

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 Kimmage 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 associated with maintenance activities have been assessed.

The assessment has been carried out according to best practice and guidelines relating to archaeological and cultural 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 process with particular emphasis on minimising the potential for environmental impacts where practicable whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated where appropriate.

15.2 Methodology

15.2.1 Introduction

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

15.2.1.1 Defining Archaeology and Cultural Heritage

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

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

Cultural heritage as set out in the Environmental Protection Agency (EPA) Guidelines on Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022) includes archaeology, architectural heritage, folklore and history. It is a broad term that includes a wide range of tangible and intangible cultural considerations. Cultural heritage can relate to settlements, former

designed landscapes, buildings and structures, folklore, townland and place names, and historical events, as well as traditions (e.g. mass paths and pilgrim ways) and traditional practices (e.g. saints' pattern days).

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

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

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

There are numerous cultural heritage features that contribute to character, identity, and authenticity of Dublin City and its wider environs. These include the street plan, local architectural and archaeological monuments, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets, together with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the industrial buildings and other cultural heritage sites. This unique historic character was identified and recorded throughout the EIAR process by 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, 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 streetscape within Chapter 16 (Architectural Heritage).

15.2.1.2 Approach

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

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

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

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

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

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

- Appendix A15.1 – Previous Archaeological Investigation in the Vicinity of the Proposed Scheme;
- Appendix A15.2 – Inventory of Archaeological and Cultural Heritage Sites;
- Appendix A15.3 – Glossary of Impacts and Assessment Criteria; and
- Appendix A15.4 – City and County Development Plans, Relevant Policies and Objectives.

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 provided (HEV) 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 Dublin City and South Dublin Development Plans are contained in Appendix A15.4 (Relevant Extracts from City 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) (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports. May 2022;
- 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);
- The International Council on Monuments and Sites (ICOMOS) (2011). Guidance on Heritage Impact Assessments for Cultural World Heritage Properties;
- ICOMOS (2005) Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas;
- 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 United Nations Educational, Scientific and Cultural Organization (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 RMPs in 1994 (RMP; pursuant to Section 12 of the National Monuments (Amendment) Act, as amended 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 (DCC) Dublin City Development Plan 2016 - 2022 (DCC 2016);
- Dublin City Council (DCC) Dublin City Development Plan 2022-2028 (DCC 2022);
- South Dublin County Council (SDCC) Development Plan (2016-2022) (SDCC 2016);
- South Dublin County Council (SDCC) South Dublin County Development Plan 2022-2028 (SDCC 2022);
- Conservation Plan Dublin City Walls and Defences (DCC 2004);
- 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) 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 13 February 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.

15.2.4.3 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 (Sheet 1 to Sheet 7) in Volume 3 of this EIAR. The coordinates for each asset are provided in Irish Transverse Mercator (ITM) in the Inventory of Archaeological and Cultural Heritage Sites in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

15.2.5 Appraisal Method for the Assessment of Impacts

Archaeological and cultural heritage sites are considered to be a non-renewable resource and cultural heritage material assets are generally considered to be location sensitive. In this context, any change to their environment, such as construction activity and ground disturbance works, could adversely affect these sites. The likely significance of all 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 impact significance, is contained in Appendix A15.3 (Glossary of Impacts and Assessment Criteria) 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.

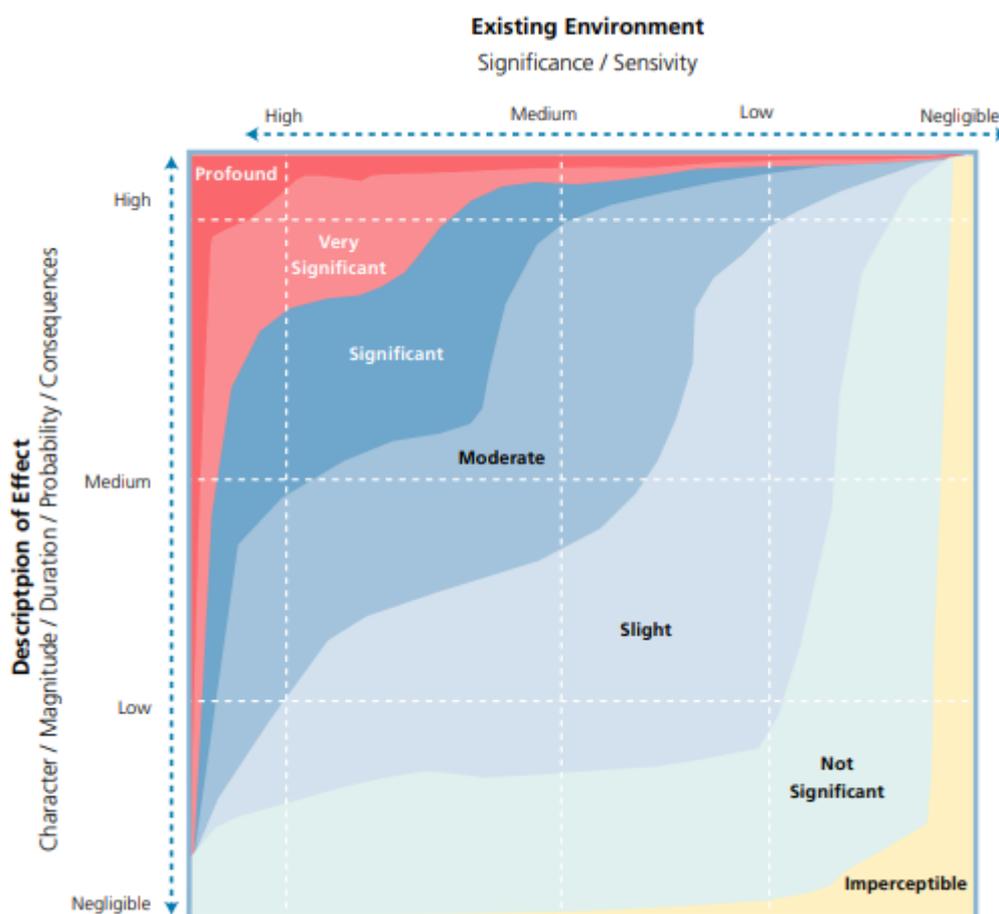


Image 15.1: Figure 3.4 Chart Showing Typical Classifications of the Significance of Effects, from the EPA Guidelines on Information to be Contained in EIAR (EPA 2022)

15.3 Baseline Environment

15.3.1 Archaeological and Historical Background

The Proposed Scheme will be approximately 3.7km in length and will commence on R817 Kimmage Road Lower at the junction with the R818 on Terenure Road West and Kimmage Road West, and R817 Fortfield Road. The Proposed Scheme will continue along R817 Kimmage Road Lower towards the City Centre, via the R137 on Harold's Cross Road, Clanbrassil Street Upper and Lower and New Street South, terminating at the junction of New Street South / Kevin Street Upper / Patrick Street, a medieval suburb of Dublin City. Harold's Cross and Kimmage saw significant development in the 18th and 19th centuries as historic suburbs of South Dublin. This growth was associated with the River Poddle which formed a focus on industrial development in these areas with mills and quarries located on either side of the watercourse.

15.3.1.1 Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road

The plain to the south of the walled medieval town was dominated by the presence of the River Poddle, which had a major influence on the subsequent development of the area. The River Poddle, rising in Greenhills in Tallaght, approached the site of the present St. Patrick's Cathedral from the south and because of flooding it made the surrounding plain marshy. The River Poddle probably meandered, in many different channels, across the valley before discharging into the River Liffey. Cross Poddle, at the south end of Patrick Street, preserved an old crossing point (RMP DU018-020197), where the River Poddle, on joining with a stream from the Coombe Valley was most easily forded (a second bridge site, DU018-020041, is recorded in close proximity at the junctions of Patrick Street and Kevin Street Upper) (see Figure 15.1, Sheet 6 of 7). The importance of this crossing may be reflected in the juncture of three of the four great roads in early Ireland at Cross Poddle. The river has been known

by many names including the 'Blackpitts River' (Pearson 2000), 'River Sologh' or 'Salagh' (Carroll 1954). The name may have come from 'Pottle', meaning a measure of land or puddle or a pool of muddy water (McCall 1889).

The River Poddle continuously overflowed causing issues for the local population and the mills that dependant on a constant water flow which resulted in frequent disputes from medieval times onwards (Simpson 1997). Flooding was common from the earliest times up until present day.

The River Poddle has long been culverted and now flows underground. The river's natural course has been considerably altered since the late 12th century by the monks of the abbey of St. Thomas, who held the lands of the Liberty of Donore. The Abbey instigated major engineering works in diverting the river channels for the purpose of providing power for their mills. Initially they appear to have been responsible for the diversion of water from the River Dodder at the weir at Balrothery near Firhouse to Kimmage, where it joined the smaller Poddle Stream.

It appeared that the city was drawing off more water than was allotted and a device known as the Tongue or Stone Boat (RMP DU018-043003; now reconstructed) was built at the Tongue Field diversion in an attempt to further regulate the quantity of water reaching the city via the City Watercourse (Jackson 1990) (see Figure 15.1, Sheet 2 of 7). It comprised a wedge-shaped pier of stone constructed at the junction of the River Poddle and the City Watercourse (which brought the combined River Dodder and River Poddle water to the city). The remaining water was channelled north-west through the site of Donore Castle and mills, along Donore Avenue, to serve the western precincts of the abbey.

In recent years, archaeological excavation in areas adjoining the River Poddle have produced archaeological remains dating from the 12th / 13th centuries to the 18th /19th centuries (excavations at Patrick Street, Nicholas and Winetavern Streets by Claire Walsh, 1989 to 1992; excavations at Dean Street / Patrick Street by Andy Halpin and excavations at Patrick Street, by Flor Hurley; excavations at 44 to 49 New Row South) (Simpson 1997). Most of the remains have been associated with tanning, dying, skinning, leather production, animal butchery, and other industrial processes that required a constant supply of water. The proximity of the lands in this area to the waters of the River Poddle, and also to the waters of the River Coombe, made this an attractive area for such activities from an early date. Clarke states that even in the late 18th century the River Poddle was still capable of inundating New Street, and a tradition lingered that water was able to '*beat at full tide against the rising ground at Ship Street*' (Clarke 1990). Incidentally, the name Ship Street (c. 500m to the north-east of New Street South) is a corruption of Sheep Street.

The Proposed Scheme will encounter sections of the City Watercourse / River Poddle along its length (RMP DU022-00301/02 and DU018-043004) (Figure 15.1, Sheet 1 and Sheet 2 to 5 in Volume 3 of this EIAR). Elements associated with it, such as weirs and milling activity, are located in the vicinity. The River Poddle was important as the supply of water to the medieval city. An open aqueduct was constructed to divert water from the River Dodder to the River Poddle, thus increasing the water supply. The aqueduct near Firhouse joined the River Poddle approximately one mile north-east of the townland of Kimmage.

This water supply system was in place by the end of the 13th century and remained with little alteration for over five centuries (Jackson 1990). Rocque's map of 1756 has the City Watercourse marked (as the City Water) (Ferguson 1998). The area at this time had not succumbed to the urban expansion of the 18th century. However, some proto-industrial activity took place in the environs. On Rocque's map, three corn mills are marked in the area (RMP DU018-05002, DU018-048002, DU022-077001) (see Figure 15.1, Sheets 2, and 4 of 7). Archer's Statistical Survey of County Dublin in 1801 (Archer 1801) records a windmill in Harold's Cross, which also appears on William Duncan's Map of the county of Dublin in 1821 (RMP DU022-079) (Ferguson 1998) (see Figure 15.1, Sheet 2 of 7). Another windmill is recorded at the banks of the River Poddle, near Kimmage Road Lower (RMP DU022-078) (see Figure 15.1, Sheet 1 to 2 of 7).

15.3.1.1.1 Industrial Activity, Mount Argus Road and Harold's Cross

Along both sides of Mount Argus Road, a number of former industrial heritage features are located, these include the monumental works (DCIHR 18-15-043) associated with Mount Jerome Cemetery. It is separated from the road by the cemetery boundary wall (Figure 15.1, Sheet 3 in Volume 3 of this EIAR). The OS five-foot plan of 1876 shows the Monumental Works, around the time that they were built (Image 15.2). The cemetery itself was first laid out in 1836 and remains in use today, as do the monumental works. The monumental works form an interesting addition to the heritage of the cemetery and are an example of how industry influences many different

facets of life. The monumental works display an important continuity of use and an unusual function and are a significant addition to the industrial heritage of Harold's Cross.

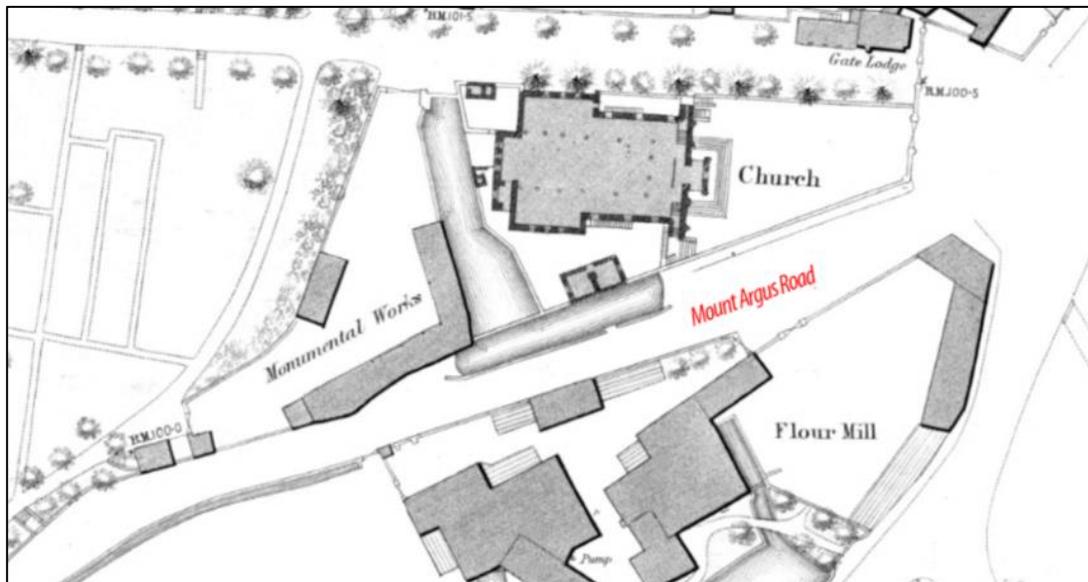


Image 15.2: Ordnance Survey Five-Foot Plan, 1876, Showing Monumental Works at Mount Jerome Cemetery (OSI 2020)

The DCIHR (DCC 2003 to 2009) records the site of a smithy, of which nothing survives above ground, at 154 / 156 Harold's Cross Road (DCIHR 18-15-042). The smithy is depicted on the 25-inch OS map of 1910 (marked 'Smy'), consisting of two buildings and a yard, immediately north of a Boy's School (Image 15.3).

The DCIHR also records the site of a flour mill and later laundry (DCIHR 18-15-044) (Figure 15.1, Sheet 3 in Volume 3 of this EIAR). The flour mill was powered by the River Poddle and is depicted on the first edition OS six-inch map and 1876 five-foot plan, but had been replaced by a laundry by the time of the 25-inch OS map of 1910. The latter also shows the filter beds associated with the laundry (DCIHR 18-15-045) (Image 15.4).

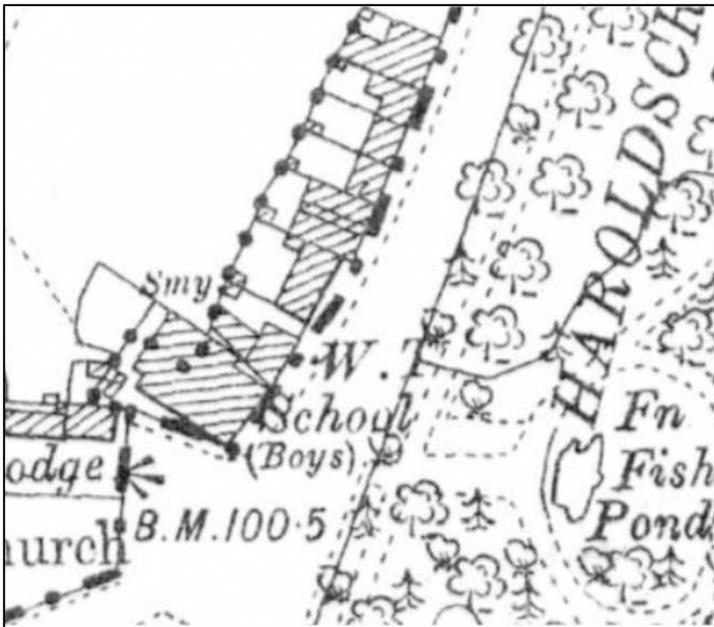


Image 15.3: Ordnance Survey 25-Inch Map, 1910, Showing Smithy (OSI 2020)

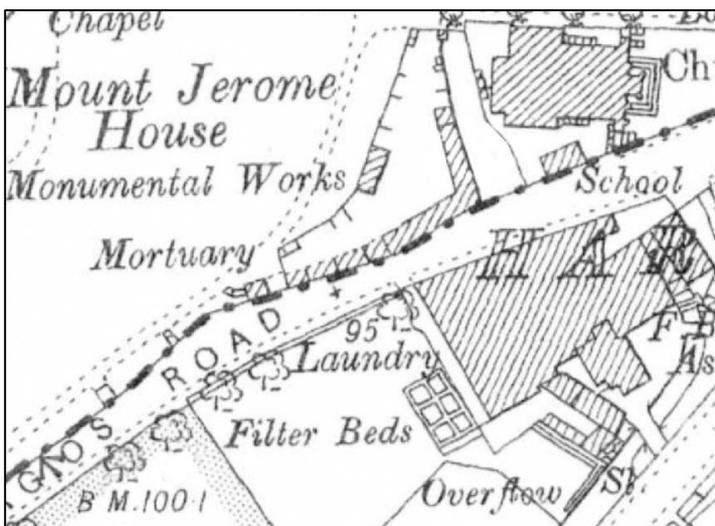


Image 15.4: Ordnance Survey 25-Inch map, 1910, Showing Later Laundry and Filter Beds (OSI 2020)

15.3.1.2 Harold's Cross Road from Harold's Cross Park to the Grand Canal

Harold's Cross is an historic suburb of Dublin (RMP DU018-050) (Figure 15.1, Sheet 3 to 4 in Volume 3 of this EIAR), (See also Image 15.9 in Section 15.3.2.2, The Heritage Council 2020). It stands on lands that were once part of the medieval manor of St. Sepulchre, with portions later belonging to the earl of Meath's estate (formerly part of the estate of St. Thomas's Abbey). A section of the manor was given to the Barnewalls during the Anglo-Norman conquest while the deBretts received the lands of Rathfarnham and Templeogue. To the south of these lands was the territory occupied by the Harolds. The Harolds later extended their territory by leasing lands previously held by the deBretts. The place-name appears to have originated from a cross that marked the boundary between the lands of the Archbishop of Dublin and those belonging to the Harolds (i.e. a family that were renowned as the defenders of the Pale boundary). In the Commonwealth Book of Survey and Division there is a reference to 'Acre Cross alias Harolds Cross' (NMS 2020). Lewis (1837) recalls that Harold's Cross was the site for ancient battles with the Danes (Vikings), however this has yet to be substantiated through archaeological investigation. The village grew up around a spacious green and the chief seats are noted as Mount Argus belonging to J.Byrne, Esq. and Greenmount owned by J.Webb, Esq. (Lewis 1837).

There are few sources for the medieval occupation of Harold's Cross, with only one published work undertaken on the area (Curtis 1998). Most secondary references to the area focus on the industrial development along the River Poddle in the 18th century (which was presumably a continuation of earlier industrial development, dating from the medieval period).

The growth of the suburb centred around the triangular green, with its population working at the numerous mills along the River Poddle. The green occupies a fork in the road with the 'old road' following the course of the River Poddle south-westwards through to Kimmage. The Freeman's Journal 1798 records that Major Sirr found '*a maypole erected, seditiously decorated with the Cap of Liberty, alias the Jacobean emblem, the Bonnet Rouge*' within the green at Harold's Cross (Hammond 1941). The same source records that the Maypole continued to be located on the green, opposite the entrance to Mount Jerome until 1820, when it was removed '*in consequence of its decayed and dangerous condition*' (ibid.). In 1836, local publicans tried to revive the tradition and had a new Maypole erected and decorated on the green. The tradition did not survive its revival however and in a few years the Maypole was obsolete (Joyce 1912) (RMP DU018-050001). A gallows is also known to have stood here (RMP DU018-050004) (see Figure 15.1, Sheet 3 to 4 of 7).

St. John Joyce's sketch of the area, compiled in the early years of the 20th century provides the best, if not the only account of the 18th and 19th century development there (Joyce 1912). His description suggests that a shanty town of sorts grew up around the village green (the present location of Harold's Cross Park), with communal grazing surviving until the green was taken over by the Rathmines Commissioners and turned into a public park.

Other accounts of the area document it being a rural retreat for Dubliners from the middle of the 18th century onwards. One account, published in the Journal of the Royal Society of Antiquaries of Ireland purports to have been written by a '*Dublin lady in the reign of George I*', and gives an account of lodgings in Harold's Cross in 1754, where 15 shillings a week paid for '*two middle rooms, the street closet, use of the parlour and kitchen, with a bed for my man servant, the dairy and leave to walk when we please in the garden*' (Berry 1898).

According to St. John Joyce, delicate children were sent from the city to recuperate at Harold's Cross, with their parents subsequently building on plots once occupied by the cabins. He postulated that the development of Mount Jerome cemetery had stopped suburban development in the area, acting '*like a blight on the neighbourhood, and arrest[ing] all further progress*' (Joyce 1912).

In 1804, a convent was established for the sisters of the order of St Clare at Harold's Cross, the establishment consisted of an abbess, 17 nuns and three lay sisters (Lewis 1837).

15.3.1.2.1 Mount Jerome Cemetery, Harold's Cross

One of the largest country houses in the vicinity of the Proposed Scheme is Mount Jerome (RMP DU018-049) (Figure 15.1, Sheet 3 to 4 in Volume 3 of this EIAR). It is described by Lewis (1837) as '*a beautifully picturesque demesne, adjoining the village*' (Harold's Cross). The origin of the name Mount Jerome can be traced to the Reverend Stephen Jerome, a well-known preacher, who served as Vicar of St. Kevin's Parish from 1639. The lands of Mount Jerome were held by the Earl of Meath and leased to a number of leading Dublin families from 1706. It is possible that unrecorded leases took place before this date and also possible that the 18th century house could have been preceded by an earlier dwelling.

Mount Jerome was the name of a residence, a large country house, depicted on Rocque's map of County Dublin in 1760. The land of Mount Jerome once belonged to St. Thomas' Abbey (established in 1177), as did most of the present Coombe area and the lands extending south, through the west side of Harold's Cross to Sundrive Road. Following the Dissolution of the Monasteries in the 16th century, the lands were acquired by the Brabazon family, who acquired the title Earl of Meath Liberty (Curtis 2004). In the 18th century Abraham Wilkinson (who bought the lands of Terenure and Kimmage from the Dean family in 1789) occupied the residence.

The 47-acre site of Mount Jerome cemetery was established by the General Cemetery Company of Dublin and constituted by the 1834 Act of Parliament (Bennett 2005). The Company, established by Robert Shaw of Bushy Park, purchased the site in 1836 from John Chambre, Earl of Meath (Langtry 1997). The present mortuary chapel, located beside the former house and its stables, was completed in 1847. The estate at that time comprised 26 acres and was entered through a gateway to the north of Harold's Cross Green, where a straight tree-lined avenue led to the three-storey demesne house. There is no record of an earlier cemetery or ecclesiastical site associated

with the Mount Jerome estate. Provision was made for the interment of all religious denominations and arrangements were made with the Grand Canal Company for the improvement of the canal road from Portobello in order to facilitate better access to and from the cemetery.

15.3.1.2.2 Our Lady's Hospice, Harold's Cross

The present hospice in Harold's Cross occupies the grounds of the former Greenmount House, which still stands today (RPS 3581) (now part of Our Lady's Hospice). The grounds of the hospice formed part of the lands owned by the Dolphin family (who gave their name to Dolphin's Barn) in the 13th and 14th centuries. The River Poddle flowed through the area and woollen mills associated with St. Thomas' Abbey are recorded in this area (either to the west at RMP DU018-044 or north of the canal at RMP DU018-047), which caused '*much filthred*' and was allowed to stand on the course without interference (NMS 2020). Greenmount House was built by a Quaker family, the Webbs, c. 1780 as a country house. In the mid-19th century, Greenmount House was acquired by Mother Mary Aikenhead, who founded the Religious Sisters of Charity. The Sisters renamed the house to 'Our Lady's Mount' and Mary Aikenhead moved there in September 1845. Within days, 20 novices and 30 Sisters followed their Superior General to what had now become the Mother House and Novitiate of the congregation (Healy 2004a).

Around the time the hospice was founded, the incidence of tuberculosis (TB) in Dublin was twice that of anywhere in Ireland and even that of London and Glasgow. The incidences of typhoid and measles was triple that of London. By 1889 it was claimed that Dublin had the highest death rate of any Continent or North American city, where it was topped only by Calcutta. Dublin's high mortality rates were reasoned at the time to very sick rural people moving to Dublin in search of care, and thus contributing to Dublin's mortality rate. Research by Thomas Wrigley Grimsham in the early 1880s showed that the instance of TB in Ireland was rising compared to the rest of the United Kingdom (UK) where it was falling. He was able to show that from the 1860s to the 1880s there was a steady increase in the number of deaths of TB and it was also more prevalent in urban areas (Healy 2004a).

The Congregation established Our Lady's Hospice in Harold's Cross in 1879. There were just two hospitals at that time in Dublin which took fever patients. The first was the Hardwicke Fever Hospital, which opened in 1803 beside the Richmond Surgical Hospital, on Brunswick Street North in Grangegorman and which was part of the institutional complex of the House of Industry at that location. The second was St. Laurence's Hospital on Cork Street which opened in 1804. New buildings were added including a night school for women and girls, a Sunday School, and in 1851 a large day school was started (Healy 2004a). Throughout the 20th century there were further developments including a new laundry, the rose garden and upgraded Palliative Care and Rheumatology Rehabilitation facilities for the Hospice. A new Education and Research Centre costing €6.5 million was completed in April 2008.

15.3.1.2.3 Dublin's Tramway

The DCIHR document part of the Dublin tram network (DCIHR 18-15-030), recording a former route along Clanbrassil Street Upper (south of the junction with South Circular Road), across the Grand Canal at the Robert Emmet Bridge and southwards along Harold's Cross Road (Image 15.5) (Figure 15.1, Sheet 3 to 5 in Volume 3 of this EIAR). Although not visible, there is a possibility that the original tramlines survive below the existing road surface.

This urban public transport system first began in 1872 when horse-drawn trams first began to appear on the city streets. Tram tracks, which were laid on public roads, had a groove to position the wheel flange so that the upper face of the track was unobtrusive, running flush with the road surface. Most of the services ran within the City Centre and near suburbs, with the majority of major suburbs served. By 1878 three separate companies were in operation in Dublin, amalgamating three years later to form the Dublin United Tramway Company (DUTC) (Corcoran 2008). The last suburban horse-tram route opened by the DUTC was in 1896, which ran along the South Circular Road to Dolphin's Barn, and by 1901 there was near-full electrification across the system, with power being transmitted to the tramcar via overhead cables supported by tram poles (ibid.). At its peak, the system was heavily used, with over 60 miles of active line, and was profitable and advanced in both technology and passenger facilities (ibid.). By the early 20th century the Dublin tramway system was seen as the most efficient of its type in Europe and had the seventh largest electric tramway network in the world. Heavy usage lasted from the late 19th century into the 1920s (DCC 2003 to 2009). The decline of the trams accelerated in the 1940s due

to the rise in popularity of the more versatile motorbus and the private ownership of cars, and the last trams in Dublin City ran on 9 July 1949.



Image 15.5: Ordnance Survey 25-Inch map, 1910, Showing Tram Line (OSI 2020)

15.3.1.2.4 The Grand Canal and the Robert Emmet Bridge (Harold's Cross Bridge)

Robert Emmet Bridge, which carries the road across the Grand Canal from Clanbrassil Street Upper to Harold's Cross Road, is listed in the DCIHR (DCIHR 18-15-009). It is listed in the NIAH (NIAH. 50080983) and presents as a single-arch bridge, built between 1935 and 1936, replacing an earlier canal bridge (see Chapter 16 (Architectural Heritage)) (see Figure 15.1, Sheet 5 of 7). The original canal bridge at this location was named after James Hamilton, 2nd Earl of Clanbrassil (1729-98), one of the founder members of the Royal Irish Academy and was constructed around 1790. The bridge was subsequently rebuilt / renovated in 1935 and 1936, its design echoing the composition of the 18th century bridges on this stretch of the Grand Canal. It was renamed Robert Emmet Bridge to commemorate the member of the United Irishmen who led a failed rebellion against the British in the early 19th century. Emmet was captured in Harold's Cross and executed in 1803.

A limestone plaque and relief bust by Albert George Power and an inscription in Irish add artistic and historical interest. This bridge in its present form is an attractive example of 1930s detailing of which the 'Egyptian-style' pilasters are a characteristic feature. The bridge gains historic interest from its functions as a monument to Robert Emmet and is of technical interest for the methods involved in its construction. As part of the major engineering

achievement that was the Grand Canal 'Circular Line' construction scheme and its benefits to industry, this is also a structure of significant industrial heritage interest.

The Grand Canal itself dates from the mid-18th century and formed a crucial role in the industrial development of the rural landscape of the county, providing an infrastructural link between the industries of the city and its hinterland. The Grand Canal began construction in 1756 after engineer Thomas Omer was appointed to the project to provide a link between Dublin and the River Shannon and River Barrow (Delaney 2004). The initial 12 mile stretch began at Clondalkin and was completed in 1773. The building of the Grand Canal caused a major change to the landscape as the canals required locks, lock keeper's houses, curved quays and bridges to be built at intervals along their length. The stretch that effectively enclosed the 18th / 19th century city south of the River Liffey, was known as the 'Circular Line'. The canal opened to boat traffic in 1779 and the first passenger boat commenced operating between Dublin and Sallins in 1780. Huband Harbour (after Joseph Huband, a director of the canal company) near Dolphin's Barn was opened in 1805 as a mooring area on the circular line but has long since been filled in and built over.

The construction of the Grand Canal also precipitated the construction of additional associated industrial structures such as flour mills, water mills, mill races and warehouses, which took advantage of the direct link with Dublin and the midlands (e.g. the mill in Harold's Cross). A domestic water supply for Dublin City was taken from the Grand Canal at the 8th Lock at Portobello, until it was superseded by the River Vartry scheme at Roundwood in the 1860s. Some industries even as late as the 1980s continued to use the canal water for many purposes, however, such as washing and cooling in the brewing industry, before switching to mains supplies. With the expansion of the city in the 19th and early 20th century new manufacturing industries, including tobacco and snuff manufacturing businesses, printing works, and laundries, set up their factories adjacent to the Grand Canal and the South Circular Road, which was laid out in the late 18th century. The introduction of the railway brought about a decline in boat traffic and in 1950 the company amalgamated with Córas Iompair Éireann, with the last boats being withdrawn in 1959-60 (Bennett 2005).

In 2020, a Mills type grenade, was removed from the waters of the canal near the Harold's Cross Bridge. The device was made safe and it is thought that this type of grenade was in use during the War of Independence.

15.3.1.3 Clanbrassil Street Upper and Lower and New Street from the Grand Canal to the Patrick Street Junction

After the Anglo-Normans took Dublin in 1170 the suburbs rapidly expanded both at the eastern side, along Dame Street and on the western side along Thomas Street. The southern suburb, within which the proposed scheme is partly located, was also rapidly developed at this time. The River Poddle, which had previously meandered across the plain to the north of St. Patrick's Cathedral, before emptying into the great pool, was re-routed in the 1190s through timber revetments on either side of Patrick Street, where it eventually discharged into the city ditch. This re-routing of the river, which helped prevent flash floods (for which the River Poddle was notorious up until the 18th century), must have dried out the land to the south and east of the pool making it available for settlement.

New Street and Clanbrassil Street form one of Dublin's oldest streets; dating from the 13th century, the street is mentioned in documentary sources as early as 1218 (Bennett 2005). As a routeway, the probability exists that it is of even greater antiquity. As part of the Wide Street Commissioners plan for the city, the junction at the Cross Poddle, south of St Patrick's Cathedral was altered in 1817 (McCullough 2007) and in the 1990s a dual carriageway replaced the existing narrow street, removing the above ground medieval street plan, along the western side of Clanbrassil Street Lower and New Street.

Archaeological excavations at 48 New Street show that at least from the medieval period on, there was settlement along the street although much of the evidence was destroyed by later road widening schemes (Giacometti 2005). Archaeological evidence also shows that tanning and other polluting industries which would not have been tolerated within the walled city were located along the road. For the most part the site consisted of large numbers of circular and rectangular tanning pits. Approximately half the pits were dated to the medieval period and the other half to the 17th century. These were connected to the River Poddle by a complex of ditches and drains, providing a continuous water source for the industry. Eighteenth-century activity on the site consisted of extensive landscaping and levelling. Both industrial and residential structures were recorded, as well as a series of wells and minor outhouse complexes serving the backs of houses that fronted onto New Street.

The Irish name for Dublin, *Áth Cliath*, means ‘the ford of hurdles’, a reference to a fording point that aided the crossing of the River Liffey in Gaelic Dublin; it was the focus of important routes that connected ancient kingdoms in Gaelic Ireland (Joyce 1996). Four extensive medieval routes from the north, south and west converged near the ford. One of these routes, the *Slige Chualann* ran from Waterford to Dublin by way of present-day New Street South. Another routeway *Slighe Dála* ran from Limerick and north Munster to Dublin by way of present-day Cork Street, the Coombe, then on to Bishop Street, and joined with the *Slighe Chualann* somewhere near Dean Street (formerly Cross Poddle Street). A third route *Slighe Midluachra* from Ulster is thought also to have intersected with the other two routes in the vicinity of Dean Street. The confluence of the River Poddle with the Coombe stream was an important intersection for these ancient routes. Bishop Street follows the line of one of these old routeways, the *Slige Dála*, which came from Cork (Kelly 1996). The *Slighe Dála* joined the *Slige Chualann*, which came from Waterford, near the crossing point of the River Poddle and led northwards across the River Liffey in the direction of Tara (Image 15.6) (Clarke 1990). The Cross Poddle was also the site of a marketplace and marked an important junction at the edge of medieval city of Dublin. Image 15.6 shows the Cross Poddle area at the northern end of New Street and a possible gateway (unnamed) (in black) at the southern end of New Street which corresponds with the extent of the zone of archaeological potential that surrounds the historic city of Dublin (shown as a dashed orange line).

As noted above, the late 12th / early 13th centuries saw a period of expansion outside the line of the old Viking wall. Documentary sources record property plots (*burgages*) along Thomas Street, Francis Street, Patrick Street and Kevin Street, and it is likely that New Street was also developed around this time as a suburb in the medieval period (Bennett 2005). The suburbs outside the town wall grew in importance through the medieval period. By the middle of the 13th century sources document the town’s expansion around Patrick Street, Francis Street and Kevin Street, including the construction of St Patrick’s toll gate (ruined by 1793) and a market at Cross Poddle (Clarke 1995 and Simpson 1997). Archaeological findings suggest that 14th century tanning and related industries took place along the banks of the River Poddle (Walsh 1997). By the later 15th century three markets and several street gates were located around the area of New Street (Clarke 1998 and Simms 2001)

The suburban city waxed and waned, expanding gradually during the late 16th and 17th centuries and collapsing again with the wars from 1641 to 1651 (Mc Cullough 1989). The Liberty of Donore (to which New Street South belongs) grew to full urban maturity in a very short period of time during the 18th and 19th centuries. Backed onto the River Poddle, the Donore Liberty was the centre of the weaving industry; it was based around a grand civic space of Newmarket for the sale of raw wool (McCullough 1989). The area known as Blackpitts extends from Clarence Mangan Road to Ward’s Hill. The name probably derives from the large black vats used for curing hides by the tanners and skinners who worked in the area. There is evidence for medieval and post-medieval tanning from numerous sites in the area (Giacometti 2005). Blackpitts was also home to the silk, wool, and poplin trades. The weavers worked in three-storey houses with large-windowed garrets, which aided cloth inspection. The houses usually had Dutch gables, and some had winches to raise and lower bales of cloth. Fumbally Lane, which runs west off New Street South, had some fine examples of such ‘Dutch Billy’ houses (e.g. RMP DU018-020361, DU018-020397) (see Figure 15.1, Sheet 6 of 7). The site of a Dutch Billy house is located on the west side of the route along New Street South (RMP DU018-020360) (see Figure 15.1, Sheet 6 of 7). This side of the street was extensively widened in the late 1980s / early 1990s, with the result that the original street frontage is probably located close to the line of the present median island along the road.

Settlement, in search of a better and more tolerant life. Members of this community settled in the streets around Clanbrassil Street, an area that became known as 'Little Jerusalem' (Bennett 2005).

15.3.1.3.1 The Liberty of St. Sepulchre

In the aftermath of the Anglo-Norman invasion of Dublin in 1170, the conquered lands and property of the city was quickly divided up among the new rulers but most of the wealthy ecclesiastical institutions continued to exist and had their extensive property ratified under the new regime. The most important was the Archbishopric of Dublin, which comprised, at the time of the invasion, at least 53,000 acres of land in County Dublin (Jackson 1975). This included a large swathe of land in the immediate southern suburb of the city, around the small church that was later to become St. Patrick's Cathedral. The site under discussion formed part of the Archbishop's holdings in this area.

The new Anglo-Norman archbishop John Comyn established the manor and palace of St. Sepulchre in c. 1184, outside the city walls, to the south-east of the small church of St. Patrick. This location, partly in the parish of St. Kevin's and St. Patrick's, was within the city limits (Kevin Street was the southern municipal boundary, the route forming the city boundary). The extensive lands attached to the archbishopric were organised through a network of nine manorial centres the most important of which was the manor of Sepulchre. The manor of Sepulchre comprised over 3,070 acres of lands and thus extended well beyond the city limits. As Kevin Street formed the southern municipal boundary, this effectively meant that the northern tip of the manor and the palace itself lay within the city liberties and was thus subject to the municipal authority of the Mayor and Commonalty of Dublin. However, Comyn quickly set about procuring 'liberty' status, a privilege which meant it could operate independently from the municipal authority, by dispensation from the King. Thus, St. Sepulchre became a liberty operating within the city liberty and was free from all municipal and judicial jurisdiction.

Kevin Street is named after St. Kevin's Church, and over the years has been known variously as St. Keauin's Street (c. 1225), Highway (1317), King's Way (early 15th century), St. Kevvynes Street (1466) and St. Keauen's Street (1577). On Speed's map of 1610 (Lennon 2008) it is referred to as St. Kevam Street while on Brooking's map of 1728 (Lennon 2008) it is referred to as St. Kevin's Port due to its proximity to the gateway of St. Kevin into the Liberty of St. Sepulchre. The name has been shortened over the years to Kevin Street and divided into Kevin Street Upper and Kevin Street Lower. Very little remains of the original street due to road widening, particularly at the west end. The technical school designed by W.M. Mitchell in 1887 was replaced with a new building to form the College of Technology (previously Dublin Institute of Technology (DIT), currently being redeveloped) in 1968.

15.3.1.3.2 The Church of St. Kevin

When the Anglo-Normans captured Dublin in 1170 three or four churches with Irish dedications were standing on the right bank of the River Poddle. One of these was dedicated to St. C  emgen (Kevin), the abbot of Glendalough. Located on Camden Row, outside the city walls, the church is reputed to have been founded by St. Garbhan, a follower and friend of the 6th century cleric (Simpson 2004). It functioned as the parish church of St. Keavan's parish and administered to the developing suburb. It was rebuilt in the 12th century to a simple rectangular plan with a projecting porch to the north, as was traditional in Ireland at the time. Presently in ruins, it had an associated graveyard. There is a possible well dedicated to St. Kevin near the junction of Wexford Street and Montague Street. In 1192, Lord John's charter to the citizens of Dublin records '*the pasture that leads to the gate of St. Kevin's church*' (Gilbert 1889 to 1944).

15.3.1.3.3 Weaving Mill, Clanbrassil Street Lower

The DCIHR documents a weaving mill (St. Kevin's Hall) on Clanbrassil Street Lower (DCIHR 18-11-100), to the west of Clanbrassil Street (see Figure 15.1, Sheet 6 of 7). There are no remains of the original building surviving above ground. Its site, which is depicted on the 25-inch OS map of 1910 (Image 15.7) lies partly beneath the widened road and a modern commercial / residential complex. The area west of New Street / Clanbrassil Street Lower became synonymous with textile production in the post-medieval period, with industry flourishing in the 18th century. Following an Act of Parliament in 1662 (the Act of Settlement) encouraging immigration, the area had experienced an influx of weavers from the west of England as well as Protestants from the continent fleeing persecution. A licence to create a great market (Newmarket) was granted in 1674 to the second Earl of Meath, which would service the growing industries, dealing in raw materials such as wool, hides, flax, etc.



Image 15.7: Ordnance Survey 25-Inch Map ,1910, Showing St. Kevin's Hall (OSI 2020)

During the 18th century the industrial base grew in prosperity, providing employment for a large resident population. Textile manufacturing, which was initially concentrated in the woollen trade, gradually expanded into linen and cotton production. The weaving industry was based principally around the Coombe and Weaver's Square (formerly Cloth Weaver Square), though its influence extended further, as evidenced by the presence of the weaving Hall at Clanbrassil Street Lower. There were also tenter fields to the south of Chamber Street and Weavers' Square, large open fields where cloth or skins were stretched on wooden frames to dry and cure. During the 19th century the large-scale textile industry underwent a gradual but terminal decline. Some of the modern street names are, for the most part, all that remain to mark the former industrial significance of the area, e.g. Weaver's Street, Weaver's Square, Mill Street. Newmarket remains a broad thoroughfare and the tradition of holding a market there survived until recently.

15.3.2 Archaeological Heritage: Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross 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)

The Proposed Scheme will traverse the ZAP for a section of the City Watercourse associated with milling activity at the Kimmage Cross Roads and along Kimmage Road Lower (RMP DU022-00301 and DU022-00302) (Image 15.8) and at another section of the City Watercourse at Mount Argus Road (RMP DU018-043004) (Image 15.9) (Figure 15.1, Sheets 1 to 2 and 3 to 4 in Volume 3 of this EIAR)..

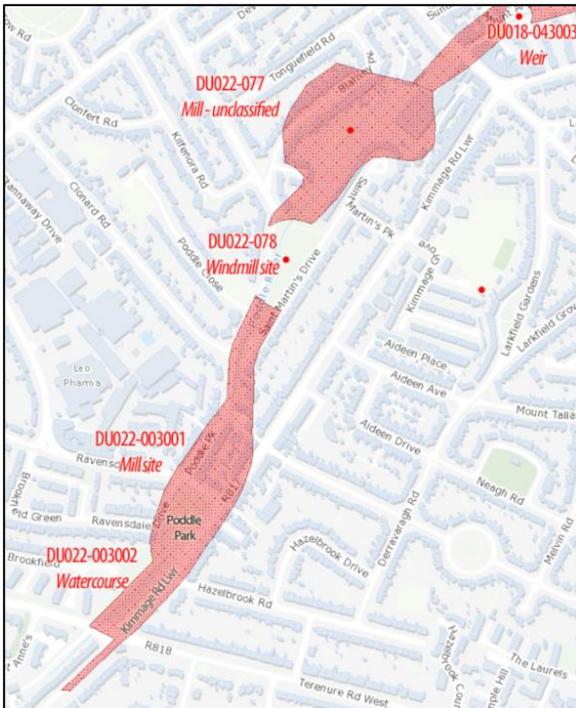


Image 15.8: ZAP for the City Watercourse and RMP Site Locations, Kimmage (The Heritage Council 2020)

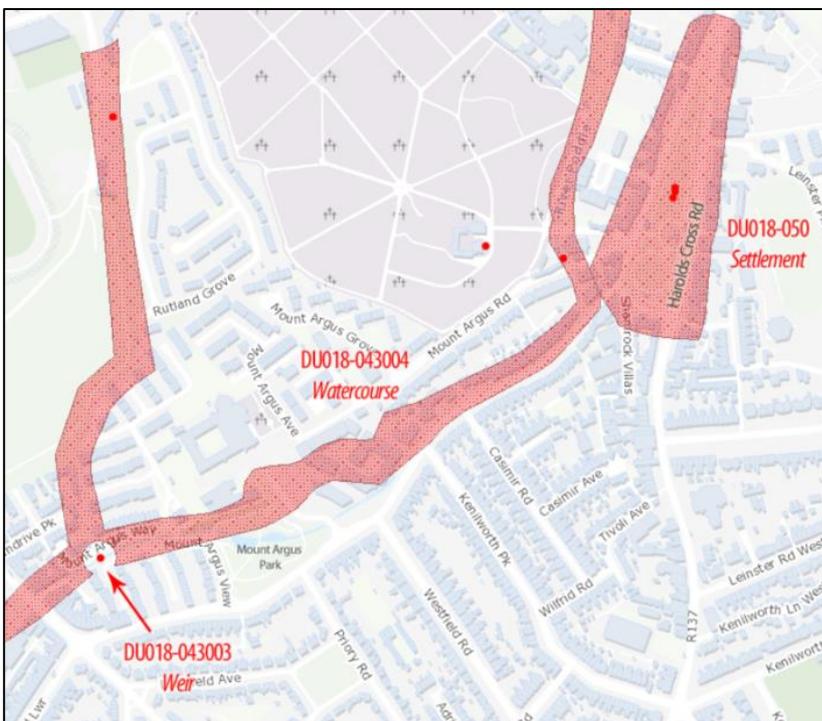


Image 15.9: ZAP for the City Watercourse and RMP Site Locations, Harold's Cross (The Heritage Council 2020)

At Mount Argus Way, the Proposed Scheme will include a boardwalk over the River Poddle in the vicinity of the stone boat, and a weir (RMP DU018-043003) associated with the City Watercourse (RMP DU018-043004) (Image 15.9).

Entries relating to the RMP / SMR sites in Table 15.4 and Table 15.5 are contained in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR and identified in Figure 15.1, Sheets 1 to 5 in Volume 3 of this EIAR.

Table 15.4: RMP/ SMR Sites Within the Proposed Scheme (Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road Section)

Reference	Name / Type	Street Address	ITM
DU022-003001	Watercourse	River Poddle – Kimmage Road Lower	713433 730625
DU022-003002	Mill Race	Kimmage Road Lower	713433 730625
DU018-043004	Watercourse	River Poddle - / Mount Argus Way	714511, 731773
DU018-043003	Weir - regulating	River Poddle (Mount Argus Road)	713915, 731387

Table 15.5: RMP/ SRM Sites within 50m of the Proposed Scheme (Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road Section)

Reference	Name / Type	Street Address	ITM
DU022-078	Windmill site	River Poddle, Crumlin	713565, 731014
DU022-077001	Mill site	River Poddle, Crumlin	713662, 731212
DU022-077002	Mill pond site	River Poddle, Crumlin	713662, 731212

15.3.2.3 Topographical Files, NMI

The Topographical Files of the NMI record the discovery of a bronze Palstave and a barbed and tanged flint arrowhead at Harold's Cross, indicating prehistoric activity (NMI 1971:913 and 1946:330; both were recovered from the surface soil of gardens).

In the case of the Palstave, a second 'axe-head' was reportedly found at the same time during the digging of foundations for a garage at 23 Kenilworth Park, however this was lost and never submitted to the NMI.

15.3.2.4 Previous Archaeological Investigations

While a small number of archaeological investigations have been undertaken in this section of the Proposed Scheme, nothing of archaeological significance has been revealed by these investigations.

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

15.3.2.5 Industrial Heritage

Along the Lower Kimmage Road section of the Proposed Scheme there are a number of former mill sites and former quarry sites. There is a site of a corn mill and flour mill at Ravensdale Park on Kimmage Road (DCIHR 22-02-011) (Figure 15.1, Sheet 1 of 7). Along Saint Martin's Park in the vicinity of the proposed cycle route, there is a quarry (DCIHR 22-02-005) (Figure 15.1, Sheet 2 of 7). This quarry is no longer visible and has since been filled in and built over.

Three sites are located adjacent to the Harold's Cross Road section of the Proposed Scheme, to the south-west of the entrance to Mount Jerome Cemetery (DCIHR18-15-043, 18-15-044, 18-15-045 (see Figure 15.1, Sheets 3 to 4 of 7); Table 15.6). Only one of these survives in situ, the Monumental Works associated with the cemetery.

All industrial heritage sites are detailed and assessed in Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) of Volume 4 of the EIAR.

Table 15.6 Industrial Heritage Sites within 50m of the Proposed Scheme (Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road Section)

Reference	Name / Type	Street Address	ITM
DCIHR 18-15-043	Monumental Works	Mount Jerome Cemetery, Mount Argus Road	714490, 731768

Reference	Name / Type	Street Address	ITM
DCIHR 18-15-044	Flour mill (site of)	Mount Argus Road	714509, 731745
DCIHR 18-15-045	Filter beds (site of)	Mount Argus Road	714496, 731730
DCIHR 22-02-011	Corn Mills (site of) (Ravensdale Mills)	Kimmage Road Lower	713433 730625
DCIHR 18-14-021	Mills	Kimmage Road Lower	714250 731540
DCIHR 22-02-002	Larkfield Mills	Saint Martin's Drive	713745 731224
DCIHR 22-02-003	Windmill stump	Saint Martin's Park	713683 731130
DCIHR 22-02-005	Quarries	Saint Martin's Park	713711 731151
DCIHR 22-02-009	Market Garden	Saint Martin's Park	713494 731024
DCIHR 22-02-006	Old Lime Kilns	Kimmage Grove	713780 731030
DCIHR 18-14-026	Quarry and Quarry Hole	Mount Argus Close	714756 732245

15.3.2.6 Cultural Heritage

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

15.3.2.7 Field Survey

A field survey was undertaken on 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 (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 historic character of the Kimmage area is defined by former industrial sites such as mills, weirs, quarries and sandpits along the course of the River Poddle. These features are no longer upstanding and form the backdrop on the first edition OS six-inch mapping and are reflected on the mapping for the Proposed Scheme (Figure 15.1, Sheets 1 to 7). This industrial development occurred in tandem with the development of the houses and their former demesnes at Mount Argos and at Mount Jerome, now both modern landmark features with the former a major religious centre and the latter a cemetery (DU018-049) (see Figure 15.1, Sheets 3 to 4 of 7).

Mount Argus Park (CBC0011CH015) is located adjacent to the Proposed Scheme and provides an attractive local amenity and setting for the later 20th century religious centre development. The park is set within the former grounds of Mount Argus House (see Figure 15.1, Sheet 3 of 7).

Harold's Cross is one of Dublin's historic suburbs. It saw significant development in the 18th century, in tandem with the focus on industrial development along the River Poddle.

15.3.2.7.2 Archaeological Potential and Non-Designated Archaeological Sites

The Proposed Scheme and its associated cycling route will encounter sections of the City Watercourse / River Poddle along its length (RMP DU022-003001/002 and DU018-043004) (see Figure 15.1, Sheet 1, and Sheet 2 to 5 of 7). Elements associated with it such as weirs and milling activity are located in the vicinity of the Proposed Scheme in a suburban environment. The River Poddle was important as the supply of water to the medieval city of Dublin. The proposed cycle route will travel over via a proposed boardwalk, a feature known as The Tongue or Stone Boat (RMP DU018-043003); now reconstructed (see Figure 15.1, Sheet 2 of 7). This comprises a wedge-shaped pier of stone constructed at the junction of the River Poddle and the City Watercourse. This was built in an attempt to regulate the quantity of water reaching the city via the City Watercourse. The boardwalk deck will be perforated such that the Stone Boat will be visible through it.

15.3.3 Archaeological Heritage: Harold's Cross Road from Harold's Cross Park to the Grand Canal

15.3.3.1 National Monuments

There are no National Monuments or sites under preservation order within or in the vicinity of the Proposed Scheme.

15.3.3.2 Recorded Archaeological Monuments (RMP/SMR sites)

The Proposed Scheme will travel along existing roads, through a heavily developed suburban and urban landscape, and will traverse the ZAP for Harold's Cross, an historic suburb ((RMP DU018-050); See Table 15.8) (see Figure 15.1, Sheets 3 to 4 in Volume 3 of this EIAR).

Entries relating to the RMP / SMR sites in Table 15.7 and Table 15.8 are contained in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR and identified on Figure 15.1, Sheets 3 and 4 in Volume 3 of this EIAR.

Table 15.7: RMP Sites Within the Harold's Cross Road from Harold's Cross Park to Grand Canal Section of the Proposed Scheme

ID No.	Name / Type	Townland / Street Address	ITM
DU018-050	Settlement	Harold's Cross	714653, 731859

Table 15.8: RMP Sites within 50m of the Proposed Scheme (Harold's Cross Road from Harold's Cross Park to Grand Canal Section)

ID No.	Name / Type	Townland / Street Address	ITM
DU018-050001	Maypole site	Harold's Cross Park	714653, 731864
DU018-050002	Watermill - unclassified	Harold's Cross Park	714653, 731859
DU018-050004	Gallows	Harold's Cross Park	714651, 731851
DU018-048002	Mill - unclassified	Our Lady's Hospice (vicinity of entrance avenue)	714562, 732165

15.3.3.3 Topographical Files, NMI

There are no finds recorded in the Topographical Files of the NMI within this section of the Proposed Scheme.

15.3.3.4 Previous Archaeological Investigations

While a small number of archaeological investigations have been undertaken in this section of the Proposed Scheme, nothing of archaeological significance has been revealed by these investigations.

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

15.3.3.5 Industrial Heritage

There are two industrial heritage sites recorded in the DCIHR located within the Proposed Scheme (DCIHR 18-15-030 (Tramway (site of)) and DCIHR 18-15-009 (Robert Emmet Bridge (canal bridge)) (see Figure 15.1, Sheet 5 of 7); see Table 15.9). Only one of which, Robert Emmet Bridge (canal bridge), is upstanding (and is recorded on the NIAH record as NIAH 50080983) (see Figure 15.1, Sheet 5 of 7). Upstanding industrial heritage sites are discussed in Chapter 16 (Architectural Heritage). There is no visible trace of the tramway system (DCIHR 18-15-030 (Tramway (site of))).

In addition, there are two industrial heritage sites, a smithy (DCIHR 18-15-042) and Greenmount Oil Works (DCIHR 18-15-041) recorded adjacent to this section of the Proposed Scheme (see Table 15.10 and Figure 15.1, Sheet 4 of 7).

Table 15.9: Industrial Heritage Sites Within the Harold's Cross Road from Harold's Cross Park to the Grand Canal Section of the Proposed Scheme

Reference	Name / Type	Street Address	ITM
DCIHR 18-15-030	Tramway (site of)	Clanbrassil Street Lower (south of SCR) and Harold's Cross Road	714881, 732723 to 714646, 731696
NIAH 50080983 DCIHR 18-15-009	Robert Emmet Bridge, canal bridge	Robert Emmet Bridge (Harold's Cross Bridge) Grand Canal	714869, 732439

Table 15.10: Industrial Heritage Sites within 50m of the Proposed Scheme (Harold's Cross Road from Harold's Cross Park to the Grand Canal Section)

Reference	Name / Type	Street Address	ITM
DCIHR 18-15-042	Smithy (site of)	154/156 Harold's Cross Road	714595, 731828
DCIHR 18-15-041	Greenmount Oil Works	Harold's Cross Road	714756, 732245

15.3.3.6 Cultural Heritage

One site of cultural heritage interest was identified within this section of the Proposed Scheme, a memorial cross (CBC0011CH009) erected by the surviving membership of the Fourth Battalion Dublin Brigade IRA in 1954 (see Figure 15.1, Sheet 4 of 7).

15.3.3.7 Field Survey

A field survey was undertaken on 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 (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. Details of all relevant sites are contained in the inventory.

15.3.3.7.1 Physical and Cultural Environment

Harold's Cross is one of Dublin's historic suburbs. It saw significant development in the 18th century, in tandem with the focus on industrial development along the River Poddle and the development of the Grand Canal. Harold's Cross Park dominates the area today, along with Mount Jerome Cemetery which is set back from the road and Our Lady's Hospice which was formerly shown as Green Mount on the historic mapping (First edition six-inch OS).

The Robert Emmet Bridge (Harold's Cross Bridge) over the Grand Canal forms a prominent industrial heritage element to the receiving urban environment and contributes positively to the street and canal scape. The approach road from Clanbrassil Street Upper is characterised by an intermittent low stone wall to the east and a retaining stone wall with cobbling and granite steps to the west. This unusual arrangement dating to the 18th century reinforces the industrial heritage character of the area. The canal is now a popular leisure amenity and is still navigable and used on a regular basis for canoeing and kayaking while its banks and former towpaths, now paved, are used for walking/ running or simply as a place to meet and relax.

15.3.3.7.2 Archaeological Potential and Non designated Archaeological Sites

A total of five RMP / SMR sites are recorded within 50m of this section of the Proposed Scheme (refer to Table 15.7 and Table 15.8). None of these archaeological sites have an above-ground presence and are known from documentary and cartographic sources. The sites are representative of medieval activity, with a distinct cluster at Harold's Cross. This section of the Proposed Scheme runs through the ZAP associated with the historic settlement of Harold's Cross (RMP DU018-050), which has its origins as an important medieval settlement and suburb.

15.3.4 Archaeological Heritage: Clanbrassil Street Upper and Lower and New Street from the Grand Canal to the Patrick Street Junction

15.3.4.1 National Monuments

The northern-most portion of the Proposed Scheme, from the junction with Lombard Street West, on Clanbrassil Street Lower, New Street and Kevin Street Upper, lies within the ZAP for Dublin's historic city (RMP DU018-020) (Figure 15.1, Sheet 5 in Volume 3 of this EIAR).

The extent of the ZAP on Clanbrassil Street coincides with the location of possible medieval city defences. These city defences consisting of walls, towers and gates are considered to be a National Monument (see Table 15.11) and in other areas of the city have a substantial above ground presence.

Although the precise location of the gate on Clanbrassil Street is uncertain (Image 15.6), and has not been revealed to date through excavation or the upgrading of the road at this location, there is a potential that sub-surface features associated with the city defences survive below ground, although this potential is considered to be low (Figure 15.1, Sheet 6 in Volume 3 of this EIAR).

Table 15.11: National Monument Sites Within the Proposed Scheme (Clanbrassil Street Upper and Lower and New Street from the Grand Canal to the Patrick Street Junction Section) Within the Dublin City ZAP

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020001	City Defences (national monument)	Clanbrassil Street	714892 732890

15.3.4.2 Recorded Archaeological Monuments (RMP/SMR sites)

The Proposed Scheme will travel along existing roads, through a heavily developed urban landscape. The northern-most portion of the Proposed Scheme, from the junction with Lombard Street West, along Clanbrassil Street Lower, New Street and Kevin Street Upper, will lie within the ZAP for Dublin's historic city (RMP DU018-020) (Image 15.10).

ID No.	Name / Type	Townland / Street Address	ITM
DU018-020113	Ecclesiastical residence	Kevin Street Upper	715144, 733445
DU018-020101	Building	Patrick Street	715059, 733498
DU018-020603	Tannery	Patrick Street / Dean Street junction	715015, 733506
DU018-020602	Industrial site	Patrick Street / Dean Street junction	715015, 733515
DU018-020197	Bridge Site	Patrick Street/ Kevin Street junction	715031 733472
DU018-020041	Bridge Site	Patrick Street/ Kevin Street junction	715046, 733460
DU018-020356	Graveyard	New Street Gardens	715156 733258
DU018-020163	Graveyard	Cathedral Lane	715130 733315
DU018-020369	House 18 th -19 th century	Saint Patrick's Close	715117 733486

15.3.4.3 Topographical Files, NMI

The recorded stray finds in this section of the Proposed Scheme are largely clustered around the area encompassing Kevin Street and St. Patrick's Cathedral, reflecting a similar distribution to the recorded archaeological sites. They include some medieval and later medieval finds, such as glazed and unglazed tiles found on Patrick Street in 1897 and a silver seal matrix of the Minor Canons of St. Patrick's Cathedral, which is dated to 1557 (NMI 1897:1140, 1150, 1157 and 1231; 1988:10), as well as 18th and 19th century pottery and animal bones (e.g. NMI IA/162/79 and IA/139/79). There is also evidence of Dublin's old water supply system, with three lengths of wooden water piping found at Mill Street, to the west of New Street South (NMI 1959:756-758).

More interestingly, however, are the occasional prehistoric artefacts that are recorded, including a polished stone axe-head from the vicinity of St. Patrick's Close and a bronze needle recovered from the River Poddle near St. Patrick's Cathedral in 1902 (NMI 1934:2 and NMI 1902:15).

15.3.4.4 Previous Archaeological Investigations

A number of excavations have been carried out in the immediate vicinity of this section of the Proposed Scheme and listed in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR. Others of particular relevance to this study are discussed in the context of the archaeological and historical background.

In 1992 during monitoring, (Walsh 1997) evidence of a pool at the junction of New Street and Dean Street was revealed. A test excavation and programme of archaeological monitoring was carried out at a site at the north end of New Street in 2001 (Meenan 2003). This identified the River Poddle culvert, late post-medieval structural remains and general post-medieval industrial deposits as well as medieval and post-medieval pottery. A test excavation at a site at Fumbally Lane carried out in 2000 identified material mainly relating to 18th / 19th century industrial activity (Scally 2000). The retrieval of a limited amount of medieval pottery among the later deposits suggest a small-scale presence of earlier archaeological activity on site. In addition to this, investigations at a site on New Row South (just west of New Street) in 1997 identified medieval industrial activity as well as later post-medieval features (Scally 1998).

Archaeological excavation took place at the corner of Kevin Street and Bride Street in the late 2000s (Kevin Street Garda Station, 35 to 47 Bride Street; Licence 04E0294ext) (Simpson 2004). The site is very important both archaeologically and architecturally, as most of the main Garda building has been identified as the medieval palace of St. Sepulchre, the residence of the Archbishop of Dublin throughout the medieval period into the 19th century (O'Donovan 2003). The medieval palace, within a walled precinct, took the form of a quadrangle and a large section of this medieval quadrangle still survives, incorporated within the existing buildings (the western wing is particularly intact) (O'Donovan 2003). The excavation revealed that this area was settled in the late 12th century and was laid out in property plots but in a general rural landscape. This habitation was marked by medieval clays and three square pits, along Kevin Street (2) and Bride Street (1), the latter of which were presumably

cesspits associated with habitation. These were probably originally timber-lined and would have been cleaned out on a regular basis, much like the modern septic tanks of today. One of the pits contained the remains of a stone setting, with a wattle mat, and on this was a male skull (17 to 25 years old), with the full skeleton of a dog. The dog was fully fleshed on deposition and was dumped at the same time as the human head. The latter produced evidence of trauma, including possible sword wounds, suggesting he died a violent death (Jonny Geber, pers. comm.). The archbishop's palace was then enclosed by a substantial ditch, which extended along Bride Street to the east and Kevin Street to the south with an entrance on to Bride Street. This ditch, dated to the 13th and 14th century, was recut several times but remained a strong and defensive feature for some considerable time. There is some evidence, however, to suggest that there was another ditch, possibly earlier in date, lying further east under Bride Street (Bride Street has been widened and the medieval frontage was further east originally). The remains of a curving metalled roadway, at the southern end of the site, was probably the original medieval Kevin Street and Bride Street.

The use of the City Watercourse to supply mills and tanneries was often mentioned in documentary sources due to the resulting pollution of the city's water supply. Test excavation (Bolger 2004) and excavations at 48 New Street (Giacometti 2005) revealed a large-scale tannery dating from the medieval period and in use until the 17th century. The site consisted of a large number of circular and rectangular tanning pits, approximately half the pits were dated by pottery found within the fills to the medieval period and the other half to the 17th century. These pits were connected to the River Poddle by a complex of ditches and drains which provided a continuous water source for the industry. Both industrial and residential structures were recorded, as well as a series of wells and minor outhouse complexes serving the rear of houses that fronted onto New Street.

Excavations in Dolphins Barn Street (Hayden 2004) identified three main phases of industrial activity and habitation. The first involved the diversion of water from the City Watercourse to the surrounding areas in the late medieval period through a series of water channels and a large pond. The second phase of activity occurred in the late 18th century with the construction of a large tannery, which was fed with water from the City Watercourse via a brick and stone lined drain (ibid). The third phase of archaeological activity on-site relates to the construction of dwelling houses in the third quarter of the 18th century. Excavations in the area (Dennehy 2004) revealed a similar series of events at the junction of Reuben Street and Dolphins Barn. Archaeological investigations in this location concentrated on the post-medieval remains of the City Watercourse and two late 18th century houses on the site. Although not in the immediate vicinity, the results of these investigations are informative, given the presence of recorded sections of the City Watercourse along the Proposed Scheme.

In 2017, Archaeological Projects Ltd excavated a site at the corner of Kevin Street and Clanbrassil Street for a new hotel development. The excavation revealed a number of latrine pits associated with property plots that were abandoned in the 14th century. The contents of an apothecary's shop dating from the 1640s was also found dumped into a cesspit on the site. The remains of a gable wall, well and latrine of a brick mansion built around 1680 and demolished by the 1730s were also uncovered. The skeletal remains of a complete horse, along with the fragmentary remains of another horse and a cow were interred in an old sump pit c.1700 (Maxwell 2018).

15.3.4.5 Industrial Heritage

There are two industrial heritage sites recorded in the DCIHR in this section of the Proposed Scheme. The tramway (DCIHR 18-15-030; Table 15.14) (Figure 15.1, Sheets 3 to 5 in Volume 3 of this EIAR) continues from the previous section along Clanbrassil Street Upper before turning east on the South Circular Road. A weaving mill (DCIHR 18-11-100 (see Figure 15.1, Sheet 6 of 7; Table 15.14)) is located within this section of the Proposed Scheme and is discussed further in Section 15.3.4.9 and detailed in Appendix A15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR.

Table 15.14: Industrial Heritage Sites Within the Clanbrassil Street Upper and Lower and New Street from the Grand Canal to Patrick Street Junction Section of the Proposed Scheme

Reference	Name / Type	Street Address	ITM
DCIHR 18-15-030	Tramway (site of)	Clanbrassil Street Lower (south of South Circular Road) and Harold's Cross Road	714881, 732723 to 714646, 731696
DCIHR 18-11-100	Weaving mill (site of)	Old Mill court Apartments, Clanbrassil Street Lower	714996, 733135

15.3.4.6 Cultural Heritage

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

15.3.4.7 Field Survey

A field survey was undertaken on 13 February 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in Appendix A15.2 (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.

15.3.4.8 Physical and Cultural Environment

The Proposed Scheme will terminate at Kevin Street Upper. This area formed part of the medieval suburbs of Dublin City. The area west of New Street / Clanbrassil Street Lower became synonymous with textile production in the post-medieval period, with industry flourishing in the 18th century. Following an Act of Parliament in 1662 encouraging immigration, the area had experienced an influx of weavers from the west of England as well as Protestants from the continent fleeing persecution. A licence to create a great market (Newmarket) was granted in 1674 to the 2nd Earl of Meath, which would service the growing industries, dealing in raw materials such as wool, hides, flax, etc. During the 18th and 19th centuries, the liberty of Donore was at the centre of the weaving industry.

The area is of great historic interest and has been subject to redevelopment over the years with road widening taking place along Clanbrassil Street and New Street providing a modern streetscape along an ancient route into Dublin. Four of Ireland's ancient routes, namely the Slige Chualann, Slige Mhor, Slige Midluachra and Slige Dala converge at the Poddle at the junction now formed by New Street, Patrick Street and Kevin Street in an area known as the 'Cross Poddle'.

15.3.4.9 Archaeological Potential and Non-Designated Archaeological Sites

A total of 18 RMP / SMR sites and their ZAPs are recorded within 50m of this section of the Proposed Scheme (Table 15.12 and Table 15.13). Apart from the Deanery building (DU018-020113) on Kevin Street Upper, none of these archaeological sites have an above-ground presence and are known from previous archaeological investigations in the area or from documentary and cartographic sources. The sites are representative of medieval activity which clusters around Kevin Street Upper and New Street.

There was no visible trace of the DCIHR sites during field survey, however the site of St Kevin's Hall Weaving Mill (DCIHR 18-11-100) is located within the Proposed Scheme (see Figure 15.1, Sheet 6 of 7). The site is depicted on the 25-inch OS map of 1910 and lies partly beneath the widened road and a modern commercial / residential complex.

15.3.5 Proposed Construction Compounds

There are three compound areas proposed for this scheme, all of which lie within the permanent red line (refer to Chapter 5 (Construction) for further information). K1, off Sundrive Road is presently used as a carparking area and after being acquired for use as a compound for the duration of the Proposed Scheme it will be reinstated as a carpark with a cycle way through it. K2 is located within the grounds of the hospice at Harold's Cross and will become a permanent carpark during the operation stage of the Proposed Scheme. K3, a paved area with a raised bed on Clanbrassil Street will become a new public realm area.

15.3.5.1 National Monuments

There are no national monuments or sites under Preservation Order within or in the vicinity of the proposed construction compounds.

15.3.5.2 Recorded Archaeological Monuments (RMP/SMR Sites)

Construction compound (K1) is located in a car park off the northern side of Sundrive Road. As the area is surfaced with concrete paving it is envisaged that no excavation works will be required at this location. However, as it is located in proximity and within the ZAP of the Medieval City Watercourse (RMP DU018-043004), there is the potential to reveal subsurface previously unknown and sites associated with the watercourse.

Construction compound (K2) is located within the grounds of Our Lady's Hospice. The site is proposed for carparking. The area is located over 100m to the south of a mill site (DU018-048002).

Construction compound (K3) will be located on the western side of Clanbrassil Street Lower within the ZAP for the Historic City of Dublin (RMP DU018-020).

The location of these Construction Compounds in respect to this archaeological and cultural heritage assets can be seen in Figure 15.1, Sheets 2, 4, 5 and 6 of 7 in Volume 3 of this EIAR.

15.3.5.3 Topographical Files, National Museum of Ireland

There are no items recorded in the Topographical Files of the NMI within 50m of the proposed construction compounds.

15.3.5.4 Previous Archaeological Investigations

Due to the proximity of the Dublin City Watercourse (RMP DU018-043004) archaeological testing and monitoring took place at 23b Sundrive Park, Kimmage under licence 18E0560 and at 23-25 Sundrive Road, under licence 02E1826. At the former site, no features or deposits of archaeological significance were identified. While at the latter site the ground level was reduced by 500mm, and natural clay was exposed at the base of all trenches and nothing of an archaeological significance was exposed. These investigations took place in proximity to the proposed location of Construction Compound (K1).

Archaeological test trenching took place under licence 02E1365 in Our Lady's Hospice in proximity to the proposed location for Construction Compound (K2) and a new car park area. No finds or features of an archaeological significance were uncovered as a result of the work. Summaries of archaeological investigations on or adjacent to the Proposed Scheme are outlined in Appendix A15.1 (List of Archaeological Investigations) in Volume 4 of this EIAR.

15.3.5.5 Industrial Heritage

No features of an industrial heritage nature will be disturbed by the proposed locations for the Construction Compounds.

15.3.5.6 Cultural Heritage

There are no cultural heritage interest within or in the vicinity of the proposed Construction Compounds. Historic street furniture and cultural heritage sites of architectural interest are discussed in Chapter 16 (Architectural Heritage).

15.3.5.7 Field Survey

A field survey was undertaken in early March 2020. Archaeological and cultural heritage sites identified along the Proposed Scheme are detailed in an inventory contained in Appendix A15.2 (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.

15.3.5.7.1 Physical and Cultural Environment

Construction Compound K1 is located in a carpark off Sundrive Road this area has a tarmacadam surface. The location proposed for Construction Compound K2 is located within the grounds of Our Lady's Hospice in greenfield / grass topped environment. Construction Compound K3 is located on the western side of Clanbrassil Street Lower at St Patrick's Court, the area has been previously built up and redeveloped and presents as a raised green and paved area.

15.3.5.7.2 Archaeological Potential and Non-Designated Archaeological Sites

Construction Compounds located in proximity to recorded monuments have potential to reveal subsurface features as discussed in Section 15.3.5.4, also Construction Compounds in greenfield environments have a potential to reveal previously undisturbed below ground remains.

15.4 Potential Impacts

This section presents the 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;
- Resurfacing works;
- Piling;
- Any excavations of soil, including landscaping works; and
- Any ground disturbance for utility works.

15.4.2 'Do Nothing' Scenario

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

15.4.3 Construction Phase

15.4.3.1 Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road

15.4.3.1.1 Archaeological Heritage

15.4.3.1.1.1 National Monuments

There are no National Monuments or sites under preservation order situated within or in the vicinity of this section of the Proposed Scheme, and as such, there are no impacts anticipated.

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

This section of the Proposed Scheme traverses sections of the medieval City Watercourse (the River Poddle) and its zone of archaeological potential (ZAP) (RMP DU022-003001 and DU018-043004) at Kimmage Road Lower and Mount Argus Road (Figure 15.1 Sheets 1 and 2 of 7 in Volume 3 of this EIAR). There is the potential for the

discovery of previously unknown below ground archaeological features, materials, and deposits within the ZAP associated with this feature. This recorded monument has a medium sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

A millrace associated with the medieval City Watercourse (the River Poddle) and its zone of archaeological potential (ZAP) (RMP DU022-003002) is located at Kimmage Road Lower (Figure 15.1 Sheet 1 in Volume 3 of this EIAR). There is the potential for the discovery of previously unknown below ground archaeological features, materials, and deposits within the ZAP associated with this feature. This recorded monument has a medium sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase to the millrace will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

At Mount Argus Road, the site of a weir (RMP DU018-043003; Figure 15.1 Sheet 2 of 7 in Volume 3 of this EIAR) known locally as the 'Stone Boat' or 'Tongue' is located below a proposed boardwalk for the cycle track. This boardwalk will be located over the western bank of the River Poddle and elevated about 2 to 3m above the water level (and approximately 1m above the feature). It will be supported by a number of piers that will be underpinned by a single bored pile in each case (13 bored piles inserted into the adjacent embankment). The 500mm diameter piles will be inserted into the adjacent embankment from a rig operating from the car park at the apartments on the western side of the river.

There will be no works in the river at the weir (Stone Boat), that will have a direct, physical impact on the historic feature. However, during construction there will be changes in the character of the receiving historic environment and works will take place on the adjacent earthen embankment. This recorded monument has a medium sensitivity value, and the magnitude of impact is considered to be medium (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, the potential impact on RMP DU018-043003, a weir on the River Poddle, is Negative, Moderate and Temporary.

There are three sites included in the RMP along Kimmage Road Lower and Saint Martin's Park within 50m of the Proposed Scheme, these are a mill site and pond (RMP DU022-077001/002) and a windmill site (RMP DU022-078) (Figure 15.1 Sheet 2 of 7 in Volume 3 of this EIAR). 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. For the cycle route a Quiet Street Treatment is proposed, comprising of sign-posting, road painting works and very shallow, superficial, street works if any. These recorded monuments have a medium sensitivity value, and the magnitude of impact is considered to be low, therefore the potential impact on the mill site and mill pond (RMP DU022-077001/002) at Blarney Park and the windmill (RMP DU022-078) at Poddle Park is Negative, Slight and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.1.1.3 Non-Designated Archaeological Sites

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

The site of a corn and flour mill at Ravensdale on Kimmage Road Lower known as Tinker Mills (DCIHR 22-02-011) (Figure 15.1 Sheet 1 in Volume 3 of this EIAR) is located in Poddle Park and has no visible trace. This non designated site has a medium sensitivity value, and the magnitude of impact is considered to be no impact as there are no works required within the park (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, there is no potential impact on DCIHR 22-02-011, the mill site at Poddle Park.

The location of the quarries (DCIHR 22-02-005) as shown on the industrial heritage record is attributed to Saint Martin's Park which is located outside the study area for the Proposed Scheme. However, as shown on the historic maps (1st edition six-inch OS), the quarries extend from this location into the study area and are located on either side of the Kimmage Road Lower. These quarries are no longer visible and have since been filled in and built over with residential housing. This non designated site has a low sensitivity value, and the magnitude of impact is considered to be low (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, the potential impact on DCIHR 22-02-005, the quarries at Saint Martin's Park, is Negative, Slight and Permanent (Figure 15.1 Sheet 2 in Volume 3 of this EIAR).

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 15.15, 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 (Kimmage Cross Roads to Junction with Harold's Cross Road)

Assessment Topic	Potential Impact
RMP DU022-003001 and DU018-043004 Dublin City Watercourse	Negative, Moderate, Permanent impact.
RMP DU022-003002, Poddle River Mill Race	Negative, Moderate, Permanent impact.
RMP DU018-043003 Weir (site of)	Negative, Moderate, Temporary impact.
RMP DU022-077001/002, Mill and mill pond (site of)	Negative, Slight, Permanent impact
RMP DU022-078 (Windmill (site of)	Negative, Slight, Permanent impact
DCIHR 22-02-011 Mill (site of)	No Impact
DCIHR 22-02-005 Quarries	Negative, Slight, Permanent impact

15.4.3.2 Harold's Cross Road from Harold's Cross Park to the Grand Canal

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)

This section of the Proposed Scheme traverses the zone of archaeological potential (ZAP) for the historic settlement of Harold's Cross (RMP DU018-050; Figure 15.1 Sheets 3 to 4 in Volume 3 of this EIAR) which has its origins as an important medieval settlement and suburb. There has been extensive development in this area from the 18th century onwards, however, despite modern disturbances, ground breaking works have the potential to reveal features associated with the historic settlement of Harold's Cross. This recorded monument has a medium sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase to historic settlement of Harold's Cross will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.2.1.3 Non-Designated Archaeological Sites

The site of a former tramline is located along Harold's Cross Road (DCIHR 18-15-030; Figure 15.1 Sheets 3 to 5 of 7 in Volume 3 of this EIAR) and has no visible trace. Tracks and rail infrastructure may survive below the existing road surface. This non designated site has a low sensitivity value, and the magnitude of impact is considered to be medium as ground breaking works are required to the road (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, the potential impact on DCIHR 18-15-030, the former tramline at Harold's Cross Road, is Negative, Slight and Permanent.

15.4.3.2.2 Cultural Heritage

A memorial cross (CBC0011CH009; Figure 15.1 Sheet 4 of 7 in Volume 3 of this EIAR) erected by the surviving membership of the Fourth Battalion Dublin Brigade IRA in 1954 is located at the northern end of Harold's Cross Park. This cultural heritage feature has a low sensitivity value, and the magnitude of impact is considered to be none given the location of the cross relative to the proposed construction activity, there will be no impact by the paving repair works on the adjoining road (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, there is no potential impact on CBC0011CH009, a memorial cross at Harold's Cross Road.

Interventions are proposed at Robert Emmet Bridge (or Harold's Cross Bridge) (NIAH 50080983, DCHIR 18-15-009); Figure 15.1 Sheet 5 in Volume 3 of this EIAR). At the bridge off line footbridges are proposed on either side with piled foundations and a new access ramp will be constructed on piled foundations with a 5m high retaining wall. The road will be widened by 2m and there will be full pavement reconstruction over the full road width. The existing Robert Emmet Bridge, parapets will not be physically affected by the construction of the footbridges and no works will take place in the canal and no impact on the navigation of the canal is expected. As a feature of architectural heritage interest, the impacts on the standing structure as a result of the proposed works are discussed in Chapter 16 (Architectural Heritage). To facilitate the construction of the footbridges at the Robert Emmet Bridge piling and ground breaking works will be required as outlined within Chapter 5 (Construction). These interventions may result in revealing features of an industrial heritage interest associated with the canal and bridge. The below-ground industrial heritage remains have a medium sensitivity value and the magnitude of the impact is considered to be medium resulting in a moderate impact. Therefore, the potential impact on the below ground remains associated with the Robert Emmet Bridge, approach ramp and canal is Negative, Moderate and Permanent.

15.4.3.2.3 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 (Harold's Cross Park to the Grand Canal)

Assessment Topic	Potential Impact
DU018-050, Historic Settlement (Harold's Cross)	Negative, Moderate, Permanent impact
DCIHR 18-15-030, Tramway (site of)	Negative, Slight, Permanent impact
CBC0011CH009 IRA Memorial	No Impact
NIAH 50080983, DCHIR 18-15-009, Bridge and Grand Canal	Negative, Moderate, Permanent impact

15.4.3.3 Clanbrassil Street Upper and Lower and New Street from Grand Canal to Patrick Street Junction

15.4.3.3.1 Archaeological Heritage

15.4.3.3.1.1 National Monuments

The Proposed Scheme will travel along existing roads, through a heavily developed urban landscape. The northern-most portion of the Proposed Scheme, from the junction with Lombard Street West, on Clanbrassil Street Lower, New Street and Kevin Street Upper, lies within the ZAP for Dublin's historic city (RMP DU018-020). The extent of the ZAP on Clanbrassil Street coincides with the location of possible medieval city defences. These city defences consisting of walls, towers and gates are considered to be a National Monument and in other areas of the city have a substantial above ground presence.

At the intersection between New Street Lower, Malpas Street and Long Lane, the location of a gate (DU018-020001; Figure 15.1 Sheet 6 of 7 in Volume 3 of this EIAR) associated with the city defences (and part of a composite national monument by reason of the historical, architectural and archaeological interest) has been suggested through research (Clarke 1990). Although the precise location of the gate is uncertain (Image 15.6)

and has not been revealed to date through excavation or the upgrading of the road at this location, there is a potential that sub-surface features associated with the city defences survive below ground in the vicinity of the Proposed Scheme. This national monument has a high sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase at the location of the possible gate and any surviving below ground sections of the city defences will be Negative, Significant and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

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

The majority of the archaeological sites that are recorded in the vicinity of this section of the Proposed Scheme, none of which have an above-ground presence, are clustered at the northern end of New Street (refer to Table 15.12 to Table 15.14). These sites are known from previous archaeological investigations in the area or from documentary and cartographic sources and are representative of medieval activity in this area.

This section of the Proposed Scheme traverses the zone of archaeological potential (ZAP) for the historic city of Dublin (RMP DU018-020; Figure 15.1 Sheets 5 to 6 of 7 in Volume 3 of this EIAR). There has been extensive development in this area from the 18th century onwards, however, despite modern disturbances, ground breaking works have the potential to reveal features associated with the historic settlement of Dublin. This area is of significant archaeological interest being the point for where the ancient sliges of Dublin meet at the River Poddle. The Slige Chualann ran from Waterford to Dublin by way of present-day New Street South and the street pattern within the ZAP for the historic town of Dublin contributes to the above ground historic significance of the city (RMP DU018-020). This recorded monument (RMP DU018-020) has a medium sensitivity value and the magnitude of impact is considered to be medium, and as only a small part of the extensive Historic City ZAP is affected this results in a moderate impact. Therefore, the potential impact of the Construction Phase to historic city of Dublin will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

On New Street South, the Proposed Scheme traverses the zone of archaeological potential (ZAP) for the site of a house (18th/19th century) (SMR DU018-020360 Figure 15.1 Sheet 6 of 7 in Volume 3 of this EIAR). The site comprised two Dutch Billy houses, traditionally favoured by the weaving industry which had its origins in this area of Dublin. There is no visible trace of these structures, and it is difficult to establish the exact location of the former buildings as New Street has been widened in the past and below ground remains may extend under the existing road. This recorded monument (SMR DU018-020360) has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase to the site of the 18th/19th century houses will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

At the junction of New Street South and Kevin Street, the Proposed Scheme traverses the zone of archaeological potential (ZAP) for the site of a mill (SMR DU018-020399; Figure 15.1 Sheet 6 of 7 in Volume 3 of this EIAR). The site is a medieval mill on the banks of the River Poddle. There is no visible trace of this structure, and it is difficult to establish the exact location of the former building as the road layout was reconfigured in this area, below ground remains associated with the mill may extend beneath the current road surface. This recorded monument (SMR DU018-020399) has a medium sensitivity value and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase to the site of the site of a mill will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.3.1.3 Non-Designated Archaeological Sites

The site of a former tramline is located along Clanbrassil Street Lower (DCIHR 18-15-030; Figure 15.1 Sheets 3 to 5 of 7 in Volume 3 of this EIAR) and has no visible trace. This is an extension of tramlines that have been identified on Harold's Cross Road (discussed in section 15.4.3.2.1.3). Tracks and rail infrastructure may survive below the existing road surface. This non designated site has a low sensitivity value and the magnitude of impact is considered to be medium as ground breaking works are required to the road (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR). Therefore, the potential impact on DCIHR 18-15-030, the former tramline at Harold's Cross Road, is Negative, Slight and Permanent.

The DCIHR documents a weaving mill (St Kevin’s Hall) (DCIHR 18-11-100) on Clanbrassil Street Lower. There are no remains of the original building surviving above ground. The site is depicted on the 25-inch OS map of 1910 and lies partly beneath the widened road (R137) and a modern commercial / residential complex. This non-designated industrial heritage asset (DCIHR 18-11-100) has a medium sensitivity value, and the magnitude of impact is considered to be medium. Therefore, the potential impact of the Construction Phase to the site of a mill (site of) will be Negative, Moderate and Permanent (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.3.2 Cultural Heritage

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

15.4.3.3.3 Summary of Impacts

The impacts are summarised in Table 15.17, 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 (Clanbrassil Street Upper and Lower and New Street from Grand Canal to Patrick Street)

Assessment Topic	Potential Impact
RMP DU018-020001, City Defences (Possible Gate) (National Monument)	Negative, Significant, Permanent impact
RMP DU018-020, Historic Town	Negative, Moderate, Permanent impact
SMR DU018-020360, House - 18th/19th century	Negative, Moderate, Permanent impact.
SMR DU018-020399, Mill	Negative, Moderate, Permanent impact
DCIHR 18-15-030, Tramway (site of)	Negative, Slight, Permanent impact
DCIHR 18-11-100, Mill (site of)	Negative, Moderate, Permanent impact

15.4.3.4 Proposed Construction Compound Locations

15.4.3.4.1 Archaeological Heritage

15.4.3.4.1.1 National Monuments

No national monuments will be impacted by the proposed construction compounds.

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

Construction Compound (K1) is located in a car park off the northern side of Sundrive Road. The site is located within the ZAP of the Medieval City Watercourse (RMP DU018-043004). As the area is covered with an existing hardstanding it is envisaged that no excavation works will be required at this location. The RMP ZAP for the City Watercourse has a high medium sensitivity value and the magnitude of impact is considered to be low. Therefore, the potential impact of the Construction Compound (K1) will be Negative, Slight and Permanent. (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

Construction Compound (K3) will be located on the western side of Clanbrassil Street Lower within the ZAP for the Historic City of Dublin (RMP DU018-020). There are no ground breaking activity associated with the set-up of this Construction Compound. The RMP ZAP has a high medium sensitivity value, and the magnitude of impact is considered to be none as no excavations are planned at this location. Therefore, the placement of a Construction Compound at this location will have no impact (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.4.1.3 Non-Designated Archaeological and Cultural Heritage Sites

No cultural heritage and non-designated archaeological sites were identified within the proposed construction compound locations.

15.4.3.4.1.4 Greenfield Potential

Due to the greenfield nature of the proposed Construction Compound in the grounds of Our Lady's Hospice (K2) there is potential that ground-breaking works would uncover previously unknown archaeological features / deposits. This greenfield area has a low sensitivity value, and the magnitude of impact is considered to be low. Therefore, the potential impact is Negative, Slight and Permanent on any remains that survive below ground (Appendix 15.2 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 of this EIAR).

15.4.3.4.2 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 Compound Locations)

Construction Compound	Potential Impact
Construction Compound K1 – off Sundrive Road	Negative, Slight, Permanent
Construction Compound K2 – Our Lady's Hospice	Negative, Slight, Permanent
Construction Compound K3 – Clanbrassil Street Lower	No Impact

15.4.4 Operational Phase

At the weir (site of) at Mount Argus Close in Kimmage (DU018-043003), the proposed boardwalk deck will be perforated providing visibility of the historic feature. Further mitigation will be provided in the form of informational signage (See Section 15.5.1.4.1.2). At the Operational Phase this recorded monument has a medium sensitivity value and the magnitude of the impact is medium. Therefore, the potential operational impact is Positive, Moderate, Long Term.

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 have to 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 having conferred with the NTA. The archaeologist will be afforded sufficient time and resources to record and remove any such features identified in accordance with the licensing requirements agreed.

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

In the case of cellars, coal cellars and / or basements, the appointed contractor in consultation with the archaeologist engaged by them will make provision for a full 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 cellars, coal cellars and / or basements.

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.

15.5.1.2 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 on behalf of the client 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 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 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.

15.5.1.3 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).

15.5.1.4 Lower Kimmage Road from Kimmage Cross Roads to Junction with Harold's Cross Road

15.5.1.4.1 Archaeological Heritage

15.5.1.4.1.1 National Monuments

There are no national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

15.5.1.4.1.2 Recorded Archaeological Sites and Monuments (RMP/ SMR sites)

Archaeological monitoring (as defined in Section 15.3.5.1) 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 Dublin City Watercourse (RMP DU022-003001/002 and RMP DU018-043004), which includes the recorded millrace site (RMP DU022-003002) and mill and mill pond (RMP DU022-077001/002) (Figure 15.1 Sheets 1 and 2 of 7 in Volume 3 of this EIAR); and
- At Mount Argus Way, the site of a weir (RMP DU018-043003) (Figure 15.1 Sheet 3), known locally as the 'Tongue' or the 'Stone Boat'. The design intent is to avoid any impact to the weir (RMP DU018-043003). As a mitigation measure, all piling arisings and any ground breaking works will be archaeologically monitored in order to identify any associated below ground archaeological features or finds.

15.5.1.4.1.3 Non-Designated Archaeological Sites

The site of a corn and flour mill (DCIHR 22-02-011) is located at Ravensdale Park. No works are anticipated in this area and no mitigation measures are required.

At the location of the quarries (DCIHR 22-02-005), the potential impact prior to mitigation is Negative, Slight and Permanent. Should any ground breaking works take place along the Kimmage Road Lower where these quarries are located, archaeological monitoring will take place as a mitigation measure.

15.5.1.4.1.4 Cultural Heritage

There are no potential impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

15.5.1.4.2 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)
RMP DU022-003001 and DU018-043004 Dublin City Watercourse	Negative, Moderate, Permanent	No significant impact
RMP DU022-003002, Poddle River Mill Race	Negative, Moderate, Permanent	No significant impact
RMP DU018-043003, Weir (site of)	Negative, Moderate, Temporary	No significant impact
RMP DU022-077001/002, mill and mill pond (site of)	Negative, Slight, Permanent	No significant impact
RMP DU022-078 Windmill (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 22-02-011, Mill (site of)	No Impact	No significant impact
DCIHR 22-02-005 Quarries	Negative, Slight, Permanent impact	No significant impact

15.5.1.5 Harold's Cross Road from Harold's Cross Park to the Grand Canal

15.5.1.5.1 Archaeological Heritage

15.5.1.5.1.1 National Monuments

There are no national monuments along this section of the Proposed Scheme and therefore no mitigation measures are required.

15.5.1.5.1.2 Recorded Archaeological Sites and Monuments (RMP/ SMR sites)

Archaeological monitoring (as defined in Section 15.3.5.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following locations:

- Within the ZAP for the historic settlement at Harold's Cross (RMP DU018-050) (Figure 15.1 Sheets 3 to 4 of 7 in Volume 3 of this EIAR), to include the full extent of land take for the Proposed Scheme. The monitoring of topsoil-stripping and excavation works across this whole area will be carried out as an archaeological exercise.

15.5.1.5.1.3 Non-Designated Archaeological Sites

Archaeological monitoring (as defined in Section 15.3.5.1) 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:

- On Harold's Cross Road where the former line of a tramway has been identified (DCIHR 18-15-030);
- At Robert Emmet Bridge (or Harold's Cross Bridge) (NIAH 50080983 and DCHIR 18-15-009) and the Grand Canal where excavation will occur to accommodate the new design proposals. Excavation in the area may result in revealing features of an industrial heritage interest associated with the canal and bridge. Any ground-breaking works at this location may result in a Negative, Moderate, Permanent impact on industrial heritage remains, which survive below ground. Any resultant archaeological or industrial heritage features will be identified and recorded; and
- The setting and the configuration of the canal, bridge and streetscape will be altered as the bridge will be widened via standalone structures to the east and west of the existing structure to accommodate the additional space needed for the Proposed Scheme. The intervention is design

led to provide a sustainable and appropriate solution and is discussed and assessed in Chapter 16 (Architectural Heritage).

Should any subsurface archaeological stratigraphy be encountered, an appropriate ameliorative strategy will be implemented. This will entail licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ.

15.5.1.5.2 Cultural Heritage

The memorial cross will be appropriately protected for the duration of the works. If necessary, the cross (CBC011CH009) will be protected in accordance with the mitigation measures set out in Chapter 16 (Architectural Heritage).

15.5.1.5.3 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 DU018-050, Historic settlement (Harold's Cross)	Negative, Moderate, Permanent	No significant impact
DCIHR 18-15-030, Tramway (site of)	Negative, Slight, Permanent	No significant impact
CBC011CH009, IRA Memorial	No Impact	No significant impact
NIAH 50080983 and DCHIR 18-15-009 Bridge and Grand Canal	Negative, Moderate, Permanent	No significant impact

15.5.1.6 Clanbrassil Street Upper and Lower and New Street from Grand Canal to Patrick Street Junction

15.5.1.6.1 Archaeological Heritage

15.5.1.6.1.1 National Monuments

Archaeological monitoring (as defined in section 15.5.1.1) under consent 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:

- Towards the southern extent of the ZAP for the Historic City of Dublin (DU018-020) at the junction between New Street Lower and Malpas Street and Long Lane as this coincides with the location of possible medieval city defences (DU018-020001; Figure 15.1 Sheet 6 of 7 in Volume 3 of this EIAR), though the precise location of the gate is unknown.

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

Archaeological monitoring (as defined in Section 15.3.5.1) 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) (Figure 15.1 Sheet 5) on the original route of the Slige Chualann; and
- At the following RMP sites which lie within the Proposed Scheme: the sites of a house (18th/19th century) (DU018-020360), and a mill (DU018-020399) (Figure 15.1, Sheet 6).

15.5.1.6.1.3 Non-Designated Archaeological Sites

Archaeological monitoring (as defined in Section 15.3.5.1) 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:

- Along Clanbrassil Street Upper to the South Circular Road where former tramway lines are recorded (DCIHR 18-15-030) (monitoring will also occur on Harold's Cross Road as discussed in Section 15.5.1.5.1.3); and
- At the site of a weaving mill (St Kevin's Hall) (DCIHR 18-11-100) on Clanbrassil Street Lower. No remains of the original building survive above ground. The site is depicted on the 25-inch OS map of 1910, and lies partly beneath the widened road and a modern commercial / residential complex (Figure 15.1, Sheet 6 of 7 in Volume 3 of this EIAR).

15.5.1.6.2 Cultural Heritage

There are no predicted impacts on cultural heritage features in this section of the Proposed Scheme and no mitigation measures are therefore required.

15.5.1.6.3 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)
RMP DU018-020001, City Defences (possible gate) (National Monument)	Negative, Significant, Permanent.	No significant impact
RMP DU018-020 Historic Town	Negative, Moderate, Permanent	No significant impact
SMR DU018-020360, House - 18 th /19 th century	Negative, Moderate, Permanent	No significant impact
RMP DU018-020399 mill	Negative, Moderate, Permanent	No significant impact
DCIHR 18-15-030 Tramway (site of)	Negative, Slight, Permanent	No significant impact
DCIHR 18-11-100, St Mill (site of)	Negative, Moderate, Permanent	No significant impact

15.5.1.7 Proposed Construction Compounds

15.5.1.7.1 Archaeological Heritage

Archaeological monitoring (as defined in Section 15.5.1) 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 K1 and K2. 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. At K3 no excavation works are envisaged.

Following mitigation of archaeological monitoring, and any resultant recording and investigation works, it is anticipated that there will be no significant impacts after mitigation strategies are applied.

15.5.1.7.2 Cultural Heritage

No impacts to cultural heritage features or sites were identified at the compound locations and therefore no mitigation is required.

15.5.1.7.3 Summary Table

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

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
K1 at Sundrive Road	Negative, Slight Permanent	No significant impact
K2 at Our Lady's Hospice	Negative, Slight, Permanent	No significant impact

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
K3 at Clanbrassil Street Lower	No Impact	No significant impact

15.5.2 Operational Phase

All negative 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 (including archaeological excavation);
- Preservation in situ;
- Preservation by design; and
- Archaeological monitoring.

There are therefore no negative potential impacts as a result of the Operational Phase of the Proposed Scheme and no mitigation measures are required.

It should be noted in respect to the site of a weir (RMP DU018-043003) (Figure 15.1 Sheets 2-3 of 7 in Volume 3 of this EIAR), known locally as the 'Tongue' or the 'Stone Boat', that the proposed boardwalk at this location will have a perforated deck allowing for visibility of the site of the weir (RMP DU018-043003) as well as interpretative signage at either end of the boardwalk. This interpretative signage will comprise of information panels that will detail the story of the Dublin City Historic Watercourse, the River Poddle and the River Dodder and how important they were to industry from medieval times onwards. Following the implementation of these mitigation measures, a residual Positive, Moderate and Long-Term impact is anticipated during the Operational Phase (Section 15.6.1).

15.6 Residual Impacts

15.6.1 Construction Phase

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

15.6.2 Operational Phase

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

One positive residual impact has been identified during the Operational Phase of the Proposed Scheme following the implementation of public realm improvement works at Mount Argus Way, in the vicinity of the stone boat, the recorded monument of a weir (RMP DU018-043003). It is considered that there will be a Positive, Moderate and Long-Term residual impact on the setting and understanding of the historic significance of the area around the stone boat through improved access, the completion of upgraded public realm works and provision of interpretative signage.

Table 15.23: Summary of Construction Phase Significant Residual Impacts

Assessment Topic	Predicted Impact (Pre-Mitigation and Monitoring)	Residual Significant Impact (Post Mitigation and Monitoring)
RMP DU018-043003, Weir (site of)	No impact	Positive, Moderate, Long-term

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