
Chapter 20

Archaeology and Cultural Heritage

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20. ARCHAEOLOGY & CULTURAL HERITAGE

20.1 Introduction

This chapter considers and assesses the effects of the DART+ West project (hereafter referred to as the 'proposed development') on archaeology and cultural heritage.

The proposed DART+ West project will consist of the electrification of the existing Great Southern & Western Railway (GSWR) and the Midland Great Western Railway (MGWR) rail lines from Dublin City centre extending west of Maynooth town as far as the proposed depot, and to M3 Parkway Station.

This study determines, as far as reasonably possible from existing records, the nature of the archaeological and cultural heritage resource in and within the study area of the proposed development using appropriate methods of study. Desk-based assessment is defined as a programme of study of the historic environment within a specified area or site that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely archaeology and cultural heritage constraints, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage constraints (Chartered Institute for Archaeologists (CIfA) 2014a). This desk-based assessment and analysis is essential in:

- Determining the presence of known archaeological and cultural heritage sites that may be affected by the proposed development.
- Assessment of the likelihood of finding previously unrecorded archaeological remains during the construction programme.
- Determining the likely significant impacts upon known or previously unrecorded archaeological and cultural heritage sites.
- Determining the likely significant impacts upon the setting of known or previously unrecorded archaeological and cultural heritage sites within the study area of the proposed development.
- Proposing mitigation measures based upon the results of the above research.

This desk-based research has been undertaken in tandem with site walkover surveys and geophysical surveys at specific areas along the route of the proposed development.

The assessment of the architectural heritage resource is presented in Volume 2 Chapter 21 Architectural Heritage of this EIAR. Whilst elements of architectural heritage can also be considered as 'cultural heritage', every effort has been made not to replicate information.

The nature of the proposed development, being largely an electrification project along an existing operational railway corridor, will not involve extensive ground disturbances across the entirety of the proposed project area. The interventions resulting in ground disturbances along the route of the proposed development include the construction of new station at Spencer Dock, modifications to existing stations, and level crossing road replacement works; construction of HV (high voltage) traction substations and Overhead Line Equipment (OHLE); additional signalling furniture; signalling infrastructure; alterations to railway tracks, including minor realignments and track lowering; utilities diversions; and establishment of construction compounds.

20.2 Legislation, policy and guidance

20.2.1 Legislation

This archaeological and cultural heritage assessment has been undertaken in accordance *inter alia* with EU Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment ("the EIA Directive"), the Transport (Railway Infrastructure) Act 2001 (as amended and substituted), the European Union (Railway Orders) (Environmental Impact Assessment)

(Amendment) Regulations 2021 (S.I. No. 743/2021) which give further effect to transposition of the EIA Directive by amending the Transport (Railway Infrastructure) Act 2001.

The following legislation were consulted as part of this assessment:

- Directive 2014/52/EU of the European Parliament and of the Council (amending Directive 2011/92/EU) on the assessment of the effects of certain public and private projects on the environment.
- National Monuments Acts 1930 (as amended).
- The Planning and Development Act 2000 (as amended).
- The Heritage Council Act 1995 (as amended).
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999.

20.2.2 Policy

The following policies were consulted as part of this assessment:

- Fingal County Development Plan 2017-2023.
- Draft Fingal Development Plan 2023 – 2029.
- Dublin City Development Plan 2016-2022.
- Draft Dublin City Development Plan 2022-2028.
- Draft Kildare County Development Plan 2017-2023.
- Kildare County Development Plan 2023-2029.
- Meath County Development Plan 2021-2027.

20.2.3 Guidance

The following guidance documents were consulted as part of this assessment:

- Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes, (NRA 2005).
- Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005).
- Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, and the Gaeltacht (now Minister of Housing, Local Government and Heritage) and Iarnród Éireann (2012).
- Revised Advice Notes for Preparing Environmental Impact Statements (Environmental Protection Agency (EPA) 2015).
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022).
- Frameworks and Principles for the Protection of the Archaeological Heritage (Department of Arts, Heritage, Gaeltacht and Islands 1999).
- Architectural Heritage Protection Guidelines for Planning Authorities (DECLG 2011).
- National Inventory of Architectural Heritage (NIAH) Handbook (DHLGH 2021).
- 'The Dublin Principles' Joint ICOMOS – TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes (ICOMOS 2011).

20.3 Methodology

20.3.1 Study Area

The study area used within this assessment varies along the alignment of the proposed development reflecting the nature of the receiving baseline environment.

Within Dublin City administrative area, a study area of 100 m either side of the redline boundary of the proposed development was used for the assessment of the archaeological and cultural heritage baseline. Within Fingal, Meath and Kildare administrative areas, a study area of 250 m was used. Due to the built-up nature and density of archaeological, industrial and cultural heritage sites within the Dublin City administrative area, a 100 m study area was deemed sufficient to characterise the archaeological and cultural heritage potential within the proposed development area. The larger study area was used within Fingal, Meath and Kildare administrative areas to allow sufficient heritage data to be collected to ensure a comprehensive characterisation of the proposed development was achieved.

20.3.2 Desktop survey methodology

The following sources (documentary, cartographic and databases) were consulted in order to a) establish the nature of the receiving baseline environment, b) compile a list of documented archaeological and cultural heritage constraints within the study area of the proposed development and c) to identify any previously unrecorded constraints.

- United Nations Educational, Scientific and Cultural Organization (UNESCO): properties inscribed on the World Heritage List and those nominated for inclusion on the tentative list.
- Record of Monuments and Places (RMP) for Counties Dublin, Kildare and Meath.
- Sites and Monuments Record (SMR) for Counties Dublin, Kildare and Meath.
- Monuments in State Care.
- Monuments subject to Preservation Orders.
- National Inventory of Intangible Cultural Heritage.
- Dublin City Industrial Heritage Record (DCIHR).
- Topographical files of the National Museum of Ireland (NMI).
- Cartographic and documentary sources relating to the study area.
- Fingal County Development Plan 2017-2023 (FCC 2017).
- Draft Fingal Development Plan 2023 – 2029 (FCC 2023).
- Dublin City Development Plan 2016-2022 (DCC 2016).
- Draft Dublin City Development Plan 2022-2028 (DCC 2022).
- Kildare County Development Plan 2017-2023 (KCC 2017).
- Draft Kildare County Development Plan 2023-2029 (KCC 2023).
- Meath County Development Plan 2021-2027 (MCC 2021).
- Aerial Photographs.
- Place Name Analysis.
- Dublin City Archaeological Archive.
- Database of Irish Excavation Reports (1970- April 2022).

UNESCO World Heritage Properties

The function of a UNESCO World Heritage list is to encourage member states to protect and manage their natural and cultural heritage. Properties considered for inclusion have cultural, historical, scientific or other significance, considered to be of outstanding value to humanity. There are three properties inscribed onto the UNESCO World Heritage List on the island of Ireland the Giants Causeway Cost, Bru na Boinne and Scelig Mhicíll.

In 2010 'The Historic City of Dublin' was inscribed onto the Tentative List for nomination as a UNESCO World Heritage Site (Lucas 2010). However, in 2019, in line with UNESCO policy a new call for nominations onto a revised tentative list was issued by the Department of Housing, Local Government and Heritage (DHLGH). Six nominations were deemed valid by an Expert Advisory Group and a revised tentative list will be submitted to UNESCO in early 2022, replacing the existing list. Once accepted the Historic Town of Dublin will by default be removed from the tentative list.

Dublin was designated the 4th UNESCO City of Literature (DUCoL) in 2010 as part of the UNESCO Creative Cities Network. Creativity is categorised as Crafts & Folk Art, Design, Film, Gastronomy, Literature, Music and Media Arts. Designation promotes cooperation with other cities. The associated Strategic Plan places

creativity as a factor for sustainable urban development (Dublin City Council 2016). Ireland's bid for inclusion referenced the association of James Joyce and Ulysses, and the annual Bloomsday and Dublin Literature Festivals.

Ireland has also inscribed three intangible heritage elements Uilleann Piping (2017), Hurling (2018), and Irish Harping (2019) on the UNESCO Representative List of the Intangible Cultural Heritage of Humanity.

National Monuments

The National Monuments Acts 1930 (as amended) defines a monument as

“any artificial or partly artificial building, structure, or erection whether above or below the surface of the ground and whether affixed or not affixed to the ground and any cave, stone, or other natural product whether forming part of or attached to or not attached to the ground which has been artificially carved, sculptured or worked upon or which (where it does not form part of the ground) appears to have been purposely put or arranged in position and any prehistoric or ancient tomb, grave or burial deposit, but does not include any building which is for the time being habitually used for ecclesiastical purposes”

A National Monument receives statutory protection and is described in Section 2 of the act as ‘a monument or the remains of a monument the preservation of which is a matter of national importance by reason of the historical, architectural, traditional, artistic or archaeological interest attaching thereto’.

A list of the National Monuments in the State's guardianship or ownership is available at <https://www.archaeology.ie/national-monuments/search-by-county>. This list is not exhaustive having been published in 2009; National Monument may also be listed in County Development Plans but equally these are not exhaustive as additional monuments may be deemed National Monuments on a case-by-case basis at the MHLGH discretion. Therefore, it remains good practice to write to the MHLGH seeking clarity over a monument's status, particularly when in ownership of an LA.

It is important to note that national monument status is not just restricted to the monument itself but encompasses its setting and attendant grounds. Once the site is in ownership or guardianship of the State, neither it nor its attendant grounds, may be interfered with without the written consent of the MHLGH.

National Monuments in state care are maintained by the National Monuments Service (NMS) of DHLGH in partnership with the Office of Public Works (OPW).

Preservation Orders

The Preservation Order List and/or Temporary Preservation Orders can be assigned to a site or sites that are deemed to be in danger of injury or destruction. These are allocated under the National Monuments Act 1930. Preservation Orders make any interference with the site illegal. Temporary Preservation Orders can be attached under the National Monuments (Amendment) Act, 1954. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation must be reviewed. Work may only be undertaken on or near sites under Preservation Orders with written consent, and at the discretion of the MHLGH. A list of the Monuments subject to Preservation Orders is available at <https://www.archaeology.ie/sites/default/files/media/publications/po19v1-all-counties.pdf>.

Record of Monuments and Places (RMP) and the Sites and Monuments Record (SMR)

Section 12 (1) of the National Monuments Act (1994 amendment) provides that the MHLGH shall establish and maintain a record of Record of Monuments and Places (RMPs) where it is known that such monuments exist. The record, forming the Archaeological Survey of Ireland, comprises a list of monuments and relevant places and mapping showing each monument and relevant place in respect of each County in the State. Each RMP is identified by its own unique thirteen-digit reference number (e.g., DU020-018----). Monuments and Places recorded on the RMP all receive statutory protection under the National Monuments Act. The record

is maintained by the National Monuments Service (NMS) of the DHLGH and is available at <https://maps.archaeology.ie/HistoricEnvironment/>.

A Zone of Archaeological Potential (ZAP) that defines a large archaeological landscape (such as the historic town of Dublin) are protected as an RMP. Zones of Archaeological Notification (ZON), as indicated around RMPs on the Archaeological Survey of Ireland, are not subject to statutory protection. A ZON represents an area in proximity to the RMP that requires two months notification to be issued to the NMS of the e.g., (under Section 12 of the National Monuments Act), if works are proposed within that area. It is not a reflection of the extent of an RMP or its associated ZAP.

The Site and Monuments Record (SMR) holds documentary evidence and field inspections of all known archaeological sites and monuments. This includes sites that have been recorded and reported to the DHLGH in the past and are included as a 'record only' within the archive and are not subject to statutory protection. Some information is also held about archaeological sites and monuments whose precise location is not known, e.g., only a site type and townland are recorded. These are known to the National Monuments Service as 'un-located sites' and cannot be afforded legal protection. As a result, these are omitted from the RMPs. A number of sites within the SMR have also been re-classified as non-archaeological and are referred to as 'redundant records'. Where this occurs within the study area of the proposed development, any such sites have been assessed as being potentially archaeologically significant, due to the fact that such reclassified sites in the past, have indeed found to be archaeological in nature. SMR sites are also listed on Archaeological Survey of Ireland website DHLGH (DCHG 2018a).

Full details of all Recorded Monuments within the Study Area are given in Appendix A20.1 Recorded Archaeological Sites in Volume 4 of this EIAR.

Record of Protected Structures, Architectural Conservation Areas and Conservation Areas

Archaeological and cultural heritage sites may also be designated as Protected Structures under Section 51(1) of the Planning and Development Act 2000 (as amended). Section 51(1) requires that each Local Authority compiles and maintains a Record of Protected Structures (RPS). The purpose of the RPS is to record and protect structures of special architectural, historical, archaeological, artistic, cultural, scientific or technical interest, which are then listed and mapped in each County/City development plan.

In accordance with Section 81 of the Planning and Development Act 2000 (as amended) an Architectural Conservation Area (ACA) is defined as 'a place, area, group of structures or townscape, taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure, and whose character it is an objective of a development plan to preserve.' (DoAHG, 2011, 40). ACAs have statutory protection.

County/city development plans also provide a list of Conservation Areas (CAs) which are established to protect the architectural design and overall setting of an area. A range of uses that do not impact negatively on the architectural character and setting of the area are permitted in such CAs. CAs are non-statutory objectives of LA Development Plans, many having been established prior to the commencement of the Planning and Development Act 2000 (as amended). Volume 2 Chapter 21 (Architectural Heritage) of this EIAR considers all built heritage sites specifically in relation to the proposed development.

National Inventory of Architectural Heritage (NIAH)

The National Inventory of Architectural Heritage (NIAH) was established in 1990 to fulfil Ireland's obligations under Article 2 of the 1987 Convention for the Protection of the Architectural Heritage of Europe, known as the 'Granada Convention'. Article 2 states 'for the purpose of precise identification of the monuments, groups of structures and sites to be protected, each Member State will undertake to maintain inventories'. The NIAH is responsible for the establishment and maintenance of a central record documenting and evaluating the architectural heritage of the country. The NIAH was established on a statutory basis by the enactment of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999.

Structures listed in the NIAH are deemed to be of architectural, archaeological, historical, artistic, scientific, social or technical interest by the MHLGH. It is noted that inclusion within the NIAH survey does not afford statutory protection. However, the structure may be added to the RPS by the relevant Local Authority in the future. Volume 2 Chapter 21 (Architectural Heritage) of this EIAR considers all built heritage sites specifically in relation to the proposed development.

Topographical Files of the National Museum of Ireland

The 'Topographical File' is the national archive of all known finds recorded by the National Museum of Ireland (NMI). This archive relates primarily to artefacts but also includes references to monuments and unique records of archaeological investigations/excavations undertaken. The files are important sources of information on the discovery of sites of archaeological significance and may indicate unrecorded areas of archaeological potential within the study area.

Dublin City Industrial Heritage Record (DCIHR)

The Dublin City Industrial Heritage Record (DCIHR) is a database of industrial heritage sites across Dublin City administrative area maintained by DCC. The DCIHR survey makes recommendations for sites to be added to the RPS in the life of the Plan. It is an objective (CHC03) of the Dublin City Development Plan to consider the recommendations of the DCIHR (in line with their Strategic Approach to the overall revision of the RPS and recommendations from the Minister for Housing, Local Government and Heritage. The record is available from Dublin City Council and online at www.heritagemaps.ie. Where sites are no longer extant but there remains potential for associated sub-surface remains, they are considered in this chapter. Where a site consists of upstanding structural remains, they are considered in Volume 2 Chapter 21 Architectural Heritage of this EIAR.

Cartographic Sources

Cartographic sources are important in tracing land use development and the development (or demise) of sites and structures through time within the study area. Where once documented sites are no longer extant, or where numerous sites are illustrated, they provide important topographical information aiding in the identification of Areas of Archaeological Potential (AAP) within the study area. The cartographic sources, listed below, were analysed to inform the receiving baseline environment and to identify AAPs:

- John Speed, Map of Dublin, 1610.
- Sir William Petty, Down Survey Map, 1654–56, Baronies of Castleknock and Coolock.
- Bernard de Gomme, The City and Suburbs of Dublin, 1673.
- Thomas Philips, An exact survey of city of Dublin, and part of the harbour, 1685.
- Charles Brooking, A Map of the City and Suburbs of Dublin, 1728.
- John Rocque, Exact survey of the city and suburbs of Dublin, 1756.
- John Rocque, An actual survey of the County of Dublin, 1760.
- Mr Bernard Scale, A Survey of the City Harbour Bay and Environs of Dublin on the same Scale as those of London Paris & Rome / by John Rocque Chorographer to his Majesty with Improvements & Additions to the Year 1773.
- George Taylor and Andrew Skinner, Maps of the Roads of Ireland, 1777.
- William Wilson, New plan of the City of Dublin, 1801.
- Thomas Campbell, City of Dublin, 1811.
- John Taylor, Map of the Environs of Dublin, 1816.
- William Duncan, Map of the County of Dublin, 1821.
- Ordnance Survey (OS) Map Editions County Dublin, Meath and Kildare (1837-1938, 6" and 25").

Development Plans

Development Plans contain a catalogue of all the Register of Protected Structures (RPS) and RMPs within the County as well as information regarding historic street paving and street furniture. They contain policies and objectives relevant to the protection and conservation of archaeological and cultural heritage. The Dublin City

Development Plan 2016-2022 (DCC 2016), Fingal Development Plan 2017-2023 (FCC 2017), Meath County Development Plan 2021-2027 (MCC 2017) and the Kildare County Development Plan 2017-2023 (KCC 2017) were consulted, along with all relevant draft county development plan and relevant Local Area Plans (LAPs) within the study area of the proposed development. The relevant archaeological and cultural heritage policies from these documents are reproduced in Appendix A20.2 Legislative Framework Protecting the Archaeological Resource in Volume 4 of this EIAR.

Aerial Photographs

Aerial Photographs are an important source of information regarding the potential location of sub-surface sites and their extent, which can be visible on aerial photos under certain conditions. This is particularly true in warm weather with little rainfall when the differential retention of ground water effects crop and pasture growth, the pattern of which indicates the presence of underlying archaeological sites. It also provides information on the terrain and its likely potential for archaeology. A number of online sources were consulted including aerial photographs held by the Ordnance Survey of Ireland, Google Earth and Bing Maps.

Dublin City Archaeological Archive (DCAA)

The Dublin City Archaeological Archive (DCAA) is the first dedicated archaeological archive in Ireland, its remit is to preserve records arising from archaeological investigations conducted in Dublin City by archaeologists working in the private sector. The archive contains a digital record of archaeological excavation in Dublin City up to 2017 and is available online.

Place Names

Place Names are an important part in understanding both the archaeology and history of an area. Place names have in some cases have been found to have their root deep in the historical past.

Database of Irish Excavation Reports

The Database of Irish Excavation Reports ('Excavations Bulletin') is a summary publication that has been produced in hard copy every year since 1970, until 2010. From 2011 onwards, the database has been published exclusively online (www.excavations.ie). The entries into the database provide summaries of every licensed archaeological excavation that has taken place in Ireland and this information is vital when examining the archaeological context of the landscape. The summaries include a unique reference number, license number, description of works, address and the contact details of the archaeologist who undertook the work.

Townlands and Townland Boundaries

The townland is an Irish land unit of considerable longevity as many of the units are likely to correspond to much earlier land divisions. However, the term townland was not used to denote a unit of land until the Civil Survey of 1654. It bears no relation to the modern word 'town' but like the Irish word 'baile' refers to a place. It is possible that the word is derived from the Old English "tun land" and meant 'the land forming an estate or manor' (Culleton 1999, 174).

Gaelic land ownership required a clear definition of the territories held by each sept and a need for strong, permanent fences around their territories. Boundaries following ridge tops, streams or bog are more likely to be older in date than those composed of straight lines (Culleton 1999, 179). Many of these boundaries are preserved within, or their historical alignment is marked by, present day townland boundaries reflecting centuries of continuation of use. They frequently were used to form the boundary of, or are incorporated into the lands of early medieval and medieval ecclesiastical sites and graveyards. This is due to 'termonn' law whereby a church founded on a boundary was eligible to claim taxes from patrons on either side. In later years they were subsequently used as liminal locations for unconsecrated burials, to confuse and contain the spirits of those buried beside them.

The vast majority of townlands are referred to in the 17th century, when land documentation records begin. Many of the townlands are mapped within the Down Survey of the 1650s, so called as all measurements were carefully 'laid downe' on paper at a scale of forty perches to one inch. Therefore, most are in the context of pre-17th century landscape organisation (McErlean 1983, 315).

In the 19th century, some demesnes, deer parks or large farms were given townland status during the undertaking of the Ordnance Survey of Ireland and some imprecise townland boundaries in areas such as bogs or lakes, were given more precise definition (McErlean 1983, 315). Larger tracts of land were divided into a number of townlands, and named Upper, Middle or Lower, as well as Beg and More (small and large), Within and Without, and north, east, south and west (Culleton 1999, 179). In urban environments Wards rather than townlands were used as administrative divisions often following earlier townland boundaries; these are now known as Electoral Divisions, By the time the first OS had been completed in the 1840's a total of 62,000 townlands and wards were recorded in Ireland.

Townland and topographic names are an invaluable source of information on topography, landownership and land use within the landscape. They also provide information on history, archaeological monuments and folklore of an area. A place name may refer to a long-forgotten site and may indicate the possibility that the remains of certain sites may still survive below the ground surface. The first OS surveyors recorded townland names, all known, spelling variations, what each name meant (many being anglicised names of Irish origin) plus all known 'antiquities' relating to each townland in what's known as 'The Ordnance Survey Name Books'. These OS Name Books, 'Irish Local Names Explained' by P.W Joyce (1870), and the Place Names Database of Ireland are the main references used for place name analysis.

The townland boundary itself, due to age and their association with archaeological constraints and historical events are important aspects of our cultural heritage. In agricultural land a townland boundary, where not marked by a natural feature such as a river or stream, they will generally comprise a substantial earthen bank which may have one or two parallel ditches. In mountainous or stony land such boundaries will often be marked by dry-stone walls. In demesnes landscapes they are marked by 'demesne walls'. Townland boundaries were often used as route ways, milk/butter and famine roads with many now functioning as our modern roads. In ecclesiastical environments they are marked by church and graveyard walls.

20.3.3 Field Inspection

Field inspection is necessary to determine the extent and nature of archaeological and cultural heritage sites and can also lead to the identification of previously unrecorded or potential sites, structures and archaeological artefacts through topographical observation and local information.

- The archaeological field inspection of the study area entailed.
- Noting and recording the terrain type and land usage.
- Noting and recording the presence of features of archaeological or cultural heritage merit.
- Verifying the extent and condition of known archaeological and cultural heritage constraints.
- Visually investigating any potential landscape anomalies to determine the possibility of their being man-made (i.e., archaeological) in origin.

A full field inspection report is produced in Appendix A20.3 Site Inspection Report in Volume 4 of this EIAR.

20.3.4 Archaeological Investigations

As part of the overall analysis of the archaeological and cultural heritage baseline environment for the proposed development non-invasive (geophysical) archaeological investigations were commissioned by the client (in consultation with the NMS, DHLGH). These were carried out in order to provisionally identify the archaeological potential of the receiving baseline environment. The investigations are used to assess the impact of the proposed development in an informed manner within this chapter.

Archaeological investigation carried out as part of the proposed development include geophysical surveys at the proposed depot site. The full geophysical survey report is reproduced in Appendix A20.4 Geophysical Survey Report in Volume 4 of this EIAR.

20.3.5 Assessment methodology

Baseline categorisation

All National Monuments, Monuments with Preservation Orders (POs), UNESCO World Heritage Sites and RMPs are subject to statutory protection under the National Monuments Act 1930 (as amended). All National Monuments and Monuments with POs are considered to be of very high importance. The National Monuments Act 1930 (as amended) does not differentiate between RMPs in terms of perceived importance. As such, all RMPs, and for the purpose of this assessment, all SMRs are considered to be of high importance.

Areas of Archaeological Potential (AAPs) have been identified through an examination of cartographic, aerial photographic and documentary evidence, as well as a review of the geophysical surveys. In addition, any topographical features noted during the field inspections and high concentrations of artefacts and/or RMP in and within the study area of the proposed development, can also indicate areas of archaeological potential. Greenfield land, where the archaeological potential remains unknown having not been subject to archaeological surveys are also identified as AAPs. Each AAP identified is considered to be of medium importance, or where there is evidence for some previous disturbance, they are considered to be of low importance.

Archaeological or cultural heritage constraints listed on the DCIHR, which do not otherwise have statutory protection, but are likely to possess associated sub-surface remains, are considered to be of medium importance. Those sites that have been intensively developed and are unlikely to contain any associated sub-surface remains, are considered to be of low or very low importance.

Tangible cultural heritage sites (which do not otherwise have statutory protection) and comprising a variety of site such extant townland boundaries (or those likely to have associated sub-surface remains) are considered to be of medium or low importance. Where townland boundaries have been removed or there is little or no potential for associated sub-surface remains, they are considered to be of very low or neutral importance.

Modified landscapes such as developed urban/suburban plots, car parks, where potential sites of archaeological significance have either been removed in the past, or previously archaeologically excavated, are considered to be of very low or neutral importance.

Table 20-1 Baseline Environment Criteria Rating

Impact Magnitude	Criteria
Very High	National Monuments Monuments subject to Preservation Orders UNESCO World Heritage Properties (excluding tentative list)
High	RMP SMR UNESCO Cultural Heritage Sites (associated tangible elements only)
Medium	DCIHR (with extant or high potential of associated archaeological remains) AAP identified through investigations (geophysics/underwater/test excavations) and/or documentary or cartographic research. Extant townland boundaries Tangible Cultural Heritage Cultural heritage sites with high potential for belowground archaeological remains

Impact Magnitude	Criteria
Low	DCIHR (low potential of associated archaeological remains) AAP where non-invasive archaeological investigations have provided no definite evidence for sub-surface archaeological stratigraphy but where level of previous disturbance is unknown. Cultural heritage sites with medium to low potential for belowground archaeological remains
Very Low	Townland boundary (with low potential of associated sub-surface stratigraphy)
Neutral	Greenfield land that has been the subject of extensive invasive archaeological investigations or previous disturbance Modified landscapes where disturbance is known Townland boundary where there is little to no potential for associated sub-surface stratigraphy DCIHR (no potential of associated archaeological remains)

The criteria used to assess the different impacts associated with the proposed development are shown in Table 20-2. The criteria have been defined in consideration of the 'Guidelines on Information to be Contained in Environmental Impact Statements' (EPA 2022).

Magnitude of Impacts

As per the 2022 EPA guidelines, impacts can be categorised as follows:

- Quality: Positive, neutral or negative
- Nature: Direct, indirect
- Probability: Likely or unlikely
- Duration: Momentary, brief, temporary, short-term, medium-term, long-term, permanent, reversible
- Frequency: Once, rarely, occasionally, frequently, constantly

Table 20-2 Impact Assessment Criteria

Impact Magnitude	Criteria
Very High	These impacts arise where an archaeology or cultural heritage site, either below ground or upstanding, is completely and irreversibly destroyed.
High	An impact which, by its magnitude, duration or intensity, alters an important aspect of the archaeological and cultural heritage environment, including the setting of upstanding monuments. An impact like this would be where part of a site would be permanently impacted upon, leading to a loss of character, integrity and data about an archaeological or cultural heritage feature/site. A beneficial or positive impact that permanently enhances or restores the character and/or setting of a feature of archaeological or cultural heritage significance in a clearly noticeable manner.
Medium	A medium impact arises where a change to a site/monument is proposed which though noticeable, is not such that the archaeological or cultural heritage integrity of the site is compromised. The change is likely to be consistent with existing and emerging trends. Impacts are probably reversible and may be of relatively short duration. A beneficial or positive impact that results in partial or temporary enhancement of the character and/or setting of a feature of archaeological or cultural heritage significance in a clearly noticeable manner.
Low	An impact which causes changes in the character of the environment, such as a visual impact, which are not high or very high and do not directly impact or affect an archaeological or cultural heritage feature or monument. A beneficial or positive impact that causes some minor or temporary enhancement of the character of an upstanding archaeological or cultural heritage structure or feature which, although positive, is unlikely to be readily noticeable.
Very Low	An impact on an archaeological or cultural heritage feature or monument capable of measurement but without noticeable consequences. A beneficial or positive impact on an upstanding archaeological or cultural heritage structure or feature that is capable of measurement but without noticeable consequences.
Neutral	No predicted impact, either negative or positive, to an archaeological or cultural heritage site.

Significance of effect

The likely significance of the effect of the proposed development on the archaeological and cultural heritage resource is determined in consideration of the magnitude of the impact and the baseline rating of the site upon which the impact occurs. As discussed in Baseline Categorisation section, all sites were assigned a baseline rating based on a number of criteria including: importance, sensitivity and existing adverse effects. Impact magnitude can have a maximum of six categories, ranging from Neutral to Very High. Baseline rating are scored on a scale of 1-5, from Very Low to Very High. Significance rating is determined by multiplying the baseline rating by the magnitude of the impact. Table 20-3 shows how the baseline rating and the magnitude of the impact are combined to give the significance of effect prior to any mitigation being implemented. The significance of effect ranges is then defined using the following score: Imperceptible (1-2); Slight (3-5); Moderate (6-10); Significant (10-15); Very Significant (16-20) and Profound (21-25) as per the EPA guidelines (2022).

Table 20-3 Significance of effect prior to mitigation

Significance of Effect (+/-)					
Impact Magnitude (+/-)	Baseline rating				
	Very low (1)	Low (2)	Medium (3)	High (4)	Very High (5)
Neutral (0)	No predicted impact (0)	No predicted impact (0)	No predicted impact (0)	No predicted impact (0)	No predicted impact (0)
Very Low (1)	Imperceptible (1)	Imperceptible (2)	Slight (3)	Slight (4)	Slight (5)
Low (2)	Imperceptible (2)	Slight (4)	Moderate (6)	Moderate (8)	Moderate (10)
Medium (3)	Slight (3)	Moderate (6)	Moderate (9)	Significant (12)	Significant (15)
High (4)	Slight (4)	Moderate (8)	Significant (12)	Very Significant (16)	Very Significant (20)
Very High (5)	Slight (5)	Moderate (10)	Significant (15)	Very Significant (20)	Profound (25)

Impact identification

Various elements of both the construction and the operational phases have the potential to impact on the archaeological and cultural heritage resource. For a full description of the construction and operation elements of the proposed development, please see Chapter 4 Description of the Proposed Development and Chapter 5 Construction Strategy of this EIAR. The likely potential impacts during the construction and operation of the scheme prior to mitigation are described in this section. The mitigation measures are described in Section 20.6 and the residual impacts after the proposed mitigation measures have been implemented are described in Table 20-35.

With regard to archaeological and cultural heritage sites, impacts can be direct or indirect and either negative or positive. The potential nature and duration of direct and indirect impacts for both the construction and operation phases of the proposed development are discussed in Section 20.5.1 and Section 20.5.2 respectively.

20.3.6 Consultation undertaken

Following the initial research, a number of statutory and non-statutory bodies were consulted to gain further insight into the archaeological and cultural heritage background of the receiving environment and study area, including:

- National Monuments Service, DoHLGH.
- Dublin City Council: Planning Department and City Archaeologist.
- Fingal County Council: Planning Department and County Archaeologist.
- Meath County Council: Planning Department and Conservation Officer.

- Kildare County Council: Planning Department and Heritage Officer.
- Study area and Baseline Data Collection.

20.3.7 Difficulties encountered/ Limitations

In the initial stages of this project the restrictions associated with the Covid-19 pandemic had some effect on the preparation of this chapter. While travel was restricted during the periods of lockdown no restrictions were imposed on travel for site inspections for this project. However, libraries and archives closed for a significant period, curtailing access for research purposes. Access to libraries and archives eased later on during the research period, though generally still with some restrictions in place.

In addition to the above, access for field inspection was not granted to a small number of holdings. One holding that forms a large area at the proposed depot site could not be accessed for geophysical survey.

20.4 Receiving environment

20.4.1 Dublin City Administrative Area

20.4.1.1 General

The proposed development and its environs commences in the North Docklands and encompasses Connolly Station before the route traverses westwards across the north of the city towards Ashtown following the route of the existing Great Southern & Western Railway (GSR) and the Midland Great Western Railway (MGWR) rail lines. Table 20-4 lists the baronies, parishes and townlands through which the proposed development passes.

Table 20-4 Baronies, Parishes & Townlands

Barony	Parish	Townlands
Castleknock	Castleknock	Ashtown (shared townland with Fingal)
		Pelletstown (shared townland with Fingal)
	Finglas	Ballyboggan South
		Cabragh (E.D. Finglas)
		Finglaswood
Coolock	Clontarf	Clontarf West
	Clonturk	Ballybough
		Marino
		Richmond
	Glasnevin	Crossguns
		Prospect
		Prospect (Glasnevin)
		Slutsend
		Tolkapark
		Violethill Great
	Grangegorman	Cabragh
		Grangegorman North
		Grangegorman Middle
	St. George's	Clonliffe East

Barony	Parish	Townlands
		Clonliffe West
		Crossguns South
		Daneswell or Crossguns North
		Prospect
Dublin	St. George's	Clonliff South
		Lovescharity

20.4.1.2 Archaeological Background

Mesolithic Period (6000–4000 BC)

Traditionally, the Mesolithic period was believed to be the earliest period for human occupation of the island of Ireland. While this long-held belief has been challenged by recent discoveries in the southwest (Dowd and Carden 2016), the Mesolithic period (7000–4000 BC) is accepted as the earliest time for which there is widespread evidence of human occupation of the island. During the Mesolithic, people lived in small mobile groups which were heavily dependent on the availability of seasonal resources. As a result of this transient lifestyle, relatively little evidence of settlement survives. Often the only trace of these communities are scatters of stone tools and the by-products of their manufacture. In some areas, shell middens survive which date to the Mesolithic. Riverine and coastal resources played a particularly crucial role for these communities, and it is often in these areas that evidence of these groups survives. This was highlighted by the discovery of a Mesolithic fish trap in the Liffey estuarine silts at Spencer Dock, c.133 m to the southwest of the proposed development which is the earliest archaeological evidence in the study area (McQuade 2007). The fish traps were found to be late Mesolithic in date and during the excavations the Mesolithic shore line was identified 5 m below the current ground level and 30 m north of the current edge of the River Liffey. This area may represent the northern bank of the river or an estuarine island. The traps were set in estuarine silts and preserved under a later accumulation of silts. The silts had in turn been sealed by post-medieval reclamation deposits. The fish traps were constructed almost exclusively of hazel, and while fragmentary were in a relatively good state of preservation, with tool marks in evidence. Radiocarbon dates from five wood samples returned a date range of between 6100–5720 BC, suggesting that these are presently the earliest fish traps recorded in Ireland and the UK.

Neolithic Period (4000–2500 BC)

The Neolithic period was a revolutionary period which provides the first evidence of the emergence of farming societies in Ireland. There was profound change as people moved (both gradually and rapidly) from a peripatetic lifestyle to one organised around animal husbandry and cereal cultivation. Understandably, the transition to the Neolithic was marked by major social transformation; communities expanded and moved further inland to create more permanent settlements. This afforded the further development of agriculture, which altered the physical landscape. Forests were rapidly cleared and field boundaries constructed. Pottery was also being produced, possibly for the first time, as well as a variety of other artefacts including polished stone axes, a variety of flint tools and saddle querns for grinding corn. People lived in rectangular houses which contained hearths as well as specially demarcated areas for activities such as food preparation.

There was a greater concern for territory, which saw the construction of large communal ritual monuments called megalithic tombs, which are characteristic of the period. Evidence for settlements dating to this period is hard to identify as the area has been completely urbanised that most sites within the city area have no above surface expression. There are no recorded Neolithic sites within the vicinity of the proposed development as it passes through the city, however the project area would have remained a favourable location for settlement. The proposed development also occupies a central position between the Tolka River to the north and the River Liffey to the south with several tributaries also crossing this area. Another fish trap in the form of a wattle fence, was found higher up in the silts at Spencer Dock where the earlier Mesolithic fish traps were uncovered and this later feature returned a middle Neolithic date and was interpreted to be part of a larger fish trap

structure, likely an ebb weir (McQuade 2007; Licence 06E0668, Bennett 2007:494). The present location of a megalithic structure (DU018-007009) within the Phoenix Park which is listed c. 1 km to the south of the proposed development, indicates a prehistoric presence within the Phoenix Park area.

Bronze Age (2500–800 BC) and Iron Age (800 B.C. – A.D. 400)

The Bronze Age heralded further change within society both in terms of material culture and social practises as well as the nature of the construction and use of sites and monuments. Megalithic tombs were no longer constructed and the burial of the individual became more typical. Cremated or inhumed bodies were often placed in a cist, a small stone box set into the ground, or a stone lined grave. Burials were often made within cemeteries which were either unenclosed or else marked in the landscape with the construction of an earthen barrow. Barrows of this period often vary in form and can include the ring-ditch, the embanked ring-ditch, the ring barrow, the bowl barrow and the bowl barrow lacking an external bank. In general, ring ditches date to the Bronze Age, with the earlier examples being simpler in form and later examples incorporating entrances and a wider range of burial practices. Ring-ditches continued to be constructed and earlier monuments re-used, during the Iron Age and early medieval period. In the east of the country ring-ditches (a term applied to barrows with a flat centre) have been dated as late as the seventh century AD. Bronze Age activity is also attested by the discovery of Early Bronze Age cists in the Phoenix Park in the last century.

The most common Bronze Age site within the archaeological record is the burnt mound or fulacht fiadh. Over 7000 fulachta fiadh have been recorded in the country and hundreds excavated, making them the most common prehistoric monument in Ireland (Waddell, 1998, 174). Although burnt mounds of shattered stone occur as a result of various activities that have been practiced from the Mesolithic to the present day, those noted in close proximity to a trough are generally interpreted as Bronze Age cooking/industrial sites. Fulachta fiadh generally consist of a low mound of burnt stone, commonly in horseshoe shape, and are found in low lying marshy areas or close to streams. Often these sites have been ploughed out and survive as a spread of heat shattered stones in charcoal rich soil with no surface expression near a trough. Numerous fulachta fiadh are recorded within the hinterland of the city core.

The Iron Age period is distinguished from the rather rich remains of preceding Bronze Age and subsequent early medieval period by a relative paucity of evidence in Ireland. However, there is increasing evidence for Iron settlement and activity in recent years because of development-led excavations as well as projects such as LIARI (Late Iron Age and Roman Ireland).

As in Europe, there are two phases of the Iron Age in Ireland; the Hallstatt and the La Tène. The Hallstatt period generally dates from 700BC onwards and spread rapidly from Austria, across Europe, and then into Ireland. The later Iron Age or La Tène culture also originated in Europe during the middle of the 5th century BC. For several centuries, the La Tène Celts were the dominant people in Europe, until they were finally overcome by the Roman Empire. There are no recorded Iron Age sites within the study area in Dublin City.

Early Medieval Period (AD 500–1100)

The early medieval period is depicted in the surviving sources as entirely rural although the 'urban' centre of Dublin (*Dubhlinn*) was forming c. 1 km to the southwest in the latter centuries. Stout and Stout (1992) argue that Early Christian Dublin had no particular significance until the Vikings arrived and took advantage of its position. However, De Courcy (1996) suggests that the Slighe Midluachra (one of the great roads of early medieval Ireland), crossed the Liffey at the location of the 'ford of the hurdles' located c. 1.8 km to the southwest (exact location is unknown) of the proposed development area, which would have made Dublin a more important settlement due to the traffic passing through. An unnamed route is believed to have followed the alignment of Stoneybatter/Manor Street/Prussia Street, c. 720 m to the southeast of the proposed development and approached the ford of the hurdles from the northwest (Clarke 2002). This route way is also indicated on De Gomme's map of 1673.

The Vikings had established themselves in Dublin by the middle of the 9th century and by the 10th century Dublin had become a recognised urban centre. The first Viking settlement within Dublin consisted of a

longphort, a semi-permanent Viking encampment, but developed over the next 60 years into a commercial centre that was an important market place for slaves and luxury goods. The exact location of the longphort is unknown, and the only area to produce a large amount of 9th century artefacts is the Kilmainham area where a massive number of artefacts were discovered during the construction of Heuston Station around 150 years ago (c. 1.7 km south of this proposed development area).

The Vikings returned to Dublin in AD 917 and established themselves in a new location overlooking the confluence of the Liffey and the Poddle, in an area that stretches today from Christchurch Cathedral to Dublin Castle. This settlement differed in form as it appears to have been founded as a trading town, with archaeological evidence suggesting the presence of individual property plots, a street layout and earthen defences (Bradley 1992, 43). During the 11th century the town expanded and developed. While the Vikings were responsible for the growth of Dublin as an urban centre, they also controlled large portions of the hinterland of Dublin city at this time.

Towards the end of this period and marking an end of the ruling influence of the Vikings in Dublin is probably the best-known battle in Irish history, the Battle of Clontarf in 1016. The battle sees the king of Ireland, Brian Boru defeating the Vikings and driving them out of Ireland. Historical sources indicate that the Battle of Clontarf may have taken place in the general vicinity of this proposed development however, there is currently no evidence to pin point the location of this battle. It is unlikely that the Battle of Clontarf of 1014 A.D. took place in the modern district of Clontarf. The Annals of the Four Masters say it was fought 'from Tulcainn to Ath Cliath' and while one may expect that isolated encounters of small groups occurred during the day over a wide area this description is the simplest and the most accurate definition of the battlefield. Tulcainn was the River Tolka and Ath Cliath was probably located at the Droichet Dubhgaill the bridge that crossed the Liffey at this time. We are told in the Annals of Loch Ce that Brian Boru faced the allies on the slope of Crinan Hill; however, the precise location of Crinan Hill is unknown today. One record of 1339 places it south of Ballybough Road, but by deduction from other records of 1192 and 1324, it is possible that it extended from Ballybough Road to Drumcondra Road. It has been suggested (De Courcy 1996) that the main action of the battle took place in the area bounded by O'Connell Street, Dorset Street, Drumcondra Road, the River Tolka, Ballybough Road and the North Strand.

Medieval Period (AD 1100–1600)

The medieval period began with the arrival of the Anglo-Normans in Ireland in 1169, the medieval town of Dublin enjoyed a period of prosperity and development, which continued until the beginning of the 14th century. The Anglo-Norman administration was responsible for reinforcing the town walls with defensive towers. Further improvements to the defences involved erecting a number of gates on the streets outside the walls and supplementing the defensive gates already in place along the town wall itself. The route of this proposed development is located outside of this settlement core during this period. The course of the Tolka River valley to the north of the study area features four castles along the northern side of its valley indicating a strong medieval presence in the vicinity of this proposed development.

The Vikings were reputedly expelled from Dublin by the Anglo-Normans in 1170 and settled in the suburb of Oxmanstown, north of the River Liffey, to the south of the proposed development. The medieval parish church of St Michan's served this suburb and was the earliest parochial church established on the north side of the river. To the southeast St. Mary's Abbey (DU018-020048) was founded in 1139 and controlled substantial lands on the north side of the Liffey. To the north and northwest of Oxmanstown, lay the medieval manor of Grangegorman, which was in the possession of the Priory of Holy Trinity (Christchurch Cathedral) until the dissolution of the monasteries (1536-41). Throughout the medieval period it is likely that the surrounding area at Grangegorman and northwards into the study area of this proposed development, was agricultural land belonging to this manor. The enclosed farm is reputed to have consisted of a large hall with additional rooms, a hay barn with a malt house and a workshop. There was also a yard for cattle and haggard. The exact location of the manor house is currently unknown.

Post-Medieval Period (AD 1600–1800) and 19th century

To the southern portion of the study area for the proposed development, the Grangegorman Manor remains a significant feature and was retained by the Agard family until it passed to Sir John Stanley in the late 17th century. By the early 18th century, the manor had passed to Charles Monck (King Moylan 1945, 103-4).

The North Docklands is an area of reclaimed land and remained an estuarine location until the 18th century. The North Lotts Scheme was authorised by Dublin's City Assembly in 1682. This scheme proposed to reclaim a large area of land submerged beneath the tidal waters of the Liffey and Tolka to the east of the city. The land was divided into 152 lots and the money raised from the distribution of these lots by lottery would be used to contain the river. The scheme was then abandoned in 1686 due to constant flooding (turtlebunbury.com). The North Lotts Scheme was resurrected in 1717, this time with 132 lots. The City Assembly planned to use the rent of the lots to improve the retaining walls and roads in the reclaimed area. Charles Brooking's map indicates the area was still subject to tidal flooding in 1728 but the retaining wall from Amiens Street to East Wall Road had finally been built by 1743. The North Wall Quay of the Liffey (DU018-020564, c.160m south of the proposed development) was built to match the earlier quay walls of Sir John Rogerson's Quay (DU018-020201), which were completed by 1728.

The first residents of the North Wall area were artisans employed by James Gandon on the Custom House project, which began in 1781 (turtlebunbury.com). The area gradually shifted towards more industrial use in the 19th century with the establishment of vinegar works, vitriol works and chemical works within the Lotts. This was facilitated by the establishment of the Midland Great Western Railway (MGWR) and the opening of the Liffey Branch Railway Terminus which the proposed development will follow the routes of. The success of the port led to the construction of the Point Depot in 1878 as another terminus for the railway in the eastern area.

By the middle of the 18th century several proposals were being considered for building canals through Ireland. Government funding was available and canals were an instrument to assist economic progress by encouraging trade and industrial development. The attraction of linking Dublin with the River Shannon was obvious and, in 1755, two alternative routes were put before the Irish Parliament. The southern route was chosen and work commenced on constructing the Grand Canal. In the 1780s a disgruntled director of the Grand Canal Company decided to build a rival link to the Shannon using a more northerly route, roughly following the same path as the originally rejected itinerary. A parliament grant was received for constructing the canal and work commenced in 1790. The exact route of the Royal Canal had not been fully planned or surveyed in advance and this caused many problems. It was decided to cut the canal through extensive rock at Clonsilla, one of many undertakings which would prove more expensive and time-consuming than originally expected.

The Royal Canal finally reached the river at Clondra, Co. Longford, in 1817 at a total cost of £1,421,954. It enjoyed modest success for about 30 years following its completion but never attracted the same level of traffic as the Grand Canal. The railway age signalled the demise of the canal and in 1845 the Midland Great Western Railway Company purchased the entire canal for £289,059, principally to use the property to lay a new railway. The Railway Company was legally obliged to continue the canal business, but inevitably traffic fell into decline and by the 1950s there was virtually no traffic and the canal was officially closed in 1955 (information taken from The Office of Public Works leaflet The Royal Canal).

The advent of the railway to Ireland completely radicalised Irish transport, transforming concepts of speed and travel and allowing for the movement of people and goods as never before. In the summer of 1845, an Act of the British Parliament gave the newly-formed "Midland" Company the right to build a rail line from Dublin to Mullingar. The new line quickly reached Enfield and was opened for traffic in June 1847, running along the bank of the Royal Canal, and reached Galway by 1851. This railway runs along the south bank of the Royal Canal which is the focus of this proposed development.

20.4.1.3 Recorded Monuments (AH sites) within the Receiving Environment

Two recorded monuments are located within the study area of the proposed development within Dublin City administrative area (Table 20-5). The Zone of Archaeological Potential for the 'Historic City of Dublin' lies

directly adjacent to the proposed development with a section of the redline (where it follows the existing railway track) extending into the zone to Loopline Bridge. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200000-D to 200012-D in Volume 3A and Appendix A20.1 Recorded Archaeological Sites in Volume 4 of this EIAR.

Table 20-5 Archaeological Heritage (AH) site in Dublin City

AH No.:	RMP No	Classification	Distance from Proposed Development	Statutory Protection	Baseline rating
AH01	DU018-020	Historic City of Dublin	Adjacent to west	RMP	High
AH01.1	DU018-020501	Mill (unclassified)	20m	RMP	High

20.4.1.4 National Museum of Ireland: Topographical Files

Information from the NMI topographical files listed a Cresset Stone (NMI 1985:68) recovered from the townland of Pelletstown, County Dublin.

20.4.1.5 Dublin City Industrial Heritage Record

The Dublin City Industrial Heritage Record was developed between 2006 and 2009 as an action of the Dublin City Heritage Plan in conjunction with the city archaeologist with grant support from the Heritage Council's County Heritage Plan grant scheme. The DCHIR investigated and mapped a total of 1,219 sites throughout the city and produced an extensive written and photographic record of each site. Not all of the recorded sites are still extant, and the project includes the location of industrial sites which are no longer standing. For the purpose of this archaeological chapter, the sites within the Dublin City Industrial Heritage Record which are no longer standing are recorded here as Industrial Heritage sites (IH). Industrial Heritage with upstanding remains are assessed in Volume 2 Chapter 21 (Architectural Heritage).

A total of 50 Industrial Heritage sites (IH001-046; see Table 20-6) are recorded within the study area of this proposed development, with eight of these sites occurring within the proposed red-line boundary. Of those eight IH sites within the proposed red-line boundary, the majority (a total of five) are associated with transport concerning the Royal Canal and the Railways. The remaining three IH sites are associated with manufacturing, with IH006 representing a glass factory. IH026 and IH042 relate to chemical processing with an Alkali Works and a Chemical Manure Works respectively. An Alkali Works involves the manufacture of an alkali which can include sodium hydroxide, sodium carbonate (used in the glass, textile, soap, and paper industries), potassium hydroxide and potassium carbonate. While the Chemical Manure Works involved the development of early agricultural chemicals with the manufacture of superphosphate, urate, corn, grass, potato and blood manures, which could then be easily transported either via the surrounding canal or rail networks. A single site IH027 (Tramway) abuts the proposed red-line boundary and relates to the historic intercity transport network.

The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200000-D to 200012-D in Volume 3A of this EIAR.

Table 20-6 Industrial Heritage (IH) site in Dublin City

Industrial Heritage No.:	Street	Description	Distance from Proposed Development	Baseline rating
IH001	East Wall Road	Site of Gasometer, no extant remains, some potential for associated belowground remains	66 m	Low
IH002	East Wall Road	Site of Light House, no extant remains, some potential for associated belowground remains	45 m	Low
IH003	East Wall Road	Site of ship building yard, no extant remains, some potential for associated belowground remains	90 m	Low

Industrial Heritage No.:	Street	Description	Distance from Proposed Development	Baseline rating
IH004	East Wall Road	Site of level crossing, no extant remains, some potential for associated belowground remains	42 m	Low
IH005	East Wall Road	Site of corn store, no extant remains, some potential for associated belowground remains	36 m	Low
IH006	East Wall Road	Site of glass works, no extant remains, some potential for associated belowground remains	Within proposed development	Low
IH007	Sheriff Street Upper	Site of level Crossing; Signal Box; Foot Bridge, no extant remains, some potential for associated belowground remains	14 m	Low
IH008	Sheriff Street Upper	Site of corn store, modern building now on site	25 m	Neutral
IH009	East Road	Site of paint factory, no extant remains, some potential for associated belowground remains	56 m	Low
IH010	Dublin City	Site of L. & N.W.R. (London & North Western Railway) - North Wall Extension Line, no extant remains, some potential for associated belowground remains	26 m	Low
IH011	Mayor Street Upper	Site of Goods Shed, modern building now on site	55 m	Neutral
IH012	Dublin City	Site of Midland Great Western Railway (North Wall Extension), modern building now on site	72 m	Neutral
IH013	Mayor Street Upper	Site of Goods Shed, modern building now on site	44 m	Neutral
IH014	Sheriff Street Upper	Site of Engine Shed {Vinegar Works}, modern building now on site	35 m	Neutral
IH015	Seville Place	Site of Corn Mill, modern building now on site	41 m	Neutral
IH016	Seville Place	Site of Seville Works {Railway Carriage Factory}, modern building now on site	68 m	Neutral
IH017	Amiens Street	Site of Wall (Custom House complex), occupied by Luas stop	60 m	Neutral
IH018	Connolly	Site of Goods shed, site occupied by car park	Within proposed development	Neutral
IH019	Foley St	Site of Saw Mills {Steam Saw Mills}, modern building now on site	92 m	Neutral
IH020	Foley St	Site of Jam Factory, modern building now on site	57 m	Neutral
IH021	Amiens Street	Site of Tramway, road surface repaved but some potential for associated belowground remains	18 m	Low
IH022	Seville place	Site of Envelope Factory {Tobacco Factory}, modern building now on site	8 m	Neutral
IH023	Ossory Road	Site of Newcomen Iron Works, modern building now on site	67 m	Neutral
IH024	Sheriff Street	Site of Corn Mill. No longer present and site under development	26 m	Neutral
IH025	Sherrif Street	Bonded Store. No longer present and site under development	30 m	Neutral
IH026	St Patricks Avenue	Site of Alkali Works, area occupied by modern housing	27 m	Neutral
IH027	Summerhill Parade	Site of Tramway, road surface repaved but some potential for associated belowground remains	Immediately south	Low

Industrial Heritage No.:	Street	Description	Distance from Proposed Development	Baseline rating
IH028	Richmond Street north	Site of Wire Works, area occupied by schoolyard, some potential for associated belowground remains	38 m	Low
IH029	Russell Street	Site of Phoenix Laundry, area occupied by schoolyard, some potential for associated belowground remains	93 m	Low
IH030	Jones's Road	Site of Clonliffe Flour Mills {Flour Mills and Bakery}, area now occupied by hotel	28 m	Neutral
IH031	Royal Canal	Site of Lock House some potential for associated belowground remains	31 m	Low
IH032	Claude road	Site of Footbridge, bottom step surviving	Within proposed development	Low
IH033	Royal Canal Bank	Site of Dry Dock, potential for associated belowground remains	50 m	Low
IH034	Royal Canal Bank	Site of Broadstone Branch of Royal Canal, potential for associated belowground remains	14 m	Low
IH035	Royal Canal	Site of Lock House, potential for associated belowground remains	Within proposed development	Low
IH036	Finglas road	Site of Smithy, area occupied by shops	100 m	Neutral
IH037	Great Southern Railways	Site of Coal Yard, area occupied by scrubland, potential for associated belowground remains	56 m	Low
IH038	-	Site of Tank, potential for associated belowground remains	55 m	Low
IH039	-	Site of Cattle Pen, area occupied by factory	51 m	Neutral
IH040	-	Site of Cattle siding, area occupied by factory	56 m	Neutral
IH041	Hamilton Gardens	Site of Pump House, potential for associated belowground remains	31 m	Low
IH042	Bannow Road	Site of Chemical Manure Works, potential for associated belowground remains	Within proposed development	Low
IH043	Royal Canal	Site of Lock House, potential for associated belowground remains	25 m	Low
IH044	-	Site of Signal House, potential for associated belowground remains	Within proposed development	Low
IH045	Royal Canal	Site of Lock House, potential for associated belowground remains	28 m	Low
IH046	Ashtown Road	Site of Ashtown Station, potential for associated belowground remains	Within proposed development	Low
IH047	Abbey St Lower	Site of Glass Houses. Site is now fully developed with offices.	65 m	Neutral
IH048	Northumberland Square	Site of Saw Mills. Site is now fully developed with the Irish Life Centre	62 m	Neutral
IH049	Store Street	Site of Tobacco Store. Now occupied by Bus Aras	88 m	Neutral
IH050	Foley Street	Site of Steel Works. Now developed with offices	70 m	Neutral

20.4.1.6 Summary of Previous Archaeological Investigations within the Receiving Environment

A review of the Excavations Bulletin (1970-2021) and database of available excavation reports compiled by Dublin City Council (County Dublin up to 2017) (available at heritagemaps.ie) has revealed that the archaeological investigations detailed in Table 20-7 and Table 20-8 have been carried out in the proposed development and surrounding study area.

Table 20-7 Archaeological investigations within the proposed development boundary in Dublin City

Licence Ref.:	Excavations.ie Ref.:	Street:	Type:	Description	Dist. from proposed development:
06E0682	2006:639	Docklands, Sheriff Street	Monitoring	No archaeological significance	Within proposed development
10E0101	2010:254	Amiens Street	Testing	No archaeological significance	Within proposed development
08E915	2009:AD5	North City Dublin	Monitoring	The area has been heavily truncated, levelled and filled with post-medieval and modern landfill deposits. Immediately behind the North Quay wall, boring demonstrated slightly over 7m of fill (base -3.87 m OD), but no evidence of prehistoric foreshore archaeology	Within proposed development
11E0459	2012:199	Broombridge, ST24-ST33, LUAS	Monitoring	No archaeological significance	Within proposed development

Table 20-8 Archaeological investigations within the study area in Dublin City

Licence Ref.:	Excavations.ie Ref.:	Street:	Type:	Description	Dist. from proposed development:
16E0500	2017:109	Port Centre Precinct, East Wall Road	Monitoring	No archaeological significance	c. 35 m E
15E0330	2015:218	Sherriff Street Upper	Monitoring	No archaeological significance	c. 94 m SW
05E 0080	2005:477	Sheriff Street/Church Street East	Monitoring	The archaeological monitoring revealed the foundations of a church dating from the late 18th to 19th century. No other archaeological structures or features were identified.	90 m E
09E0375	2011:200	New Wapping Street/Sheriff Street	Monitoring	Several fragmented structural remains were identified, comprising c. 50 horizontal brushwoods	c. 85 m SE
16E0363	2017:107	North Wall Quay	Monitoring	No archaeological significance	c. 60 m SE
07E1040	2007:486	Leinster Street South	Testing	No archaeological significance	c. 6 m NW
02E1580	2002:0515	Amiens Street	Testing	18th century cellars	c. 90 m NW
04E0834	2004:0507	Amiens Street	Testing	No archaeological significance	c. 85 m NW
05E0471	2005:421	Amiens Street	Testing	No archaeological significance	c. 10 m NW
15E0429	2015:550	Amiens Street	Monitoring	No archaeological significance	c. 25 m W
16E0280	2016:056	Talbot Street	Testing	No archaeological significance	c. 35 m W

Licence Ref.:	Excavations.ie Ref.:	Street:	Type:	Description	Dist. from proposed development:
05E0213	2005:478	Foley Street	Testing	No archaeological significance	c. 77 m W
03E0683	2003:0589	Talbot Street	Monitoring	No archaeological significance	c. 40 m W
03E1921	2003:529	Foley Street	Testing	No archaeological significance	c. 50 m W
93E0173	1993:083	St Patrick's Road	Excavation?	Post-medieval tanning? Entry unclear	c. 25 m N
12E045	2012:197	St George's Graveyard, Whitworth Road	Monitoring	Monitoring of groundworks along the boundary wall of St George's graveyard did not detect anything of archaeological interest.	c. 65 m N
08E0377	2008:432	Phibsborough Road	Testing	No archaeological significance	c. 40 m S
19E0392	2020:111	Hamilton Gardens	Testing	No archaeological significance	c. 60 m W
11E0459	2012:199	Saint Attracta Road/Royal Canal	Monitoring	No archaeological significance	c. 35 m SW

20.4.1.7 Field Inspection

A full field inspection report is contained within Appendix A20.3 Site Inspection Report in Volume 4 of this EIAR. The following is a summary of the results of the inspection.

Zone A, B and part of Zone C are located within DCC administrative boundary. Zone A runs east to west from the Loop Line above the Liffey River and Connolly station to Glasnevin junction in Dublin City along the GSWR line, together with a short section in the branch to the Phoenix Park around Cabra for the location of a temporary construction compound. The zone is approximately 4.65 km in length. It also includes the Northern Line section between Connolly Station and the Tolka River in the north (1.15 km in length).

Zone B runs east to west from the new Spencer Dock station to Glasnevin junction along the MGWR line. The zone is approximately 3.05 km in length. Zone C runs east to west from Glasnevin Junction in Dublin City to Clonsilla Junction in the Fingal area. Zone C reaches the DCC administrative Boundary at Ashtown.

Zone A and B of the proposed development, at its most eastern end, extends to encompass North Wall Freight Depot, located directly north of the R101 to Connolly Station and lands to the east of the station. These areas are occupied by rail tracks and areas of hard standing, no evidence for the cultural and industrial heritage assets (CH01-03, IH06, CH12-15, CH17, CH24 and IH18), which are located within the proposed development boundary in this area (see MAY-MDC-ENV-ROUT-DR-V-200001-D to 200002-D in Volume 3A) were identified above ground.

The proposed development then follows the route of the existing railway lines in these Zones. Four AAPs (AAP02-05) have been identified along the route of the proposed project from Glasnevin to Ashtown. All consist of greenfield areas, some being scrubland; however, no previously unidentified specific archaeological features were noted in these areas.

20.4.1.8 Previously Unrecorded Sites of Cultural Heritage Merit

Previously unrecorded sites of cultural heritage merit have been identified from a review of aerial photography, satellite imagery, historic mapping and site inspections.

A total of 40 previously unrecorded sites and structures of cultural heritage merit have been identified within the study area in Dublin City administrative area. The following table should be read in conjunction with MAY-MDC-ENV-ROUT-DR-V-200001-D to 200002-D in Volume 3A of this EIAR.

Table 20-9 Cultural Heritage (CH) sites in Dublin City

CH No.:	Description	Distance from Proposed Development	Baseline rating
CH001	Site of Fort William. Large house and gardens marked on OS First Edition 6" Map. No longer extant.	Within proposed development	Low
CH002/3	G.S. & W.R. (Amiens Street & North Wall Branch) Railway and siding as marked on OS 25" Map.	Within proposed development	Low
CH004	Site of Castle Forbes. House and gardens marked on OS First Edition 6" Map. No longer extant.	10 m	Low
CH005	Site of Soap Works, marked on the third edition OS map, no longer extant	20 m	Neutral
CH006	Site of Timber Yard as marked on OS 25" Map, no longer extant.	20 m	Neutral
CH007	Site of pumping station, marked on OS 25" Map, no longer extant	To immediate south	Neutral
CH008	St Barnaba's Church marked on OS 25" Map, no longer extant.	10 m	Neutral
CH009	Site of Vitriol Works marked on OS First Edition 6" Map. no longer extant.	76 m	Neutral
CH010	Site of Timber Yard as marked on OS 25" Map, no longer extant.	36 m	Neutral
CH011	Site of School as marked on OS 25" Map, no longer extant.	43 m	Neutral
CH012	Site of North Wall Station and associated train yard including sidings, cattle pens, cranes, good sheds, platforms, signal boxes, turn table, water tanks and signal posts as marked on OS 25" Map, no longer extant.	Within proposed development	Low
CH013	Site of Vinegar Works Marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral
CH014	Site of Unnamed house marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral
CH015	Site of Unnamed house marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral
CH016	Site of Vinegar Works Marked on OS First Edition 6" Map, no longer extant.	36 m	Neutral
CH017	Site of Unnamed large house marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral
CH018	"The Lots". This part of the city was known as this as it represents the area of reclaimed land from the Liffey/Tolka Estuaries within the confines of the North Wall. Area is depicted on John Taylors Map 1816. The later Royal Canal, docks and railways were built on this reclaimed land.	Within proposed development	Low
CH019	Site of Unnamed large house marked on OS First Edition 6" Map, no longer extant.	20 m	Low
CH020	Site of Unnamed House marked on OS First Edition 6" Map, no longer extant.	15 m	Low
CH021	Site of Unnamed House marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral

CH No.:	Description	Distance from Proposed Development	Baseline rating
CH022	Site of Fort Lodge. House and gardens marked on OS First Edition 6" Map no longer extant.	36 m	Neutral
CH023	Site of Oriel Hall marked on OS 25" Map, no longer standing no longer extant.	2 m	Neutral
CH024	Site of Rail yard with cranes, goods sheds, engine sheds with turn tables, oil tanks, sidings to the Amiens Street Terminus/Connolly Station marked on OS 25" Map, no longer extant.	Within proposed development	Low
CH025	Graveyard within grounds of St. Vincent's Orphanage & Convent, Church, as marked on OS 25" Map.	60 m	Medium
CH026	Site of City & Suburban Grounds with Cycle Track as marked on OS 25" Map. Later preplaced by Croke Park and Belvedere Park as marked on OS 6" third edition map. All no longer extant and under the grounds of Croke Park.	10 m	Low
CH027	Site of Infant School as marked on OS First Edition 6" Map, no longer extant.	46 m	Neutral
CH028	Site of Widows Retreat House marked on OS First Edition 6" Map, no longer extant.	8 m	Neutral
CH029	Site of Elm Lodge as marked on OS First Edition 6" Map and 25" Map, no longer extant.	24 m	Low
CH030	St. Georges Burial Ground	21 m	Medium
CH031	Site of Pond illustrated in corner of fields on OS First edition 6" Map, no longer extant.	37 m	Neutral
CH032	Site of St. Vincent de Paul Male Orphanage, illustrated on OS 25" Map, no longer extant.	48 m	Neutral
CH033	Site of Prospect Villa. Large house marked on OS 25" Map, no longer extant.	7 m	Low
CH034	St. Pauls section of Glasnevin Cemetery	10 m	Medium
CH035	Site of Cattle Sidings to the G.S & W.R. Amiens Street & North Wall Branch. Marked on OS 25" Map, no longer extant.	Within proposed development	Low
CH036	Water tower associated with the Midland Great Western Railway overlooking railway junction. Ruin of attached building to side (southeast) elevation. Inlet forming dock or quay to side (northwest) from Royal Canal.	Within proposed development	Medium
CH037	Site of Lodge marked on OS 25" Map, no longer extant.	23 m	Low
CH038	Site of Broomebridge House. Marked on OS Maps, no longer extant.	91 m	Neutral
CH039	Site of Building marked on OS First Edition 6" Map. no longer extant. Removed by the MGWR railway line.	Within proposed development	Neutral
CH040	Site of two buildings marked on OS First Edition 6" Map, no longer extant.	Within proposed development	Neutral

20.4.1.9 Areas of Archaeological Potential (AAPs)

Five Areas of Archaeological Potential (AAPs) have been identified within Dublin City administrative area. These are listed in Table 20-10. The following table should be read in conjunction with MAY-MDC-ENV-ROUT-DR-V-200001-D to 200002-D in Volume 3A of this EIAR.

Table 20-10 Areas of Archaeological Potential in Dublin City

AAP No.:	Description	Baseline Rating
AAP01	Reclaimed land potentially sealing prehistoric archaeological remains along the former foreshore of the River Liffey	Medium
AAP02	Small previously undisturbed greenfield area to the north of the GSWR line at Glasnevin. Currently directly adjacent to GAA playing fields	Medium
AAP03	Greenfield area located between the GSWR line, MCWR line and the Royal Canal. Satellite imagery (Google Earth 2002-2020) shows some disturbance across this area; however, the level of impact is currently unknown and there remains some archaeological potential.	Low
AAP04	Greenfield area located north of the Royal Canal and directly west of Broombridge Road. Satellite imagery (Google Earth 2002-2020) shows some disturbance across this area; however, the level of impact is currently unknown and there remains some archaeological potential.	Low
AAP05	Small area of parkland in the northern part of Martin Savage Park. Heavily planted with trees and likely subject to landscaping in the past.	Low

20.4.1.10 Townland Boundaries

A total of 13 townland boundaries are located partially within the proposed development, details of each are given in the table below. The following table should be read in conjunction with MAY-MDC-ENV-ROUT-DR-V-200001-D to 200002-D in Volume 3A) of this EIAR.

Table 20-11 Townland Boundaries in Dublin City

TB No.:	Townlands:	Description:	Baseline Rating
TB01	Clonliffe East/Dublin North City	Marked by the route of the Ballybough Road (R803)	Neutral
TB02	Clonliffe East/Lovescharity	Mostly no longer preserved and is removed.	Neutral
TB03	Lovescharity/Dublin North City	Marked by the route of the Ballybough Road (R803)	Neutral
TB04	Clonliffe East/Clonliffe West	Drumcondra Road Lower R132	Neutral
TB05	Clonliffe West/Daneswell	Boundary is mostly removed.	Neutral
TB06	Daneswell/Crossguns	Marked by the route of the Finglas/Prospect Road (R108).	Neutral
TB07	Slutsend/Crossguns	No longer preserved, boundary to terraced houses follows the general orientation	Neutral
TB08	Grangegorman North/Slutsend	Mostly removed with only the western section following the course of the Royal Canal. The route traverses a greenfield area therefore there is some potential for associated below ground remains	Low
TB09	Grangegorman North/Cabragh (E.D. Finglas)	No longer extant, removed by industrial buildings/residential terraces.	Neutral
TB10	Ballboggan South/Cabragh (E.D. Finglas)	The central north/south portion is marked by Broombridge and the Broombridge Road.	Neutral
TB11	Pelletstown/Ballyboggan South	Boundary is mostly removed by residential and industrial estates.	Neutral
TB12	Pelletstown/Cabragh (Castleknock)	A long section of boundary which is mostly removed due to residential developments. Small sections do survive as small hedgerows to the south side of the Railway line	Low
TB13	Pelletstown/(Castleknock)/Ashtown	Long boundary preserved by the route of the local road network: Ashtown Road, Mill Lane and the Navan Road	Low

20.4.1.11 Analysis of Placenames within the Receiving Environment

Townland and topographic names are an invaluable source of information on topography, landownership and land use within the landscape. They also provide information on history, archaeological monuments and folklore of an area. A place name may refer to a long-forgotten site, and may indicate the possibility that the remains of certain sites may still survive below the ground surface. The Ordnance Survey surveyors recorded townland names in the 1830s and 1840s, when the entire country was mapped for the first time. Some of the townland names in the study area are of Irish origin and through time have been anglicized. The main references used for the place name analysis is Irish Local Names Explained by P.W Joyce (1870) and the Place Names Database of Ireland available online at www.logainm.ie. A description and possible explanation of each townland name in the environs of the proposed road development are provided in the below table.

Table 20-12 Placenames in Dublin City

Name (English)	Name (Irish)	Derivation	Possible Meaning
Ashtown (shared townland with Fingal)	<i>Bhaile an Ásaigh</i>	Baile Asuín	Baile: townland, town, homestead Townland/town/homestead of ____
Pelletstown (shared townland with Fingal)	<i>Bhaile Pheiléid</i>	-	Townland/town/homestead of Pellett
Ballyboggan South	<i>Bhaile Bogáin Theas</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Cabragh (E.D. Finglas)	<i>na Cabraí</i>	Cabra	Bad Land
Finglaswood	<i>Choill Fhionnghlaise</i>	-	Finglas: clear stream
Clontarf West	<i>Chluain Tarbh Thiar</i>	-	Meadow or pasture of (the) bulls
Ballybough	<i>an Bhaile Bhoicht</i>	-	The poor town
Marino	<i>Marino</i>	-	Named after Marino House
Richmond	<i>Richmond</i>	-	-
Crossguns	<i>na gCrosghunnaí</i>	na Crosghunnaí / The Royal Oak	-
Prospect	<i>Prospect</i>	-	-
Prospect (Glasnevin)	<i>Prospect</i>	-	-
Slutsend	<i>na Feirme Thiar</i>	Slutsend or West Farm	Westfarm
Tolkapark	<i>Pháirc na Tulchann</i>	Tulken/Tulchain	Field
Violethill Great	<i>Chnoc na Sailchuach Mór</i>	-	Chnoc: hill Sailchuach: violet Mór: great, big
Cabragh	<i>na Cabraí</i>	Cabra	The poor town
Grangegorman North	<i>Ghráinseach Ghormáin Thuaidh</i>	-	Grange, monastic farm
Grangegorman Middle	<i>Ghráinseach Ghormáin Láir</i>	-	Grange, monastic farm
Clonliffe East	<i>Chluain Life Thoir</i>	-	Meadow, pasture
Clonliffe West	<i>Chluain Life Thiar</i>	-	Meadow, pasture
Crossguns South	-	-	
Daneswell or Crossguns North	<i>Thobar na Lochlannach</i>	-	Well of the Danes
Prospect	-	Prospect Point	-
Clonliff South	-	-	Meadow, pasture

Name (English)	Name (Irish)	Derivation	Possible Meaning
Lovescharity	-	-	-

20.4.2 Fingal Administrative Area

The proposed development crosses through 30 townlands which are located in Fingal in the western portion of the County of Dublin. The proposed development is centred on the existing course of the Midland Great Western Railway (MGWR) rail line as it heads westwards from Dublin City.

Table 20-13 lists the baronies, parishes and townlands through which the proposed development passes.

Table 20-13 Fingal County Baronies, Parishes & Townlands

Barony	Parish	Townlands	
Castleknock	Castleknock	Annfield	
		Ashtown (shared townland with Dublin City)	
		Blanchardstown	
		Cabragh (Castleknock)	
		Carpenterstown	
		Castleknock	
		Diswellstown	
		Dunsink	
		Pelletstown (shared townland with Dublin City)	
		Porterstown	
		Scribblestown	
	Clonsilla	Astagob (Clonsilla)	
		Barberstown	
		Barnhill	
		Clonsilla	
		Coolmine	
		Hansfield or Phibblestown	
		Kellystown	
		Sheepmoor	
	Leixlip	Woodlands	
		Allenswood	
		Coldblow	
		Laraghcon	
		Passifyoucan	
		St. Catherine's Park (Fingal)	
	Nethercross	Kilsallaghan	Westmanstown
			Ballyhack
			Kilcoskan
		Killosery	Corrstown
			Surgalstown South

20.4.2.1 Archaeological Background

Mesolithic Period (6000–4000 BC)

The Mesolithic period within the area of Fingal remains the earliest time for which we have evidence of widespread occupation thus far within this area. During the Mesolithic people lived in small mobile groups which were heavily dependent on the availability of seasonal resources. As a result of this transient lifestyle, relatively little evidence of settlement survives. Often the only trace of these communities are scatters of stone tools and the by-products of their manufacture. In some areas, shell middens survive which date to the Mesolithic in the coastal areas of Fingal. There are no recorded Mesolithic sites within the immediate vicinity of the proposed development as it travels through Fingal. However, along the course of the River Liffey to the south, one large lithic scatter DU017-079 is recorded which has produced substantial collections of Early Mesolithic flint assemblages in the townland of Cooldrinagh, Co. Dublin. This site is located c.1.6 km to the southwest and is situated on an elevated position overlooking a bend in the River Liffey.

Neolithic Period (4000–2500 BC)

The Neolithic period in Fingal is similar again to the area of Dublin City and the rest of the country as it was a revolutionary period which provides the first evidence of the emergence of farming societies in Ireland. There was a greater concern for territory, which saw the construction of large communal ritual monuments called megalithic tombs, which are characteristic of the period. Whilst there are two types of megalithic tombs recorded in County Fingal, none of these are located within the study area of the proposed development.

Evidence for settlements dating to this period is hard to identify as the land has been so intensively farmed that most sites have no above surface expression. However, records held by the National Museum of Ireland indicate the presence of a Neolithic population in Fingal due to the discovery of stray artefacts dating to this period. Although flint scatters which are found within Fingal are mainly focused around the coastal areas to the northeast, there are many stray finds some of which include stone axe heads which are recorded throughout Fingal.

Bronze Age (2500–800 BC)

The Bronze Age heralded further change within society both in terms of material culture and social practises as well as the nature of the construction and use of sites and monuments. Megalithic tombs were no longer constructed and the burial of the individual became more typical. Cremated or inhumed bodies were often placed in a cist, a small stone box set into the ground, or a stone lined grave. Burials were often made within cemeteries which were either unenclosed or else marked in the landscape with the construction of an earthen barrow. Barrows of this period often vary in form and can include the ring-ditch, the embanked ring-ditch, the ring barrow, the bowl barrow and the bowl barrow lacking an external bank. In general, ring ditches date to the Bronze Age, with the earlier examples being simpler in form and later examples incorporating entrances and a wider range of burials practices. Ring-ditches continued to be constructed and earlier monuments re-used, during the Iron Age and early medieval period. In the east of the country ring-ditches (a term applied to barrows with a flat centre) have been dated as late as the seventh century AD. A ring-barrow (AH04) is recorded within the red-line boundary of this proposed development and points to activity or occupation in the area during the prehistoric period.

Evidence of Bronze Age activity within the wider West Dublin area was uncovered during an excavation in the townland of Porterstown, where a gully and some post-holes, which produced a sherd of Bronze Age pottery, were found on the site of an apparently levelled ringfort (DU017-005) (Cotter 1990). In the general Porterstown area Bronze Age activity is also attested by the discovery of Early Bronze Age cists in the Phoenix Park in the last century.

Iron Age (800 BC – AD 400)

This period is distinguished from the rather rich remains of preceding Bronze Age and subsequent early medieval period by a relative paucity of evidence in Ireland. However, there is increasing evidence for Iron

settlement and activity in recent years because of development-led excavations as well as projects such as LIARI (Late Iron Age and Roman Ireland).

As in Europe, there are two phases of the Iron Age in Ireland; the Hallstatt and the La Tène. The Hallstatt period generally dates from 700BC onwards and spread rapidly from Austria, across Europe, and then into Ireland. The later Iron Age or La Tène culture also originated in Europe during the middle of the 5th century BC. For several centuries, the La Tène Celts were the dominant people in Europe, until they were finally overcome by the Roman Empire. The available evidence suggests that large defensive structures and earthworks known as promontory or hill forts were characteristic of the period, of which four are in Fingal. These are a coastal phenomenon and are situated at the opposite end of Fingal, however the largest of these four is located at Drumanagh (DU008-006001), c. 24 km northeast of the proposed development area. A further two promontory forts are located on Lambay Island, c. 25.4 km northeast with another recorded on Howth, c. 19.5 km to the east. There are no recorded Iron Age sites within the immediate vicinity of the proposed development area.

Early Medieval Period (AD 400–1169)

The earliest Irish names for the Castleknock area seem to mean the 'Druid's Mound' or grave; it was also called "Cnock Bran", probably from the name of a druid who may have been buried there. The best-known name, and the one by which it is always called in later Irish Annals, is *Cnucha*, derived from the Irish word *Cnoc* - a hill, presumably referring to the position of the ancient residence or mound. The high king Niall Glundubh (Niall of Cnucha) was killed at Castleknock fighting against the Danes of Dublin in A.D 919. A fierce battle ensued called by the Irish chroniclers, the Battle of *Ath Cliath*, with much of the fighting taking place midway between Castleknock and Dublin at a place called Kilmahavogue. One result of the battle was that *Cnucha* ceased to be an Irish fortress and became a Danish residence.

During this period, Ireland was depicted in the surviving historical sources as entirely rural. Secular habitation sites in the early medieval period include crannógs, cashels and ringforts which are largely defined as circular enclosures surrounded by banks and ditches. In addition to these, there is some evidence for unenclosed settlements which are more difficult to identify in the archaeological record. The ringfort or ráth is considered to be the most common indicator of settlement during the early medieval period (Stout, 1997). Ringforts are strongly associated with agricultural land and, as such, are rarely situated at higher altitudes. Ringforts and potential ringforts—often recorded as enclosures—are the most common archaeological sites recorded across the Irish landscape. As noted, a possible levelled ringfort (DU017-005) has been identified in the townland of Porterstown.

In the past 20 years, research has expanded outwards from homesteads – the often-circular enclosures outlined above, to include past land organisation and farming. Field systems, formed one part of this expansion of landscape studies. Typically, they comprise small somewhat regular fields that arranged together to form a connected 'system'. They are thought to have functioned as small cultivation or garden plots as they would have been too small to plough (McCormick et al 2011, 9).

The early medieval landscape also saw the construction of a large number of ecclesiastical sites throughout Ireland in the centuries following the 5th century AD. These early churches tended to be constructed of wood or post-and-wattle (O'Sullivan et al 2014). Many of the sites, some of which were monastic foundations, may have originally been defined by an elliptical enclosing wall or bank similar to that found at the coeval secular sites mentioned above. This enclosing feature may have bounded a sacred area. An inner and outer enclosure can be seen at some important sites; the inner enclosure surrounding the sacred area of church and burial ground and the outer enclosure providing a boundary around living quarters and craft areas.

The site on which the current Church of Ireland (Saint Mary's) DU013-017001 now stands in Clonsilla, is immediately to the north of the proposed red-line boundary. This site has an ecclesiastical history dating back to AD 500. Clonsilla was a cell church of Coolmine which is located c. 400 m north of this proposed scheme. The last surviving disciple of Saint Patrick, Saint Machutus the first Abbot of Louth, founded "The White Church of Saint Machutus" (a Benedictine order) in Coolmine early in the first part of the 6th century. Nonetheless,

there is little documentary evidence of a building or church in Clonsilla until 1215/1217. The lands were then owned by the "priory of Little Malvern", to which all revenues were sent.

Medieval Period (AD 1169–1600)

The beginning of the medieval period was characterised by political unrest that originated from the death of Brian Borumha in 1014. Diarmait MacMurchadha, deposed King of Leinster, sought the support of mercenaries from England, Wales and Flanders to assist him in his challenge for kingship. Norman involvement in Ireland began in 1169, when Richard de Clare and his followers landed in Wexford to support MacMurchadha. Two years later de Clare (Strongbow) inherited the Kingdom of Leinster and by the end of the 12th century the Normans had succeeded in conquering much of the country (Stout and Stout, 1997).

Clonsilla was part of a grant of lands made to Hugh Tyrrell during the Anglo-Norman settlement of Ireland following their arrival in 1169. The grant was centred on the lands of the parish of Castleknock and it was at Castleknock Castle that Hugh Tyrrell and his descendants based themselves. The remains of Castleknock Castle are in the grounds of Castleknock College. By the end of the 13th century, several families had become established on the Castleknock lands, either by grant from the Crown or from the Tyrrell's. One such family were the Luttrell's who had been granted lands by the Tyrrell's at Clonsilla.

The first member of the Luttrell family to come to Ireland was Sir Geoffrey Luttrell, who had been a loyal follower of King John, when Earl of Mortain, and became one of the monarch's favourite ministers after his accession to the throne. Luttrell's connection with Ireland appears to have begun in 1204 when, in the beginning of that year, he was appointed a commission to settle disputes between the justiciar and the Anglo-Norman magnates in the country. In 1210, he accompanied King John on a visit to Ireland. He later died when sent on an embassy to the Pope, but had already established the lineages of both the Irish and English lines of the Luttrell family (Ball 1906, 1-3).

The present house at Luttrellstown, situated 1.3 km to the south of the proposed development, incorporates portions of an earlier fortification in its northeast end. It is said that King John occupied one of the apartments. The only major portion surviving from Luttrell's time is the library, which was the original entrance hall to the castle (RMP DU017-004).

Castleknock or *Caisleán Cnucha* (Castle of the hill), is a name of comparatively recent origin dating to the arrival of the Normans; with the introduction of the word castle. In documents relating to the 12th and 13th centuries the place is called *Castrum Cnuc*, or simply *Cnuc* whilst some Norman-French writers used the expression *Chastel-cnoc* or *Castel-cnoc*. The Norman invasion of 1169 brought a change in the fortunes and appearance of *Cnucha*. One of the outstanding events of that invasion was the siege of Dublin in 1171 by Roderick O'Connor, who was encamped at *Cnucha* (Castleknock) with a huge army, supported by many Irish Chiefs. The strategic importance of Castleknock regarding the defences of the city on its western side, and the necessity of having strong fortification to check an enemy in this direction, was noted by the invading Normans. About the year 1172 Hugh de Lacy was created Earl of Meath and received from Henry II huge grants of land extending from Dublin far into the present county of Meath. De Lacy, as king's bailiff or representative subdivided his immense territory among his knights as his feudal vassals. To his intimate friend and associate, Hugh Tyrrell, he granted by charter about 1177 the stronghold of Cnucha and the surrounding territory. De Lacy's charter was later confirmed by another granted by Henry II.

Castleknock parish dates to 1185 when Richard de Tyrell, son of the first Baron of Castleknock, gave a grant to the Benedictine Monks of the Abbey of Little Malvern, Worcestershire, to endow a religious house at Castleknock in honour of St Brigid. Later they built a chapel, the White Chapel at Coolmine, which served the parish of Clonsilla. The Anglo-Norman castle (DU017-01202) situated on the top of the mound (an earlier motte and bailey DU017-01201) c. 1.5 km south of the proposed development, was built by Hugh Tyrrell in the late 12th century. Francis Place's drawing of 1698 shows the castle as a strongly built multi-angular keep standing about 80 feet above the hill on which it was erected. Less than half of the original keep of the castle survives, with a portion of the walls of the bailey, enclosing a space of c. 30 m x 18 m. The bailey is still surrounded to the north and west by the original deep double fosses and the double earthen ramparts which

formed the other defences of the castle. The interior of the bailey is now occupied by a Vincentian cemetery, first consecrated in the mid-19th century and still used by the community at Castleknock College.

The Church of Coolmine (outside the study area to the north), though originally the most important place of worship in the parish of Clonsilla, was in decline by the 13th century. It was mentioned in the time of Archbishop Henry de Loundres, who held the See of Dublin from 1212 to 1228, as one of the churches in his gift. That prelate, however, consecrated another church as the Priory of Little Malvern, the site of which is now occupied by the present church of Clonsilla, which completely superseded the church of Coolmine. In 1486 the lands were made over to Saint Mary's Abbey, under the name of the White Chapel of Saint Machutus of Clonsilla (Ball 1906).

Post-Medieval Period (AD 1600–1900)

Dublin was held by the English forces for the King during the Civil War of 1641, and the owner of Castleknock sided with the Anglo-Irish of the Pale. The stronghold of Castleknock was too important a position to be left in the hands of the enemy close to the walls of Dublin. Attempts were made in 1642 to secure it for the King and to place a royalist garrison therein and the castle was subsequently taken by siege.

In the ensuing years, Dublin was handed over to the Parliamentarians by the desertion of Ormonde. Owen Roe O'Neill commanded the Irish forces and in 1647 he advanced upon Dublin, and came as far as Castleknock. He quickly got possession of the Castle, but apparently was not strong enough to lay siege to the city and decided to withdraw in the direction of Drogheda. Two years later another attempt was made to regain Dublin by the Royalists. The Marquis of Ormonde advanced with his forces and, having encamped at Castleknock, engaged in skirmishes with the Parliamentarian general, Colonel Jones; but after a short time withdrew with his main face towards Finglas, leaving, however, a garrison in Castleknock.

In 1858 the Dublin and Meath Railway was established with a view to developing a rail link from Athboy and Trim to Dublin; however, this ran into difficulties soon after work began and the developers turned their attentions to developing a line from Navan to Clonsilla. This 26-mile route opened in August 1862. This line became known as 'The Meath Road' but the company suffered financial difficulties and went into receivership in 1868. The Midland and Great Western Railway took a lease on the Clonsilla-Navan line before eventually buying it in 1888. The Midland and Great Western Railway Company was absorbed by Great Southern Railways in 1925 and in 1947, following a huge decline in rail passengers the line was permanently suspended.

20.4.2.2 Recorded Monuments (AH sites) within the Receiving Environment

There are seven recorded archaeological sites within the study area of the proposed development in Fingal (AH02-10 Table 20-14). There is one site, AH04, a group of conjoined ring-barrows in the townland of Kellystown, which is situated within the red-line boundary of this proposed development. The ring-barrows are currently situated within a field immediately to the south of the MGWR and possess sight surface expression. The remaining recorded archaeological sites are located with the study area surrounding the proposed development. There is a cluster of three sites (AH05-07) around the ecclesiastical complex of St. Marys Church in Clonsilla, which is located 49m north of the proposed development. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200003-D, 200004-D and 2000-D in Volume 3A and Appendix A20.1 Recorded Archaeological Sites in Volume 4 of this EIAR.

Table 20-14 Archaeological Heritage (AH) site in Fingal

AH No.:	RMP No.	Classification	Distance from Proposed Red Line Boundary	Statutory Protection	Baseline rating
AH02	DU014-043	Burial ground	188 m	No	High
AH03	DU017-005	Ringfort - unclassified	131 m	RMP	High
AH04	DU013-018	Barrow - ring-barrow	Within proposed development	RMP	High

AH No.:	RMP No.	Classification	Distance from Proposed Red Line Boundary	Statutory Protection	Baseline rating
AH05	DU013-017001	Church	75 m	RMP	High
AH06	DU013-017002	Graveyard	49 m	RMP	High
AH07	DU013-017003	Graveslab	70 m	RMP	High
AH08	DU013-047	Ring-ditch	86 m	No	High

20.4.2.3 National Museum of Ireland: Topographical Files

Information from the NMI topographical files listed a Polished Stone Axehead (1979:104) recovered from the townland of Kellystown, County Dublin.

20.4.2.4 Summary of Previous Archaeological Investigations within the Study Area

A review of the Excavations Bulletin (1970-2021) and database of available excavation reports compiled by Dublin City Council (County Dublin up to 2017) (available at heritagemaps.ie) has revealed that the archaeological investigations detailed in Table 20-15 and Table 20-16 have been carried out in the proposed development and surrounding study area.

Table 20-15 Previous archaeological investigations within the proposed development in Fingal

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed development:
08E0146	2008:482	Parslickstown / Coolmine / Corduff / Deanestown / Blanchardstown / Castleknock / Ashtown	Monitoring	No archaeological significance	Partially within proposed development (Navan Road Parkway)
09E0537	N/A	Porterstown	Monitoring	Post-medieval cellars and tiled floor	Within proposed development
09E0096	2009:299	Porterstown	Testing	No archaeological significance	Partially within proposed development
06E0348	2006:583	Kellystown	Testing	Test excavation identified a barrow/'embanked ring-ditch' (added to SMR: DU013-018, AH04)	Within proposed development (Clonsilla)
12E0432	2012:231	Hansfield	Monitoring	No archaeological significance	Partially within proposed development (Hansfield)
08E0754	2008:368	Barnhill	Testing	No archaeological significance	Partially within proposed development

Table 20-16 Previous archaeological investigations within the study area in Fingal

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed scheme:
03E1682	2004:0482	Castleknock	Testing	No archaeological significance	c. 88 m SSW

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed scheme:
07E0863	2007:441	Castleknock	Testing	No archaeological significance	c. 20 m N
05E0065	2005:402	Castleknock	Testing	No archaeological significance	c. 50 m S
08E0146	N/A	Castleknock	Monitoring	No archaeological significance	c. 50 m N
05E0065	N/A	Castleknock	Testing	No archaeological significance	c. 131 m N
15E0133	2017:237	Castleknock	Testing	No archaeological significance	c. 230 m S
02E1422	2004:0488	Clonsilla	Testing	Test excavation within a cemetery (DU013-17002) uncovered the remains of a coffin from the 1960s and disarticulated skeletal remains from the late 19th century.	c. 55 m N
04E0033	2004:0489	Clonsilla	Excavation	Excavation within cemetery (DU013-17002) uncovered the remains of 32 individuals on the site dating from the early 19th century onwards.	c. 60 m N
17E0256	2017:637	Clonsilla	Testing	No archaeological significance	c. 100 m N
19E0457	2019:723	Clonsilla	Monitoring	Medieval field system plus rows of pits in one of the medieval fields. Each pit was identical and arranged in rows 6m apart, with each pit 6m from each other pit. The pits rows extended over an area measuring at least 80m by 50m. The pits contained few artefacts other than small sherds of medieval pottery.	c. 100 m N
19E0558	2019:244	Barberstown and Barnhill	Testing	Burnt mounds/fulachta fia	c. 120 m NE
19E0650	2019:702	Barberstown and Barnhill	Excavation	Burnt mound/fulacht fia	c. 70 m NE

20.4.2.5 Field Inspection

A full field inspection report is contained within Appendix A20.3 Site Inspection Report in Volume 4 of this EIAR. The following is a summary of the results of the inspection.

Parts of Zones C, D and E are located within Fingal administrative Area. Zone D stretches from Clonsilla Junction in Fingal to M3 Parkway Station in Co. Meath and is approximately 7.5 km in length. Zone E stretches from Clonsilla Station in Co. Fingal to Maynooth Station in Co. Kildare and is approximately 15.6 km in length.

Eleven AAPs (AAP06-16) are located along Zone C within Fingal administrative area. These consist of greenfield areas, some of which have been subject to some previous disturbance or are occupied by scrubland. Each AAP was visually inspected; however, no specific previously unidentified archaeological remains were encountered. AAP14 is located to the east of Clonsilla Road, within which is AH04, the remains of three conjoined ring-barrows. Very slight surface expression of these features survives but the site was subject to archaeological testing in 2006, which confirmed their presence.

Within Zone D two AAPs (AAP19 and AAP20) are located within Fingal administrative area, with a further two (AAP21 and AAP22) located within Zone E. All are greenfield sites were inspected but no specific previously unidentified archaeological remains were encountered.

20.4.2.6 Previously Unrecorded Sites of Cultural Heritage Merit

Previously unrecorded sites of cultural heritage merit have been identified from a review of aerial photography, satellite imagery, historic mapping and site inspection.

A total of 33 previously unrecorded sites and structures of cultural heritage merit have been identified within the study area across Fingal. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200003-D, 200004-D and 20007-D in Volume 3A of this EIAR.

Table 20-17 Cultural Heritage (CH) sites in Fingal

CH No.:	Description	Distance from Proposed Development	Baseline rating
CH041	Site of Reservoir. Structure marked on OS 25" Map no longer extant	128 m	Neutral
CH042	Site of a mill pond beside the Ashtown Oil Mill as depicted on the OS First Edition 6" Map. No longer standing. Oil Mill later labelled as a Polish Factory on OS Cassini 6" Map. Now covered by hard standing associated with industrial development.	Within proposed development	Medium
CH043	Phoenix Park Club Race Course and Stands visible on OS 25" Map, no longer extant	112 m	Low
CH044	Site of Gate lodge visible on OS First Edition 6" Map. No longer extant	163 m	Low
CH045	Circular Enclosure. Marked on OS First Edition 6" Map as a circle with trees on the north side of the Tolka River valley to the top of the slope. Not marked on later maps and location is partially obscured on available aerial imagery. Potential archaeological enclosure of similar size to a ringfort, mound or barrow.	223 m	Medium
CH046	Weir in Tolka River. First marked on OS First Edition 6" Map.	135 m	Medium
CH047	Site of house on south side of Royal Canal. Visible on OS first Edition 6" Map. Removed by railway, No longer extant	Within proposed development	Neutral
CH048	Site of Morgan's Schools-female. Marked on OS first Edition 6" Map. No longer extant	83 m	Low
CH049	Site of Morgan's Schools-male. Marked on OS first Edition 6" Map. No longer extant	67 m	Low
CH050	Site of a house marked on south side of Royal Canal beside 11th lock. Removed by railway and No longer extant	Within proposed development	Neutral
CH051	Gate lodge to Hillbrook depicted on OS First Edition 6" Map. No longer standing as removed by the M50 motorway.	c. 235 m	Neutral
CH052	Site of a house marked on south side of Royal Canal. Removed by railway and No longer extant	Within proposed development	Neutral
CH053	Site former Police station depicted on north side of Royal Canal. Illustrated on OS First Edition 6" Map. No longer extant	44 m	Neutral
CH054	Site of a house marked on south side of Royal Canal. Removed by railway and No longer extant	Within proposed development	Neutral
CH055	Location of industrial structure. First described on OS First Edition 6" Map as Worsted Mill. Later converted into a Margarine Factory as labelled on the later OS 25" Map. No longer extant	41 m	Neutral
CH056	Overflow Channel/drain marked to southside of Royal Canal on OS 25" Map	5 m	Low
CH057	Site of a house marked on south side of Royal Canal. Removed by railway and No longer extant	Within proposed development	Neutral
CH058	Site of a house marked on OS First Edition 6" Map. Removed by later railway and No longer extant	Within proposed development	Neutral
CH059	Site of Laurel Lodge, a modest county house with associated outbuildings depicted on the OS 25" Map. No longer extant and area in in use as parkland.	43 m	Medium
CH060	Site of Mary Villa and is depicted on OS First Edition 6" Map. No longer extant	122 m	Neutral

CH No.:	Description	Distance from Proposed Development	Baseline rating
CH061	Deep rock cutting accommodating the Royal Canal.	5 m	Neutral
CH062	Site of a Gate Lodge depicted on the OS First Edition 6" Map. No longer extant	5 m E	Neutral
CH063	Cluster of structures depicted on OS First Edition 6" Map to south side of Royal Canal. No longer standing. Replaced by Laburnum Lodge as depicted on OS 25" Map, also No longer extant	Within proposed development	Low
CH064	Site of Abbey Cottage as depicted on the OS 25" Map. No longer extant	17 m	Neutral
CH065	Curving field boundary which on examination of 1995 OSI Aerial Imagery, may possibly extent (at its southern end) eastwards to form two thirds of a circle. Possibly a potential large archaeological enclosure of +200m diameter. May also be simply a field boundary which followed the lower contours of a hillock in the natural topography. Eastern portion is now the site of St. Mochtas Football Club. No indication on OS Historic Maps.	To immediate west	Medium
CH066	Site of a pond depicted on OS First Edition 6" Map. After the construction of the railway, the later maps show this has been reworked into a rectangular shape of an unknown purpose. Currently overgrown. Corresponding recess to southern bank of Royal Canal depicted on OS First Edition 6" Map.	Within proposed development	Low
CH067	Site of Clonsilla House and associated outbuildings. Depicted on OS First Edition 6" Map. No longer extant	216 m	Low
CH068	Site of a Pond depicted on OS First Edition 6" Map. Removed by the later railway and no longer extant.	Within proposed development	Neutral
CH069	Cluster of three buildings representing a former farmyard depicted on OS First Edition 6" Map. No longer extant.	78 m	Neutral
CH070	Pond illustrated in a field on OS First Edition 6" Map. No longer extant.	70 m	Low
CH071	Aqueduct allowing the Royal Canal to pass over a small local stream that flows into the Luttrellstown Castle Estate.	Within proposed development	Medium
CH072	Cropmark of a possible irregular shaped enclosure visible on Google Aerial Imagery dated 6/2018. Feature measures c. 35m long (east/west) by c. 32m wide (north/south) and is comprised of a straight side to the east which runs north/south. The sides to the west loop around to form an irregular (and broad) curve. Cropmark of an east/west orientated field boundary is positioned immediately to the north side of this cropmark (which appears on historic OS mapping).	96 m	Medium
CH073	Site of Goods Stores to Lucan Station. Depicted on OS 25" Map. No longer extant	Within proposed development	Low

20.4.2.7 Areas of Archaeological Potential (AAPs)

A total of 17 AAPs have been identified within the proposed development across Fingal. Details of each are given in Table 20-18 below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200003-D, 200004-D and 20007-D in Volume 3A of this EIAR.

Table 20-18 Areas of Archaeological Potential in Fingal

AAP No.:	Description	Baseline Rating
AAP06	Greenfield area that has been subject to some previous disturbance located to the immediate west of an earlier road (predating construction of canal and railway).	Medium
AAP07	Previously undisturbed greenfield area to the west of Ashtown Road within the demesne of Ashtown House	Medium
AAP08	Previously disturbed area located directly west of Navan Road Parkway. The extend and depth of previous ground disturbance is currently unknown therefore there remains some archaeological potential	Low

AAP No.:	Description	Baseline Rating
AAP09	Greenfield area to the west of Castleknock Road, within the former grounds of Laurel Lodge (CH56). Now in use as a park and likely to have been subject to some disturbance from landscaping.	Medium
AAP10	Small greenfield area to the west of Maple Green now in use as a park and likely to have been subject to some disturbance from landscaping.	Medium
AAP11	Greenfield area with previous disturbance.	Low
AAP12	Area with extensive previous disturbance, hardstanding now occupies this area	Neutral
AAP13	Previously undisturbed area to the east of the former Clonsilla School	Medium
AAP14	Previously undisturbed greenfield area, which contains AH04 conjoined ring barrows, which was subject to limited testing (Lynch 2006)	Medium
AAP15	Previously undisturbed greenfield area	Medium
AAP16	Area stripped of topsoil and used as a compound area in 2012 (Google Satellite).	Neutral
AAP17	Area of greenfield land located between the Royal canal and the railway which is likely to have been subject to previous disturbance during the construction of both, but the extent of this disturbance is currently unknown	Low
AAP18	Area of previously undisturbed greenfield land to the east and west of the Royal Canal and railway.	Medium
AAP19	Area of previously undisturbed greenfield land to the south of the railway.	Medium
AAP20	Area of previously undisturbed greenfield land to the south of the railway.	Medium
AAP21	Area of previously undisturbed greenfield land to the south of the railway.	Medium
AAP22	Area of greenfield land located between the Royal canal and the railway which is likely to have been subject to previous disturbance during the construction of both, however the extent of this disturbance is currently unknown	Low

20.4.2.8 Townland Boundaries

A total of 19 townland boundaries are located partially within the proposed development, details of each are given in the table below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200003-D, 200004-D and 20007-D in Volume 3A of this EIAR.

Table 20-19 Townland Boundaries in Fingal

TB No.:	Townlands:	Description:	Baseline Rating
TB14	Ashtown/Castleknock	Partially preserved either side of the Royal Canal as a field boundary hedgerow. Removed where it crosses the proposed development	Neutral
TB15	Castleknock/Blanchardstown	A long townland boundary, the majority of which has been removed by both residential estates and by the road take for the M50. Removed where it crosses the proposed development	Neutral
TB16	Blanchardstown/Carpenterstown	Removed where it crosses the proposed development	Neutral
TB17	Sheepmoor/Carpenterstown	Removed where it crosses the proposed development	Neutral
TB18	Diswell/Sheepmoor	Removed where it crosses the proposed development	Neutral
TB19	Diswellstown/Porterstown	Removed where it crosses the proposed development	Neutral
TB20	Annfield/Astagob(Clonsilla)	To the south, the boundary is preserved by the route of the Luttrellstown Road.	Low
TB21	Annfield/Porterstown	Removed to north and east by residential estates, and the route of the new Porterstown Link Road.	Neutral

TB No.:	Townlands:	Description:	Baseline Rating
TB22	Porterstown/Kellystown	Removed where it crosses the proposed development	Neutral
TB23	Porterstown/Coolmine	Boundary follows the course of the regional road R121 and the Clonsilla Road.	Low
TB24	Clonsilla/Barberstown	Preserved as a field boundary- hedgerow	Neutral
TB25	Woodlands/Barberstown	Marked by the route of the regional road R121 which is flanked to the north by hedgerow and to the south by the Luttrellstown Estate boundary wall which consists of a course snecked rubblestone construction.	Low
TB26	Westmanstown/Barberstown	Culverted where it crosses the proposed development	Neutral
TB27	Barberstown/Barnhill	Removed by canal where it passes through the proposed development	Neutral
TB28	Hansfield/Barnhill	Removed where it crosses the proposed development	Neutral
TB29	Barberstown/Hansfield	Removed where it crosses the proposed development	Neutral
TB30	Westmanstown/Coldblow	Removed where it crosses the proposed development	Neutral
TB66	Ballyhack/Surgalstown South	Hedgerow with mature trees running along the eastern and southern boundary of the MDSC	Medium
TB67	Ballyhack/Kilcoskan	Townland boundary follows the line of the R122 and forms the western boundary of the MDSC	Low

20.4.2.9 Analysis of Placenames within the Receiving Environment

Table 20-20 Placenames in Fingal

Name (English)	Name (Irish)	Derivation	Possible Meaning
Annfield	<i>Ghort Anna</i>	-	Gort: field
Ashtown (shared townland with Dublin City)	<i>Bhaile an Ásaigh</i>	Baile Asuín	Baile: townland, town, homestead Townland/town/homestead of ____
Blanchardstown	<i>Bhaile Bhlainséir</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Cabragh (Castleknock)	<i>na Cabraí</i>	Cabra	Bad Land
Carpenterstown	<i>Bhaile an Chairpintéaraigh</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Castleknock	<i>Chaisleán Crucha</i>	Castle Knock	Caisleán: castle
Diswellstown	<i>Bhaile an Diosualaigh</i>	-	Baile: townland, town, homestead Townland/town/homestead of Diswell
Dunsink	<i>Dhún Sinche</i>	Dún Sinche	Sineech's dun or fort of earth
Pelletstown (shared townland with Dublin City)	<i>Bhaile Pheiléid</i>	Pellistowne	Townland, town, homestead of Pellett
Porterstown	<i>Bhaile an Phóirtéaraigh</i>	Porterstowne	Baile: townland, town, homestead Townland/town/homestead of Porter (Family Name)
Scribblestown	<i>Bhaile Scriobail</i>	Scripplestown	Baile: townland, town, homestead Townland/town/homestead of Scrypple (a family name)
Astagob (Clonsilla)	<i>Steach Gob</i>	Stathguebe, Easta gob	Seat or house of the beaks or points
Barberstown	<i>Bhaile an Bhearbóraigh</i>	Barbistown	Baile: townland, town, homestead Townland/town/homestead of ____

Name (English)	Name (Irish)	Derivation	Possible Meaning
Barnhill	<i>Chnoc an Sciobóil</i>	Barnehills	Cnoc: hill
Clonsilla	<i>Chluain Saileach</i>	-	Pasture of (the) willow(s)/ the meadow of sallows
Coolmine	<i>Chúil Mhín</i>	-	Cúil: corner, nook
Hansfield or Phibblestown	<i>Pháirc Hans or Bhaile Fiobail,</i>	-	Páirc: field
Kellystown	<i>Bhaile Uí Cheallaigh</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Sheepmoor	<i>Mhóinteán na gCaorach</i>	-	Móin(also:mónaidh): bogland
Woodlands	<i>Fhearann na Coille</i>	-	Coill (also: coillidh, coillte, coille): wood
Allenswood	<i>Choill Alain</i>	Allinswood	Coill (also: coillidh, coillte, coille): wood
Coldblow	-	Cold Blow	-
Laraghcon	<i>Láithreach Con</i>	Laracon, Latecorr	Lathrach Con: Hounds Grave
Passifyoucan	-	-	-
St. Catherine's Park (Fingal)	<i>Pháirc San Caitriona</i>	St. Kathirins	Páirc: field
Westmanstown	<i>Bhaile an Bhaspailigh</i>	Westphan'stown	Baile: townland, town, homestead Townland/town/homestead of ____
Ballyhack	<i>Bhaile Hac</i>	Balyschyoc, Ballaback	Baile: townland, town, homestead Townland/town/homestead of Hacks
Surgalstown South	<i>Bhaile Sorgail Theas</i>	Surgoteston, Surgustown	Baile: townland, town, homestead Townland/town/homestead of ____
Corrstown	<i>Bhaile an Chorraigh</i>	Correston	Baile: townland, town, homestead Townland/town/homestead of Corr
Kilcoskan	<i>Chill Choscáin/Coill Coscáin</i>	Kilcoshan, Killcocker,	Cill: church or Coill Coscáin: 'Coscan's wood'

20.4.3 County Meath

The proposed development crosses through 13 townlands in County Meath and follows the existing route of the MGWR rail line through to the M3 Parkway to the north of Dunboyne. The MGWR leaves County Dublin following a broad curve northward and remains straight till the proposed terminus at the M3 Parkway.

Table 20-21 lists the baronies, parishes and townlands through which the proposed development passes.

Table 20-21 County Meath Baronies, Parishes & Townlands

Barony	Parish	Townlands
Deece	Moyglare	Newtownmoyaghy
Dunboyne	Dunboyne	Bennettstown
		Bracetown
		Castle Farm
		Clonee
		Dunboyne
		Ellickstown
		Hilltown

Barony	Parish	Townlands
		Newtownmoyaghy
		Pace
		Piercetown
		Rusk
		Woodpark

20.4.3.1 Archaeological Background

Mesolithic Period (6000–4000 BC)

Whilst there is no evidence for Mesolithic activity in the proposed development area there are some indications in the wider county of Meath. During the construction of the M3 Motorway a late Mesolithic site at Clowanstown 1, north of Dunshaughlin was revealed in a raised bog which was a lake-land area during prehistory. A cache of Bann flakes (leaf-shaped stone tools characteristic of the period) was identified along with flint débitage. This indicated that artefact production had taken place at the site. Evidence for food-processing and consumption was identified through the recovery of acorn and hazelnut shells as well as animal remains. Furthermore, four conical fish-baskets and several basket fragments were found on the former lakebed.

Neolithic Period (4000–2500 BC)

Meath has experienced a long sequence of prehistoric settlement, which appears to have been heavily focused on the Boyne River. The early prehistory of the region is dominated by several important cores, including the Boyne Valley, Tara, Fourknocks and, further to the west, Loughcrew. The most renowned of these centres are the large Neolithic complexes at Newgrange, Knowth and Dowth. These are protected as part of the UNESCO World Heritage Site of Brú na Bóinne.

Bronze Age (2500–800 BC)

A ring ditch that may date to this period is recorded c. 82 m east of the proposed development area (AH19). A burnt mound was excavated adjacent to the proposed development during the construction of the M3 motorway (AH18). An example of a fulacht fia, AH20, was also excavated as part of the M3 Dunboyne Link Road (R157) road scheme, c. 100 m west of the proposed development.

Iron Age (800 BC – AD 400)

There are no recorded sites of Iron Age date in the vicinity of the proposed development.

Early Medieval Period (AD 400–1100)

At this time, modern County Meath was part of Míde and Brega which together formed one of the five provinces of early medieval Ireland. It contained a large power centre that formed a political, ceremonial, cultural and social centre of both the territory and Ireland, which was located at Tara. The proposed development area lies within the Kingdom of Brega, within the territory that was controlled by the Ciannachta. They were the most prominent of the subject peoples of Brega during the early medieval period. Although typically associated with the baronies of Ferrad, (Louth) and Duleek (Meath), there is every indication that their influence extended much further south, well into County Dublin (Bolger 1997). Brega was controlled for most of the early medieval period by the Síl nÁeda Sláine, who claimed to be part of the Uí Néill. Though their influence on a national level waned from the 8th century onwards, various branches of the dynasty controlled Brega down to the late 10th century.

The closest example of a ringfort (ME051-004) lies c. 3 km to the northeast of the proposed development in the townland of Ballintry. Within the study area and surrounding environments there are a number of

monuments described as ‘enclosures’ which may represent ringfort type settlements. One example (AH11) is located in Dunboyne, c. 67 m to the east of the proposed development area.

Medieval Period (AD 1100–1600)

The barony of Dunboyne was granted to William le Petit (Murphy & Potterton 2010, 93) by Hugh de Lacey, the tenant in chief of King Henry II. The Petits continued to hold the manor of Dunboyne until it passed to Sinolda, William le Petit’s daughter and her husband Thomas Butler. After this it was part of the extensive Butler lordship. This time period is synonymous with castle-building, both masonry and earthwork, as well as the creation of new towns and enlargement of older urban centres. The Norman tenurial system more or less appropriated the older established land units known as túaths in the early medieval period but called the territories manors (MacCotter 2008). Meath was very well settled in this period. The closest Anglo-Norman centre of power was at Dunboyne, directly west of this proposed development area where a motte was constructed at the newly founded borough (Murphy & Potterton 2010, 117). This has since been destroyed. A later medieval castle is now located at Dunboyne (ME050-021005). The closest castle tower house (ME050-02005) is also located within the town of Dunboyne.

Post-Medieval Period (AD 1600–1900)

As part of the process of achieving colonial dominion a number of surveys and mapping programmes were completed throughout the post-medieval period. Inadvertently, these also recorded much of the pattern of society and settlement which had survived from the medieval period. Simington’s Civil Survey of 1654–56, was an inquisition that visited each barony (land division) and took depositions from landholders based on parish and townland, with written descriptions of their boundaries to facilitate the ‘transfer’ of lands. Subsequent to the Civil Survey, a project known as the Down Survey 1656-58, used the collected cadastral information to map all forfeited lands. This survey was overseen by the surgeon-general of the English army, William Petty and a number of former soldiers. It was not just a project of mapping but of social engineering that was underpinned by a massive ‘transfer’ in landownership from Irish Catholics to English Protestants. Despite the obvious negative effects of colonial map drafting this survey is the first ever detailed land survey on a national scale anywhere in the world and gives great insight in Ireland at this time.

The current route of this proposed development follows the existing railway line which was originally built by the Dublin & Meath Railway from Clonsilla to Navan. The Midland Great Western Railway took over the D&MR and later doubled the Navan line through Dunboyne as far as Drumree further north.

20.4.3.2 Recorded Monuments (AH sites) within the Receiving Environment

A total of 11 recorded archaeological sites (AH) are recorded within the study area for this section in Co. Meath. All of these sites exist outside the proposed red-line boundary with site AH18 a burnt mound positioned only c. 8 m east of the proposed boundary. Nine of these sites are the results of excavations associated with the M3 Motorway and include AH14-22 while the remaining three sites (AH11-13) are located within greenfield areas. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200005-D and 20006-D in Volume 3A and Appendix A20.1 Recorded Archaeological Sites in Volume 4 of this EIAR.

Table 20-22 Archaeological Heritage (AH) sites in County Meath

AH No.:	RMP No.:	Classification	Distance from Proposed Red Line Boundary	Statutory Protection	Baseline rating
AH09	ME050-032001-	Enclosure	67 m	RMP	High
AH10	ME050-032002-	Ring-ditch	82 m	RMP	High
AH11	ME050-031----	Ring-ditch	95 m	RMP	High
AH12	ME050-061----	Pit	167 m	No	High
AH13	ME050-060001-	Structure	42 m	No	High
AH14	ME050-060002-	Kiln - corn-drying	45 m	No	High

AH No.:	RMP No.:	Classification	Distance from Proposed Red Line Boundary	Statutory Protection	Baseline rating
AH15	ME050-060003-	Furnace	71 m	No	High
AH16	ME050-059----	Burnt mound	8 m	No	High
AH17	ME050-057----	Excavation - miscellaneous	132 m	No	High
AH18	ME050-058----	Burnt mound	101 m	No	High
AH19	ME050-056001-	Kiln - corn-drying	113 m	No	High
AH20	ME050-056----	Excavation - miscellaneous	84 m	No	High

20.4.3.3 National Museum of Ireland: Topographical Files

Information from the NMI topographical files listed no stray finds within the study area for County Meath.

20.4.3.4 Summary of Previous Archaeological Investigations within the Receiving Environment

A review of the Excavations Bulletin (1970-2021) has revealed that the no archaeological investigations have been carried out within the proposed development in this area, Table 20-23 lists all archaeological investigations carried out within the study area.

Table 20-23 Previous archaeological investigations in County Meath

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed development:
19E0525	2020:165	Dunboyne	Monitoring	No archaeological significance	c. 45 m S
18E0282	2018:574	Dunboyne	Testing	No archaeological significance	Adjacent to west
17E0399	2017:431	Dunboyne	Testing	Medieval enclosure and possibly associated features	Adjacent to the east
04E0489	2004:1191	Bracetown/ Dunboyne/ Loughsallagh	Testing	Burnt spread, pits containing cremated bone and charcoal, post-medieval track	c. 100 m E
17E0399	2018:573	Dunboyne	Testing	Possible ring ditch, possible partial circular enclosure, two pits and a hearth and a possible kiln feature.	c. 20 m W
A017/013	2005:AD10	Dunboyne	Excavation	Prehistoric pit	c. 130 m E
A017/012	2005:AD9	Dunboyne	Excavation	Prehistoric settlement (probably BA) and medieval field system	c. 55 m E
A017/003, E3025	2006:1507	Bennetstown	Excavation	Burnt-spread site and associated pits, post-medieval linears	Adjacent to E
A017/005, E3027	2006:1509	Bennetstown	Excavation	Pits and substantial post-holes	c. 125 m N
A017/004., E3026	2006:1508	Bennetstown	Excavation	Burnt-spread site	c. 140 m W
A017/002, E3024	2006:1554	Bennetstown	Excavation	Possible BA rectangular house, keyhole kiln, pits	Adjacent to W
A017/010	2005:1230	Pace	Excavation	Early modern buildings	c. 225 m E
A017/009	2005:1229	Pace	Excavation	Possible BA settlement	c. 225 m E

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed development:
08E0988	2008:979	Pace/ Bennetstown/ Bracetown/ Dunboyne/ Castlefarm/ Rusk / Clonee / Hilltown	Monitoring	No archaeological significance	c. 75 m N

20.4.3.5 Field Inspection

A full field inspection report is contained within Appendix A20.3 Site Inspection Report in Volume 4 of this EIAR. The following is a summary of the results of the inspection.

Within Co. Meath, the proposed development extends along the existing railway line as far as Dunboyne, where an extension to the development boundary to the east encompasses an existing car park. The proposed development then continues along the railway, extending northwards to the M3 Parkway where the development boundary extends to the east and west at the project terminus. To the west it encompasses the existing M3 Parkway car park and to the east an area of disturbed scrubland (AAP28), which is bisected by the Tolka river. This area is heavily overgrown.

20.4.3.6 Previously Unrecorded Sites of Cultural Heritage Merit

Previously unrecorded sites of cultural heritage merit have been identified from a review of aerial photography, satellite imagery, historic mapping and site inspection.

One previously unrecorded site cultural heritage merit has been identified within the study area across Meath. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200005-D and 20006-D in Volume 3A of this EIAR.

Table 20-24 Cultural Heritage (CH) sites in County Meath

CH No.:	Description	Distance from Proposed Development	Baseline Rating
CH74	Unrecorded possible ringfort, marked on OS maps as a tree cluster. Visible in Cambridge aerial BGH079.	188 m	Medium

20.4.3.7 Areas of Archaeological Potential (AAPs)

One AAP has been identified within the proposed development across Co. Meath. Details of which is given in Table 20-25 below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200005-D and 20006-D in Volume 3 A of this EIAR.

Table 20-25 Areas of Archaeological Potential in County Meath

AAP No.:	Description	Rating
AAP28	Area of scrubland between railway and M3 motorway, may have been previously impacted during construction of motorway, though extent of disturbance is unknown. River Tolka traverses this area	Medium

20.4.3.8 Townland Boundaries

A total of eight townland boundaries are located partially within the proposed development, details of each are given in the table below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200005-D and 20006-D in Volume 3A of this EIAR.

Table 20-26 Townland Boundaries in County Meath

TB No.:	Townland	Description	Baseline Rating
TB31	Hilltown (Co. Meath / Barnhill (Co. Dublin))	Removed where it crosses the proposed development	Neutral
TB32	Clonee / Hilltown	Removed where it crosses the proposed development	Neutral
TB33	Ruskin / Clonee	Removed where it crosses the proposed development	Neutral
TB34	Castlefarm / Ruskin	Removed where it crosses the proposed development	Neutral
TB35	Dunboyne / Castlefarm	Mostly follows the course of the link road: L2228	Neutral
TB36	Bennettstown / Dunboyne	Removed where it crosses the proposed development	Neutral
TB37	Pace / Bennettstown	Removed where it crosses the proposed development	Neutral
TB38	Pace / Woodpark (Part of)	Removed where it crosses the proposed development	Neutral

20.4.3.9 Analysis of Placenames within the Receiving Environment

Table 20-27 Placenames in County Meath

Name (English)	Name (Irish)	Derivation	Possible Meaning
Newtownmoyaghy	<i>Baile Nua Mhaighe Eachadha</i>	Newtown Moyaghy	Baile nuadh muíge Eochaidhe: 'Newtown of Eochy's plain'
Bennettstown	<i>Bhaile Bhinéid</i>	Bennetstown	Baile: townland, town, homestead Townland/town/homestead of ____
Bracetown	<i>Bhaile an Bhreáigh</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Castle Farm	-	Castlefarm of Dunboyne	-
Clonee	<i>Chluain Aodha</i>	-	Cluain (also: cluaine) meadow, pasture
Dunboyne	<i>Dhún Búinne / Dun-Baeithin</i>	-	The fort of /Baeithin's or Boyne's fort
Ellickstown	-	Ellextown, Ulixtown	-
Hilltown	-	-	-
Pace	<i>an Bhealaigh</i>	-	bealach: way, pass
Piercetown	-	Pierston	-
Rusk	<i>Rúscaí</i>	Rousk,	moor, or marsh
Woodpark	-	--	-

20.4.4 County Kildare

The proposed development crosses through 25 townlands and again follows the existing routes of the existing MGWR. The rail line is forced by the topography in Leixlip to take a sharp turn southwards to cross the Rye Water River. Once this river is crossed, the Railway then turns and heads in a westerly direction towards Maynooth. In Maynooth the railway bends gently as it is diverted around the centre of the town, with the proposed development terminating just west of the town.

Table 20-28 below lists the baronies, parishes and townlands through which the proposed development passes.

Table 20-28 County Kildare Baronies, Parishes & Townlands

Barony	Parish	Townlands	
Ikeathy and Oughterany	Kilcock	Branganstown	
	Confey	Allenswood	
		Confey	
		St. Catherine's	
	Donaghmore	Barrogstown East	
		Donaghmore	
	Kilmacredock	Kilmacredock Lower	
	North Salt	Laraghbryan	Ballycurraghan
			Blakestown
			Carton Demesne
			Collegeland
			Crinstown
			Gragadder
			Greenfield
			Laraghbryan East
			Laraghbryan West
			Maynooth
			Maynooth South
			Maws
			Newtown
			Railpark
			Treadstown
			Leixlip
	Leixlip		
	Newtown		

20.4.4.1 Archaeological Background

Mesolithic Period (6000–4000 BC)

Kildare a county known for its wetlands and bogs is the site of an unusual Mesolithic trackway or platform. Here at Lullymore Bog located c. 22 km to the southwest of the proposed development, a pine trackway constructed of transversely laid and radially split pine measuring 1.8m in width returned dates of 6209-5881BC and 6071-5929BC (Driscoll 2006, 69). While there is evidence of Mesolithic groups in County Kildare, there are no recorded Mesolithic sites within the immediate vicinity of the proposed development.

Neolithic Period (4000–2500 BC)

In the vicinity of the proposed development a number of stray finds are recorded in the Topographical Files of the National Museum which date to the Neolithic period or the Bronze Age. A polished stone axe head (NMI 1967:101) is recorded from Maynooth. It is accepted that Rye and Lyreen Rivers, would have been ideal areas for settlement (Kador 2007, 14-17). The remains of a Neolithic House (KD005-015001) were revealed during excavations at Maynooth Castle (Nat. Mon. 485, KD005-015), 400 m north of the proposed development (Licence 96E0391 ext.).

Bronze Age (2500–800 BC)

The most common indicator of Bronze Age activity in Ireland is the site type known as the fulacht fia or burnt mound. A fulacht fia consists of a horseshoe-shaped mound of heat-affected stones and charcoal arranged around one or more troughs. These sites occur close to water sources or where the water table is particularly high. The purpose of such sites was to heat water in a trough, using stones heated on a hearth and transferred to the water. Traditionally, it was believed this was done in order to boil meat, which may be correct in some cases. However, alternative interpretations have been presented such as tanning, dyeing, brewing, and bathing. Three fulacht fia are recorded around Leixlip KD011-053, Easton, KD011-046 Kilmacredock Upper and KD011-062 Parsonstown. Further evidence of a strong Bronze Age presence in north Kildare is recorded in the Topographical Files of the National Museum which include a bronze spearhead which features loops on the socket (NMI 1979:71) which is recorded from Maynooth.

As mentioned previously, Bronze Age Burials were often made within cemeteries which were either unenclosed or else marked in the landscape with the construction of an earthen barrow. Barrows of this period often vary in form and can include the ring-ditch, the embanked ring-ditch, the ring barrow, the bowl barrow and the bowl barrow lacking an external bank. A barrow ring-ditch AH41 (Branganstown) and a barrow AH39 (Maws) is recorded within the red-line boundary of this proposed development and points to activity or occupation in the area during the prehistoric period.

Iron Age (800 BC–AD 500)

There are no recorded sites of Iron Age date in the vicinity of the proposed development.

Early Medieval Period (AD 500–1100)

Originally the barony of Salt comprised one territory, which was later divided into north and south divisions. Maynooth lies in the barony of North Salt. The territory of Salt derives from the Latin name for Leixlip - saltus salmonis. Literally translated this means "salmon leap". The English name is derived from Old Norse Laxhlaup, which has the same meaning. The survival of a Latin name is uncommon and it indicates the antiquity of this area. North Salt is defined by the Liffey to the north and the Uí Gabla sept of the Dál Chormaic were resident here during this period (MacCotter 2010).

There is one recorded ringfort within the vicinity of the proposed development (AH29) which is located c. 250 m south in the townland of Kilmacredock Lower. Enclosures belong to a classification of monument whose precise nature is unclear. Often, they may in fact represent ringforts or sites with a similar function, which have either been damaged to a point where they cannot be positively recognised, or which are smaller or more irregular in plan than the accepted range for a ringfort. An early-Christian date is generally likely, though not a certainty. One enclosure which is situated within the environs of the proposed development in the townland of Donaghmore, AH30 c. 189 m to the south of the study area.

At Maynooth Castle (Nat. Mon. 485, KD005-015) 400m north of the proposed development, two early medieval post-and-wattle houses (KD005-015002/3) were found during excavations in the 1990s (Licence 96E0391 ext.). Whilst no datable finds were recovered, excellent carbon samples were retrieved from their hearths and post-holes. The latest of the round houses (KD005-015003) appears to have had a curving wooden stockade added to one side of it. The house would appear to be contemporary with the beginning of the cultivation of the site, which was evidenced by regularly spaced shallow furrows. The cultivation later overwhelmed the house and continued until the arrival of the Anglo-Normans.

The early medieval period was also characterised by the foundation of a large number of ecclesiastical sites throughout Ireland, in the centuries following the introduction of Christianity in the 5th century AD. One such early Ecclesiastical enclosure at Donaghmore (AH31) within the study area is the location of 'Domhnach-mor-maige-luadat' ("the great church of Nuadhat's plain (Maynooth)") where St. Erc, a disciple of the 6th century St Senan, was bishop, and the 'Donagh' (Domhnach) element in the townland name does suggest a possible

Patrician foundation (www.archaeology.ie). Between the late 8th and 10th centuries, mortared stone churches gradually replaced the earlier structures.

Medieval Period (AD 1100–1600)

The territories of Kildare underwent some transfers back and forth from Richard de Clare to his followers to supporters of Henry II and subsequently King John during the medieval period. The territory of Salt was finally granted to Adam de Hereford in the late 1170s. However, the Manor of Maynooth was granted to Maurice Fitzgerald. It was the caput or central authoritative space of the Fitzgerald dynasty, who had significant land holdings throughout Kildare.

The Norman tenurial system more or less appropriated the older established land units known as túaths in the early medieval period but called the territories manors (MacCotter 2010). The initial construction of the stone donjon at Maynooth (Nat. Mon. 485, KD005-015) may date to the late-1180s. The remains consist of a keep, a rectangular gatehouse, southeast tower, postern, parts of the great hall and gallery. Parts of a manorial church associated with the castle are incorporated in the nearby St. Mary's Church of Ireland church (KD005-016). The original focal building, a large sub-rectangular masonry structure, was divided into two rooms by three piers that supported the first floor. This comprised a medieval hall and chamber. The chamber does not appear to have been used as a residence as would have been expected but as a private space removed from the ceremony of the hall. Uniquely in Ireland, the chamber of this castle contains a balcony that overlooks the site of a possible deer park to the northwest.

At the beginning of the 14th century, the castle at Maynooth (Nat. Mon. 485, KD005-015) became principal residence of Kildare Geraldines. In 1328 the site was described as containing a 'stone castle, hall with kitchen, thatch covered hall, bake-house, vault in a newly built garden, grange [barn or farm], cow byre, stable, turret, ditch, garden gate, haggard gate, dovecot [and] mills'. This is the first recorded listing of the existence of mills on the site. This site is now occupied by Manor Mills Shopping Centre. The castle was altered/enlarged by John (the sixth Earl) in 1426. In 1518, the ninth Earl requested a licence to found and endow a college adjoining the town for a provost, vice-provost, five priests, two clerks and three choristers. This received the especial confirmation of William, Archbishop of Dublin, in 1518. During the Silken Thomas Rebellion (c. 1641) under Lord Thomas Fitzgerald, in the reign of Henry VIII, the castle was besieged by a considerable force under Sir William Brereton. Reputedly, after the rebellion, Maynooth Castle was dismantled (Fitzgerald 1891-5, 222-32). According to the Fourth Duke of Leinster the medieval Council House of the Earl of Kildare (KD005-013) was situated within the grounds of St. Patrick's College, until it was demolished in the 1780s.

Outside of Maynooth during this period, the Anglo-Normans built timber castles and mottes, to defend the land they had gained. Many of these were later replaced by masonry castles. A castle (KD006-004) is recorded c. 432 m north of the proposed development in the townland of Confey. This forms part of a large medieval complex at Confey with the remains of an ecclesiastical enclosure extending around the site of a church (KD006-003), a graveyard (KD006-003001 and a field system KD006-017).

Evidence of the everyday life of the Anglo-Norman settlers is present the form of a moated site (KD005-006) located in the townland of Maws c. 772 m to the northeast of the proposed development. Moated sites were the farmsteads of Anglo-Norman settlers in the medieval period. This example is poorly preserved and truncated by the public road, the route of which the proposed development will follow.

Post-Medieval Period (AD 1600–1800)

The path taken by the Royal Canal as it passes through north Kildare had not been fully planned or surveyed in advance of its construction which caused many problems. Construction of the Royal Canal commenced in Dublin in 1789 and was opened to Kilcock, one the region's major trading and market towns, in 1796. It was decided that the Canal would cross the River Ryewater at Leixlip in order to serve the town of Maynooth, close to the Carton Estate which belonged to the Duke of Leinster, one of the principal shareholders of the Royal Canal Company. Both of these undertakings proved considerably more expensive and time-consuming than the Company had expected. The canal and subsequent railway are both carried across the Ryewater by a

massive earth embankment with the river flowing through a tunnel c. 30 m below. Overlooking the aqueduct is the derelict house of the lengthsmen, once responsible for this stretch of canal. Between the aqueduct and Louisa Bridge and just west of the canal are one of the more curious features of Kildare, the remains of Leixlip Spa. The spa is a naturally heated geothermal spring which was discovered by workmen building canal embankment in 1793 (www.canalsofdublin.com). The Royal Canal Company re-routed the warm spring to the side of the aqueduct, into a shallow hexagonal shaped pond, and from here it flowed down the side of the valley to a brick basin.

The railway age signalled the demise of the canal. In 1845 the Midland Great Western Railway Company purchased the entire canal for £289,059, principally to use the length of the canal to lay a new railway however the company was legally obliged to maintain the Royal Canal.

20.4.4.2 Recorded Monuments (AH sites) within the Receiving Environment

A total of 15 individual or groups of recorded archaeological heritage (AH) sites are recorded within the receiving environment of the proposed development. There are two sites located within the proposed development; AH39 a barrow in the townland of Maws and AH37 a cropmark of a ring ditch in the neighbouring townland of Branganstown. The majority of listed sites relate to large ecclesiastical complexes located at Confey, Donaghmore and Laraghbryan East. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200007-D to 20010-D in Volume 3A and Appendix A20.1 Recorded Archaeological Sites in Volume 4 of this EIAR.

Table 20-29 Archaeological Heritage (AH) site in Co. Kildare

AH No.:	RMP No.	Classification	Distance from Proposed Red Line Boundary	Statutory Protection	Baseline Rating
AH23	KD006-003001	Graveyard	132 m	RMP	High
AH22	KD011-007	Ritual site - holy well	27 m	RMP	High
AH23	KD011-054	Habitation Site	250 m	No	High
AH24	KD011-055	Excavation - miscellaneous	204 m	No	High
AH25	KD011-056	Kiln	144 m	No	High
AH26	KD011-053	Fulacht fia	21 m	No	High
AH27	KD006-006	Ringfort - rath	250 m	RMP	High
AH28	KD006-012	Enclosure	189 m	RMP	High
AH31	KD006-005001-4	Ecclesiastical enclosure, church, graveyard, ogham stone	52 m	RMP	High
AH33	KD005-014	Architectural feature	178 m	RMP	High
AH34	KD005-009001	Ecclesiastical site	200 m	RMP	High
AH35	KD005-009002	Church	200 m	RMP	High
AH36	KD005-009003	Graveyard	200 m	RMP	High
AH37	KD005-033	Barrow	Within proposed development	RMP	High
AH39	KD005-003	Ring-ditch	Within proposed development	RMP	High

20.4.4.3 National Museum of Ireland: Topographical Files

Information from the NMI topographical files listed a Bronze Spearhead with loops on the socket (1979:71) was recovered from the townland of Newtown Co. Kildare.

20.4.4.4 Summary of Previous Archaeological Investigations within the Receiving Environment

A review of the Excavations Bulletin (1970-2021) has revealed that no previous archaeological investigations have been carried out within the proposed development in this area. Table 20-30 provides a summary of those investigations undertaken within the study area.

Table 20-30 Previous Archaeological Investigations in Co. Kildare

Licence Ref.:	Excavations.ie Ref.:	Townland:	Type:	Description	Dist. from proposed development:
19E0805	2020:131	Collinstown, Leixlip	Testing	No archaeological significance	c. 50 m N
12E293	2012:325	Collinstown	Testing	No archaeological significance	c. 180 m N
94E0195	1994:134	Collinstown / Blakestown	Testing	No archaeological significance	c. 60 m N
99E0675	1999:377	Donaghmore	Monitoring	No archaeological significance	c. 70 m S
00E0413	2000:0499	Carton Demesne	Testing	No archaeological significance	c. 75 m N
13E033	2013:079	Maynooth	Testing	No archaeological significance	c. 230 m NW
C610, E4504	2013:547	Maynooth	Monitoring	No archaeological significance	c. 210 m NNW
20E0254	2020:176	Maynooth	Testing	Medieval linear features (probably drainage related)	c. 50 m NW
21E0410	2021:160	Maynooth	Testing	Post-medieval reclaimed land	c. 50 m NW
10D44; 10R146	2010:531	Newtownmoyaghy	Riverine, underwater assessment	No archaeological significance	c. 175 m N

20.4.4.5 Field Inspection

A full field inspection report is contained within Appendix A20.3 Site Inspection Report in Volume 4 of this EIAR. The following is a summary of the results of the inspection.

AAP22 and AAP24 were not accessed during the site inspection, however there are currently no development proposals in these areas. AAP23 consists of an open landscaped area associated with the adjacent housing estate, and no previously unidentified archaeological features were identified.

An area of arable farmland (AAP25) is located directly west of the L81206, no previously unidentified archaeological features were identified. The proposed project extends from here westwards along the railway as far as the L5053 where OBG18 compound will be located to the east of this road, across a pasture field (AAP26). An early medieval ecclesiastical enclosure (AH29) and graveyard (AH32) is located c. 80m to the east of this compound area. No previously unidentified archaeological features were identified.

The proposed development then extends along the existing railway westwards as far as its terminus to the west of Maynooth. A large portion of this area (AAP27) has been subject to geophysical survey (see Appendix A20.4 Geophysical Survey Report in Volume 4 of this EIAR) and the results are summarised below. No specific previously unrecorded sites of archaeological potential were noted within AAP27 during the course of the field inspection.

20.4.4.6 Geophysical Survey

Archaeological geophysical survey was carried out in the townlands of Maynooth South, Newtown, Cringstown, Laraghbryan East, Treadstown, Ballycurraghan, Maws, Gragadder, Branganstown, Roestown and Cormickstown under licence 21R0091 by ACSU Ltd (see Appendix A20.4 Geophysical Survey Report in Volume 4 of this EIAR). This was due to the large portion of greenfield required for the proposed depot layout,

road alignment and compensatory storage area required for the project. Works were conducted between May 2021 and March 2022 and a total of 40.69 ha of land were surveyed. Some of the land was not surveyed as access was not granted. Lands to the northeast of the railway were not surveyed.

The survey confirmed the position of AH39 (ring ditch) and whilst some responses of archaeological potential were noted across the remainder of the lands surveyed, no definite large scale archaeological sites were identified. These potential anomalies are all included within the designation of AAP27, as described in Table 20-31.

20.4.4.7 Previously Unrecorded Sites of Cultural Heritage Merit

Previously unrecorded sites of cultural heritage merit have been identified from a review of aerial photography, satellite imagery, historic mapping and site inspection.

A total of 13 previously unrecorded sites and structures of cultural heritage merit have been identified within the study area across Kildare. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200007-D to 20010-D in Volume 3A of this EIAR.

Table 20-31 Cultural Heritage (CH) site in Co. Kildare

CH No.:	Description	Distance from Proposed Development	Baseline Rating
CH075	Small sub-circular cropmark beside hedgerow and farmyard	227 m	Medium
CH076	A cropmark representing two possible conjoined possible sub-circular features or pits, may be associated with installation of double ESB Pole. Best Seen on google earth Imagery 06/2020.	189 m	Medium
CH077	Enclosing ditch possibly associated with the recorded medieval complex of Confey Church (KD006-003)	227 m	Medium
CH078	Possible rectangular enclosure measuring c. 51m long (north/south) by c. 40m wide (east/west). Not visible on OSI historical mapping, possibly field drains.	60 m	Medium
CH079	Cropmark representing a small possible enclosure (c.10m diameter). Visible on Google Aerial imagery dated 06/2018, irregular shape in plan which may be due to modern ploughing	149 m	Medium
CH080	Tunnel marked on 6-inch OS, possibly under Royal Canal but removed or blocked by later railway?	Within proposed development	Low
CH081	Large unrecorded sub-oval shaped enclosure surrounding the recorded ringfort (KD006-006). This enclosure is visible on the Google Aerial Imagery dated 06/2018	194 m	Medium
CH082	Possible roadway flanked by low earthen ditches located c. 55m to the east of the ecclesiastical enclosure KD006-005 and orientated northeast/southwest. Currently forms a field boundary	60 m	Medium
CH083	Site of vernacular structure. Visible on 6-inch OS map but no longer shown on 25-inch OS	Within proposed development	Low
CH084	Site of vernacular structure. Visible on 6-inch OS map but no longer shown on 25-inch map. Small outbuilding to SW	Within proposed development	Low
CH085	Relict field system located within fields to the north side of the Royal Canal. Numerous cropmarks represent several linears, curvilinear and large enclosures	20 m	Medium
CH086	Relict field system occurring as a series of rectangular cropmarks with some curvilinear cropmarks visible on Google imagery 06/2018	Within proposed development	Medium
CH088	An unrecorded small possible ring ditch with a diameter of c.14m, visible on Google Imagery from 06/2018. This feature does not appear on any historic mapping.	Within proposed development	Medium

20.4.4.8 Areas of Archaeological Potential (AAPs)

Five AAPs have been identified within the proposed development across Kildare. Details of each are given in Table 20-32 below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200007-D to 20010-D in Volume 3A of this EIAR.

Table 20-32 Areas of Archaeological Potential in Co. Kildare

AAP No.:	Description	Baseline Rating
AAP23	Previously undisturbed greenfield area to the east of the R419, may have been impacted by landscaping works associated with the construction of the adjacent housing estate.	Medium
AAP24	Previously undisturbed greenfield area largely occupied by trees and scrub with the Rye water River running east to west	Medium
AAP25	Previously undisturbed greenfield area	Medium
AAP26	Previously undisturbed greenfield area close to an early medieval ecclesiastical enclosure (AH31)	Medium
AAP27	Large previously undisturbed greenfield area which contains a number of known archaeological sites including AH37, AH39 and AH41 and potential sites CH83 and CH85	Medium
AAP29	Previously undisturbed greenfield area located to the immediate north of the Lyreen River.	Medium

20.4.4.9 Townland Boundaries

A total of 24 townland boundaries are located partially within the proposed development, details of each are given in the table below. The following table should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200007-D to 20010-D in Volume 3A of this EIAR.

Table 20-33 Townland Boundaries in Co. Kildare

TB No.:	Townland	Description	Baseline Rating
TB39	St. Catherine's (Kildare) / St. Catherine's (Dublin)	Removed within proposed development, however potential for below ground remains to survive	Low
TB40	St. Catherine's / Confey	Removed within proposed development	Neutral
TB41	Confey / Newtown (x2 crossings)	Removed within proposed development	Neutral
TB42	Confey / Leixlip	Follows the course of the Rye Water River (this water course passes under an aqueduct serving the Royal Canal)	Medium
TB43	Easton / Leixlip	The boundary is then represented by the route of the regional road R148 (Old N4) which crosses the canal (Louisa Bridge)	Low
TB44	Collinstown / Easton	Removed within proposed development	Neutral
TB45	Collinstown / Blakestown	Removed within proposed development	Neutral
TB46	Blakestown / Kilmacredock Lower	Removed within proposed development	Neutral
TB47	Kilmacredock Lower / Donaghmore	Removed within proposed development	Neutral
TB48	Donaghmore / Railpark	Removed within proposed development	Neutral
TB49	Railpark / Greenfield	Removed within proposed development	Neutral
TB50	Collegeland / Greenfield	Removed within proposed development	Neutral
TB51	Newtown / Collegeland	Removed within proposed development	Neutral

TB No.:	Townland	Description	Baseline Rating
TB52	Collegeland / Maynooth South	Removed within proposed development	Neutral
TB53	Maynooth South / Laraghbryan East	Mostly preserved as field boundary hedgerows.	Medium
TB54	Newtown / Laraghbryan East	This boundary is preserved by a field boundary hedgerow	Medium
TB55	Crinstown / Treadstown	This boundary follows the course of the Lyree river.	Medium
TB56	Treadstown / Newtown	Mature hedgerow with mature trees flanking a drainage ditch.	Medium
TB57	Treadstown / Laraghbryan East	The northern portion of this boundary is comprised of a field boundary hedgerow which flanks the route of a small stream. The eastern portion of this boundary (where it crosses the Lyree River) is preserved as a field boundary hedgerow.	Medium
TB58	Laraghbryan West / Maws	Boundary within the development area follows the course of a regional road: R148.	Neutral
TB59	Treadstown / Maws	Section of the townland boundary within the development area is formed by a mature hedgerow (mixed species) with mature trees.	Medium
TB60	Ballycurraghan / Laraghbryan West / Maws	Very mature and linear field boundaries form the townland boundaries where they border and cross the proposed development area.	Medium
TB61	Maws / Roestown / Gragadder	Northern most section of boundary within the development area is not extant. Remainder is formed by a mixture of drains and mature hedgerows.	Medium
TB62	Branganstown / Maws	Sort section within the development area that has been removed.	Low
TB63	Branganstown / Gragadder	Preserved as a mature hedgerow with some mature trees present. The eastern end within the development area has been removed.	Medium

20.4.4.10 Analysis of Placenames within the Receiving Environment

Table 20-34 Placenames in Co. Kildare

Name (English)	Name (Irish)	Derivation	Possible Meaning
Boycetown	<i>Bhaile an Bhúisigh</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Branganstown	<i>Bhaile Uí Bhranagáin</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Kilcock	<i>Chill Choca</i>	-	Baile: townland, town, homestead Townland/town/homestead of ____
Allenswood	<i>Choill Alain</i>	-	Coill: wood
Confey	<i>Chonfaí</i>	Confy, Con-magh, 'hound-field'	Con-magh:, 'hound-field'
St. Catherine's	<i>Phríóireacht San Caitriona</i>	-	St Catherines
Barrogstown East	<i>Bhaile Bharróg Thoir</i>	Borogestown	Baile: townland, town, homestead Townland/town/homestead of ____
Donaghmore	<i>Dhomhnach Mór</i>	-	Great Church
Kilmacredock Lower	<i>Chill Mochriodóg Íochtarach</i>	Killmac Reddock	Cill: church Church of ____

Name (English)	Name (Irish)	Derivation	Possible Meaning
Ballycurraghan	<i>Bhaile Chorracháin</i>	-	Cill: church Baile an curracháin: 'town of the little moor'
Blakestown	<i>Bhaile an Bhlácaigh</i>	Blakeston	Baile: townland, town, homestead Townland/town/homestead of ____
Carton Demesne	<i>an Chartúin</i>	Carton	Baile chartha: 'town of the heap'
Collegeland	<i>Fhearann an Choláiste</i>	College Land	-
Crinstown	<i>Bhaile Uí Chroidheáin</i>	Croinstown	Baile: townland, town, homestead Townland/town/homestead of Crin (Family name)
Gragadder	<i>Ghráig Ghoidir</i>	Greogedar, Gradider	The hamlet of Godard
Greenfield	<i>an Ghoirt Ghlais</i>	-	Glas: green, grey gort(also: gart): field
Laraghbryan East	<i>Láithreach Briúin Thoir</i>	Larrybrian, Larraghbrien	Bryan's House Site
Laraghbryan West	<i>Láithreach Briúin Thiar</i>	Larrybrian, Larraghbrien	Bryan's House Site
Maynooth	<i>Mhaigh Nuad</i>	Parls or Lands of Maynooth	Maigh (also: magh) plain/ Nuadhat's Plain
Maynooth South	<i>Mhaigh Nuad Theas</i>	-	-
Maws	<i>an Mhaí</i>	-	A Plain
Newtown (Maynooth)	<i>an Bhaile Nua</i>	-	-
Railpark	<i>Pháirc an Ráille</i>	Rail Parks	-
Treadstown	<i>Bhaile Throdaí</i>	-	Baile: townland, town, homestead
Collinstown	<i>Bhaile Choilín</i>	-	Baile: townland, town, homestead
Easton	<i>Easton</i>	Esten	
Leixlip	<i>Léim an Bhradáin</i>	-	A Danish Name meaning Salmon Leap
Newtown (Leixlip)	<i>an Bhaile Nua</i>	Newton	-

20.5 Description of potential impacts

20.5.1 Potential Construction Impacts

Various elements of both the construction and the operational phases have the potential to impact on the archaeological and cultural heritage resource. For a full description of the construction and operation elements of the proposed development, please see Chapter 4 Description of the Proposed Development and Chapter 5 Construction Strategy in Volume 2 of this EIAR. The likely potential impacts during the construction of proposed development prior to mitigation are described in this section. The mitigation measures are described in Section 20.6 and the residual impacts after the proposed mitigation measures have been implemented are described in Section 20.8. Table 20-35 presents the potential construction impacts, significance of effect, proposed mitigation measures and residual impacts and should be read in conjunction with drawings MAY-MDC-ENV-ROUT-DR-V-200000-D to 20010-D in Volume 3A. Archaeological and cultural heritage constraints, which are located within the proposed development boundary but have been assigned a baseline rating of Neutral are not included in the table as there would be no predicted impact to these constraints.

With regard to archaeological and cultural heritage sites, impacts can be direct or indirect and either negative or positive.

Direct impacts during the construction phase of the proposed development would potentially arise as a result of:

- Ground disturbance.
- Total or partial demolition, temporary removal, storage, relocation to new location if possible or reinstatement in original location, rebuilding, repair and rehabilitation of upstanding archaeology and cultural heritage sites/features.

Ground disturbance impacts to archaeology and cultural heritage sites will be permanent and negative and may occur as a result of the following:

- Ground preparation for construction including vegetation removal and topsoil stripping.
- Demolition of existing structures.
- Construction of foundation for electrification structures.
- Track lowering (ranging from 0.3-0.6 m depending on the sections).
- Bridge reconstructions.
- The diversion, realignment and widening of roads and junctions, and/or the provision of temporary alternative routes.
- The diversion and realignment of public rights of way and private accesses, and/or the provision of temporary alternative routes.
- The diversion and realignment of sections of existing watercourses and utilities.
- Reconfiguration of kerb lines and roads.
- Utility diversions.
- Construction of compounds.
- Construction of depot site.
- Installation of hoarding.
- Construction of substations.

Indirect impacts during the construction phase of the proposed development would potentially arise as a result of:

- Visual impacts.
- Severance of associated features.

Visual impacts can be both positive or negative. Visual impacts during the construction phase of the proposed development will be temporary and may include:

- Visual intrusion.
- Alteration of the existing landscape/townscape and the degradation/enhancement of a monument's setting and amenity caused by the presence of a construction site and associated hoarding plant and equipment.
- Through the demolition, removal and/or relocation of street furniture and upstanding archaeology and cultural heritage monuments.
- Through the erection of new buildings and other structural elements.
- Through temporary landscape and boundary treatment.

Table 20-35 Archaeology and Cultural Heritage: Potential Construction Impacts, Mitigation and Residual Impacts

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP01	Reclaimed land potentially sealing prehistoric archaeological remains along the former foreshore of the River Liffey at the southern end of the proposed development	Low	A/B 28+000 – 41+000	Various at eastern end of proposed project	Direct negative	High impact resulting from excavations within Connolly Station vaults and excavations associated with the construction of Spencer Dock Station and all associated infrastructure and utilities.	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AH01	Historic City of Dublin	High	A/B	Existing railway line	N/A	No predicted impact as no works will be required within the ZON	N/A	N/A	N/A
IH006	Site of Glass works	Low	A/B East of 28+000	North Wall Freight Depot	N/A	No predicted impact. Location of maintenance facility for Zone B works at Spencer Dock – no ground excavation required	N/A	N/A	N/A
CH001	Site of Fort William	Low	A/B East of 28+000	North Wall Freight Depot	N/A	No predicted impact.	N/A	N/A	N/A
CH002/3	G.S. & W.R. (Amiens Street & North Wall Branch) Railway	Low	A/B East of 28+000	North Wall Freight Depot	N/A	No predicted impact.	N/A	N/A	N/A
CH012	Site of North Wall Station	Low	A/B 40+000	Mayor Street Upper	Direct negative	Very high direct impact resulting from the construction of Spencer Dock Station and all associated utilities and infrastructure	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
CH024	Site of Rail yard with cranes, goods sheds, engine sheds with turn tables, oil tanks, sidings to the Amiens Street Terminus / Connolly Station	Low	A/B 30+000	Connolly Station	N/A	No predicted impact.	N/A	N/A	N/A
IH32	Site of Footbridge	Low	A/B 32+500	Lindsay Road	N/A	No predicted impact to remains of original footbridge. Parapet on modern footbridge to be heightened.	N/A	N/A	N/A
IH35	Site of Lock House	Low	A/B 43+200	Royal Canal Way	N/A	No predicted impact – location of Glasnevin compound but existing hard standing on site, no ground disturbance required.	N/A	N/A	N/A
AAP02	Small previously undisturbed greenfield area	Medium	C 43+400	Clareville Court	Direct negative	Very high direct impact resulting from the construction of Glasnevin substation and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP03	Greenfield area possibly subject to previous disturbance	Low	C 50+400	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
TB08	Townland boundary between Grangegorman North / Slutsend located within AAP03	Low	C 50+400	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
IH42	Chemical Manure Works	Low	C 50+800	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
CH033	Water tower associated with the Midland Great Western Railway	Medium	C 50+800	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
IH44	Signal House	Low	C 51+000	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
AAP04	Greenfield area possibly subject to previous disturbance	Low	C 51+500	Broom-bridge Road	Direct negative	Very high direct impact resulting from the construction of Reilly's SET compound and all associated utilities and infrastructure	Moderate-significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
TB12	Townland boundary between Pelletstown / Cabragh (Castleknock)	Low	C 53+200	Ashington Park	N/A	No predicted impact.	N/A	N/A	N/A
AAP05	Small area of greenfield possibly landscaped as a park	Low	C 53+600	Martin Savage Park	Direct negative	High direct impact resulting from the construction of Ashtown substation and associated compound and all associated utilities and infrastructure	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
IH46	Ashtown Station (site of)	Low	C 53+600	Ashtown Road	N/A	No predicted impact.	N/A	N/A	N/A

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP06	Area of greenfield subject to previous disturbance	Medium	C 53+700	Ashtown Road	Direct negative	High direct impact resulting from the construction of Ashtown Underpass and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
TB13	Townland boundary between Pelletstown / (Castleknock) / Ashtown	Low	C 53+700	Ashtown Road	Direct Negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed Ashtown Underpass and associated utilities and infrastructure.	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
CH042	Site of a mill pond	Medium	C 53+800	Ashtown Road	Direct negative	Very high direct impact resulting from the construction of Ashtown Level Crossing and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP07	Previously undisturbed greenfield area	Medium	C 53+800	Ashtown Road	Direct negative	Very high direct impact resulting from the construction of Ashdown Level Crossing and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations to be carried out in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP08	Greenfield area possibly subject to previous disturbance	Low	C 54+700	Navan Road	Direct negative	High direct impact resulting from the construction of Navan Road SET compound and OHLE permanent maintenance compound and all associated utilities and infrastructure	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP09	Previously undisturbed greenfield area	Medium	C 56+500	Laurel Lodge Green	Direct negative	High direct impact resulting from the construction of Castleknock substation and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP10	Previously undisturbed greenfield area	Medium	C 57+500	Maple Green	Direct negative	High direct impact resulting from the construction of Coolmine substation and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
CH60	Cluster of structures depicted on OS First Edition 6" Map to south side of Royal Canal	Low	C 57+900	Carpenterstown Road	N/A	No predicted impact, Coolmine Station compound area to be located within area of existing hard standing, no proposed excavation	N/A	N/A	N/A
AAP11	Greenfield area with some previous disturbance.	Low	C 58+800	Diswellstown Road	Direct negative	High direct impact resulting from the construction of Porterstown Level Crossing and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP13	Previously undisturbed greenfield area	Medium	C 58+900	Porterstown Road	Direct negative	High direct impact resulting from the construction of Porterstown Crossing and associated compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AH04	Barrow - ring-barrow	High	C 60+000	Clonsilla Road	Indirect negative	This site will be preserved in-situ within a fenced off buffer area. Surrounding construction will result in a short-term low impact on the setting of the monument	Slight negative	The buffer on site will be actively managed to ensure its efficiency. No mitigation required for the indirect impact as the construction is temporary and the site will be returned to greenfield following decommissioning of the compound.	None
AAP14	Previously undisturbed greenfield containing AH04	High	C 60+000	Clonsilla Road	Direct negative	Very high direct impact resulting from the construction of Clonsilla Permanent Way compound and all associated utilities and infrastructure	Very Significant negative	Archaeological test excavations to be carried out in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP15	Previously undisturbed greenfield area	Medium	C 60+100	Clonsilla Road	Direct negative	Very high direct impact resulting from the construction of Clonsilla Level Crossing and compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP17	Greenfield area possibly subject to previous disturbance	Low	E 70+600	Miles-town Road	Direct negative	High direct impact resulting from the construction of Barberstown SET compound and all associated utilities and infrastructure	Moderate negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP18	Previously undisturbed greenfield area	Medium	E 71+100	Milestown Road / Barberstown Lane South	Direct negative	Very high direct impact resulting from the construction of Barberstown Level Crossing, compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP19	Previously undisturbed greenfield area	Medium	D 101+100	Barberstown Lane North	Direct negative	Very high direct impact resulting from the construction of Hansfield substation and compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP20	Previously undisturbed greenfield area	Medium	D 101+700	Barnhill Road	Direct negative	Very high direct impact resulting from the construction of OBCN286 Pway Compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP28	Greenfield area possibly subject to previous disturbance	Low	D 106+700	M3 Parkway	N/A	No predicted impact.	N/A	N/A	N/A

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
CH071	Aqueduct allowing the Royal Canal and railway to pass over a small local stream that flows into the Luttrellstown Castle Estate.	Medium	E 71+300	Royal Canal Way	N/A	No predicted impact	N/A	N/A	N/A
CH073	Site of Goods Stores to Lucan Station	Low	E 72+300	Royal Canal Way	N/A	No predicted impact	N/A	N/A	N/A
AAP21	Previously undisturbed greenfield area	Medium	E 72+800	St Catherine's Park	Direct negative	Very high direct impact resulting from the construction of OBG13 Compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP22	Greenfield area possibly subject to previous disturbance	Low	E 73+300	St Catherine's Park	N/A	No predicted impact.	N/A	N/A	N/A
TB66	Townland boundary between Ballyhack / Surlgalstown South	Medium	MSDC	R122	N/A	No predicted impact as no proposed ground disturbance in this area	N/A	N/A	N/A
TB67	Townland boundary between Ballyhack/Kilcoskan	Low	MSDC	R122	N/A	No predicted impact as no proposed ground disturbance in this area	N/A	N/A	N/A
TB39	Townland boundary between St. Catherine's (Kildare)/St. Catherine's (Dublin)	Low	E 73+800	St Catherine's Park	N/A	No predicted impact.	N/A	N/A	N/A

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP23	Previously undisturbed greenfield area although landscaping may have occurred.	Medium	E 74+700	Captain's Hill	Direct negative	High direct impact resulting from the construction of OBG14 Compound, Leixlip Substation Compound and all associated utilities and infrastructure	Significant negative	Archaeological monitoring to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
AAP24	Previously undisturbed greenfield area	Medium	E 75+900	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
TB042	Townland boundary between Confey/Leixlip	Medium	E 76+100	Royal Canal Way	N/A	No predicted impact.	N/A	N/A	N/A
AAP25	Previously undisturbed greenfield area	Medium	E 78+200	Blakes-town	Direct negative	Very high direct impact resulting from the construction of Blakestown SET compound, substation and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
CH080	Tunnel marked on 6-inch OS	Low	E 78+700	Blakestown	N/A	No predicted impact	N/A	N/A	N/A
AAP26	Previously undisturbed greenfield area close to an early medieval ecclesiastical enclosure (AH31)	Medium	E 79+900	Donaghmore	Direct negative	Very high direct impact resulting from the construction of OBG18 Pway compound and all associated utilities and infrastructure	Significant negative	Archaeological test excavations in areas of direct impact in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
CH083	Site of vernacular structure, located within AAP26	Low	E 80+000	Donaghmore	Direct negative	High direct impact resulting from the construction of OBG18 Pway compound and all associated utilities and infrastructure	Significant negative	To be covered by archaeological testing to be carried out within AAP26.	Imperceptible
CH084	Site of vernacular structure, located within AAP26	Low	E 80+000	Donaghmore	Direct negative	High direct impact resulting from the construction of OBG18 Pway compound and all associated utilities and infrastructure	Significant negative	To be covered by archaeological testing to be carried out within AAP26.	Imperceptible
AAP27	Large previously undisturbed greenfield area which contains a number of known archaeological sites including AH37 and AH39 and potential sites CH86 and CH88.	Medium	F 91+300	Branganstown / Gragadder / Maws / Laraghbryan East / Treadstown / Maynooth South	Direct negative	Very high direct impact resulting from the construction of the depot west of Maynooth, compounds, flood compensation areas and all associated utilities and infrastructure	Significant negative	Geophysical survey will be undertaken in lands that were not previously accessible and additional lands added to the development following completion of survey work. Archaeological test excavations will be carried out in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible
CH086	Relict field system located within AAP27	Medium	F West of 93+000	Maws	Direct negative	Very high direct impact resulting from the construction of the depot west of Maynooth, compounds, flood compensation areas and all associated utilities and infrastructure	Significant negative	To be covered by investigations in AAP27	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
CH085	Possible ring ditch located within AAP027	Medium	F North-west of 93+000	Branganstown	Direct negative	Very high direct impact resulting from the construction of the depot west of Maynooth, compounds, flood compensation areas and all associated utilities and infrastructure	Significant negative	To be covered by investigations in AAP27	Imperceptible
AH37	Barrow - unclassified	High	F North-west of 93+000	Maws	Direct negative	Very high direct impact resulting from the construction of the depot west of Maynooth and all associated utilities and infrastructure	Very Significant negative	To be covered by investigations in AAP27	Slight
AH39	Ring-ditch	High	F Northwest of 93+000	Branganstown	Direct negative	Very high direct impact resulting from the construction of the depot west of Maynooth and all associated utilities and infrastructure	Very Significant negative	To be covered by investigations in AAP27	Slight
TB53	Townland boundary between Maynooth South / Laraghbryan East	Medium	F 91+400	Maynooth South / Laraghbryan East	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB54	Townland boundary between Newtown / Laraghbryan East	Medium	F 91+600	Newtown / Laraghbryan East	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
TB55	Townland boundary between Crinstown / Treadstown	Medium	F 91+800	Newtown / Laraghbryan East	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB56	Townland boundary between Treadstown / Newtown	Medium	F 91+700	Newtown / Laraghbryan East	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB57	Townland boundary between Treadstown / Laraghbryan East	Medium	F 91+800	Crinstown / Treadstown	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate). Small stream to be subject to wade survey, under licence from the NMS of the DoHLGH.	Imperceptible
TB59	Townland boundary between Treadstown / Maws	Medium	F 91+900	Treadstown / Maws	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
TB60	Townland boundary Ballycurraghan / Laraghbryan West / Maws	Medium	F 92+200	Ballycurraghan / Laraghbryan West / Maws	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed flood compensation areas and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB61	Townland boundary between Maws / Roestown / Gragadder	Medium	F 92+400	Maws / Roestown / Gragadder	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed Millfarm Parkway Compound and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB62	Townland boundary between Branganstown / Maws	Medium	F 92+500	Branganstown / Maws	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed Millfarm Parkway Compound and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible
TB63	Townland boundary between Branganstown / Gragadder	Medium	F Northwest of 93+000	Branganstown / Gragadder	Direct negative	Medium direct impact resulting from ground disturbances associated with the construction of the proposed Maynooth Depot and associated utilities and infrastructure.	Moderate negative	Extant section of Townland Boundary subject to a detailed written and photographic survey (to include test excavations where appropriate).	Imperceptible

Constraint No	Description	Baseline Rating	Zone	Location	Potential Impact type	Potential impact level and assessment	Potential Significance of Effect	Mitigation Measures	Potential Residual Impacts
AAP29	Previously undisturbed greenfield area	Medium	F 91+800	Laraghbryan East	Direct negative	Very high direct impact resulting from the construction of the compound north of Maynooth, compounds, flood compensation areas and all associated utilities and infrastructure	Significant negative	Archaeological test excavations will be carried out in advance of construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.	Imperceptible

20.5.2 Potential Operational Impacts

No direct or indirect impacts to the archaeological and cultural heritage resource would occur during the operational phase of the proposed development.

20.6 Mitigation measures

Mitigation measures will seek to preserve in situ (in the first instance) any archaeological or cultural heritage assets that may be impacted by the proposed development. Where this is not possible a range of mitigation measures will be implemented in advance of, and during construction, which will reduce all impacts. All mitigation measures will be carried out in line with the Code of Practice for Archaeology (2012) between the Minister Housing, Local Government and Heritage and Iarnród Éireann.

Mitigation of impacts on the archaeological and cultural heritage resource that would occur during the construction phase of the proposed development will be a staged approach that will be carried out during the pre-construction, enabling and main infrastructure works phases. The mitigation measures will be managed and overseen by a Project Archaeologist appointed by Iarnród Éireann.

Mitigation measures that will be undertaken prior to and during the construction phase include:

- Additional geophysical surveys.
- Archaeological test excavations.
- Archaeological waste assessments.
- Preservation by record (Archaeological excavation).
- Archaeological monitoring.

Details relating to these investigations are given in Appendix A20.5 Mitigation Measures and the Cultural Heritage Resource in Volume 4 of this EIAR.

20.7 Monitoring

The mitigation measures that will be carried out will also function as a monitoring system to allow the further assessment of the scale of the predicted impacts and the effectiveness of the mitigation measures. For example, if archaeological remains are identified during archaeological test trenching, mitigation such as preservation by record or in-situ will be required.

20.8 Residual effects

The residual effects of the proposed development on the archaeological and cultural heritage resource are detailed in Table 20-35. Following the implementation of mitigation, there will be no significant residual effects upon the archaeological or cultural heritage resource.

20.9 Cumulative effects

As detailed in Chapter 26 all proposed and permitted developments that may have a cumulative environmental affect have been assessed. When each development is assessed in combination with the proposed

development, no significant cumulative effects upon the archaeological or cultural heritage resource have been identified.

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