



Chapter 15
Archaeological
& Cultural Heritage

Contents

15. Archaeological & Cultural Heritage	1
15.1 Introduction.....	1
15.2 Methodology.....	2
15.2.1 Introduction.....	2
15.2.2 Study Area.....	3
15.2.3 Relevant Guidelines, Policy and Legislation.....	4
15.2.4 Data Collection and Collation.....	4
15.2.5 Appraisal Method for the Assessment of Impacts.....	5
15.3 Baseline Environment.....	8
15.3.1 Archaeological and Historical Background.....	8
15.3.2 Archaeological Heritage: Mayne River Avenue to Gracefield Road - Malahide Road.....	17
15.3.3 Archaeological Heritage: Gracefield Road to Marino Mart / Fairview - Malahide Road.....	21
15.3.4 Proposed Construction Compound.....	23
15.4 Potential Impacts.....	25
15.4.1 Characteristics of the Proposed Scheme.....	25
15.4.2 'Do Nothing' Scenario.....	25
15.4.3 Construction Phase.....	25
15.4.4 Operational Phase.....	27
15.5 Mitigation and Monitoring Measures.....	28
15.5.1 Construction Phase.....	28
15.5.2 Operational Phase.....	30
15.6 Residual Impacts.....	31
15.6.1 Construction Phase.....	31
15.6.2 Operational Phase.....	31
15.7 References.....	32

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

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

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

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

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

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

15.2 Methodology

15.2.1 Introduction

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

15.2.1.1 Defining Archaeology and Cultural Heritage

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

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

Cultural heritage as set out in the Draft Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2017) 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), Chapter 17 (Landscape (Townscape) & Visual)). By identifying, recording and articulating these sensitive cultural heritage values, they can be considered, respected and protected in the context of change in the future.

Remnants of Dublin's industrial heritage can be found throughout Dublin City and its wider environs (e.g. the canals, tramlines and railways, mill buildings and mill races, breweries and factories of the 18th and 19th centuries), some of it upstanding, the rest possibly surviving below-ground. Many of Dublin's streets and roads also contain historic street furniture, such as limestone and granite kerb stones, cobblestones, cast-iron post boxes, water

pumps, milestones, street lighting, statues, water troughs, railings, and protective bollards. These features all contribute to the present-day character and uniqueness of an area by reflecting its historic past and are assessed as part of the historic street scape within Chapter 16 (Architectural Heritage).

15.2.1.2 Approach

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

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

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

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

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

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

- Appendix A15.1 – Inventory of Archaeological and Cultural Heritage Sites;
- 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 for 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 2020).

15.2.3 Relevant Guidelines, Policy and Legislation

The study was informed by relevant legislation, guidelines, policy, and advice notes, as listed below and in the references, Section 15.7. Relevant extracts from the Dublin City Development Plan is 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';
- Department of Arts, Heritage, Gaeltacht and the Islands (DAHG) (1999). Framework and Principles for the Protection of the Archaeological Heritage;
- Environmental Protection Agency (EPA) (2017). Revised Guidelines on the information to be contained in Environmental Impact Statements, Draft August 2017;
- EPA (2015). Advice Notes for preparing Environmental Impact Statements, Draft September 2015;
- EPA (2002). Guidelines on the information to be contained in Environmental Impact Statements;
- EPA (2003). Advice Notes on Current Practice (in preparation of Environmental Impact Statements);
- European Commission (2017). Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report;
- Heritage Act, 1995 (as amended);
- Historic England (2017). The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition);
- ICOMOS (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, 2005;
- National Monuments Act, 1930 to 2014;
- National Roads Authority (NRA) (2005). Guidelines for the Assessment of Archaeological Heritage Impact of National Road Schemes;
- Planning and Development Act 2000 (as amended);
- The Heritage Council (2013). Historic Landscape Characterisation in Ireland: Best Practice Guidance; and
- The UNESCO World Heritage Convention, 1972.

15.2.4 Data Collection and Collation

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

15.2.4.1 Desk Study

The desk study availed of the following sources:

- The National Monuments, Preservation Orders and Register of Historic Monuments lists, sourced directly from the DHLGH;
- RMP and SMR: The SMR, as revised in the light of fieldwork, formed the basis for the establishment of the statutory RMP in 1994 (RMP; pursuant to Section 12 of the National Monuments

(Amendment) Act, as amended in 1994). The RMP records known upstanding archaeological monuments, their original location (in cases of destroyed monuments) and the position of possible sites identified as cropmarks on vertical aerial photographs. The information held in the RMP files is read in conjunction with published constraint maps. Archaeological sites identified since 1994 have been added to the non-statutory SMR database of the Archaeological Survey of Ireland (NMS, DHLGH), which is available online (NMS 2020) and includes both RMP and SMR sites. Those sites designated as SMR sites have not yet been added to the statutory record, but are scheduled for inclusion in the next revision of the RMP;

- The topographical files of the National Museum of Ireland (NMI 2020);
- Cartographic sources, comprising pre-19th century historic maps and various editions of the Ordnance Survey (OS) six-inch maps, 25-inch maps and five-foot plans;
- Excavations Bulletins and Excavations Database (Excavations 1970 to 2020);
- Dublin County Archaeology GIS (The Heritage Council 2015);
- Dublin City Council's (DCC) Dublin City Development Plan 2016 - 2022 (DCC 2016);
- Conservation Plan Dublin City Walls and Defences (DCC 2004)
- NIAH, Building Survey and Garden Survey, DHLGH (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) and Ordnance Survey Ireland (OSI) 1995; 2000; 2005 to 2012 (OSI 2020); and
- Other documentary sources (as listed in the references, Section 15.7).

15.2.4.2 Field Survey

A walkover survey was undertaken along the extent of the Proposed Scheme, including offline elements, on 12 June 2020. Recorded archaeological sites or monuments within the study area (and relevant monuments outside of it) were inspected. The survey took cognisance of upstanding industrial heritage sites listed in the DCIHR (DCC 2003 to 2009) that are situated within or adjacent to the Proposed Scheme. It also sought to identify any potential archaeological sites, as well as features of industrial or cultural heritage interest within the study area for the Proposed Scheme that contribute to the historic character of the area.

15.2.4.3 Mapping

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

15.2.5 Appraisal Method for the Assessment of Impacts

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

A glossary of impact assessment terms, including the criteria for the assessment of effect significance, is contained in Appendix A15.2 (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.

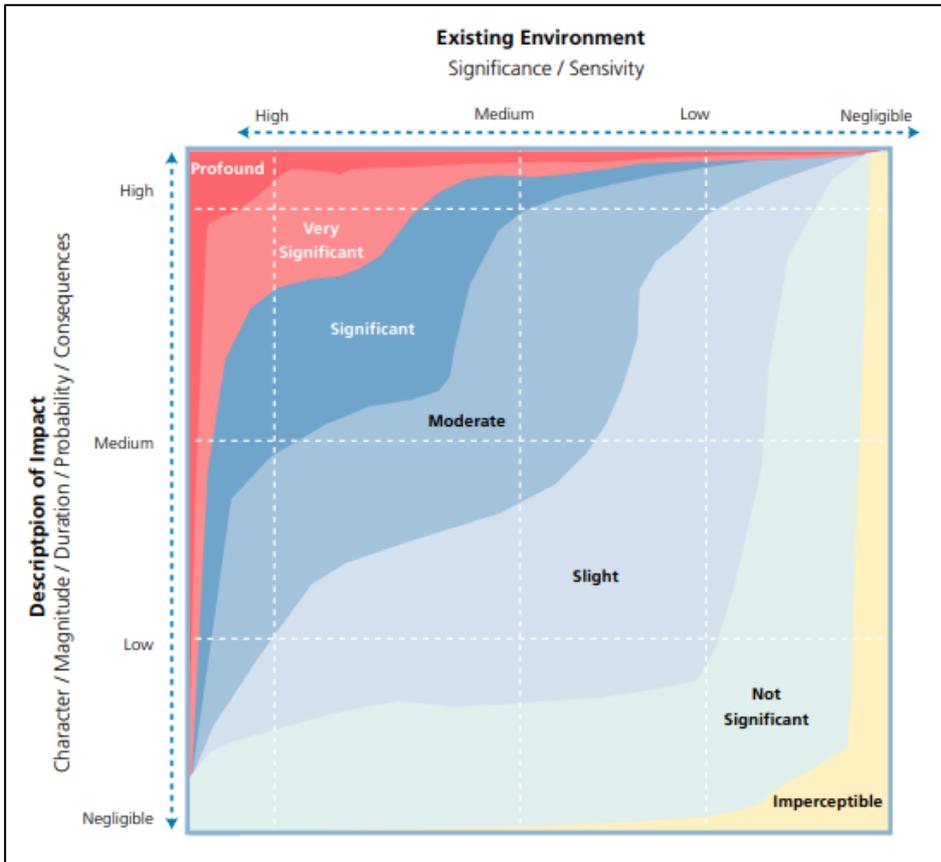


Image 15.1: Description of Impacts from the Draft EPA Revised Guidelines on Information to be Contained in EIS (EPA 2015)

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

15.3.1.1 The River Mayne

The Proposed Scheme will commence south of the River Mayne, at Mayne River Avenue. The presence of known archaeological monuments in its vicinity suggests that this river was a focus of medieval settlement (e.g. at nearby Balgriffin Park, a country house that once stood to the north of Belmayne) and presumably also earlier activity. The river and the place-name of Mayne is referenced in the *Dindshenchas*, the early Irish text that recounts the origins of place-names and traditions concerning events and characters associated with them. Mayne owes its origins to the son of Maedhbh and Ailill of Connacht (known as *Maine* or *Cichmaine*), who is said to have been killed here by fishermen. His burial ground is described as being at the northern end of *Inbhearr Cichmaine*, the inlet or bay of Cichmaine, where he was killed (i.e. the northern end of present Portmarnock Bay; Morris 1939 cited in RMP file) (NMS 2020).

Archaeological investigations in the surrounding area point to a considerable amount of activity here from the late Neolithic and Bronze Age, through the Iron Age and into the early medieval period, producing evidence for a variety of sites, such as pits and hearths associated with domestic and craft / quasi-industrial activities, ritual sites (a ring-ditch and an isolated cremation) and an early medieval ringfort. Two recorded burnt mounds were also excavated c. 650m to the north-east of the Proposed Scheme (RMP DU015-096, -097). The presence of burnt mounds or *fulachta fia* is often indicative of Bronze Age seasonal communal activity in river valleys, lakeshores and boggy ground; scientific dating of a randomly excavated sample has shown a predominance of second millennium BC dates for their use (Brindley and Lanting 1990). There is no agreement that burnt mounds were cooking places, although it does seem that they were used to prepare large quantities of boiling water and that they were repeatedly used, resulting in a large mound of heat shattered stones accumulating. Other theories for the use of these sites include bathing, saunas or sweathouses, washing or dyeing large quantities of cloth, the preparation of leather and brewing.

15.3.1.2 Coolock

Coolock is within the bounds of Fingal, the regional name applied to the northern half of County Dublin. The name Fingal is used to denote the district into which the Vikings led predatory excursions. In the 9th century AD, a colony of Ostmen, or Northmen, established themselves in Dublin, ultimately settling in the tract extending northwards along the coast. This area became known as Fine Gall, or the territory of the Galls, or strangers. According to the poet John O'Dugan, Fingal came under the rule of Mac Gillamochoilmog, who controlled the lands south of Dublin before the arrival of the Anglo-Normans in the late 12th century (Swan 1987). The Baron de Nugent, an accomplice of Strongbow, was rewarded with the lands, tithes, and taxes of Coolock barony prior to 1207; evidence suggests that he had firmly established his family here by the turn of the 13th century (*Ibid.*).

Early medieval activity in the wider area is indicated by the ecclesiastical site at the present mid-18th century church of St John the Evangelist on Tonlegee Road, c. 145m south-east of the Proposed Scheme (RMP DU015-076). The church occupies an early ecclesiastical site associated with St Brendan of Clonfert (Appleyard 1985). Excavations in 1990 exposed portion of an earlier wall and a section of outer fosse and inner bank on the south side of the site (Swan 1991). Finds included a bronze penannular brooch, a small lead ingot and worked antler. Other elements of the early ecclesiastical site include a plain granite cross and a millstone of a horizontal watermill found in the grounds of the churchyard. More recent archaeological investigations have uncovered additional sections of the ecclesiastical enclosure to the north of the site, which indicate that it was oval and orientated north-east / south-west (Excavations 2018).

Appleyard mentions a chapel in Coolock village c. 1710, on the site of St Brendan's Church (RMP DU015-084) (Appleyard 1985). The green triangular patch at the junction of Oldtown lane with Coolock Lane (where Beechpark Avenue joins Oscar Traynor Road) was known as 'the Chapel Bank' (Appleyard 1985).

Coolock remained a small village until the 1950s, when it began to be developed as part of Dublin's suburbs, with lands around the village being further developed over time, notably Bonnybrook and Kilmore West. In 1933 production began at Cadbury's first Irish factory at Ossory Road, at North Strand in Dublin. In 1939 a second

Cadbury's factory was constructed on Dublin's East Wall Road. In 1964, the existing Cadbury's factory was opened in Coolock.

A mound (RMP DU015-074) is located at the south-eastern end of the Cadbury Factory grounds in Coolock, c. 30m west of the Proposed Scheme. This grass-covered tree-topped mound measures 20m in diameter and is over 3m high. Even though it is marked as a 'Moat' on the first and second edition OS maps, it is too small to be a defensive Norman feature. A mound of this type is more likely to represent a prehistoric burial site and probably dated from the Neolithic or Bronze Age. It has been suggested that this may be a Linkardstown-type burial (Stanley 2011), similar to those found elsewhere in Dublin (e.g. one excavated at Drimnagh in 1938 and another discovered in the Phoenix Park in 1838). Archaeological testing in a temporary car park adjacent to the mound identified ditches of probable Bronze Age date (Section 15.3.3.4). The proximity of the ditches to the mound would suggest they are broadly contemporary with it, strengthening the likelihood that this is a prehistoric burial mound, possibly a barrow (Excavations 2012).

15.3.1.3 Medieval settlement at Artane

During the Anglo-Norman period the area around Artane formed part of the estate owned by the de Hollywoods, who also owned lands in Dublin, Meath and Wexford. Their residence was Artane Castle, the site of which is now a recorded monument c. 225m north-west of the Proposed Scheme (RMP DU014-073001). The remains of an associated church and graveyard are recorded to the south of the castle site (RMP DU014-073002 and -073003). The first edition OS six-inch map (1843) shows the site of 'Artaine Castle' in the grounds of a house of the same name (OSI 2020) – refer to Image 15.2. The grounds of Castle house as depicted on the historic map extend south-eastwards to meet the old Dublin to Malahide Road, with a secondary entrance and gate lodge once situated at the junction of the present St David's Wood and R107 Malahide Road. The principal entrance to the house at that time was off the Kilmore Road (then known as Skelly's Lane), just south-east of the present Artane Shopping Centre. Rocque's map of 1760 (Ferguson 1998) shows the lands prior to the construction of the new house in 1825 and the development of the demesne – refer to Image 15.3. On this earlier map the entrance to the castle bawn is also off the Kilmore Road, between the 19th century entrance and the church, with a path curving northwards to the church, also from the junction of the present St David's Wood and R107 Malahide Road. Archaeological investigations on the opposite side of Kilmore Road in 2015 identified a medieval ditch that was backfilled around the 14th century. It ran east of and parallel to Kilmore Road suggesting that it defined the route of an ancient road that provided access to the castle and church of Artane (Excavations 2015).



Image 15.2: OS First Edition Six-Inch Map (1843), Showing Grounds of Artane Castle House and Site of Artane Castle (RMP DU014-073001) (OSI 2020)



Image 15.3: Rocque's Map of Dublin, 1760, Showing Artane Castle and Church (Ferguson 1998)

This castle is mentioned in the Civil survey (1654 to 1656) in the possession of 'Nicholas Hollywood of Artaine' (Simington 1945). The Hollywood's were in residence here in the 16th century when the Archbishop and chancellor, John Allen, was assassinated on the orders of Thomas Fitzgerald (better known as Silken Thomas). The Archbishop had helped spread rumours that the earl of Kildare, Fitzgerald's father, had been executed in the

Tower of London (Ball 1905). Artane Castle became the focus once again during the rebellion of 1641, when the castle was commandeered by Luke Netterville and his army under the agreement of Christopher Hollywood. This resulted in the outlawing of Christopher and Nicholas Hollywood and the confiscation of much of their lands (Ball 1905). The castle remained in the hands of the Hollywood family until the 19th century when it was levelled in 1825 and the stones used to build a new house. Purchased by the Christian Brothers in 1875, it became an orphanage developing a trade school (Artane Industrial School, now St David's Secondary school) which was active for much of the 20th century (De Courcy 1996).

15.3.1.4 Malahide Road, Griffith Avenue and Marino: Early 20th century residential development

Throughout the medieval period the lands in the modern townlands of Marino, Donnycarney and Clontarf formed a portion of the All Hallows Estate, attached to the monastery which occupied the present site of Trinity College Dublin. It was from these lands that the priory was provided with its chief supply of grain (Ball 1905).

A large-scale building scheme at Marino was first suggested in 1910. A preliminary layout plan involved 96 acres, including the grounds of Marino House and additional land from the Christian Brothers Seminary (McManus 2002). The area lay on the outskirts of the City Centre and was largely occupied by the extensive demesne associated with Marino House. As many as 1100 houses were planned, along with 12.5 acres of allotments. Existing trees and woodland were to be incorporated into the layout wherever possible. Dublin Corporation took control of the land in 1915, which had been used as allotments by the Land Cultivation Committee for a number of years. In October 1919, the Municipal Council approved a plan of 600 houses on a 50-acre site, at a cost of approximately £695 per house (*Ibid.*). The City Architect later amended the plan to 530 houses. In 1922 a Housing Committee report noted that the Marino Scheme had not proceeded because of the political situation (i.e. the upheaval of the Civil War). The Committee took the opportunity to include additional land, so that the original 50-acre site was increased by a further 76 acres. Negotiations were underway by the following year to purchase the additional land which extended westward from the 50-acre site to Philipsburgh Avenue.



Image 15.4: OS First Edition Six-Inch Map (1843), Showing Area Around Marino in the 19th Century (OSI 2020)

Building on the proposed new thoroughfare on the northern boundary (Griffith Avenue) was deferred until a future date when money would be available to construct 'a superior class of dwelling within the prescribed limit' (McManus 2002). After leaving the main frontages at Malahide Road, Griffith Avenue, Philipsburgh Avenue and Marino Mart, it was planned to erect 428 houses in two phases; 852 houses were eventually completed. The north-eastern boundary of the Marino scheme was formed by the so-called '100-foot road', and leases for houses on this road, which became known as Griffith Avenue, were first granted in 1927. The Griffith Avenue frontage was built up gradually by a number of different interests, although in a manner allowing the Corporation to control the size and quality of houses being built. The progression of the suburban development around Marino can be seen on the historic mapping depicted in Image 15.4 and Image 15.5. The encroachment into the former demesne lands was not restricted to densely planned housing, but also included schools and churches.

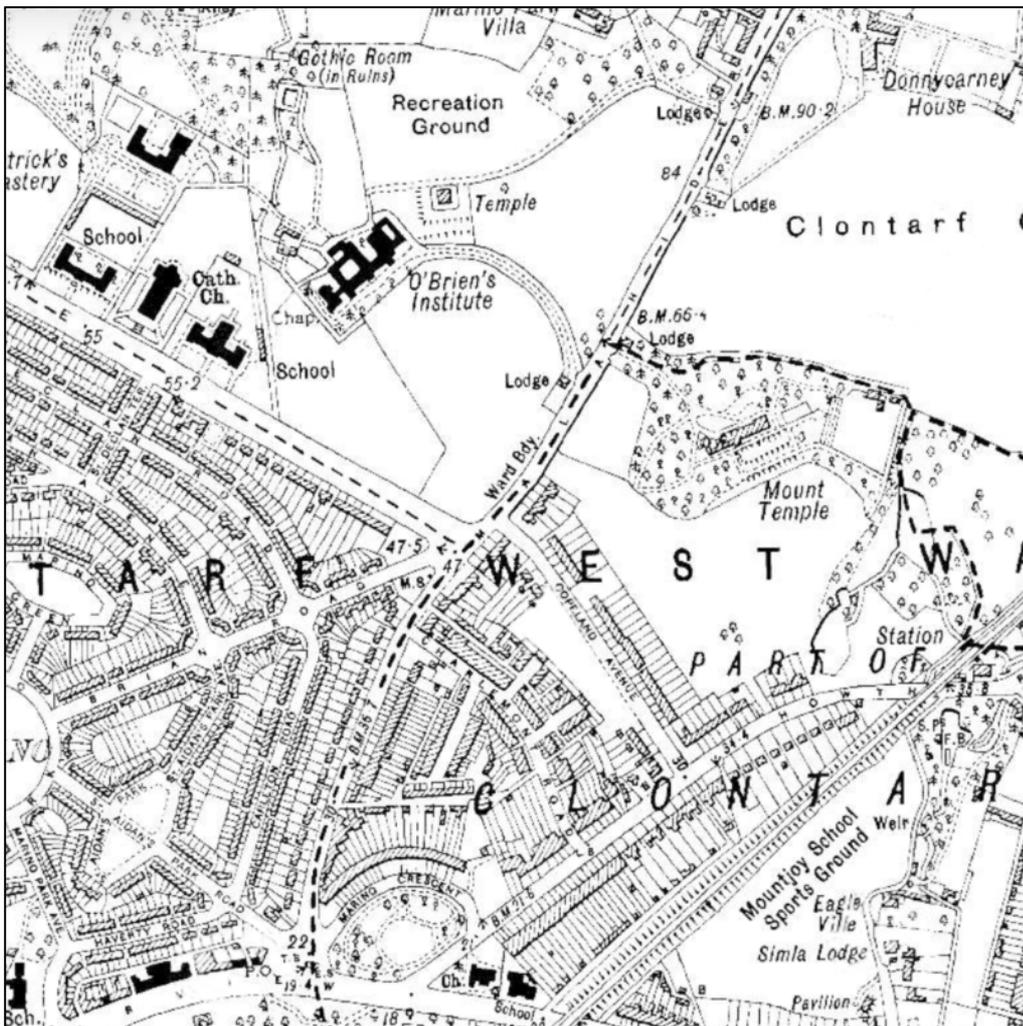


Image 15.5: OS Revised Edition Six-Inch Map (1935-38), Showing Suburban Development in Marino by the Mid-20th Century (OSI 2020)

15.3.1.5 Marino Casino

The estate at Marino was established during the latter half of the 18th century by James Caulfield, 1st Earl of Charlemont. His step-father, Thomas Adderley of Innishannon, had acquired the estate on his behalf while Charlemont was resident in Rome and presented the estate and Donnycarney House (later renamed Marino House) as a gift on his return to Ireland in 1755. The house in Donnycarney was already in existence when Adderley purchased the property and is depicted on an estate map of 1704. In c.1750 Adderley built a new mansion for Lord Charlemont to the south-west of the original house, in the lower portion of the estate, closer to the sea, as depicted on Rocque's map of 1760 (Image 15.6). This new house, also named Donnycarney House, was subsequently re-named Marino House by Charlemont after he had taken ownership of the property; both

names – Marino and Donnycarney – are used on Rocque’s map, reflecting the very recent name change. Charlemont immediately set about establishing the estate as an important seat and began to undertake a series of improvements, the most notable of which was the erection of the Casino (or Temple) to the north of Marino House (Howley Hayes Architects 2009).

The Casino is both a national monument and a protected structure (NM 302, RMP DU018-144; RPS 4858), and an Architectural Area of Conservation has been designated around it (Chapter 16 (Architectural Heritage)). The building, which is effectively a garden pavilion, is located c. 180m west of the Proposed Scheme on Malahide Road. It was designed by Scottish architect Sir William Chambers for James Caulfield, the 1st Earl of Charlemont, beginning in the 1750s and finishing around 1775. The name is derived from Italian *Casino Marino* which translates literally as ‘the little house by the small sea’. Widely regarded as the most important Neo-Classical building in Ireland, it is actually quite small, measuring only 15m square to the outer columns. In plan, it takes the form of a Greek cross with a pair of columns framing each projecting elevation. Seen from the outside, the building has the appearance of a single roomed structure, with a large panelled door on the north elevation and a single large window on each of the other elevations. This is all an illusion however as it actually contains 16 rooms on three floors. Only two of the panels in the doors open to allow an entrance, and the panes in the windows are subtly curved, disguising the partitioning which allows what looks like a single window to serve several rooms. The interior includes a basement level with a kitchen and rooms and a State Bedroom. It contains some very fine plasterwork ceilings and some elaborate hardwood parquet floors. Originally the Casino was linked to Marino House by a tunnel (DU018-144), although this is now blocked off (NMS 2020).



Image 15.6: Rocque’s Map of County Dublin, 1760, Showing Area Around Marino in the 18th Century (Ferguson 1998)

The Casino was positioned in a part of the park which consisted of open, light-filled pasture grazed by flocks of sheep. After Caulfield’s death it fell into disuse and eventually it was taken into state ownership as a national monument in the 1930s; the Office of Public Works restored the building under the direction of H.G. Leask (Reilly 2013).

15.3.1.6 Scurloges Bridge, Malahide Road

The present Donnycarney Bridge, built in 1896, replaced an earlier structure straddling the River Donnycarney. The older bridge is depicted on Rocque's 18th century map (Image 15.6) and on the 1843 OS map, on which it is named 'Scurloges Br.' (RMP DU018-006) (Image 15.7). The small red-brick Donnycarney Bridge replaced 'an ancient stone structure' named Scurloges Bridge (a name by which it had been known for centuries) (Wren 1983). Wren suggests that the name is a corruption of the townland name Silloge, where River Donnycarney has its source. He also records that there was an ancient right of way on the northern side of the old bridge, which led 'through the lands of Puckstown to the great north road' (*Ibid.*).



Image 15.7: OS First Edition Six-Inch Map (1843), Showing Scurloges Bridge (OSI 2020)

15.3.1.7 Burial at Marino Crescent

Marino Crescent (Image 15.4), built in 1792, is said to have been erected by Charles Ffolliott, who, having some disagreement with Lord Charlemont, built this row of houses in order to shut out the view of the sea from Marino House (Joyce 1921). Human remains were unearthed during the construction of a crescent of Georgian houses c. 1792 (RMP DU018-067). An account of the discovery is provided in a paper in the *Dublin Historical Record* (Wren1983):

'Marino Crescent at the bottom of Malahide Road, with the tall Georgian houses and which has been described as the Bath of Ireland, was built around 1792 by Charles Ffolliot an Aungier Street painting contractor. These houses, it is said, were once known locally as Spite Crescent due to a dispute between Lord Charlemont and Ffolliot, the latter erected these tall buildings to shut out the view of the bay from Marino House. Charlemont in an attempt to prevent Ffolliot from bringing materials to the site, increased the toll charges at the gate under his control, but the wily painter had his building supplies conveyed by barge across the bay. Many human bones were unearthed here when the foundations for the houses were being excavated, perhaps the remains of some of the fallen of the Battle of Clontarf.'

15.3.1.8 Clontarf Road / Marino Mart

The name Clontarf derives from the Irish *Cluain Tarbh*, meaning 'the meadow of the Bull' (Joyce 1921). It is said to be so-called because of the rumbling noise made by the sea as it rolled over the sandbanks in Dublin Bay (now lessened by the presence of the North and South Walls). This part of coastal Dublin was within the district of Cianachta and later of Fingal. A relic of the old Cianachta remains in the name of the River Naniken (*Abhainn na gCian*), which flows through St Anne's Park. Around 550 AD, a church was founded by the Abbot of Bangor, St

Comgall, indicating early Christian activity here. Clontarf also has a significant medieval history, with a castle at Clontarf erected by Adam de Pheope as part of the Anglo-Norman settlements in North Dublin.

The area is probably most frequently associated with the Battle of Clontarf which took place on April 23rd 1014. At the fishing weir of Clontarf, Brian Boru, High King of Ireland, and his allies engaged the armies of rebellious Leinstermen, the Hiberno-Norse of Dublin and Danish Vikings from as far afield as Orkney. The battle resulted in the defeat of the Danish Vikings and the death of Brian Boru. The battle was mainly fought along the banks of the River Tolka from Glasnevin to Ballybough. However, it was at the strand at Clontarf that the Vikings had beached their boats, and this was the location of the final confrontation.

During the 18th and 19th centuries, the main activities at Clontarf were fishing, farming, and related industry. In his evidence to a commission in 1831, John Barlow of Sybil Hill mentions that Clontarf was the property of the Vernons and that while the farmers who held land under them were nearly all Protestants, the majority of people were labourers who lived in thatched mud cabins with little or no furniture. The area referred to as 'The Sheds', adjoining which stood the old village of Clontarf, originated with some sheds or stages erected to facilitate the curing and drying of fish (Ball 1905).

As a result of the construction of the Dublin and Drogheda railway in 1844, the area underwent a period of significant growth. Even greater development followed the introduction of the horse-drawn tram service from Nelson's Pillar to Dollymount in 1880 (Image 15.8).

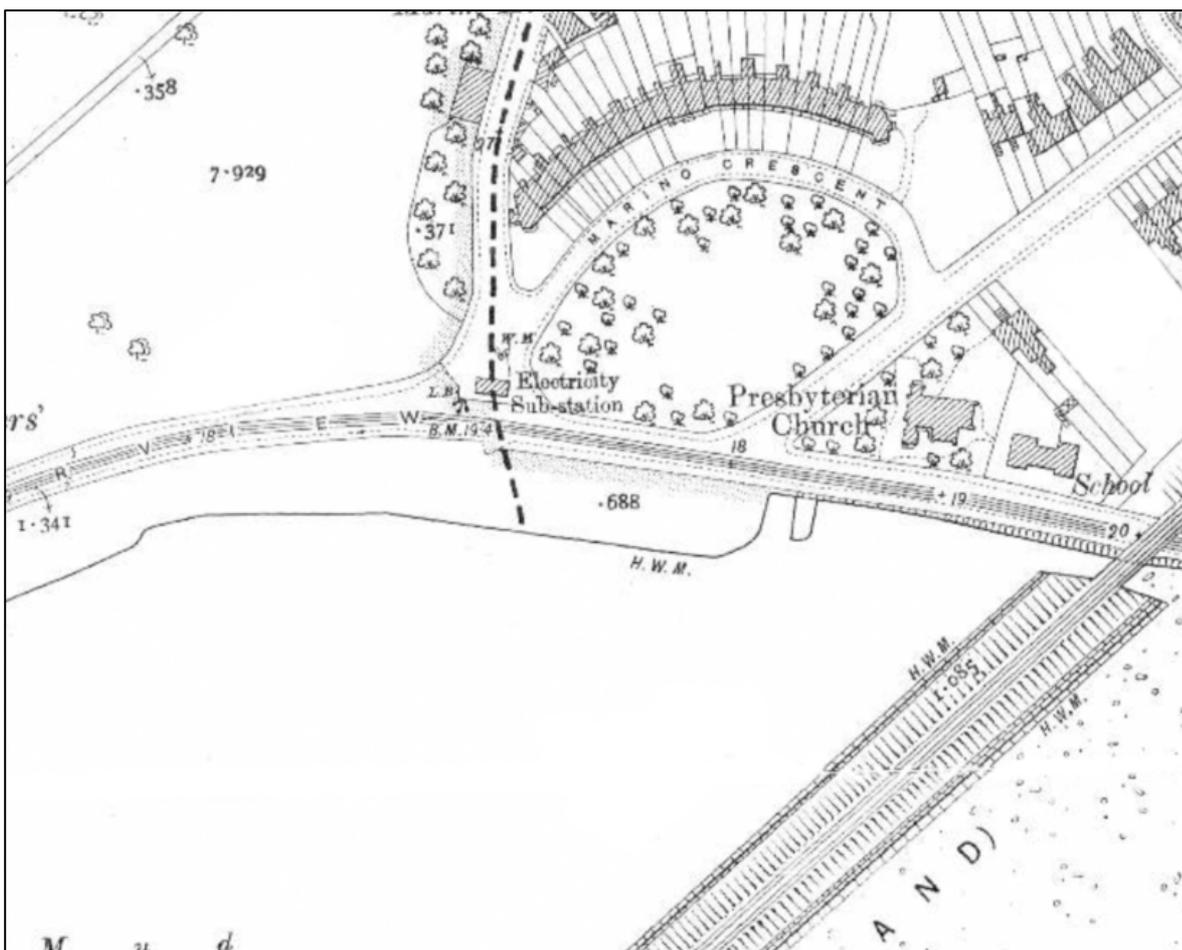


Image 15.8: OS Revised Edition 25-Inch Map (1906-09), Showing Tramway Along Marino Mart (OSI 2020)

The tramway travelled along Clontarf Road, Fairview, and on down North Strand Road and Amiens Street, providing an efficient transport link into the City Centre. An urban public transport system was introduced in 1872 when horse-drawn trams first began to appear on the City Centre streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush

with the road surface. Most of the services ran within the City Centre and near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008). The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (*Ibid.*). At its peak, the system was heavily used, with over 60 miles of active line, and was profitable and advanced in both technology and passenger facilities (*Ibid.*). By the early 20th century the Dublin tramway system was seen as the most efficient of its type in Europe, and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19th century into the 1920s (Carrig 2006). The decline of the trams accelerated in the 1940s and the last trams in the City Centre ran on 9 July 1949.

Housing was built to serve the new commuters, initially in the area west of Malahide Road with developments extending along (and back from) Marino Mart and Clontarf Road (Image 15.9); this was followed by further housing on the east side of Malahide Road, north of Marino Mart, as part of the large-scale development of the 1920s and 1930s. In 1900 Clontarf was incorporated into the City Centre of Dublin. In 1931, the Dublin Port and Docks Board began a reclamation scheme which, when completed, provided an improved roadway and promenade.



Image 15.9: OS First Edition 25-Inch Map (1888-1913), Showing Residential Development West of Malahide Road (OSI 2020)

15.3.1.9 Fairview Park and River Tolka

The name of the parish of Fairview is frequently associated with an earlier parish name, Clonturk, which takes its name from a townland on the road to Swords. Early forms of the place name from Latin documents suggest that the original name was *Ceann Torc*, 'headland of the boars'. The element *cluain* had replaced *ceann* by the middle of the 16th century, perhaps influenced by the more famous placename *Cluain Tarbh* / Clontarf (Logainm 2020).

The area of modern-day Fairview began to develop with the construction of Annesley Bridge in 1797. Rocque's map of 1760 clearly shows that Ballybough Bridge was previously the only means of crossing the River Tolka in this area (Image 15.10). Rocque's map names the Tolka as the 'Ballybough River' (Ferguson 1998). The River

Tolka (in Irish *An Tulcha*, meaning the flood) is one of Dublin's three main rivers (along with the River Liffey and the Dodder). Annesley Bridge is located at what was originally the mouth of the river, but reclamation has resulted in the Tolka flowing immediately south of Fairview Park before entering in to the sea north of East Wall Road. Fairview Park was originally tidal mud flats and was used for municipal land-fill in the early 1900s. This is evidenced by the 18th and 19th century pottery revealed when groundworks in the park were monitored by Dr Ruth Johnson, Dublin City Archaeologist (Walsh 2013 pers. comm.). The park was developed in the late 1920s.

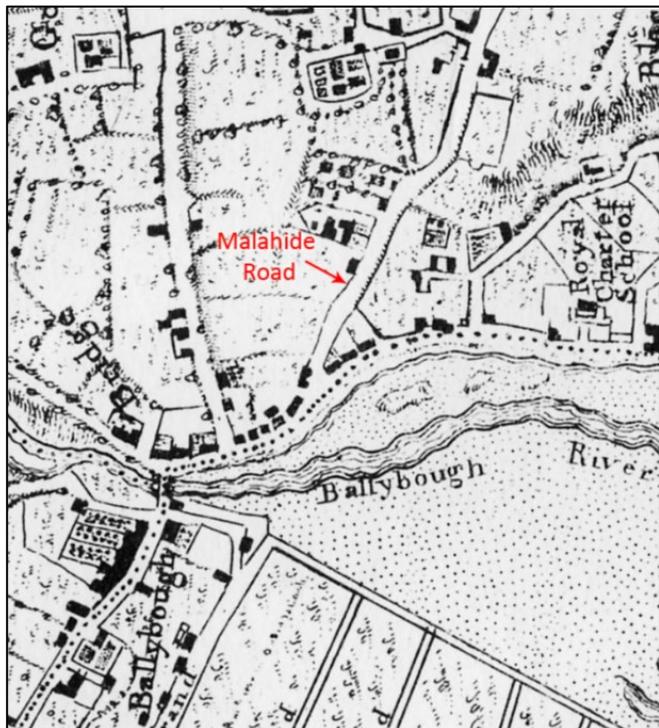


Image 15.10: Rocque's Map of County Dublin, 1760, Showing Marino Mart and Fairview in the 18th Century Prior to Land Reclamation (Ferguson 1998)

15.3.2 Archaeological Heritage: Mayne River Avenue to Gracefield Road - Malahide Road

15.3.2.1 National Monuments

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

15.3.2.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There are no RMP / SMR sites within this section of the Proposed Scheme and just one within c. 50m (Table 15.4). The mound in the grounds of Cadbury's Factory in Coolock has an above-ground presence (RMP DU015-074; Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR). The ZAP for the RMP site is contained within the factory grounds, which are bounded by the Old Malahide Road. The tree-covered mound is located c. 30m north-west of the boundary railings and the edge of the Proposed Scheme. The mound was labelled 'Moat' on the first edition 1843 OS six-inch map (OSI 2020), suggesting it was thought to be an Anglo-Norman motte. However, its small size makes this unlikely and may instead indicate a prehistoric burial mound. It has been suggested that this may be a Linkardstown-type burial (Stanley 2011), similar to those found elsewhere in Dublin. Previous archaeological investigations in the wider vicinity of the mound, within the grounds of the factory have identified no archaeological material, however archaeological testing in a temporary car park adjacent to the mound identified ditches of probable Bronze Age date (Section 15.3.3.4). The proximity of the ditches to the mound would suggest they are broadly contemporary with it, strengthening the likelihood that this is a prehistoric burial mound, possibly a barrow.

Entries relating to the RMP / SMR sites in Table 15.4 are contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

Table 15.4: RMP / SMR Sites Within c. 50m of the Proposed Scheme: Mayne River Avenue to Gracefield Road - Malahide Road Section

ID No.	Name / Type	Townland / Street Address	ITM
DU015-074	Mound	Grounds of Cadbury's Factory, Old Malahide Rd, Coolock	719918, 739388

15.3.2.3 Topographical Files, National Museum of Ireland

No stray finds are recorded along or in the vicinity of this section of the Proposed Scheme.

15.3.2.4 Previous Archaeological Investigations

Archaeological monitoring was undertaken of the enabling works for construction of the Clarehall Shopping Centre in 2001 (Licence 01E1073). Nothing of archaeological interest was identified within the 27 hectare site (Excavations 2002).

Archaeological monitoring took place in 2012 / 2013 as part of the Santry to East Wall Pipeline Replacement Project (Walsh 2013). Sections of the pipeline route coincide with the Proposed Scheme, running along the Malahide Road from outside the Cadbury Factory at Coolock. Specific monitoring of the excavation of the Santry to East Wall pipeline trench along the Malahide Road was not carried out in the vicinity of the recorded mound in the grounds of the Cadbury Factory (RMP DU015-074), however, several archaeological investigations have taken place within the factory grounds. Archaeological testing was carried out in an area to the south of the mound (Licence 94E044) (Excavations 1994). Further testing was carried out ahead of the construction of an above-ground gas installation located to the west of the monument (Licence 00E0703). No features or finds were recorded during either of these assessments (Excavations 2000).

Another archaeological assessment (Licence 10E122) was carried out c. 115m to the north / north-west of the mound. Testing established that the proposed area of development was highly disturbed and no features or finds of archaeological significance were identified in the test trenches. Excavation works for the insertion of a lift pit to the south of the existing factory building were also inspected during these investigations. The ground was found to have been heavily disturbed during the insertion of services in modern times. No archaeological material was uncovered (McQuade 2010). This was also the case when the excavation of a pipeline trench in proximity to the mound was monitored in 2012, which identified made ground probably associated with the modern landscaping of the grounds around the factory (Excavations 2012). Also in the wider vicinity of the mound, archaeological monitoring of topsoil stripping in the rear garden of 68 and 69 Brookville Park found nothing of archaeological interest (Licence 17E0233; Excavations 2017a).

In contrast, an area closer to the mound revealed prehistoric ditches, of probable Bronze Age date. During the course of improvement works on the factory site, a temporary car park, which was exempt from planning, was created by stripping topsoil from an area located c. 3m to 4m to the west of the mound. The NMS was not given advance notice of the works and there was no archaeologist present to monitor topsoil-stripping. When the NMS became aware of the situation, they requested an assessment in order to determine whether the works had impacted on archaeological remains. Two test trenches were excavated in the area that had been stripped of topsoil and the stockpiled soil removed from the area was inspected (Licence 10E122). Three ditches were identified in the test trenches, with the finds recovered indicating a probable Bronze Age date. Their proximity to the mound would suggest they are broadly contemporary with it. The area available for test excavation was limited somewhat because the car park was still in use and it is considered likely that other features survive subsurface below the hard core beyond the trenches (Excavations 2012).

Archaeological testing took place at a decommissioned Shell Garage, at the junction of Coolock Main Street and the Malahide Road, due to proximity to the recorded chapel site in Coolock village (DU015-084, c. 65m north-west of the Proposed Scheme). No archaeological deposits or features were uncovered within the undisturbed / uncontaminated areas of the site (Keith 2007). Other archaeological investigations in the vicinity of Main Street (to the west and south-west) have identified medieval and post-medieval activity. A 19th century laneway leading

to a smithy was uncovered to the rear of 5 and 6 Main Street (Excavations 2017b), and to the south-west, archaeological testing at Parnell's GAA Grounds revealed a medieval field system and evidence suggesting settlement associated with it (Excavations 2010).

15.3.2.5 Industrial Heritage

There is one industrial heritage site within this section of the Proposed Scheme and none adjacent to it. A bridge over the River Santry at the north-eastern boundary to the Cadbury's Factory at Coolock has partial above-ground remains (DCIHR 15-13-009; Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR), in Section 1 of Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. According to the DCIHR survey (DCC 2003 to 2009), the bulk of this bridge was replaced during widening of the road with only the west elevation appearing to survive. It is possible, however, that further fabric from the bridge survives beneath the ground surface within the Proposed Scheme.

Table 15.5: Industrial Heritage Sites Within the Proposed Scheme: Mayne River Avenue to Gracefield Road - Malahide Road Section

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 15-13-009	Coolock Bridge (road / river bridge)	Malahide Road, River Santry	720035, 739427

15.3.2.6 Cultural Heritage

No sites of cultural heritage interest were identified along this section of the Proposed Scheme. Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

15.3.2.7 Field Survey

A field survey was undertaken on 12 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.2.7.1 Physical and Cultural Environment

The Proposed Scheme travels along existing roads, through a heavily developed suburban landscape. The realignment, widening and improving of the Malahide Road, and the large-scale residential development of the 1930s, 1950s and later 20th century, generally dominates the streetscape along this section of the Proposed Scheme. A small pocket of historic character survives in the 19th century cottages at Artane (discussed in Chapter 16 (Architectural Heritage)). An Edwardian post box nearby and a milestone near the Belcamp Lane junction (discussed in Chapter 16 (Architectural Heritage)) provide a link with the development of the area as part of Dublin's busy suburbs.

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

A mound situated within the grounds of Cadbury's factory is the only one of the sites with above-ground remains (RMP DU015-074); this may be a prehistoric burial mound. While it is relatively well screened within the factory grounds, it is possible that features associated with it may survive beneath the existing road surface along the Old Malahide Road.

The site of an earlier bridge over the River Santry is located within the Proposed Scheme, of which only the western parapet survives above-ground, at the boundary of the Cadbury Factory (DCIHR 15-13-009). It is possible that remains of the bridge may survive below-ground, despite modern road improvements.

Two small, landscaped green spaces, with some tree planting lie within the red line boundary for the Proposed Scheme to either side of the petrol station to the south of the Newtown Road / R107 Malahide Road junction. A review of historic mapping indicates that from at least the early 19th century, a stream flowed across the northern

green space, crossing beneath the old Malahide Road via Newtown Bridge, and a house was located within the southern green space (CBC0001AH001 in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) Volume 4 of this EIAR; Figure 15.1 Sheet 3 of 9 in Volume 3 of this EIAR; Image 15.11 and Image 15.12). By the time of 25-inch OS map in the early 20th century (OS 2020), additional buildings are depicted alongside the house, which is named Newtown House on the later, revised six-inch OS map (1935-38; OS 2020). The bridge, which lies outside of the Proposed Scheme, is noted in the DCIHR (Ref. 15-09-001) as having no above ground trace, while the watercourse appears to be culverted. The road to the rear of the petrol station is a surviving section of the old Malahide Road, which was bypassed when the road was realigned during construction of the R107 Malahide Road dual-carriageway.

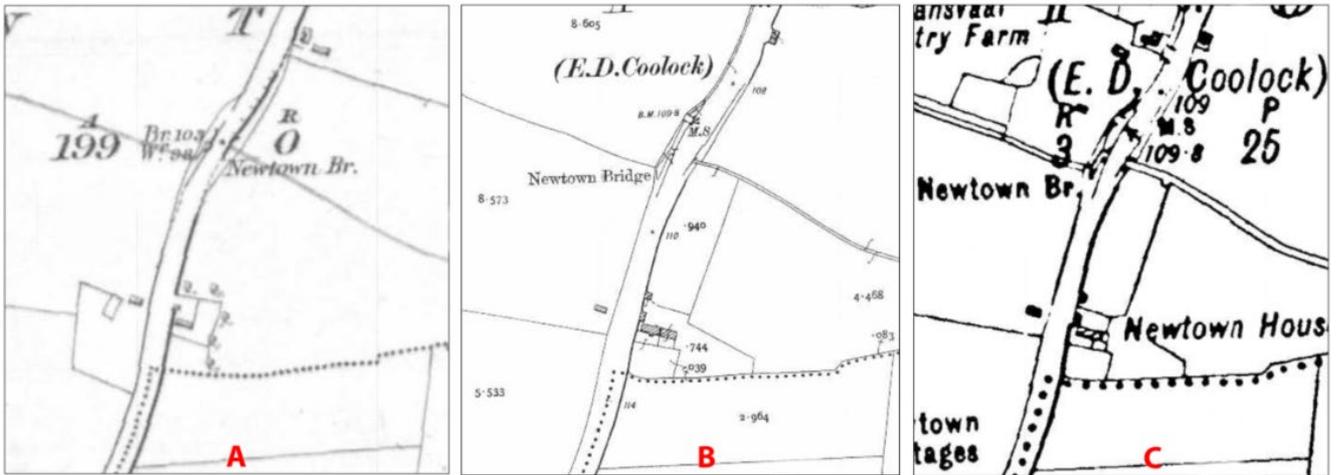


Image 15.11: Historic OS Maps Showing the Stream, Newtown Bridge and Newtown House in 1843 (A), 1907-09 (B) and 1935-38 (C) (OS 2020)

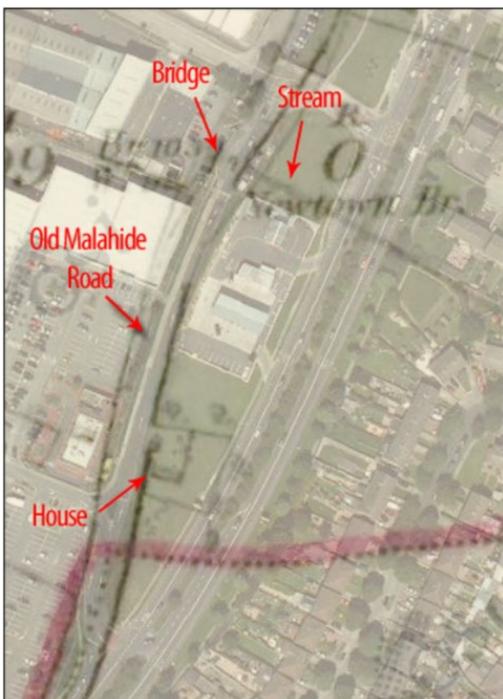


Image 15.12: First Edition OS Six-Inch Map (1843) Overlaid onto Modern Aerial Imagery (OS 2020)

15.3.3 Archaeological Heritage: Gracefield Road to Marino Mart / Fairview - Malahide Road

15.3.3.1 National Monuments

There are no national monuments in proximity to this section of the Proposed Scheme. The closest is c. 180m west, Marino Casino demesne building, on the Malahide Road (RMP DU018-144, National Monument 302). The monument is in the ownership of the State. It is set back from the Malahide Road, to the rear of Nazareth House Nursing Home, and is not visible from the Proposed Scheme.

None of the other recorded archaeological monuments or sites along or in the vicinity of this section of the Proposed Scheme are designated as national monuments or have preservation orders.

15.3.3.2 Recorded Archaeological Monuments (RMP / SMR Sites)

There is one RMP site recorded within this section of the Proposed Scheme (RMP DU018-006, Bridge) (Figure 15.1 Sheet 7 of 9 in Volume 3 of this EIAR). The late 19th century Donnycarney Bridge spanning the River Donnycarney, on the Malahide Road, replaced an ancient stone structure known as Scurloges Bridge (NMS 2020). There are no visible surface traces of the earlier bridge and only the north parapet wall survives of the late 19th century structure (the river is now culverted). Archaeological monitoring at this site during the excavation of a pipeline trench in the road in 2012 revealed no archaeological features or deposits (Section 15.3.3.4).

In addition, this section of the Proposed Scheme traverses the western edge of the ZAP for a burial site recorded at Marino Crescent (RMP DU018-067) (Figure 15.1 Sheet 9 of 9 in Volume 3 of this EIAR). A large number of human bones were found during the construction of the Georgian terrace in the 18th century, though little else is known of the find. Although the HEV online (NMS 2020) currently shows the burial site as a small area within Marino Crescent Park, the published RMP map designates a much larger ZAP (Image 15.13).

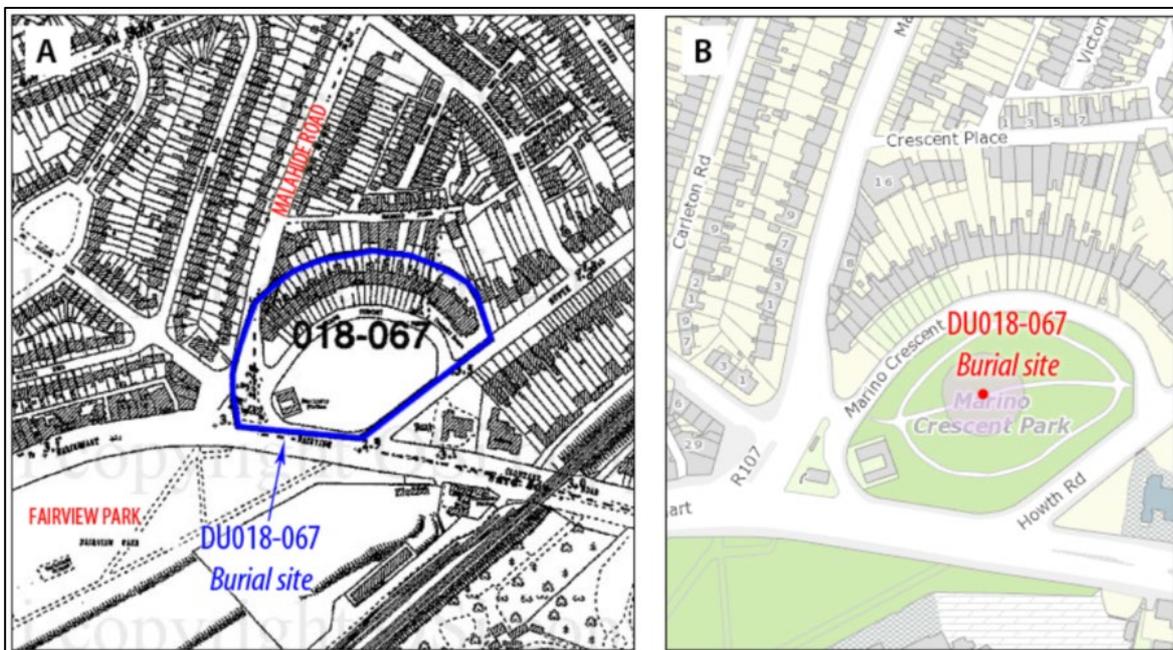


Image 15.13: A RMP Published Map Showing Designated ZAP for DU018-067, Burial Site (Duchas The Heritage Service 1998); B. ASI HEV Showing RMP Site Location in Marino Crescent Park (NMS 2020).

Entries relating to the RMP / SMR sites in Table 15.6 and Table 15.7 are contained in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

Table 15.6: RMP / SMR Sites Within the Proposed Scheme: Gracefield Road to Marino Mart / Fairview - Malahide Road Section

ID No.	Name / Type	Townland / Street Address	ITM
DU018-006	Bridge	Malahide Road	718567, 737670

Table 15.7: RMP / SMR Sites Within c. 50m of the Proposed Scheme: Gracefield Road to Marino Mart / Fairview - Malahide Road Section

ID No.	Name / Type	Townland / Street Address	ITM
DU018-067	Burial	Marino Crescent	717935, 736417

15.3.3.3 Topographical Files, National Museum of Ireland

There are few recorded stray finds in the study area and the locational information given for the artefacts is general rather than specific. They include a carved stone face recovered in the vicinity of Donnycarny / Killester (NMI 1993:19) and clay pipe fragments, a pot sherd and a fragment of a copper vessel (NMI 1970:190 to 197) found in Fairview Park.

15.3.3.4 Previous Archaeological Investigations

Archaeological monitoring took place in 2012 / 2013 as part of the Santry to East Wall Pipeline Replacement Project (Walsh 2013). Sections of the pipeline route coincide with the Proposed Scheme, running along the Malahide Road from outside the Cadbury Factory at Coolock. The excavation of the pipeline trench was monitored intermittently along its c. 9km length and constantly while work was being carried out in Fairview Park, at the crossing of the River Tolka. Other than at the river crossing and at Fairview Park, the pipe trench was generally excavated through tarmac roads. Excavation through the road was monitored full-time where the pipeline crossed the recorded site of Scurloges Bridge (RMP DU018-006). The overburden that formed the road surface was 0.3m-0.4m thick and generally overlay a yellow grey silt clay, which formed the natural subsoil. Nothing of archaeological significance was observed during the excavation of the pipeline through the road in proximity to the recorded archaeological site. Specific monitoring is not noted in the vicinity of the recorded burial site at Marino Crescent in relation to the pipeline excavation (RMP DU018-067).

Archaeological monitoring (Licence 06E0922) took place during construction groundworks on a site located immediately north of the ZAP for the burial site (RMP DU018-067), at Crescent Place. The limestone foundations of garden walls were revealed and finds comprised examples of 19th and 20th century waste. Nothing of archaeological significance was uncovered and there was no indication of further burials in this area (Excavations 2006). Previous archaeological monitoring in advance of the Port Tunnel construction in 2002 revealed a similar dearth of archaeological features in Fairview Park, with stratified deposits consistent with the use of the area as a landfill in the late 19th century (Bolger 2004).

15.3.3.5 Industrial Heritage

The partial above-ground remains of the Donnycarney Bridge (DCIHR 18-04-010) are located on the site of the earlier recorded bridge, Scurlogue Bridge (RMP DU018-006, discussed in section 15.3.3.2; Figure 15.1 Sheet 7 of 9 in Volume 3 of this EIAR) (Section 15.3.2.2). The remains of the later bridge (DCIHR 18-04-010) are discussed along with other upstanding industrial heritage sites in Chapter 16 (Architectural Heritage).

The former route of the 19th century tramway that ran along Clontarf Road and Marino Mart is located adjacent to the Proposed Scheme. This tramline, which ran from Nelson's Pillar to Dollymount, was opened in 1873 and electrified in 1897. The line was extended to Howth in 1900 and closed in 1938 (Corcoran 2008). Nothing of the tramline survives above-ground and it does not extend within the Proposed Scheme.

Table 15.8: Industrial Heritage Sites Adjacent to the Proposed Scheme

ID No.	Name / Type	Townland / Street Address	ITM
DCIHR 18-04-004	Tramway (site of)	Clontarf Road / Marino Mart	717906, 736356

15.3.3.6 Cultural Heritage

No sites of cultural heritage interest were identified along this section of the Proposed Scheme. Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

15.3.3.7 Field Survey

A field survey was undertaken on 12 June 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR. The field survey was informed by the desk study undertaken for this assessment. This section summarises the historic character and archaeological potential of the Proposed Scheme, based on observations made during the field survey. Detail of all relevant sites is contained in the inventory.

15.3.3.7.1 Physical and Cultural Environment

The realignment, widening and improving of the Malahide Road, and the large-scale residential development of the 1930s, 1950s and later 20th century, generally dominate the streetscape. Pockets of historic character survive, notably in the 18th, 19th and earlier 20th century houses around Marino, but also in the 19th century cottages at Donnycarney (discussed in Chapter 16 (Architectural Heritage)).

The historic street furniture that survives provides a link with the development of the areas along the Proposed Scheme as part of Dublin's busy suburbs, as does the impressively ornate electricity sub-station (discussed in Chapter 16 (Architectural Heritage)).

15.3.3.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The site of an earlier bridge over the River Donnycarney is located within the Proposed Scheme (RMP DU018-006). Archaeological monitoring at this site during the excavation of a pipeline trench in the road in 2012 revealed no archaeological features or deposits (Section 15.3.3.4). Nonetheless, it is possible that remains of the bridge may survive below-ground beyond the location of that trench, despite modern road improvements.

The Proposed Scheme traverses the western edge of the ZAP for a burial site recorded at Marino Crescent (RMP DU018-067). A large number of human bones were found during the construction of the Georgian terrace in the 18th century, though little else is known of the find. There is the potential that further burials survive beneath the existing road surface along Malahide Road at this end of the Proposed Scheme.

15.3.4 Proposed Construction Compound

A temporary Construction Compound is proposed within a large greenfield area between Buttercup Park and Malahide Road (Chainage A3630 to A3960) on the Mayne River Avenue to Gracefield Road - Malahide Road Section of the Proposed Scheme. The Construction Compound is further detailed within Chapter 5 (Construction). A review of aerial imagery (OSI 2020; Image 15.14) indicated that there has been considerable landscaping and other ground disturbance within the green space, from at least 1995 onwards (Image 15.14). Evidence of modern utilities within this area was observed during the field survey and has been confirmed by the existing utilities survey for the Proposed Scheme. Prior to the widening of the Malahide Road and the construction of the large residential estate, the land formed part of a small country estate (Newtown House, later Cappa House, as depicted on the historic OS six-inch maps; OSI 2020). No features or sites of archaeological potential are depicted on the historic maps and there are no recorded archaeological sites in the vicinity of this area. It is also likely that there was significant ground disturbance during the road and residential construction and subsequent insertion of utilities. It is considered that the archaeological potential within this area is negligible.



Image 15.14: Aerial imagery from 1995 (far left) (OSI 2020), 2002 (centre) and 2016 (far right) (Google Earth Pro (2001 to 2018)) Showing Proposed Location for Temporary Construction Compound.

15.4 Potential Impacts

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

15.4.1 Characteristics of the Proposed Scheme

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

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

15.4.2 'Do Nothing' Scenario

In the 'Do Nothing' 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 Mayne River Avenue to Gracefield Road – Malahide Road

15.4.3.1.1 Archaeological Heritage

15.4.3.1.1.1 National Monuments

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

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

There are no RMP / SMR sites located within this section of the Proposed Scheme and only two within c. 50m (Section 15.3.2.2). Of these two, only the mound in the grounds of Cadbury's Factory in Coolock has an above-ground presence (RMP DU015-074; Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR). The Proposed Scheme runs immediately adjacent to the ZAP for the mound. It will not affect the setting of the recorded monument, which is well screened in its immediate setting within the Cadbury's Factory grounds. There is, however, the slight potential that associated or previously unknown archaeological deposits, features, or sites may be present below ground within the Proposed Scheme along the Old Malahide Road, where it runs past the mound. Ground-breaking works at the location for the proposed pocket park (adjacent to Brookville Park / Bothar Mhullach Ide) will impact on any archaeological features that may be present. The RMP site has a medium sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.1.1.3 Non-Designated Archaeological Sites

There are two non-designated archaeological sites within the Proposed Scheme, the first of which is Coolock Bridge (DCIHR 15-13-009; Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR), an industrial heritage site recorded in the DCIHR. The western elevation still stands at the north-eastern boundary to the Cadbury's Factory grounds and it is possible that further fabric may survive below ground within the Proposed Scheme. The surviving elevation will not be impacted. Ground-breaking works at this location will impact on any remains that survive

below ground. The bridge site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

The second site is that of a house depicted on the first edition OS map of 1843 (CBC0001AH001; Figure 15.1 Sheet 3 of 9 in Volume 3 of this EIAR). Ground-breaking works at this location will impact on any remains that may survive below ground. The house site has a low sensitivity value and the magnitude of impact is medium, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.1.2 Cultural Heritage

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

15.4.3.1.3 Summary of Impacts

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

Table 15.9: Summary of Potential Construction Phase Impacts (Mayne River Avenue to Gracefield Road - Malahide Road Section)

Assessment Topic	Potential Impact
RMP DU015-074, Mound	Negative, Slight, Permanent
DCIHR 15-13-009, Bridge	Negative, Slight, Permanent
CBC0001AH001, House (site of)	Negative, Slight, Permanent

15.4.3.2 Gracefield Road to Marino Mart / Fairview – Malahide Road

15.4.3.2.1 Archaeological Heritage

15.4.3.2.1.1 National Monuments

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

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

There is one RMP site within this section of the Proposed Scheme (RMP DU018-006, Bridge; Figure 15.1 Sheet 7 of 9 in Volume 3 of this EIAR). The late 19th century Donnycarney Bridge replaced an ancient stone structure known as Scurloges Bridge, of which there are no visible surface traces (NMS 2020). Ground-breaking works along the Malahide Road, at the site of the earlier 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 on RMP DU018-006, bridge site, is Negative, Moderate, Permanent.

In addition, this section of the Proposed Scheme traverses the western edge of the zone of archaeological potential (ZAP) for a burial site recorded at Marino Crescent (RMP DU018-067; Figure 15.1 Sheet 9 of 9 in Volume 3 of this EIAR). The exact nature and location of the burial site is unknown. There has been extensive development in this area from the 18th century onwards, however, despite modern disturbances, there is the slight potential that additional human remains may be present in the area around Marino Crescent, within the Proposed Scheme.

The proposed works along Malahide Road / Marino Mart within the ZAP for the burial site will not entail excavation below the existing road formation level. There is however the potential that disarticulated bone may be present even within previously disturbed areas. As such ground-breaking works within the ZAP for the burial site may impact on any such remains that may be present below ground. The ZAP for the burial site has a medium sensitivity value and the magnitude of impact is low, therefore the potential impact is Negative, Slight, Permanent.

15.4.3.2.1.3 Non-Designated Archaeological Sites

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

15.4.3.2.2 Cultural Heritage

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

15.4.3.2.3 Summary of Impacts

The impacts are summarised in Table 15.10, which should be read in conjunction with Figure 15.1 in Volume 3 of this EIAR.

Table 15.10: Summary of Potential Construction Phase Impacts (Gracefield Road to Marino Mart / Fairview - Malahide Road Section)

Assessment Topic	Potential Impact
RMP DU018-006, Bridge	Negative, Moderate, Permanent
RMP DU018-067, Burial Site	Negative, Slight, Permanent

15.4.3.3 Proposed Construction Compound

No impacts were identified in relation to the proposed Construction Compound.

15.4.4 Operational Phase

No Operational Phase impacts were identified for the Proposed Scheme.

15.5 Mitigation and Monitoring Measures

15.5.1 Construction Phase

15.5.1.1 Archaeological Heritage

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

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

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

15.5.1.1.1 Archaeological Management

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

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

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

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

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

Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended 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 Mayne River Avenue to Gracefield Road - Malahide Road Archaeological Heritage

15.5.1.3.1 Archaeological Heritage

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

- At the site of a house depicted on the 1843 OS map (CBC0001AH001), south of the Newtown Road / R107 Malahide Road Junction (Figure 15.1 Sheet 3 of 9 in Volume 3 of this EIAR);
- At the site of the proposed pocket park on Bothar Mhullach Ide / Brookville Park, outside the Cadbury's Factory which is adjacent the RMP ZAP for a recorded mound (RMP DU015-074) (Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR); and
- At the site of Coolock Bridge (DCIHR 15-13-009) outside the Cadbury's Factory on the Old Malahide Road / R107 Malahide Road (Figure 15.1 Sheet 4 of 9 in Volume 3 of this EIAR).

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

15.5.1.3.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

15.5.1.3.3 Summary Table

Table 15.11: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Mayne River Avenue to Gracefield Road - Malahide Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU015-074, Mound	Negative, Slight, Permanent	No significant impact
DCIHR 15-13-009, Bridge	Negative, Slight, Permanent	No significant impact
CBC0001AH001, House (site of)	Negative, Slight, Permanent	No significant impact

15.5.1.4 Gracefield Road to Marino Mart / Fairview - Malahide Road

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 recorded bridge site (RMP DU018-006) on the R107 Malahide Road (Figure 15.1 Sheet 7 of 9 in Volume 3 of this EIAR);
- Within the ZAP for burial site RMP DU018-067 on the R107 Malahide Road / Marino Mart (Figure 15.1 Sheet 9 of 9 in Volume 3 of this EIAR).

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

15.5.1.4.2 Cultural Heritage

No impacts were identified, therefore no mitigation is required.

15.5.1.4.3 Summary Table

Table 15.12: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures (Gracefield Road to Marino Mart / Fairview - Malahide Road Section)

Assessment Topic	Potential Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
RMP DU018-006, Bridge	Negative, Moderate, Permanent	No significant impact
RMP DU018-067, Burial Site	Negative, Slight, Permanent	No significant impact

15.5.1.5 Proposed Construction Compound

No impacts were identified, therefore no mitigation is required.

15.5.2 Operational Phase

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

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

No Operational Phase impacts were identified for the Proposed Scheme.

15.6 Residual Impacts

15.6.1 Construction Phase

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

15.6.2 Operational Phase

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

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

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