717356, 731731
DU018-060009	Ecclesiastical enclosure	Donnybrook East	717604, 731537
DU018-060021	Enclosure	Donnybrook West, Donnybrook East	717615, 731534
DU018-060001	House – 16 th /17 th century	Donnybrook East	717605, 731538
DU018-060010 to 060012 DU018-060023 to 060025	Ecclesiastical site (010) and features within it including Graveyard (011), Cross (012), Tomb (023) – unclassified, Headstone (024), Headstone (025)	Donnybrook East & Donnybrook West	717537, 731557
DU018-060006	Windmill	Donnybrook West	717606, 731533
DU018-060020	House – fortified house	Donnybrook West	717604, 731534
DU022-082003	Bridge	Donnybrook Road	717775, 731356

15.3.2.3 Topographical Files, National Museum of Ireland

Animal bones, oyster shells and three clay pipe fragments were found on Westmoreland Street (NMI 1A/11/77) during testing of the Ballast Office foundations. The dates of these are unknown but the clay pipes would suggest at least an early post-medieval date.

Oyster shells and also post-medieval pottery were found on the western side of St. Stephen's Green (NMI IA/18/79). In 74-75 St. Stephen's Green a glazed medieval pot handle sherd was found (NMI IA-60-1965-20).

Two stray finds from the Donnybrook area were identified in the NMI topographical finds archive. The exact provenance of these finds is unknown. These artefacts are described as a gold ribbon torc (NMI R1821) and a gold spiral bar (NMI R1566).

One of the most important Viking finds from Donnybrook is a Danish sword, now in the Castle Museum, Nottingham (NMI T608). The sword has rich inlay of gold and silver on both the hilt and pommel. It is a broad-bladed, straight, double-edged weapon.

The later medieval period is represented by two finds. An iron pike head was found in the River Dodder at Donnybrook, County Dublin. The blade is flat and seemingly imperfect and is furnished with a long crossbar and socket, the latter still retaining part of the handle. A rim sherd of green Tudor pottery (NMI 1978:316) was found in Belfield (near an area known as Priesthouse on John Taylor's 1816 map of the environs of Dublin – not shown).

15.3.2.4 Previous Archaeological Investigations

Table 15.5 lists archaeological investigations which have taken place in the vicinity of the Proposed Scheme; nothing of note was identified.

Table 15.5: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Leeson Street to Donnybrook (Anglesea Road Junction) Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of Investigation	Results
08E1004	2009:307	Belmont Avenue District Metered Area, Dublin	Monitoring	No archaeological material was identified.
07E0723	2007:485	77 Leeson Street Lower/17 Pembroke Street, Dublin 2	Testing	No archaeological material was identified.
09E0383	2009:	138 Morehampton Road, Donnybrook, Dublin 4	Monitoring	No further detail available.
02E1507	2002:0535	2 Donnybrook Road, Dublin	Monitoring	No archaeological features or structures of any kind were identified.
07E0039	2007:460	Donnybrook Stand, Donnybrook, Dublin	Testing and Monitoring	The topsoil contained occasional broken ceramic pipes and overlay a natural deposit of river gravels and water-rolled cobbles at 0.5 to 0.6m below ground level. Nothing of archaeological significance was discovered during monitoring.

15.3.2.5 Industrial Heritage

The DCIHR (DCC 2003 to 2009) records a tramway (DCIHR 18-11-002, 18-16-007, 18-15-030, 22-04-001) that ran from St. Stephen's Green along the Proposed Scheme to the present day Donnybrook Bus Depot which was a former tram yard / depot (Table 15.6; Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR; Figure 15.1 Sheets 1, 2 and 4 of 26 in Volume 3 of this EIAR). The former tram yard contained an engine house and a quarry (DCIHR 18-04-003, 22-04-010, 22-04-011); these sites are outside the Proposed Scheme. The site of a smithy is also recorded on Morehampton Road (DCIHR 16-16-030, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR). The upstanding industrial heritage sites, of architectural interest are assessed in Chapter 16 (Architectural Heritage).

Table 15.6: Industrial Heritage Sites Within the Proposed Scheme (Leeson Street to Donnybrook (Anglesea Road Junction) Section)

ID No.	Name/Type	Townland/Street Address	ITM
DCIHR 18-11-002	Tramway (site of)	Leeson Street	719847, 730627
DCIHR 18-15-030	Tramway (site of)	Leeson Street	716625, 732446
DCIHR 16-16-030	Site of a Smithy	Morehampton Road	717263, 731862
DCIHR 18-16-007	Tramway (site of)	Morehampton Road	717007, 732184
DCIHR 22-04-001	Tramway (site of)	Donnybrook Road	717738, 731405

15.3.2.6 Cultural Heritage

Cultural heritage features contribute to the overall character of a street and provide an insight into the activities which would have taken place in the neighbourhood. A significant portion of this segment of the Proposed Scheme includes a variety of historic street furniture, such as lamp posts (of various ages), and granite kerbstones. These features are assessed in Chapter 16 (Architectural Heritage).

There are numerous coal holes (CBC0013CH001, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR) located on both sides of Leeson Street Lower. The majority have cast-iron coal hole covers and, in some cases, they retain the original granite settings, with one having a chiselled, or chased-out rain channel. The majority of the covers were made between 1760 and 1830 in long closed foundries. They were all cast with lines and patterns to stop people slipping on them in the rain and frequently with the name of the foundry. Set into the pavement at the time the houses were built (in this area from the 1780s onward) they are rich and diverse, covering well over a hundred years of manufacture and design.

Cellar gratings set in granite also survive at the northern end of Leeson Street Lower (CBC0013CH002, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR); they are associated with commercial premises aligning the street. Miscellaneous features include granite bollards at the junction of Eglington Terrace and Donnybrook Road (CBC0013CH003, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR).

These cultural heritage features are described in greater detail in the inventory in Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR.

15.3.2.7 Field Survey

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

15.3.2.7.1 Physical and Cultural Environment

The Proposed Scheme commences at the southern corner of St. Stephen's Green East and runs along Leeson Street Lower; this area is characterised by late 18th/early 19th century Georgian terraces and large town houses which are in predominantly in use as offices and institutional buildings. The wide street and footpaths with historic furniture, street lighting, coal holes, and granite kerbing support the early character and architectural heritage of the street.

The Proposed Scheme is carried over the Grand Canal, by Eustace Bridge, continuing outside the canal, along Leeson Street Upper and Morehampton Road and into Donnybrook. The streetscape is generally Victorian in character, representing the 19th century expansion of the City's suburbs. The majority of buildings date from the 1830s onwards comprising terraces of buildings of two or three stories (some over basement), set back from the road with front gardens behind low walls and cast iron gates and railings. Each terrace was built separately in a piecemeal fashion. Sussex Street however has been entirely altered with 20th century development. The First Edition OS map shows intermittent terraces all the way along the road to Donnybrook with greenfield in between. By the time of the revised edition OS map the greenfields are all but gone. The streets are tree-lined with some surviving street and granite kerbing running to Donnybrook Village which has its origins in the early medieval period. Modern shops align the western and eastern side of Donnybrook and the curving street around the ecclesiastical site reinforces its early origins and distinguishes the village from the straight thoroughfare running from the city along the Proposed Scheme.

Detail of the architectural heritage of this area is found in Chapter 16 (Architectural Heritage).

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The Proposed Scheme has a general archaeological potential where it travels through the ZAP for Dublin (DU018-020). There is potential in this area to reveal features related to the early post-medieval development of this part

of the city, including the cellar levels of 17th and 18th century structures which are indicated on John Rocque's map of 1756 at the St. Stephen's Green end of Leeson Street Lower. There is also every possibility that the original tramlines that once ran along the entire section of this Proposed Scheme may survive beneath the present road surface.

The Proposed Scheme runs through the designated ZAP for the historic settlement at Donnybrook (RMP DU018-060). There is a potential that archaeological features or deposits, albeit truncated and/or disturbed by the existing road, may survive below ground. The distinctive curve in the road through the village itself may have formed the inner enclosing element of the ecclesiastical site. In addition, within Donnybrook there is a potential that the former watercourse/mill race that ran roughly in line with the present day Eglinton Terrace and crossed beneath the Donnybrook Road as shown on Rocque's 1760 map and on the first edition OS six-inch map (CBC0013AH001, Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR), may be present beneath the existing road surface.

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

15.3.3 Archaeological Heritage: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section

15.3.3.1 National Monuments

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

15.3.3.2 Recorded Archaeological Monuments (RMP/SMR Sites)

There are four RMP sites along this section of the Proposed Scheme, three of which are ecclesiastical, namely a site of a monastery in Woodland (RMP DU023-007, Figure 15.1 Sheet 10 of 26 in Volume 3 of this EIAR), the site of the medieval church of St. Brigid which was associated with the Priory of the Holy Trinity in the 13th century, and other ecclesiastical remains (RMP DU023-011001, -011002, -011004, Figure 15.1 Sheet 11 of 26 in Volume 3 of this EIAR) to the west of the Stillorgan Road, and an excavated early medieval burial ground at Mount Offaly which is likely to have been part of a larger site (RMP DU026-119, Figure 15.1 Sheet 17 of 26 in Volume 3 of this EIAR). The final site is the site of a post-medieval house (DU026-028, Figure 15.1 Sheet 19 of 26 in Volume 3 of this EIAR) which has also been excavated.

Table 15.7: RMP/SMR Sites Within the Proposed Scheme (Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section)

ID No.	Name/Type	Townland/Street Address	ITM
DU023-007	Ecclesiastical site Woodland (Monastery in ruins)	Woodland	720025, 728328
DU023-011001, DU023-011002, DU023-011004	St. Brigid's Church, Graveyard Ecclesiastical enclosure	Stillorgan South	720326, 727646
DU026-119	Burial ground (Mount Offaly)	Loughlinstown	723667, 724530
DU026-028	18 th /19 th century house	Loughlinstown	724316, 723470

15.3.3.3 Topographical Files, National Museum of Ireland

In 1991, human remains were found amongst roots of a fallen tree in Cabinteely (NMI 1957:350, IA/184/1991) close to where a lintel grave was excavated in 1957. It was the skeleton of an adult male between 26 to 45 years of age. In later years, more burials were identified, and the site was found to be part of an Early Medieval burial ground known as Mount Offaly which was subsequently partially excavated in 1998 (Section 15.3.3.4).

15.3.3.4 Previous Archaeological Investigations

As the Proposed Scheme runs along established roads there have not been many excavations along it. However, the development of a fuel station at Mount Offaly in Cabinteely revealed an enclosed early medieval cemetery site (RMP DU026-119). Further investigations in its vicinity identified the possible western extent of the enclosure

and also some medieval occupation activity outside of the cemetery (Table 15.8). The full extent of the site is not known and as such there is a potential that the eastern extent of the cemetery or its enclosure may extend easterly into the N11 along the bus corridor route.

The site of an 18th century inn later converted into a dwelling-house was identified during the construction of the Loughlinstown interchange (RMP DU026-028) and is located adjacent to the Proposed Scheme. This site has however been excavated in full and does not present as an issue for the Proposed Scheme.

Table 15.8: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of Investigation	Results
99E0162	1999:168	Bank of Ireland, Old Bray Road, Cabinteely, Dublin	Monitoring	No archaeological finds or features uncovered.
10E0308	2010:242	'Sayjip', Old Bray Road, Cabinteely, Dublin	Testing	No archaeological finds or features uncovered.
06E1077	2006:573	'Silver Slope', Bray Road, Cabinteely, Dublin	Testing	The only features of archaeological interest uncovered during the course of testing were two possible shallow drains, downslope and to the west of the existing house, as well as a spread of charcoal-rich soil in a trench adjacent to Loughlinstown River.
98E0582	1998:123	The Bungalow Ards, Cabinteely, Dublin	Testing and monitoring	A large ditch, a gully-like cut and part of a large cut feature, possibly part of the cemetery site. It was preserved in situ beneath the development.
95E0131, 98E0035	1995:103/1998:124	Esso, Cabinteely (Mount Offaly), Dublin	Testing and Excavation	Early medieval enclosed cemetery. Excavations prior to construction of a motorway. A portion of an enclosed cemetery with burial beginning at least in around the 5 th or 6 th century, ending around the 11 th or 12 th century. At least 1,553 individual burials were uncovered, along with numerous deposits of disarticulated remains and two charnel pits. Added to the RMP DU026-119. The burials represent at least six phases of interments, which appear to date from around the 6 th century through to, at the latest, the early 12 th century.
06E0828	2006:572	Cabinteely, Dublin	Testing	Test excavation was conducted on a proposed development site that was partially within the ZAP of DU026-119 on its western side. The excavation of thirteen test-trenches in this phase of work defined the likely area of an early medieval cemetery along its western boundary. The test excavation also identified archaeological soils, ditches and deposits that are consistent with early medieval enclosed settlement remains located beyond the cemetery site. The applicant has revised the location of the apartment blocks within the site to avoid the cemetery site and leave it in situ (as defined in the assessment). The test excavation also identified archaeological soil, ditches and deposits that are consistent with early medieval enclosed settlement remains located beyond the cemetery site. These deposits included evidence for burning, possible smithing activity, occupation deposits including food waste discarded in ditches or enclosures and possible habitation areas.
96E0265	1996:130	Beechgrove, Loughlinstown, South-Eastern Motorway, Dublin	Excavation	The site of an 18 th century inn, later converted into a dwelling-house. A large amount of pottery and glass was found, all of 18 th and 19 th century type.

15.3.3.5 Industrial Heritage

There is one industrial heritage site recorded on the DCIHR (DCC 2003 to 2009) along this section of the Proposed Scheme: a section of the tramline (DCIHR 22-04-001; Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR) just before it turns into the former tramway depot at the existing Dublin Bus depot on the west side of Stillorgan Road. The former tramway depot on the west side of the bridge at Donnybrook

is located outside the Proposed Scheme (DCIHR 22-04-003, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR) and is now in use by Dublin Bus.

Table 15.9: Industrial Heritage Sites Adjacent to the Proposed Scheme

ID No.	Name/Type	Townland/Street Address	ITM
DCIHR 22-04-003	Former tramway depot built in 1873, for Donnybrook to Sackville Street line, extended c.1905, now in use as a bus garage.	Donnybrook Road	717828, 731278

Table 15.10: Industrial Heritage Sites Within the Proposed Scheme

ID No.	Name/Type	Townland/Street Address	ITM
DCIHR 22-04-001	Tramway, site of	Donnybrook Road	717738, 731404

15.3.3.6 Cultural Heritage

One cultural heritage site is located along this section of the Proposed Scheme, granite bollards at the junction of Eglinton Terrace and Donnybrook Road.

15.3.3.7 Field Survey

A field survey was undertaken on 10 and 13 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.3.7.1 Physical and Cultural Environment

This section of the Proposed Scheme comprises a mix of 20th century residential development mostly constructed within former demesne lands associated with large houses that have long since been demolished or incorporated into institutions. They are along both sides of a busy modern dual carriageway which was constructed in the 1950s, involving initially the piecemeal widening of the existing road to Bray and the bypassing of several small historic villages (such as Stillorgan), and later in the 1990s the development of the Stillorgan Road/N11 also bypassing early settlements such as Cabinteely, Cornelscourt and Loughlinstown.

15.3.3.7.2 Archaeological Potential and Non-Designated Archaeological Sites

This section of the Proposed Scheme route predominantly runs along a modern wide dual carriageway. There are three roadside ecclesiastical sites. A portion of a large Early Medieval enclosed cemetery was excavated at Mount Offaly (DU026-119), a significant proportion of which remains largely undisturbed beneath the surrounding properties north, south and west. There is a potential that features associated with the site might extend beneath the N11 (northbound). Other ecclesiastical sites along the N11 route include St. Brigid's in Stillorgan (DU023-011001) which is along an earlier road alignment to Dublin and Woodland (DU023-007) also along the N11.

The site of an 18-19th century house and former inn in Loughlinstown (DU026-028) at the existing interchange has been archaeologically excavated as part of the south-eastern motorway works. The archaeological potential in the area of this site is negligible.

No additional areas of archaeological potential or non-designated archaeological sites were identified on this section of the Proposed Scheme. The Proposed Scheme will run along the existing roads which, in this section of the Proposed Scheme, are of relatively recent construction.

15.3.4 Archaeological Heritage: Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section

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 is one recorded archaeological site within or adjacent to the Proposed Scheme. It comprises the ecclesiastical complex of Kiltuck Church on the east of the Dublin Road in Shankill (RMP DU026-054, as outlined in Table 15.11, Figure 15.1 Sheet 23 of 26 in Volume 3 of this EIAR); neither of the recorded crosses are in situ and the graveyard does not survive. The ruins of a church appear to have been rebuilt in antiquity. There is a noticeable curve in the Dublin Road as it passes this site; this may be an indicator of an ecclesiastical enclosure that is likely to have surrounded the site.

Table 15.11: RMP/SMR Sites Within the Proposed Scheme (Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section)

ID No.	Name/Type	Townland/Street Address	ITM
DU026-054001	Kiltuck Church	Shanganagh	725266 / 721184
DU026-054002	Graveyard	Shanganagh	725287 / 721181
DU026-054003	Cross	Shanganagh	725278 / 721188
DU026-054004	Cross	Shankill	725220 / 721108
DU026-054005	Building	Shanganagh	725266 / 721196

15.3.4.3 Topographical Files, National Museum of Ireland

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

15.3.4.4 Previous Archaeological Investigations

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

15.3.4.5 Industrial Heritage

The DCIHR (DCC 2003 to 2009) does not extend to this section of the Proposed Scheme.

15.3.4.6 Cultural Heritage

There are few items of cultural heritage interest along this section of the Proposed Scheme (Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR).

Miscellaneous items/features of a cultural heritage interest include street art (modern) (CBC0013CH004, Figure 15.1 Sheet 22 of 26 in Volume 3 of this EIAR), comprising locally themed mosaics set into the pavement on the western side of the main street. They were laid during the Shankill Village Improvement Scheme in 1997.

15.3.4.7 Field Survey

A field survey was undertaken on 10 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This Section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Details of all relevant sites are contained in the inventory.

15.3.4.7.1 Physical and Cultural Environment

As described above, Shankill Village is of relatively recent origin. To the north of the village there is a mix of early 19th and 20th century structures aligning the Dublin Road with little green space between. Between St. Anne's Church (NIAH 60260136) and the northern end of the village there is a stretch of low rubble stone wall with granite half-rounded coping stones aligning the road (possibly 19th century in date, CBC0013CH0018), and continuing over the embankment of the former railway and bridge carrying the R119 Dublin Road over the Dublin & South Eastern Railway, including the southern boundary walls of the church.

There is a distinct change in streetscape character to the south of the village, where the existing road is, in contrast, rural in character. From Shanganagh Castle/Crinken Villa to the Wilford Roundabout for a distance of c. 1.5km, there are no less than six demesnes associated with large and medium sized houses (protected structures: Wilford House, Woodbrook House, Aske House, Beauchamp, Askefield and Shanganagh Castle, though its boundary wall has been rebuilt and a playground and cemetery has been developed). Two of the demesnes are large, Shanganagh Castle and Woodbrook, which are located on the eastern side of the road, their lands having a sea frontage. The remaining medium sized holdings are on the western side of the road. Each property has decorative gated entrances, lodges and a stonewall boundary fronting the road and behind the walls are mature shelter belts of deciduous trees. These elements combined provide the road with a distinctive historic demesne character.

The walls, which are of varying height and make-up, and the decorative tree plantations may not necessarily be associated with each of the properties and are possibly part of late 18th/early 19th century land management carried out by the Roberts Family, the owners of Shanganagh Estate. The improvement of the road in the early 1800s for the mail coach also made it an attractive place to build and as new houses were built new entrance gates were broken through the walls. Whilst not listed in the RPS, these walls and the shelterbelt of trees form an integral part of the historic setting of these properties and cumulatively they contribute to the overall historic aesthetic and special character of the road.

The most substantial walls are associated with the Woodbrook Demesne. Its entrance gates are set back from the road, they comprise decorative cast iron gates, having two gate piers surmounted by carved caps and ball finials; the main gate flanked by pedestrian gates and wrought iron railings set on low concave stone walls which then rise in height to gate piers on either side that connect to the enclosing rubble stone boundary wall. Just inside of the gate is the front gate lodge. This early rubble stone wall continues northwards and forms the perimeter walls to the land to the east with some field entrance breeches and brick arched pedestrian openings. Correspondingly, there is an identical wall forming the perimeter wall of the lands on the western side of the road. The perimeter walls at Woodford (from Wilford Roundabout) comprise a stretch of modern replacement rubble stone wall, followed by a rendered block wall south of the gate; north of the gate there is a c.41m stretch of original roughly coursed rubble stone wall with rounded capstones, the northernmost stretch of which has been repointed with cement.

To the west of the Proposed Scheme is Wilford House, the parkland to the south of the demesne was previously traversed by the M50 slip road. The site of the former entrance lies beneath the Wilford Roundabout; there is a replacement entrance (with reused gate piers) on the Dublin Road.

Detail of the architectural heritage of this area is found in Chapter 16 (Architectural Heritage).

15.3.4.7.2 Archaeological Potential and Non-Designated Archaeological Sites

Features associated with the early church of Kiltuck (DU026-054001) (in the Castle Farm housing estate) in Shankill may extend further than the physical remains suggest and could possibly extend beneath the area of the Proposed Scheme. There is a slight curve in the road in the area of the church which may suggest the presence of an ecclesiastical enclosure. Any work in the green space area may also reveal burials, architectural fragments or activity associated with the early site.

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

15.3.5 Archaeological Heritage: Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section

15.3.5.1 National Monuments

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

15.3.5.2 Recorded Archaeological Monuments (RMP/SMR Sites)

The Proposed Scheme crosses into the RMP ZAP for Bray town (RMP WI004-001, Image 15.14, Figure 15.1 Sheet 26 of 26 in Volume 3 of this EIAR). Bray straddles the River Dargle, with, historically, Little Bray on the north side of the river in County Dublin and Great Bray on the south side in County Wicklow. Although the river once formed the county boundary, this is now located further north in Little Bray. There is no visible trace surviving of the castle site in Little Bray (RMP WI004-001006), which lies within a paved area in the vicinity of a bus stop on the south-west side of Castle Street. The cross-slab recorded further north-west (RMP WI004-001001), on the opposite side of Castle Street, is now held in the National Museum; it was found approximately 1m below the surface at the rear of 24 to 25 Castle Street (NMI 1965:50).

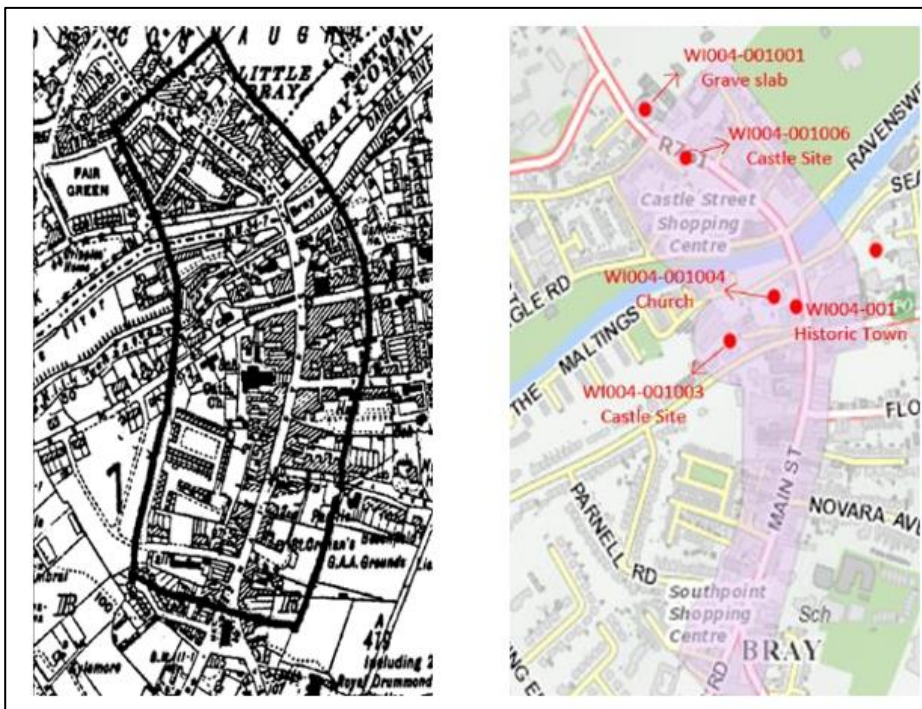


Image 15.14: Map Showing the RMP ZAP in Bray, RMP DU018-001 and an Annotated Street Map Showing the Individual Sites Within It (The Heritage Council 2020)

Table 15.12: RMP/SMR Sites Within the Proposed Scheme (Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section)

ID No.	Name/Type	Townland/Street Address	ITM
WI004-001	Historic town	Bray, Ravenswell, Little Bray	726288 / 718817
WI004-001001	Cross – slab	Bray	726053 / 719075
WI004-001006	Castle – tower house	Little Bray	726115 / 719012

15.3.5.3 Topographical Files, National Museum of Ireland

The earliest finds include a barbed and tanged flint arrowhead (NMI 1899:1) found in Bray in 1898. These arrowheads are dated to the Early Bronze Age and occasionally turn up in burials suggesting they were prized

personal possessions. A decorated bronze flanged axe (record only) is described as having been found ‘near Bray’. The axe may be a transitional form between the later Early Bronze Age Derryniggin type axe and the Middle Bronze Age flanged axe. A Middle Bronze Age bronze winged axehead or palstave (NMI 1920:68) was found in shallow water in front of Milton Terrace close to Bray Bridge.

Later finds include a bronze ecclesiastical bell (record only) recorded as having been found in Bray and is now in the Hunt Museum in Limerick. There is also an iron bell (NMI 1929:1336) from Oldconnaught found in a pile of stones, possibly the remains of a destroyed church. A stone mortar (NMI 1932:6581) decorated with three incised mortars was found in Little Bray, Co. Wicklow.

A cross-inscribed slab (NMI 1965:50) was found approximately 1m below the surface at the rear of 24–25 Castle Street in Bray (RMP WI004-001001). It consists of a rectangular slab of red sandstone and is rectangular in cross-section (Length 0.39m, Width 0.19m, Thickness 0.10m; Cross: Length 0.15m, Width 0.11m).

15.3.5.4 Previous Archaeological Investigations

There have been no previous archaeological investigations undertaken along this section of the Proposed Scheme and only one in its vicinity, where works were undertaken at the River Dargle south of the Proposed Scheme on Castle Street, as part of the Bray flood defence scheme (Table 15.13).

Table 15.13: Previous Archaeological Investigations in the Vicinity of the Proposed Scheme (Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section)

Licence No.	Excavations Bulletin Ref.	Location	Type of Investigation	Results
12E0123	2013:509	Bray Little, Bray, Wicklow	Monitoring and excavation	Excavations undertaken for flood defence scheme. The stone bridge exposed as part of the works appears to be an amalgam of two earlier bridges on the site, the 1736 bridge and the 1741 bridge.

15.3.5.5 Industrial Heritage

The DCIHR (DCC 2003 to 2009) does not extend to this section of the Proposed Scheme.

15.3.5.6 Cultural Heritage

A polished granite memorial marking the 1798 centenary is located on Castle Street adjacent to a bus stop (CBC0013CH005, Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR; Figure 15.1 Sheet 26 of 26 in Volume 3 of this EIAR).

15.3.5.7 Field Survey

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

15.3.5.7.1 Physical and Cultural Environment

From the Wilford Roundabout the road into Bray comprises a discordant mix of 20th century residential and commercial properties; included at the very northern end is the ‘side lodge’ (a protected structure) associated with Woodbrook Demesne, a rather discreet feature amongst the neighbouring garage and commercial properties. Midway along the road on the western side is a well-preserved pair of late-Georgian terraced houses (protected structures) slightly stepped back from the road and the line of the adjacent terraces.

Very little survives of the historic fabric in Castle Street; a large area has been given to a modern shopping complex on the western side of the street. The wall associated with Belton Terrace, a mid-19th century former national school, survives. It comprises a rubble stone wall, 0.8m high with half-rounded granite coping. It is very

similar in appearance to the parapet wall associated with Bray Bridge and also the walls on the northern side of Shankill Village. Details of the upstanding cultural heritage features of architectural interest are found in Chapter 16 (Architectural Heritage).

15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The route runs through the designated ZAP of the historic core of Bray town (RMP WI004-001) along Castle Street and across the River Dargle. It also passes close to the site of a medieval castle on Castle Street (RMP WI004-001006), and to the find spot of a cross-slab (WI004-001001). Although the road surfaces and streets have been subjected to continued alteration over time there is a potential that in situ remains associated with the castle and early street levels or medieval burgage plots survive below the present ground level.

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

15.3.6 Proposed Construction Compounds

15.3.6.1 Leeson Street to Donnybrook (Anglesea Road Junction) Section

There are no compounds in this section of the Proposed Scheme.

15.3.6.2 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section

There is one compound (BR2) proposed for this section of the Proposed Scheme, on the south-west side of Fosterbrook Road, north of the N11 road. This is currently a greenfield site (owned by the local authority) located between Fosterbrook and the grounds of St. Helen's Radisson Hotel. In the 19th and early 20th century this site formed part of the gardens associated with Seafield House. By the 1930s Seafield had been demolished and its grounds were incorporated into the neighbouring estate of St. Helen's, which was by that time in the ownership of the Christian Brothers. No features of cultural heritage interest are depicted on the historic mapping nor on aerial imagery. There is the potential that previously unknown archaeological features or deposits may be present below ground (CBC0013AH002, Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR).

15.3.6.3 Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section

There are no compounds in this section of the Proposed Scheme.

15.3.6.4 Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) Section

In Old Connaught townland there is a compound (BR1) proposed in a disused and disturbed field to the south of the Wilford Roundabout, at Cois Cairn. Prior to the construction of the M11 slip located to the north, the lands formed part of parkland area associated with Wilford House. No features of cultural heritage interest are depicted on the historic mapping nor on aerial imagery. There is the potential that previously unknown archaeological features or deposits may be present below ground (CBC0013AH003, Appendix A15.1 (Archaeological and Cultural Heritage Inventory) in Volume 4 of this EIAR).

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 are 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' Scenario the Proposed Scheme would not be implemented and there would, therefore, be no adverse impacts to any of the known or as yet undiscovered subsurface archaeological deposits, features or finds, and no adverse impacts on cultural heritage. It is acknowledged that in the absence of the Proposed Scheme, other developments requiring road alteration will take place. These alterations may cause adverse impacts to below ground cultural heritage assets.

15.4.3 Construction Phase

15.4.3.1 Leeson Street to Donnybrook (Anglesea Road Junction) Section

15.4.3.1.1 Archaeological Heritage

15.4.3.1.1.1 National Monument

St. Stephen's Green is a national monument (RMP DU018-020334, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR). The Proposed Scheme commences at the south-eastern corner of the park. There will be no direct impact to the park or its boundaries. Minor works to the path outside the boundary will take place, where new signal poles are required and for the construction of a segregated cycle track along the outer (road) side of the path. Construction works will also take place at the junction of St. Stephen's Green and Leeson Street Lower. There will be a temporary impact on the setting of the monument during construction works. The national monument has a high sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Significant, Temporary.

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

The Proposed Scheme incorporates part of the ZAP of Dublin City (DU018-020, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR) in an area that extends from Leeson Street Lower to Hatch Street Lower. There is a potential that archaeological soils, features or finds relating to the expansion of the historic city outside its medieval walls might be identified during earthmoving works for the Proposed Scheme. Ground-breaking works within the Historic City of Dublin ZAP will impact on any previously unknown archaeological sites or features that survive below ground. The RMP ZAP has a medium sensitivity value and the magnitude of impact is medium, and as only a small part of the extensive Historic City ZAP (RMP DU018-020) is affected the potential impact is Negative, Moderate, Permanent.

Within the ZAP of Dublin City the Proposed Scheme passes by the 'site of' an 18th/19th century house (DU018-020249) on Leeson Street Lower. The nature and extent of the house site is unknown and as such there is a potential that subsurface features, such as cellars etc. associated with this may extend into the road/footpath

carriageway. Ground-breaking works will impact on any associated 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 the RMP site (DU018-020249) is Negative, Moderate, Permanent.

On approach to Donnybrook Village the Proposed Scheme passes the 'site of' a dwelling on Morehampton Road (DU018-061, located on the junction between Morehampton Road and Belmont Avenue). The site is indicated on Rocque's map of 1760, but its exact nature and extent in relation to the existing footpath and road is unknown. There is a potential that features associated with the house may lie beneath or extend into the footpath or road carriageway, such as cellars, etc. Ground-breaking works will impact on any associated 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 is Negative, Moderate, Permanent.

The Proposed Scheme passes through the ZAP associated with the early church site and ecclesiastical settlement of Donnybrook (DU018-060), from the southern end of Morehampton Road (approximately at its junction with Mount Eden Road) through Donnybrook Village to the southern side of Anglesey Bridge. The Proposed Scheme in this area crosses three sites: an ecclesiastical enclosure (DU018-060009); an enclosure (DU018-060021) and the site of a bridge (DU022-082003). There is a significant archaeological potential that features associated with the earliest settlement of Donnybrook might be encountered during the earthmoving works for the Proposed Scheme within the ZAP. Ground-breaking works within the ZAP will result in an impact on any features that may survive below ground. The RMP ZAP for the historic settlement has a medium sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Moderate, Permanent.

While the inherent archaeological potential of the river crossing at Anglesey Bridge (DU022-082003) has been greatly reduced by previous works, it is possible that elements of earlier bridges may survive within/beneath the existing structure. Ground-breaking works at the site of the earlier bridge, within the road carriageway/pavements of the existing bridge, 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 is Negative, Moderate, Permanent.

15.4.3.1.1.3 Non-Designated Archaeological Sites

The DCIHR records the tram lines that ran continuously along Leeson Street Lower, Leeson Street Upper, and Donnybrook Road to the former Tramway Depot on the south-west side of Anglesey Bridge (DCIHR 18-11-002, DCIHR 18-15-030, DCIHR 18-16-007 and DCIHR 22-04-001; Figure 15.1 Sheets 1, 2 and 4 of 26 in Volume 3 of this EIAR). Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces. Ground-breaking works along the roads from Leeson Street to Donnybrook will impact on any remains that survive below ground. The non-designated archaeological sites (DCIHR 18-11-002, DCIHR 18-15-030, DCIHR 18-16-007 and DCIHR 22-04-001) have a low sensitivity value, and the magnitude of impact is medium, and as only sections of the former tramlines are affected, the potential impact is Negative, Slight and Permanent.

The site of a bridge and mill race/former watercourse were identified from historic mapping (CBC0013AH001, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR). Ground-breaking works within the footpath and road carriageway will impact on any remains associated with the mill race and its road crossing that might survive below ground. This potential site, though not listed in the RMP, is within the ZAP of Donnybrook Village. Given its location, the non-designated archaeological site has a medium sensitivity value, and the magnitude of impact is medium, resulting in a Negative, Moderate, Permanent impact on any subsurface archaeological features that might be present.

15.4.3.1.2 Cultural Heritage

Coal-holes were observed within the footpaths on both sides of Leeson Street Lower (CBC0013CH001, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR) along the entire stretch of road. Some had ornate coal-hole covers, comprising cast metal discs which covered the opening to underground coal cellars, in some cases the granite surround with chiselled rain channels survive. There are also commercial cellars at the northern end of Leeson Street Lower that are surrounded in historic granite paving (CBC0013CH002, Figure 15.1 Sheet 1 of 26 in Volume 3 of this EIAR). Their presence indicates the existence of underground cellars associated with the properties aligning the road within the Proposed Scheme. There will be a temporary impact on the coal-hole covers and

granite cellar surrounds during repaving works. The coal-hole covers have a low sensitivity value and the magnitude of impact is low, therefore the predicted impact is Negative, Slight, Temporary.

There will also be a temporary impact on the granite bollards noted at the junction of Eglington Terrace and Donnybrook Road (CBC0013CH003, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR). There will be a temporary impact on this cultural heritage feature during repaving works. The bollards have a low sensitivity value and the magnitude of impact is low, therefore the predicted impact is Negative, Slight, Temporary.

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

15.4.3.1.3 Summary of Impacts

The impacts are summarised in Table 15.14 which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.14: Summary of Potential Construction Phase Impacts (Leeson Street to Donnybrook (Anglesea Road Junction) Section)

Assessment Topic	Potential Impact
DU018-020334 St. Stephen's Green (national monument)	Negative, Significant, Temporary
DU018-020 ZAP for Dublin	Negative, Moderate, Permanent
DU018-020249 (within the Dublin ZAP)	Negative, Moderate, Permanent
DU022-082003 Bridge	Negative, Moderate, Permanent
DU018-061 House – 18 th /19 th century	Negative, Moderate, Permanent
ZAP for Donnybrook – general potential (DU018-060 comprising numerous sites)	Negative, Moderate, Permanent
CBC0013AH001, Site of a bridge and mill race/former watercourse	Negative, Moderate, Permanent
DCIHR 18-11-002, DCIHR 18-15-030, DCIHR 18-16-007 and DCIHR 22-104-001; Tramline from Leeson Street to Donnybrook	Negative, Slight, Permanent
CBC0013CH001, coal-holes and granite surrounds	Negative, Slight, Temporary
CBC0013CH002, cellars with granite paving	Negative, Slight, Temporary
CBC0013CH003, granite bollards	Negative, Slight, Temporary

15.4.3.2 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section

15.4.3.2.1 Archaeological Heritage

15.4.3.2.1.1 National Monuments

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

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

The Proposed Scheme runs adjacent to two roadside ecclesiastical sites, both bounding the N11 Stillorgan Road at Woodland and Stillorgan (RMP DU023-007 and DU023-011, Figure 15.1 Sheets 10 and 11 of 26 in Volume 3 of this EIAR). Early ecclesiastical sites can be quite large and can contain numerous archaeological sites and features extending quite a distance from any upstanding remains such as a church; these can comprise burials, structures, enclosures and associated settlement activity. There is a potential that features associated with these sites might extend beneath the road surface. Ground-breaking works will impact on any associated features that may survive below ground. The RMP sites have a medium sensitivity value and the magnitude of impact is medium, and as there is the potential for the discovery of human remains, therefore the potential impact is Negative, Significant, Permanent.

The Proposed Scheme also runs past the site of a burial ground in Loughlinstown (Mount Offaly, RMP DU026-119, Figure 15.1 Sheet 17 of 26 in Volume 3 of this EIAR) that was archaeologically excavated. The excavation

was carried out in advance of the development of a petrol station and did not extend to the footpath and road adjacent. The N11 at this location has been upgraded in recent times, but the nature and extent of this work is unknown, therefore a potential remains for earthmoving works in the vicinity of the burial ground to reveal human remains or an enclosing element associated with the site. Ground-breaking works will impact on any remains that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as there is the potential for the discovery of human remains, therefore the potential impact is Negative, Significant, Permanent.

The site of an 18th–19th century house in Loughlinstown (DU026-028, Figure 15.1 Sheet 19 of 26 in Volume 3 of this EIAR) has been archaeologically excavated as part of the south-eastern motorway works; the archaeological potential in the area of this site is negligible and as such the Proposed Scheme will have no impact on the site.

15.4.3.2.1.3 Non-Designated Archaeological Sites

A short stretch of tram line is located at the commencement of this section of the Proposed Scheme (DCIHR 22-04-001, Figure 15.1 Sheet 4 of 26 in Volume 3 of this EIAR), just before it turns into the former tramway depot at the existing Dublin Bus depot on the west side of Stillorgan Road. Although not visible, there is every possibility that the original tramlines survive below the existing road surfaces and will be affected by any ground-breaking works from Leeson Street to Donnybrook. Ground-breaking works along the roads from Leeson Street to Donnybrook will impact on any remains that survive below ground. The tramline has a low sensitivity value and the magnitude of impact is medium, and as only a small section of the former tramline is affected, therefore the potential impact is Negative, Slight and Permanent.

15.4.3.2.2 Cultural Heritage

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

15.4.3.2.3 Summary of Impacts

The impacts are summarised in Table 15.15, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.15: Summary of Potential Construction Phase Impacts (Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section)

Assessment Topic	Potential Impact
RMP DU023-007, Ecclesiastical site Woodland (Monastery in ruins)	Negative, Significant, Permanent
RMP DU023-011001, DU023-011002, DU023-011004, St. Brigid's Church, Graveyard, Ecclesiastical enclosure	Negative, Significant, Permanent
RMP DU026-119, Burial ground (Mount Offaly)	Negative, Significant, Permanent
DCIHR 22-04-001, tramline (site of)	Negative, Slight, Permanent

15.4.3.3 Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section Archaeological Heritage

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)

In Shanganagh townland the Proposed Scheme runs through the designated ZAP for Kiltuck Church (RMP DU026-054, Figure 15.1 Sheet 23 of 26 in Volume 3 of this EIAR). Early ecclesiastical sites can be quite large and can contain numerous archaeological sites and features extending quite a distance from any upstanding

remains such as a church. These can comprise of burials, structures, enclosures and associated settlement activity. There is a potential that archaeological features or deposits may survive below ground beneath the road surface and in the greenspace associated with Castle Farm Estate where a footpath is proposed. Ground-breaking works at these locations 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, and as the potential includes the discovery of human remains therefore the potential impact is Negative, Significant, Permanent.

15.4.3.3.1.3 Non-Designated Archaeological Sites

No non-designated archaeological sites will be impacted by this section of the Proposed Scheme.

15.4.3.3.2 Cultural Heritage

During the construction and landscaping works there will be a temporary impact on the setting of the mosaic art set into the footpath along the length of the western side of Shankill Main Street (CBC0013CH004, Figure 15.1 Sheet 22 of 26 in Volume 3 of this EIAR). The artworks will require protection from any adverse impacts for the duration of the works and if necessary, they can be temporarily removed to ensure their protection. This feature has a low sensitivity value, and the magnitude of impact is medium, resulting in a Negative, Slight, Temporary impact.

The upstanding cultural heritage sites such as the distinctive boundary walls which form part of the historic character of this section of the Proposed Scheme, 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 15.16, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.16: Summary of Potential Construction Phase Impacts (Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section)

Assessment Topic	Potential Impact
RMP DU026-054001-005, Kiltuck Church & ecclesiastical complex	Negative, Significant, Permanent
CBC0013CH004, Mosaic Art on the footpath in Shankill	Negative, Slight, Temporary

15.4.3.4 Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section Archaeological Heritage

15.4.3.4.1 Archaeological Heritage

15.4.3.4.1.1 National Monuments

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

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

The Proposed Scheme runs through the designated ZAP for the historic core of Bray town (RMP WI004-001, Figure 15.1 Sheet 26 of 26 in Volume 3 of this EIAR) along Castle Street north of the River Dargle. Although the road surfaces and streets have been subjected to continued alteration over time there is a potential that in situ remains associated with medieval and later development of the town are present subsurface. The cross-slab found close to Castle Street (RMP WI004-001001, recorded as part of the ZAP) also indicates the general archaeological potential of the area, and though the site of the find does not lie within the Proposed Scheme, it is only 6m east. There is a significant archaeological potential that features associated with the earliest settlement of Bray might be encountered during the earthmoving works for the Proposed Scheme within the ZAP. Ground-breaking works within the ZAP will result in an impact on any features that may survive below ground. The RMP cross-slab site and the ZAP for the historic settlement have a medium sensitivity value and the magnitude of

impact is medium, and as only a small part of the ZAP is affected, therefore the potential impact for both is Negative, Moderate, Permanent.

The Proposed Scheme will impact on the site of a castle on Castle Street (RMP WI004-001006), where there is a significant potential that remains associated with the castle will be revealed during earthmoving works along Castle Street. The site is designated a tower house; tower houses can have other features such as bawn walls outbuildings and other settlement/agricultural activity associated with it which can be found at a distance from the castle site itself. Ground-breaking works will impact on any associated features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the possible extent and nature of the subsurface remains, therefore the potential impact is Negative, Significant, Permanent.

15.4.3.4.1.3 Non-Designated Archaeological Sites

No non-designated archaeological sites will be impacted by this section of the Proposed Scheme.

15.4.3.4.2 Cultural Heritage

The Proposed Scheme will impact on the modern 1798 memorial (CBC0013CH005, Figure 15.1 Sheet 26 of 26 in Volume 3 of this EIAR) located in Castle Street adjacent to the existing bus stop. There will be a temporary impact on the setting of the memorial during the construction and landscaping works. The feature will require protection from any adverse impacts for the duration for the works and if necessary, it can be temporarily removed to ensure its protection. The memorial has a low sensitivity value, and the magnitude of impact is medium, therefore the potential impact is Negative, Slight and Temporary.

15.4.3.4.3 Summary of Impacts

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

Table 15.17: Summary of Potential Construction Phase Impacts (Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section)

Assessment Topic	Potential Impact
WI004-001, Historic town	Negative, Moderate, Permanent
WI004-001001, Cross-slab	Negative, Moderate, Permanent
WI004-001006, Castle – tower house	Negative, Significant, Permanent
CBC0013CH005, 1798 Memorial	Negative, Slight, Temporary

15.4.3.5 Construction Compounds

15.4.3.5.1 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section

The proposed construction compound (BR2) in this section is in parkland east of Fosterbrook, in the grounds of St. Helen’s Radisson Hotel. This previously undeveloped area (CBC0013AH002, Figure 15.1 Sheet 7 of 26 in Volume 3 of this EIAR) has a general greenfield archaeological potential to reveal previously unknown archaeological sites, archaeological features or deposits that may be present below ground. However, this area was recently used as a construction compound for the new UCD entrance across the N11 road. The extent of the ground disturbance is unknown, but it is likely to have reduced the inherent archaeological potential at this location. Greenfield areas have a low sensitivity value and the magnitude of impact is moderate, given the previous disturbance, therefore the potential impact on the greenfield areas at the construction compound location BR2 is Negative, Slight, Permanent.

15.4.3.5.2 Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) Section

The proposed construction compound (BR1) in this section is in a fallow/disturbed greenfield off the Wilford Roundabout (Cois Cairn). This previously undeveloped area (CBC0013AH003, Figure 15.1 Sheet 25 of 26 in Volume 3 of this EIAR) has a general greenfield archaeological potential to reveal previously unknown

archaeological sites, archaeological features or deposits that may be present below ground. However, while the extent of previous ground disturbance is unknown, it is likely to have reduced the inherent archaeological potential at this location. The greenfield area has a low sensitivity value and the magnitude of impact is moderate, given the previous disturbance, therefore the potential impact on the greenfield area at the construction compound location BR1 is Negative, Slight, Permanent.

15.4.3.5.3 Summary of Impacts

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

Table 15.18: Summary of Potential Construction Phase Impacts (Proposed Construction Compounds)

Assessment Topic	Potential Impact
BR1 off the Wilford Roundabout, CBC0013AH003	Negative, Slight, Permanent
BR2 at Fosterbrook, CBC0013AH002	Negative, Slight, Permanent

15.4.4 Operational Phase

No Operational Phase impacts were identified along any of the four sections of the Proposed Scheme.

15.5 Mitigation and Monitoring Measures

15.5.1 Construction Phase

15.5.1.1 Archaeological Heritage

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

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

The appointed contractor will make provision for archaeological monitoring to be carried out under licence to the DHLGH and the NMI, and will ensure the full recognition of, and the proper excavation and recording of, all archaeological soils, features, finds and deposits which may be disturbed below the ground surface. All archaeological issues will be resolved to the satisfaction of the DHLGH and the NMI. The appointed contractor will ensure that the archaeologist will have the power to inspect all excavation to formation level for the proposed works and to temporarily halt the excavation work, if and as necessary, having conferred with the NTA. They will be given the 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.

Ground-breaking works in the environs of national monuments will require archaeological consent from the Minister of Housing, Local Government and Heritage (HLGH). There is one national monument in the vicinity of the Proposed Scheme, St. Stephen's Green. Mitigation measures, in this instance, will be archaeological monitoring 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.

In the case of cellars, coal cellars and/or basements, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a geodetic survey and recording of each individual

structure which will be subject to impact. This survey and recording will be carried out in advance of any construction works on the cellar, coal cellar and/or basement.

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

15.5.1.1.1 Archaeological Management

An experienced and competent licence-eligible archaeologist will be employed by the appointed contractor to advise on archaeological and cultural heritage matters during construction, to communicate all findings in a timely manner to the NTA and statutory authorities, to acquire any licences/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 and Ministerial Consent is required when there is ground-breaking works at or in the vicinity of a national monument.

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

As part of the licensing requirements, it is essential for the appointed contractor 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 be 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 in accordance with the licensing requirements. If it is not possible for the construction works to avoid the material, full excavation of the archaeologically significant material 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 construction traffic and the management of materials will be restricted where practicable by the appointed contractor so as to avoid any newly revealed archaeological or cultural heritage sites and their environs to ensure no damage to a site of archaeological interest.

15.5.1.2 Cultural Heritage

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

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

15.5.1.3 Leeson Street to Donnybrook (Anglesea Road Junction) Section

15.5.1.3.1 Archaeological Heritage

15.5.1.3.1.1 National Monuments

With regard to ground-breaking works, excavation, or earth-moving works in the vicinity of St. Stephen's Green national monument (RMP DU018-020334), archaeological consent is required from the Minister of HLGH. The necessary consent will be obtained by the archaeologist engaged by the appointed contractor. Archaeological monitoring of the works will require Ministerial Directions from the Minister under the terms of the National Monuments (Amendment) Act 2004.

There will be minor public realm improvements in the vicinity of St. Stephen's Green park entrance, including repaving of the traffic island opposite it. Granite setts and granite kerbs will be used here to complement the park entrance. The footpaths on the opposite junctions will also be repaved, utilising the existing granite setts and kerbs where possible. These proposals are detailed in Chapter 17 (Landscape (Townscape) & Visual). While relatively minor, these improvements will have a slight positive impact through their enhancement of the setting of the monument. The national monument has a very high sensitivity value and the magnitude of the positive impact is low, resulting in a moderate impact (Appendix 15.3 in Volume 4 of this EIAR). Post-mitigation, the predicted impact will be Positive, Moderate and Long-Term.

15.5.1.3.1.2 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 designated ZAP for the Historic City of Dublin (DU018-020);
- Within the designated ZAP for Donnybrook (DU018-060); and
- At the following RMP/SMR sites, where associated features may survive below ground within the Proposed Scheme: the 'sites of' former dwellings, DU018-020249 on Leeson Street Upper and DU018-061 on Morehampton Road.

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.

15.5.1.3.1.3 Non-Designated Archaeological Sites

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will be carried out at the site of a bridge and mill race/former watercourse in Donnybrook (CBC0013AH001) and along the route of the former tramline from Leeson Street Lower to the southern side of Anglesey Bridge (DCIHR 18-11-002, 18-16-007, 18-15-030, and 22-04-001) in order to identify and record any remnants of the former tramline that might survive beneath the road surface.

15.5.1.3.2 Cultural Heritage

The coal-hole covers (CBC0013CH001) and cellar openings (CBC0013CH002) on Leeson Street Lower will be recorded in situ. The surrounding granite setting if present will also 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 their corresponding granite setting, and the cellar settings will be numbered and removed for safekeeping for the duration of the works. They will subsequently be reinstated in the same location at the completion of works to their original position or as close to it as possible.

The granite bollards at the junction of Eglington Terrace and Donnybrook Road (CBC0013CH003) should be recorded in situ. If required by the Proposed Scheme the bollards will be removed under archaeological supervision and in accordance with a method statement agreed with the statutory authorities. This will protect the cultural heritage features from any adverse impacts and ensure that they are stored safely at an agreed location. They will be reinstated in either their original locations or an appropriate location once the works are completed.

15.5.1.3.3 Summary Table

Table 15.19: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-020334 St. Stephen's Green (National Monument)	Negative, Significant, Temporary	Positive, Moderate, Long-Term
DU018-020 ZAP for Dublin	Negative, Moderate, Permanent	No significant impact
DU018-020249 (within the Dublin ZAP)	Negative, Moderate, Permanent	No significant impact
DU022-082003 Bridge	Negative, Moderate, Permanent	No significant impact
DU018-061, 'site of' a dwelling on Morehampton Road	Negative, Moderate, Permanent	No significant impact
ZAP for Donnybrook – general potential (DU018-060 comprising numerous sites).	Negative, Moderate, Permanent	No significant impact
CBC0013AH001, Site of a bridge and mill race/former watercourse	Negative, Moderate, Permanent	No significant impact
DCIHR 18-11-002, 18-16-007, 18-15-030 and 22-04-001; Tramline from Leeson Street to Donnybrook	Negative, Slight, Permanent	No significant impact
CBC0013CH001, coal-holes and granite surrounds	Negative, Slight, Temporary	No significant impact
CBC0013CH002, cellars with granite paving	Negative, Slight, Temporary	No significant impact
CBC0013CH003, granite bollards	Negative, Slight, Temporary	No significant impact

15.5.1.4 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout Section

15.5.1.4.1 Archaeological Heritage

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

- At the following RMP/SMR sites, where associated features may survive below ground within the Proposed Scheme: the sites DU023-007, DU023-011 and DU026-119.

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.

15.5.1.4.1.1 Non-Designated Archaeological Sites

Archaeological monitoring (as defined in Section 15.5.1.1) under licence will be carried out along the route of the former tramline on the northernmost end of the Proposed Scheme section in order to identify and record any remnants of the former tramline that might survive beneath the road surface (DCIHR 22-04-001).

15.5.1.4.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

15.5.1.4.3 Summary Table

Table 15.20: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU023-007, Ecclesiastical site Woodland (Monastery in ruins)	Negative, Significant, Permanent	No significant impact
RMP DU023-011001, DU023-011002, DU023-011004, St. Brigid's Church, Graveyard, Ecclesiastical enclosure	Negative, Significant, Permanent	No significant impact
RMP DU026-119, Burial ground (Mount Offaly)	Negative, Significant, Permanent	No significant impact
DCIHR 22-04-001, tramline (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.5 Loughlinstown Roundabout to Bray North (Wilford Roundabout) Section

15.5.1.5.1 Archaeological Heritage

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

- At the site of Kiltuck Church (RMP DU026-054) in Shanganagh.

In this area 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.

15.4.4.3.1.3 Non-Designated Archaeological Sites

No non-designated archaeological sites were identified along this section of the Proposed Scheme.

15.5.1.5.2 Cultural Heritage

The mosaics along Shankill Main Street (CBC0013CH004) will be lifted carefully and stored during construction and either reinstated in their original location or to an appropriate alternative location within the village.

15.5.1.5.3 Summary Table

Table 15.21: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU026-054001–005, Kiltuck Church & ecclesiastical complex	Negative, Significant, Permanent	No significant impact
CBC0013CH004, Mosaic Art on the footpath in Shankill	Negative, Slight, Temporary	No significant impact

15.5.1.6 Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) Section

15.5.1.6.1 Archaeological Heritage

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

- Within the designated ZAP for Bray (WI004-001); this area includes the area of the castle site (WI004-001006 and cross slab find spot (WI004-001001).

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.

15.4.4.3.1.3 Non-Designated Archaeological Sites

No non-designated archaeological sites were identified along this section of the Proposed Scheme.

15.5.1.6.2 Cultural Heritage

CBC0013CH005, a 1798 memorial on Castle Street will be moved and stored for the duration of the works and subsequently reinstated, in its original position or as close to it as possible.

15.5.1.6.3 Summary Table

Table 15.22: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
WI004-001, Historic town	Negative, Moderate, Permanent	No significant impact
WI004-001001, Cross-slab	Negative, Moderate, Permanent	No significant impact
WI004-001006, Castle – tower house	Negative, Significant, Permanent	No significant impact
CBC0013CH005, 1798 Memorial	Negative, Slight, Temporary	No significant impact

15.5.1.7 Proposed Construction Compound Locations

15.5.1.7.1 Archaeological and Cultural Heritage

Archaeological monitoring (as defined in Section 15.5.1.1) will take place at the early stages of construction, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1) at Construction Compounds BR1 and BR2. This will be undertaken in order to establish the presence or absence, as well as the nature and extent, of any archaeological deposits, features or sites that may be present in these areas.

15.5.1.7.2 Summary Table

Table 15.23: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Proposed Construction Compound Locations)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
BR1 off the Wilford Roundabout, CBC0013AH002	Negative, Slight, Permanent	No significant impact
BR2 at Fosterbrook, CBC0013AH003	Negative, Slight, Permanent	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

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

15.6.1 Construction Phase

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

A positive residual impact was identified in relation to St. Stephen's Green national monument (RMP DU018-020334), whose setting will be enhanced through the proposed minor public realm works in its vicinity. It is considered that once the work is complete this will result in a Positive, Moderate, Long-Term impact on the setting of the monument.

Table 15.24: Summary of Construction Phase Significant Residual Impacts

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
DU018-020334 St. Stephen's Green (National Monument)	Negative, Significant, Temporary	Positive, Moderate, Long-Term

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.

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